



**CITY COUNCIL AGENDA
CITY HALL, 291 N. MAIN STREET
PORTERVILLE, CALIFORNIA
MARCH 1, 2022, 5:30 PM**

Pursuant to the provisions of Assembly Bill 361, signed into law by Governor Newsom on September 16, 2021, and in an effort to protect public health and slow the rate of transmission of COVID-19, the City of Porterville is allowing for and encouraging electronic participation at City Council Meetings. Until further notice, Porterville City Council Meetings will be live streamed on YouTube at <https://www.youtube.com/channel/UC5KuhSrNMNL9nwHJVtnJvvA>

Alternatively, this meeting will also be available via Zoom using the following information

Topic: City of Porterville - City Council Meeting of March 1, 2022

Please use the following link below to join the webinar:

<https://us06web.zoom.us/j/83661015643?pwd=Yy9iYUhrOXRXNDVDTzVFWGpaS1FSZz09>

Or via Telephone: **1-669-900-6833** Webinar ID: **836 6101 5643** Passcode: **842120**

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 54956.8 – Conference with Real Property Negotiators/Property: APN: 302-130-030 and 302-130-010. Agency Negotiator: John Lollis and Michael Knight. Negotiating Parties: City of Porterville and Marck C. and Virginia Jagers. Under Negotiation: Terms and Price.

2 - Government Code Section 54957.6 – Conference with Labor Negotiator. Agency Negotiator: John Lollis and Patrice Hildreth. Employee Organizations: Porterville City Employees Association, Management & Confidential Series; Public Safety Support Unit; Porterville Peace Officers Association; Porterville City Firefighters Association; Fire Officer Series; and all unrepresented management employees.

3 - Government Code Section 54956.95 – Liability Claim: Claimant: Xouzie Rodriguez. Agency claimed against: City of Porterville.

4 - Government Code Section 54956.9(d)(1) – Conference with Legal Counsel – Existing Litigation: Statewide Traffic Safety and Signs, Inc. v. California Professional Engineering, et al., and related cross complaints, Tulare County Superior Court, Case No. 284137.

5 - Government Code Section 54956.9(d)(3) – Conference with Legal Counsel – Anticipated Litigation – Significant Exposure to Litigation: Four (4) cases in which facts are not yet known to potential plaintiff.

6 - Government Code Section 54956.9(d)(4) – Conference with Legal Counsel – Anticipated Litigation – Initiation of Litigation: One (1) case.

7 - Government Code Section 54957 – Threat to Public Services or Facilities - Consultation with: Chief Jake Castellow, Porterville Police Department.

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

Pledge of Allegiance Led by Council Member Stowe

Invocation

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.

AB 1234 REPORTS

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

1. Cal Cities Policy Committee - February 10, 2022
2. Mighty 190 Committee - February 16, 2022
3. Tulare County Homeless Task Force - February 16, 2022
4. San Joaquin Valley Air Pollution Control District (SJVAPCD) - February 17, 2022
5. Library Facility Planning Committee - February 17, 2022
6. Tulare County Economic Development Corporation (TCEDC) Economic Summit - February 18, 2022
7. Tulare County Economic Development Corporation (TCEDC) Board - February 23, 2022
8. Cannabis Ad Hoc Committee - February 23, 2022
9. Eagle Mountain Casino Relocation Meeting - February 25, 2022
10. Porterville Area Development Authority - February 25, 2022

11. Tulare County Association of Governments (TCAG)/Tulare County Transportation Authority - February 28, 2022
12. Tulare County Regional Transit Agency (TCRTA) - February 28, 2022

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. **Authorization to Purchase New Patrol Apparatus for the Fire Department**
Re: Consideration to authorize the purchase of a new patrol apparatus along with additional tools and equipment from Boise Mobile Equipment for a total cost of \$323,618.74
2. **Airport Restaurant Lease Agreement - Amendment No. 1**
Re: Consideration to approve Amendment No. 1 to the Operating and Lease Agreement between the City of Porterville and Debie Fittro for the restaurant at the Porterville Municipal Airport.
3. **Consideration of a Request for an Extension to Conditional Use Permit (PRC 2019-035-C)**
Re: Consideration to adopt the draft Resolution approving the requested one-year extension of Conditional Use Permit (2019-035-C) to conditionally allow the development of a hotel located at 1106 W. Henderson Ave in the CR (Retail Centers) zone district.
4. **Status and Review of Local Emergency: Drought**
Re: Considering approval of the continuance of the Declaration of Local Emergency.

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

PUBLIC HEARINGS

5. **Public Hearing for the Review and Adoption of the 2020 Urban Water Management Plan**
Re: Conduct a Public Hearing for the review and adopt the draft Resolution adopting the 2020 Urban Water Management Plan.
6. **Consideration of the Brookside Subdivision Project**
Re: Consideration to adopt the draft Resolution certifying the EIR and adopting the mitigation monitoring and reporting program; adopt the draft resolution amending the General Plan to reflect the Land Use designation of the site as Low-Density Residential; introduce and give first reading to a draft ordinance for rezoning the respective portions of the Site to the RS-2 Low-Density Residential District and the PS Public and Semi-Public District; adopt a draft resolution approving the conditional use permit; adopt a draft resolution approving the tentative subdivision map, and adopt a draft Resolution requesting that Tulare LAFCo initiates proceedings for annexation for the Brookside Subdivision Project.
7. **Minor Conditional Use Permit for Stanton Optical**

Re: Consideration to adopt the draft Resolution approving the Minor Conditional Use Permit for Stanton Optical located at 940 W. Henderson Ave.

8. Consideration of Mitigated Negative Declaration for Development of Water Basin

Re: Consideration to adopt the draft Resolution approving the Mitigated Negative Declaration of Environmental Impact on the Proposed Casino Basin Construction Project.

SECOND READINGS

9. Second Reading - Ordinance 1889, An Ordinance Adjusting the Boundaries of City Council Districts

Re: Giving Second Reading of Ordinance 1889, Amending Exhibit A to Section 2-1.3 of Chapter 2, Article I, of the Porterville Municipal Code adjusting the Boundaries of City Council Electoral Districts.

10. Second Reading - Ordinance 1890, An Ordinance Approving Changes to Chapter 13- Garbage and Refuse of the Porterville Municipal Code

Re: Giving Second Reading of Ordinance 1890, an Ordinance approving Changes to Chapter 13 - Garbage & Refuse of the Porterville Municipal Code.

SCHEDULED MATTERS

11. Consider Municipal Code Dog Leash Requirements

Re: Consider and review the City's Code for dog leash requirements.

12. Status and Review of Proclamation of Local Emergency: COVID-19

Re: Considering approval of the continuation of the Proclamation of Local Emergency due to COVID-19.

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 March 15, 2022

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 – MARCH 1, 2022

SUBJECT: Authorization to Purchase New Patrol Apparatus for the Fire Department

SOURCE: Fire

COMMENT: On September 10, 2021, the Federal Emergency Management Agency (FEMA) awarded \$1,527,287 to the Porterville Fire Department through the Staffing for Adequate Fire and Emergency Response (SAFER) grant program. These funds will be used to pay for the first three years of employment for six additional firefighters, assisting the City in achieving one of the recommendations of the Investigation Report completed by the Serious Accident Review Team (SART) regarding the Library Incident. The six new firefighters will increase the daily staffing of the Department by two personnel per shift. The recruitment process for these new positions is underway.

The increased staffing also creates a need for additional apparatus. In addition to the staffing expenses, additional funding is needed to purchase a new patrol apparatus. The patrol will allow for additional personnel to respond to emergency incidents, and Measure I funds are funding source proposed for this purchase.

Staff requested three quotes for the purchase of a patrol, from Boise Mobile Equipment (BME), Rosenbauer and Skeeter Brush Trucks. The quote information provided below includes sales tax and applicable fees for the City Council's reference:

Boise Mobile Equipment (Option B): \$274,198.85

Rosenbauer: \$290,940.76

Skeeter Brush Trucks: \$316,720.10

Based on the lowest quote received from BME, the estimated cost of the patrol is \$274,198.85. In addition to the purchase of the patrol, staff is further requesting up to \$20,000 for additional equipment, as well as a ten percent (10%) contingency for the total purchase, at a total price not to exceed \$323,618.74.

RECOMMENDATION: That the City Council:

1. Authorize the purchase of a new patrol apparatus from Boise Mobile Equipment for \$274,198.85, and \$20,000 for additional tools and equipment, with an added ten percent (10%) contingency of \$29,419.89, the total cost is \$323,618.74.
2. Authorize a budget adjustment in the Measure I Fund appropriating additional funds of \$323,618.74 in the Fire

Department for the purchase of the new equipment.

ATTACHMENTS:

1. BME Quote
2. Rosenbauer Quote
3. Skeeter Quote

Appropriated/Funded:

Review By:

Department Director:
Bryan Cogburn, Deputy Fire Chief

Final Approver: John Lollis, City Manager



FIRE TRUCKS

PRODUCT PROPOSAL

Exhibit "A"

OPTION A

100% Pre-Payment or Lease Purchase

This will be the price of the project contingent upon the Department (or leasing institution) paying 100% of the contract amount within 15 days of Contract Signing (or issuance of Purchase Order) **OR** if you Lease Purchase the Vehicle(s)



PROPOSAL PREPARED FOR

Porterville Fire Department
BME Fire Trucks, LLC.
Dodge Type 6 Extreme Sawtooth
Wildland Pumper
January 31, 2022

SALES CONSULTANT

Dewayne Young
Golden State Fire Apparatus, Inc.
7400 Reese Road
Sacramento, CA 95828
209-777-0650 Cell
dyoung@goldenstatefire.com

PARTS, SERVICE & SUPPORT

Golden State Emergency Vehicle Service, Inc.
7400 Reese Road
Sacramento, CA 95828
916.330.1638 Office
parts@goldenstatefire.com

PROPOSAL PREPARED FOR:

Porterville Fire Department
40 W Cleveland Avenue
Porterville, CA 93257

Submitted Date:	January 31, 2022
Proposal Number:	110131-22C
Expiration Date:	March 14, 2022
Sales Consultant:	Dewayne Young

We hereby propose and agree to furnish, after your acceptance of this proposal and the proper execution by the PORTERVILLE FIRE DEPARTMENT, hereinafter called "Customer" and an officer of Golden State Fire Apparatus, Inc., hereinafter called "GSFA", the following fire apparatus and equipment, hereinafter called "Product":

#	Product Description	Price
A	One (1) BME Fire Trucks, LLC Dodge Type 6 Extreme Sawtooth Wildland Pumper	250,976.52
B	Pre-Payment Discount for 100% Payment at Time of Order	(4,959.97)
C	SUBTOTAL	246,016.55
D	State Sales Tax @ 9.25%	22,756.53
E	California Tire Fee	7.00
F	GRAND TOTAL	268,780.08



FIRE TRUCKS

PROPOSAL SUMMARY

This proposal includes the following items in accordance with the specifications hereto attached:

- Fire apparatus and equipment
- Pre-delivery inspection/services by GSFA
- Delivery to GSFA service center in Sacramento
- Demonstration and familiarization of the Product
- Factory Final Inspection Trip, (2) PFD reps.**

PRODUCT COMPLETION

Product shall be built in accordance with the specifications hereto attached, delays due to acts of God, strikes, war, or intentional conflict, failures to obtain chassis, materials, unusual weather conditions or other causes beyond GSFA's control not preventing, within approximately **620 to 680 CALENDAR DAYS** after receipt of this order and the acceptance thereof at our Sacramento, California office. Within thirty (30) calendar days after receipt of this order and acceptance thereof, GSFA shall submit to Customer a production schedule including tentative pre-construction conference, final inspection and final delivery dates.

DELIVERY LOCATION

Product shall be shipped in accordance with the specifications hereto attached and be delivered to you at **PORTERVILLE, CALIFORNIA**. Proof of insurance must be demonstrated by the Customer to GSFA prior to transferring of the Product(s).

ACCEPTING THIS PROPOSAL

In the event Customer wishes to purchase the Product described in this Proposal and the attached specifications, then, prior to the expiration date listed on page 2 of this Proposal, Customer shall sign and return this Proposal. Thereafter, GSFA and Customer will endeavor to enter into a purchase agreement incorporating this Proposal and including additional terms (a "Purchase Agreement"). If Customer returns a signed copy of this Proposal alone, GSFA will send Customer its form of Purchase Agreement for Customer's review and signature. **If Customer desires to use its standard form of purchase order as the Purchase Agreement, then Customer should return a signed copy of this Proposal along with a copy of such purchase order. All purchase orders shall be made out to GSFA.** GSFA will review such purchase order and contact the Customer regarding any required revisions. Only upon a full execution of a Purchase Agreement shall GSFA and Customer be obligated to purchase and sell the Product set forth in this Proposal.

TERMS AND CONDITIONS

The following Terms and Conditions are hereby made part of this Proposal:

1. Payment Terms, 100% Pre-Payment at Time of Order –

Customer shall pay the amount listed on page one of this Proposal, which includes: (i) the total price for the Product (the "Purchase Price"), (ii) the estimated state sales tax on the Product, and (iii) the California tire fee (together with the Purchase Price and estimated state sales tax, the "Grand Total") within fifteen (15) calendar days from the date on which the Purchase Agreement is fully executed. The proposed delivery timeframe for the Product, which is outlined on page one of this Proposal, shall not begin until full payment of the Grand Total is received. In the event Customer does not pay GSFA the Grand Total in the timeframe set forth in this Section 1, GSFA may, in its sole discretion, cancel the Purchase Agreement entered into between the parties.

2. Multiple Unit Purchase – If the Purchase Price includes pricing for multiple units, the price stated on this Proposal shall only be valid if the quantity of Products being proposed are purchased at the same time, pursuant to the same Purchase Agreement.

3. Stock / Demo Units – If applicable, any stock/demo units, including those identified by this Proposal, are available for sale on an as-is, first-come and first served-basis. Regardless of this Proposal, the first Customer to enter into a Purchase Agreement identifying any such stock/demo units shall obtain said units.

4. Order Changes – The Customer may request that GSFA incorporate a change to the Product or the Specifications for the Product by delivering a written change order to GSFA, which shall include a description of the proposed change sufficient to permit GSFA to evaluate the feasibility of such change (a "Change Order"). GSFA will provide Customer a written response (a "Response") stating (i) whether GSFA will accommodate such Change Order (which GSFA may decide in its sole and absolute discretion) and (ii) the terms of the modification to the order, including any increase or decrease in the Purchase Price resulting from such Change Order, and any effect on production scheduling or Delivery resulting from such Change Order. Customer shall have seven (7) days after receipt of the Response to notify GSFA as to whether Customer desires to make the changes GSFA has approved in the Response. In the event Customer counter-signs GSFA's Response, Customer shall pay the increase (or be refunded the decrease) in the Purchase Price prior to final delivery to Customer location.

5. Force Majeure – GSFA shall not be responsible nor deemed to be in default on account of delays in performance due to causes which are beyond GSFA's and manufacturer's control and which make GSFA's performance impracticable, including but not limited to wars, insurrections, strikes, riots, fires, storms, floods, other acts of nature, explosions, earthquakes, accidents, any act of government, delays in transportation, inability to obtain necessary labor supplies or manufacturing facilities, allocation regulations or orders affecting materials, equipment, facilities or completed products, failure to obtain any required license or certificates, acts of God or the public enemy or terrorism, failure of transportation, epidemics, quarantine restrictions, failure of vendors (due to causes similar to those within the scope of this clause) to perform their contracts or labor troubles causing cessation, slowdown, or interruption of work.

6. Cancellation/Termination – In the event Customer and GSFA enter into a Purchase Agreement and Customer thereafter cancels or terminates the Purchase Agreement, GSFA will charge a cancellation fee as follows: (a) 10% of the Purchase Price after order is accepted and entered by GSFA; (b) 20% of the Purchase Price after completion of the pre-construction phase of the order process; and (c) 50% of the Purchase Price after the requisition of any materials or commencement of any manufacturing or assembly of the Product by either GSFA or the manufacturer of the Product. The tier of cancellation fee applicable to any cancellation shall be in the sole and absolute discretion of GSFA.

7. State Sales Tax – Customer shall be responsible for the cost of state sales tax associated with, or attributable to the Product. The taxes owed by Customer for the Product is subject to adjustment for the applicable state sales tax rate in effect when the Product is delivered to the Customer. Therefore, the sales tax will be increased or decreased at the time of delivery if a change in the sales tax rate has occurred, in which case Customer shall pay GSFA (or be refunded by GSFA) the applicable change in sales tax.

8. Proposal Expiration – After the Expiration Date shown on page one of this Proposal, Customer shall require GSFA's written consent to accept this Proposal.

9. Governing Law – This Proposal is to be governed by and under the laws of the state of California.

Thank you for providing Golden State Fire Apparatus, Inc. with the opportunity to provide this proposal. If you have any questions regarding the options presented or need additional options, please contact me.

Sincerely,

Dewayne Young

Dewayne Young
Golden State Fire Apparatus, Inc.

I, _____ authorized
representative of PORTERVILLE FIRE DEPARTMENT agrees to purchase the proposed
Product(s) and agree to the terms and conditions of this proposal and the specifications
hereto attached.

SIGNATURE: _____

TITLE: _____ DATE: _____

OPTION B

Payment at Time of Delivery

This will be the price of the project if the Department
pays 100% of the contract at Time of Delivery



PROPOSAL PREPARED FOR

Porterville Fire Department
BME Fire Trucks, LLC.
Dodge Type 6 Extreme Sawtooth
Wildland Pumper
January 31, 2022

SALES CONSULTANT

Dewayne Young
Golden State Fire Apparatus, Inc.
7400 Reese Road
Sacramento, CA 95828
209-777-0650 Cell
dyoung@goldenstatefire.com

PARTS, SERVICE & SUPPORT

Golden State Emergency Vehicle Service, Inc.
7400 Reese Road
Sacramento, CA 95828
916.330.1638 Office
parts@goldenstatefire.com

PROPOSAL PREPARED FOR:

Porterville Fire Department
40 W Cleveland Avenue
Porterville, CA 93257

Submitted Date:	January 31, 2022
Proposal Number:	110131-22D
Expiration Date:	March 14, 2022
Sales Consultant:	Dewayne Young

We hereby propose and agree to furnish, after your acceptance of this proposal and the proper execution by the PORTERVILLE FIRE DEPARTMENT, hereinafter called "Customer" and an officer of Golden State Fire Apparatus, Inc., hereinafter called "GSFA", the following fire apparatus and equipment, hereinafter called "Product":

#	Product Description	Price
A	One (1) BME Fire Trucks, LLC Dodge Type 6 Extreme Sawtooth Wildland Pumper	250,976.52
B	State Sales Tax @ 9.25%	23,215.33
C	California Tire Fee	7.00
D	GRAND TOTAL	274,198.85



FIRE TRUCKS

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This proposal includes the following items in accordance with the specifications hereto attached:

- Fire apparatus and equipment
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Product shall be built in accordance with the specifications hereto attached, delays due to acts of God, strikes, war, or intentional conflict, failures to obtain chassis, materials, unusual weather conditions or other causes beyond GSFA's control not preventing, within approximately **620 to 680 CALENDAR DAYS** after receipt of this order and the acceptance thereof at our Sacramento, California office. Within thirty (30) calendar days after receipt of this order and acceptance thereof, GSFA shall submit to Customer a production schedule including tentative pre-construction conference, final inspection and final delivery dates.

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ACCEPTING THIS PROPOSAL

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TERMS AND CONDITIONS

The following Terms and Conditions are hereby made part of this Proposal:

1. Payment Terms, Payment at Time of Delivery – Customer shall pay the Grand Total at time of delivery or pick up of the Product to GSFA. It is the responsibility of the Customer to have full payment ready when the Product is complete and ready to deliver or pick up. If payment is late or delivery is delayed pending payment, a daily finance charge of \$150.00 and a daily storage fee of \$50.00 may apply until such payment is received. Due to insurance liability, the Product(s) will not be left at the Customer's location without full acceptance and payment or prior written agreement between the Customer and GSFA.

2. Multiple Unit Purchase – If the Purchase Price includes pricing for multiple units, the price stated on this Proposal shall only be valid if the quantity of Products being proposed are purchased at the same time, pursuant to the same Purchase Agreement.

3. Stock / Demo Units – If applicable, any stock/demo units, including those identified by this Proposal, are available for sale on an as-is, first-come and first served-basis. Regardless of this Proposal, the first Customer to enter into a Purchase Agreement identifying any such stock/demo units shall obtain said units.

4. Order Changes – The Customer may request that GSFA incorporate a change to the Product or the Specifications for the Product by delivering a written change order to GSFA, which shall include a description of the proposed change sufficient to permit GSFA to evaluate the feasibility of such change (a "Change Order"). GSFA will provide Customer a written response (a "Response") stating (i) whether GSFA will accommodate such Change Order (which GSFA may decide in its sole and absolute discretion) and (ii) the terms of the modification to the order, including any increase or decrease in the Purchase Price resulting from such Change Order, and any effect on production scheduling or Delivery resulting from such Change Order. Customer shall have seven (7) days after receipt of the Response to notify GSFA as to whether Customer desires to make the changes GSFA has approved in the Response. In the event Customer counter-signs GSFA's Response, Customer shall pay the increase (or be refunded the decrease) in the Purchase Price prior to final delivery to Customer location.

5. Force Majeure – GSFA shall not be responsible nor deemed to be in default on account of delays in performance due to causes which are beyond GSFA's and manufacturer's control and which make GSFA's performance impracticable, including but not limited to wars, insurrections, strikes, riots, fires, storms, floods, other acts of nature, explosions, earthquakes, accidents, any act of government, delays in transportation, inability to obtain necessary labor supplies or manufacturing facilities, allocation regulations or orders affecting materials, equipment, facilities or completed products, failure to obtain any required license or certificates, acts of God or the public enemy or terrorism, failure of transportation, epidemics, quarantine restrictions, failure of vendors (due to causes similar to those within the scope of this clause) to perform their contracts or labor troubles causing cessation, slowdown, or interruption of work.

6. Cancellation/Termination – In the event Customer and GSFA enter into a Purchase Agreement and Customer thereafter cancels or terminates the Purchase Agreement, GSFA will charge a cancellation fee as follows: (a) 10% of the Purchase Price after order is accepted and entered by GSFA; (b) 20% of the Purchase Price after completion of the pre-construction phase of the order process; and (c) 50% of the Purchase Price after the requisition of any materials or commencement of any manufacturing or assembly of the Product by either GSFA or the manufacturer of the Product. The tier of cancellation fee applicable to any cancellation shall be in the sole and absolute discretion of GSFA.

7. State Sales Tax – Customer shall be responsible for the cost of state sales tax associated with, or attributable to the Product. The taxes owed by Customer for the Product is subject to adjustment for the applicable state sales tax rate in effect when the Product is delivered to the Customer. Therefore, the sales tax will be increased or decreased at the time of delivery if a change in the sales tax rate has occurred, in which case Customer shall pay GSFA (or be refunded by GSFA) the applicable change in sales tax.

8. Proposal Expiration – After the Expiration Date shown on page one of this Proposal, Customer shall require GSFA's written consent to accept this Proposal.

9. Governing Law – This Proposal is to be governed by and under the laws of the state of California.

Thank you for providing Golden State Fire Apparatus, Inc. with the opportunity to provide this proposal. If you have any questions regarding the options presented or need additional options, please contact me.

Sincerely,

Dewayne Young

Dewayne Young
Golden State Fire Apparatus, Inc.

I, _____ authorized representative of PORTERVILLE FIRE DEPARTMENT agrees to purchase the proposed Product(s) and agree to the terms and conditions of this proposal and the specifications hereto attached.

SIGNATURE: _____

TITLE: _____ DATE: _____



FIRE TRUCKS

PRODUCT SPECIFICATIONS

Exhibit "B"

Kirk Lowery

Boise Mobile Equipment

Extreme 6

PORTERVILLE CITY FIRE

DODGE CREW CAB CHASSIS BME EXTREME TYPE 6 SPECIFICATIONS

July 20, 2021

110617-0028

11/22/21

Boise Mobile Equipment

DETERMINATION OF APPARATUS WEIGHT

Boise Mobile Equipment, Inc shall submit estimated "in-service" weight analysis required by applicable NFPA standards. This Excel computer weight analysis shall break down all major components of the apparatus and shall show the impact on percentage-of-load on the front and rear axles, total weight, and weight on each tire set.

The analysis shall evenly distribute the NFPA required minimum payload allowance or estimated equipment payload as provided by the purchaser into the specified compartments. The allowance for personnel, hose loads, water and foam fluids, and required NFPA equipment shall be outlined individually in the analysis and placed on the apparatus in its specific intended position.

CENTER-OF-GRAVITY ANALYSIS

Boise Mobile Equipment, Inc shall perform an estimated center of gravity calculation as required by the applicable section of NFPA standards. This calculation shall include tilt angles, the estimated right to left load distribution, and load on each axle, including all specified major components.

LOW VOLTAGE TEST REQUIRMENTS

The fire apparatus low voltage electrical system shall be tested as required by this section and the test results shall be certified by the apparatus manufacturer. The certification shall be delivered to the purchaser with the documentation for the completed apparatus. The tests shall be performed when the air temperature is between 0 degrees Fahrenheit and 110 degrees Fahrenheit.

TEST SEQUENCE

The three tests defined below shall be performed in the order in which they appear. Before each test, the chassis batteries shall be fully charged until the voltage stabilizes at the voltage regulator set point and the lowest charge current is maintained for 10 minutes. The failure of any of these tests shall require a repeat of the test sequence.

RESERVE CAPACITY TEST

The chassis engine shall be started and kept running until the chassis engine and engine compartment temperatures are stabilized at normal operating temperatures and the chassis battery system is fully charged. The chassis engine shall be shut off and the minimum continuous electrical load shall be applied for 10 minutes. All electrical loads shall be turned off prior to attempting to restart the chassis engine. The chassis battery system shall then be capable of restarting the chassis engine. The failure to restart the chassis engine shall be considered a failure of this test.

ALTERNATOR PERFORMANCE TEST AT IDLE

Boise Mobile Equipment

The minimum continuous electrical load shall be applied with the chassis engine running at idle speed. The chassis engine temperature shall be stabilized at normal operating temperature. The chassis battery system shall be tested to detect the presence of a chassis battery current discharge. The detection of chassis battery current discharge shall be considered a failure of this test.

ALTERNATOR PERFORMANCE TEST AT FULL LOAD

The total continuous electrical load shall be applied with the chassis engine running up to the engine manufacturer's governed speed. The test duration shall be a minimum of two hours. The activation of the electrical system load management system shall be permitted during this test. The activation of an alarm due to excessive chassis battery discharge, as detected by the system required by NFPA (current edition), or an electrical system voltage of less than 11.8 volts direct current for a 12 volt direct current nominal system, for more than 120 seconds, shall be considered a failure of this test.

LOW VOLTAGE ALARM TEST

Following the completion of the tests described above, the chassis engine shall be turned off. With the chassis engine turned off, the total continuous electrical load shall be applied and shall continue to be applied until the excessive battery discharge alarm activates. The chassis battery voltage shall be measured at the battery terminals.

The test shall be considered to be a failure if the low voltage alarm has not yet sounded 140 seconds after the voltage drops to 11.70 volts direct current for a 12 volt direct current nominal system. The chassis battery system shall then be able to restart the chassis engine. The failure of the chassis battery system to restart the chassis engine shall be considered a failure of this test.

The completed fire apparatus shall undergo a complete 12 volt electrical load and performance testing per applicable sections of NFPA standards with inspection and test sheets included in delivery documentation.

DOCUMENTATION

The apparatus manufacturer shall provide the results of the low-voltage electrical system performance test, certified in writing, with the documentation provided to the purchaser at the time of delivery of the completed apparatus.

The test results shall consist of the following documents:

- (1) Documentation of the electrical system performance tests.
- (2) A written electrical load analysis, including the following:
 - (a) The nameplate rating of the alternator.
 - (b) The alternator rating under the conditions specified in NFPA 1906 (current edition).

Boise Mobile Equipment

- (c) Each of the component loads specified that make up the minimum continuous electrical load.
- (d) Additional electrical loads that, when added to the minimum continuous electrical load, determine the total continuous electrical load.
- (e) Each individual intermittent electrical load.

TEST RESULTS

Boise Mobile Equipment Inc. shall provide results of the apparatus testing and shall certify the following:

The weight of the completed apparatus, when loaded to its estimated in service weight, does not exceed the GVWR and GAWR of the chassis.

The complete unit, when loaded to its estimated in service weight, meets the weight distribution and vehicle stability requirements, as defined in the current NFPA guidelines.

The unit meets all required federal standards pertaining to the manufacturer and completion of the apparatus and a label tag has been affixed to the apparatus by the manufacturer stating same.

Boise Mobile Equipment Inc. shall provide all testing results, including engine, speed, acceleration, road ability, braking, and auxiliary braking to the Purchaser at the time of delivery.

GENERAL WARRANTY PROVISIONS

All materials and workmanship herein specified, including all equipment furnished, shall be guaranteed for a period of one (1) year after the acceptance date of the apparatus, unless otherwise noted, with the exception of any normal maintenance services or adjustments which shall be required. Under this warranty, Boise Mobile Equipment shall be responsible for the costs of repairs to the apparatus that have been caused by defective workmanship or materials during this period.

This warranty shall not apply to the following:

- Any component parts or trade accessories such as chassis, engines, tires, pumps, valves, signaling devices, batteries, electric lights, bulbs, alternators, and all other installed equipment and accessories, in as much as they are usually warranted separately by their respective manufacturers, or are subject to normal wear and tear.
- Failures resulting from the apparatus being operated in a manner or for a purpose not recommended by the apparatus manufacturer.
- Loss of time or use of the apparatus, inconvenience or other incidental expenses.
- Any apparatus which has been repaired or altered outside of the apparatus manufacturer's factory in any way that affects its stability, or which has been subject to misuse, negligence, or accident.

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- Delivery of the apparatus to repair site.

DISCLAIMER

NO WARRANTIES ARE GIVEN BEYOND THOSE DESCRIBED HEREIN. THIS WARRANTY IS IN LIEU OF ALL OTHER WARRANTIES, EXPRESSED OR IMPLIED. THE COMPANY SPECIFICALLY DISCLAIMS WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE, ALL OTHER REPRESENTATIONS TO THE USER/PURCHASER AND ALL OTHER OBLIGATIONS OR LIABILITIES. FURTHER, THE COMPANY EXCLUDES LIABILITY FOR CONSEQUENTIAL AND INCIDENTAL DAMAGES, ON THE PART OF THE COMPANY OR SELLER. No person is authorized to give any other warranties or to assume any liabilities on the Company's behalf unless made or assumed in writing by the seller; and no other person is authorized to give any warranties or to assume any liabilities on the seller's behalf unless made or assumed in writing by the seller.

OBTAINING SERVICE

Return the vehicle to any Boise Mobile Equipment, Inc dealer/authorized service center; Return the vehicle to Boise Mobile Equipment Inc. or contact Boise Mobile Equipment Inc. Boise Mobile Equipment Inc. shall be solely responsible for determining the extent of repair under the terms of the warranty. Transportation costs shall be the responsibility of the purchaser.

MATERIAL AND WORKMANSHIP

All equipment provided shall be guaranteed to be new and of current manufacture, and unless specified otherwise, shall meet all requirements of these specifications and prevailing NFPA documents and be in condition at time of delivery for use as specified for this type of apparatus.

All workmanship shall be of the highest quality and accomplished in a professional manner so as to insure a functional apparatus with a high quality aesthetic appearance.

The construction shall be rugged and ample safety factors shall be provided to carry the loads specified to meet both on and off road requirements.

The apparatus shall be designed and the equipment mounted with due consideration to the distribution of load between the front and rear axles, so all specified equipment, with a full complement of personnel, can be carried without damage to the apparatus.

BODY AND STRUCTURAL WARRANTY

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Boise Mobile Equipment shall warrant each new apparatus body, if used in a normal and reasonable manner, against structural defects caused by defects in material, design or workmanship for a period of ten (10) years, covering parts & labor to the original purchaser which shall start on day of acceptance.

This warranty shall not apply to:

- Normal maintenance services or adjustments
- To any vehicle which will have been repaired or altered outside of our factory in any way so as, in the judgment of BME, to affect it's stability, nor which has been subject to misuse, negligence, or accident, nor to any vehicle made by us which will have been operated to a speed exceeding the factory rated speed, or loaded beyond the factory rated load capacity.
- Commercial chassis and associated equipment furnished with chassis, signaling devices, generators, batteries, or other trade accessories as they are usually warranted separately by their respective manufacturers.
- Shipping costs of parts or apparatus for purposes of repair or replacement of parts. This warranty is in lieu of all other warranties, expressed or implied. All other representations as to the original purchaser and all other obligations or liabilities, including for incidental or consequential damage on the company's behalf unless made in writing by the company.

DARLEY FIRE PUMP WARRANTY

A three (3) year warranty on the Darley fire pump shall be provided. The provisions of this warranty shall be described in the completed apparatus documentation.

PLUMBING WARRANTY

The stainless steel fire pump plumbing shall carry a ten (10) year parts and labor warranty against defects in workmanship and perforation corrosion.

AKRON VALVE WARRANTY

The Akron valves shall carry a ten (10) year parts and labor manufacturer's warranty. Provisions of this warranty shall be provided with the completed apparatus documentation.

WATER TANK WARRANTY

The polypropylene water tank that is specified to be supplied with this apparatus shall be warranted by the water tank manufacturer for a "lifetime" period from the date that the apparatus is put into service. The tank manufacturer shall repair, at no cost to the purchaser, any problems caused by defective materials and/or workmanship. The warranty shall cover the reasonable costs of removing the water tank from the apparatus and reinstalling it after the completion of the covered warranty repairs, but shall not cover any liability for the loss of

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service or downtime costs of the apparatus.

FOAM TANK WARRANTY

The foam tank shall carry a “lifetime” warranty against defects in workmanship and perforation corrosion. The provisions of this warranty shall be provided in the delivery documentation.

PAINT WARRANTY

Boise Mobile Equipment, Inc shall provide a seven (7) year paint warranty which shall cover peeling and/or de-lamination of the top coat and other layers of paint, cracking or checking, loss of gloss caused by cracking, checking or chalking, and any paint failure caused by defective paint materials covered by the paint manufacturer’s material warranty.

CHASSIS WARRANTY

The specified chassis shall be provided with the chassis manufacturer's warranty. The exact provisions of this warranty shall be supplied with the completed apparatus documentation.

DELIVERY REQUIREMENTS

The apparatus shall be delivered to the specified purchaser's location. The vehicle shall be delivered under its own power and rail or freight shipment will not be acceptable. The responsibility for the apparatus and equipment remains with the manufacturer until satisfactory completion of the acceptance test and the formal acceptance of the apparatus is made.

APPARATUS OPERATION MANUAL(S)

Boise Mobile Equipment shall provide one (1) printed apparatus operational manual(s).

APPARATUS MANUAL(S)

Boise Mobile Equipment shall provide one (1) digital apparatus operational manual(s) on USB flash drive(s) with the completed apparatus:

- a) One (1) complete set of standard chassis operation, parts and service manuals.
- b) One (1) apparatus manufacturer’s operation and service manual, to include:
 - Manufacturer’s Record of Construction
 - Warranty Registration and Information
 - Operator Safety Information
 - Pump Operation and Troubleshooting Instructions
 - Foam System Operation Instructions
 - Vehicle Exterior Maintenance Instructions
 - Maintenance and Lubrication Information & Charts
 - Complete Electrical Diagrams

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- Component Literature (ie: siren, PTO, hose reel, etc.)
- Pump Test Certificate, Weight Certificate, Service Parts Replacement List

CHASSIS SPECIFICATIONS

One (1) current year SLT Dodge Ram 5500, 4x4, dual rear wheel.

Cab Type: 4-Door Crew Cab

Wheelbase: 173.4"

Cab to Axle: 60"

GVWR: 19,500 pounds

Engine: 6.7L Cummins Turbo Diesel

385 Horse Power @ 2,800 RPM

850 Lb.-Ft. Torque @ 1,700 RPM

Transmission: AISIN Heavy Duty 6-Speed Automatic Transmission

Transfer Case: 2-Speed

Fuel Tank Capacity: 52 Gallons

Batteries: Two (2) heavy duty 730 CCA

Alternator: 440 Amp Rated Dual Alternators (220 Amp Secondary Alt)

Brakes: 4-wheel ABS disc

Axle / Front: Front GAWR: 7000 lb

Front Spring Rating: 7000 lb

Axle / Rear: Rear GAWR: 13,500 lb

Rear Spring Rating: 13,500 lb

Limited Slip Rear Axle

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Total GVWR: 19,000 lb.

Steering: Power steering with tilt wheel

Tires: Six (6) 225/70R19.5G Steel Belted radials

Wheels: 19.5" Steel

SLT Trim Package

Chrome Front Bumper with Tow Hooks

Halogen Quad Headlamps

Cab Clearance Lights

Chrome Grill

Driver and Passenger side airbags

Power Windows w/tinted safety glass

Power Door Locks

Engine Block Heater

Black vinyl floor mat

Skid Plates

AC/ Cruise Control

CAB SEATING AND WEIGHT ALLOWANCE

A warning label shall be installed in the cab to indicate seating positions for five (5) people. A weight allowance of 250 pounds shall be calculated for each person.

DATA PLAQUE

A data plaque shall be provided and installed on the inside of driver's door. The data plaque shall contain the required information based on the applicable components for the apparatus:

- Engine oil

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- Engine coolant
- Chassis transmission fluid
- Drive axle lubricant
- Power steering fluid
- Pump, generator, or other component lubrications
- Other NFPA applicable fluid levels or data as required
- Paint manufacturer, type, and color number
- Tire Speed Ratings
- Transfer Case
- Water Tank Capacity 300 Gallon
- Aux pump engine capacity and type
- Pump transmission capacity and type

Location shall be in the driver's compartment or on driver's door.

WARNING LABEL -- NO RIDING ON REAR

A warning label stating: "WARNING:DO NOT RIDE ON REAR STEP WHILE VEHICLE IS IN MOTION. DEATH OR SERIOUS INJURY MAY RESULT" shall be installed on rear of the apparatus. The label shall be applied to the vehicle at the rear step area. The label shall warn personnel that riding in or on these areas, while the vehicle is in motion, are prohibited.

WARNING LABEL -- SEAT BELT USEAGE

A warning label, stating: "DANGER- Personnel Must Be Seated And Seat Belts Must Be Fastened While Vehicle Is In Motion Or DEATH OR SERIOUS INJURY MAY RESULT" shall be provided in the apparatus cab interior. This label shall be located so that it is visible from all seating positions.

LOUD NOISE WARNING LABEL

A final stage manufacturer shall install "hearing loss" potential warning labels on the vehicle in any areas or fixed equipment that produces excessive noise levels. (Exhaust outlet, sirens and air horns shall not be required for such equipment.)

WARNING LABEL -- DO NOT WEAR HELMET

A warning label, stating: "CAUTION: DO NOT WEAR HELMET WHILE SEATED" shall be provided in the apparatus cab interior. This label shall be located so that it is visible from all seating positions.

MANUFACTURER LOGO

The apparatus shall include a Boise Mobile Equipment logo plaque which shall be affixed at the rear and front of the apparatus.

REPLACEMENT FRONT BUMPER

The front bumper on the Dodge chassis shall be replaced with a custom Boise Mobile Equipment designed front

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bumper.

BME Extreme Bumper.

Driver's side front discharge

Winch Provisions

Powder Coated Black

Bumper box on Passenger side for hose storage.

Bumper design needs to be approved by the customer before any metal is cut.

Bumper shall have a Grill Guard and with a 30" Tomar LED lightbar TRX-30C-AC inserted into the horizontal bar.

REAR BUMPER

The rear bumper shall be a custom Boise Mobile Equipment designed rear step bumper. The rear bumper shall contain towing provisions, a rear access step on the right side, license plate, and be powder coated black.

EXHAUST MODIFICATION

The underside of the apparatus shall be provided with a heat shield. The heat shield shall be installed under the body in the areas where the exhaust system is routed.

CAB STEPS RUNNING BOARDS

A set of BME custom made running boards shall be installed under the driver side and passenger side cab doors.

AIR FILTER EMBER PROTECTION SCREEN AND WARNING LABEL

An ember protection screen and warning label, stating: "This apparatus is equipped with an air filter ember protection screen; routine inspection is required," shall be provided and installed in the apparatus cab interior. This label shall be located so that it is visible from the driver's seating position.

AIR FILTER EMBER PROTECTION SCREEN WARNING LABEL

A warning label, stating: "This apparatus is equipped with an air filter ember protection screen; routine inspection is required," shall be provided and installed in the apparatus cab interior.

EMBER SEPARATOR

The final stage manufacturer shall install an ember separator within the fire pump engine air intake system.

AIR, FUEL, ELECTRICAL LINE PROTECTION

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All air lines, fuel lines and electrical harnesses below the chassis frame rails shall be protected with fire resistive sleeves.

FUEL TANK PICKUP TUBE

The O.E.M fuel tank shall have an additional pickup installed to supply fuel to the axilliary pump engine. It shall be routed from the chassis fuel tank to the pump engine. T Any chassis fuel system modifications shall be fully compliant CARB regulations, CVC and FMVSS.

All fuel lines shall be loomed, "grommited", and firmly clamped in position to prevent chafing or damage and all synflex fuel hoses shall be wrapped with fire wrap lagging capable of withstanding temperatures in excess of 250°C.

The fuel tanks and lines shall be protected as necessary from exhaust heat through the use of heat shields or baffles. Only metal fasteners, coated or insulated for maximum fuel line protection shall be used..

TIRE PRESSURE INDICATOR SYSTEM

There shall be a tire pressure indicator at each tire's valve stem on the vehicle that shall indicate if there is insufficient pressure in the specific tire.

VIAIR CONSTANT-DUTY ONBOARD AIR SYSTEM

The cab shall have a Viair Ultra-Duty Onboard Air System installed. The system shall include a 12V DC, 20 Amp, 150 PSI air compressor, 2-1/2" gallon tank and pressure sensor and a 20ft accessory hose. The exact location shall be determined at the pre-construction meeting.

There shall be two (2) air outlets, one (1) in compartment D1 and one (1) in compartment P1.

Tire Inflation Kit

There shall be a Viair Tire inflation kit supplied. Tire Inflation Kit features a normally-closed air gun that can be opened by simply squeezing the inflation trigger. Because this tool is a normally closed type, the Tire Inflation Gun works with all On board Air Systems with an air tank. A carry case is provided as well as additional extension hose.

BUCK STOP DODGE SUPER SINGLE CONVERSION

The Buckstop Single Wheel Conversion is an engineered kit with each component integrated to achieve as close to OEM structure as possible while converting from dual rear wheels to four single tires. The purpose of the Conversion is for greater off-road traction and performance without compromising weight carrying capacity. At the core of the kit are 41" tires with 6700 pound capacity each. Clearance for the big tires is achieved with a small suspension lift and large cut-out fender flares to keep the center of gravity as low as possible. The wheels are reversible and interchangeable front to rear for proper tire rotation. Track width is roughly 92" at the outside and consistent front to rear. Fender Flares are an integral part of the kit providing complete tire coverage from road spray and also replacing and covering parts of the body that are cut away for tire clearance

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Suspension

Key components of the Buckstop Suspension Kit are replacement Radius Arms, Coils Springs, and Heavy-duty Track Bar Mount. These pieces maintain proper, original steering geometry. Performance is enhanced with Buckstop's Heavy Duty track bar mount fabricated from 3/8" steel.

Fender Flares and Body Modification

In order to neatly fit the monster 41" tires under the body, the internal frame, fender, and body require cutting and trimming. Buckstop's uniquely designed 8" wide fender flares are a special part of the puzzle that cover the cut-out portions of the body and also completely cover the tire from road spray. The flare is a one-piece design including a return inner wheel liner that integrates with the OE liner. Fender Flares are shipped in un-finished fiberglass. Final coating/paint is required. Behind the headlight, a major piece of the inner frame structure must be removed for tire clearance.

Wheels and Tires

Tires: With a 19,500lb GVW, rear axle capacities approach 14,000lbs requiring a tire capacity up to 7,000lbs each. The 335/80R20 is the perfect choice - a "military" style radial tire with excellent handling characteristics under load. It has an off-road tread pattern and can be aired down to match different loads. Tire noise is acceptable at a level equivalent to a standard truck mud tire.

Wheels: The military tire has a higher shoulder than light-truck street tire. A typical street, light-truck wheel will not fit the tire properly and carry the weight. Buckstop manufactures wheels that are designed for the load and the military tire. They track in-line front to rear compensating for the difference in front and rear axle widths of dually trucks. The wheel is single piece construction without extra bolt flanges, spacers, and bolts. Weight capacity is achieved through a heavy-duty rim made from 1/4" thick material. Tires can easily be rotated front to rear for even wear without dismounting the tire from the rim.

Bumper

Topping off the truck is an extra-wide bumper compensating the increase in front track width. The bumper extends past the fender flares to fend off fence posts, trees, and other obstacles jumping out along the way. At the heart of the bumper are the same features found on standard Buckstop bumpers including winch mount, tow hooks or mount points, trailer receiver, latching winch access door, built-in light mounts, and several options for built-in sirens, speakers, and monitor.

Underside Protection

Undercarriage protection is available with Radiator, Transfer Case, and Transmission Skid Pans designed to keep branches and debris from damaging the underside of the vehicle. These pieces are heavy-duty construction and fit tightly to the underside with minimal loss of ground clearance.

AUXILIARY DRIVING LIGHTS

There shall be two (2) PIAA 530 LED fog lights mounted into the provided 6" bumper cut-outs.

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Weather Tech Floor Matts

There shall be a set of Weather Tech Floor laser cut matts installed in the front and back seat areas on the engine.

Tiger Tough Seat Covers

There shall be Tiger Tough custom seat covers installed on the front seats and also the rear bench seat. The seat covers shall be gray in color.

PORTABLE PUMP

A Darley 1-1/2AGE 24K portable pump shall be provided on the apparatus. The unit shall have a liquid cooled, 24 HP, Kubota D902 diesel engine equipped with an electric start.

Pump Performance

20 gpm @ 310 psi
140 gpm @ 145 psi
180 gpm @ 80 psi

Diesel Engine

Kubota, D902 Diesel, water-cooled, 24 hp.

Fuel Supply

The engine shall be piped to the chassis fuel system with provisions to prevent fuel drain back to the tank when the engine is shutdown.

Fuel Prime

A fuel re-prime pump shall be provided to assist in fuel delivery to the diesel engine from the chassis tank.

Lubrication

Pressure feed with spin-on filter.

Starter

12-volt electric wired into the chassis battery system

Exhaust

A spark arrestor shall be provided on the engine exhaust system.

Air Intake

An air cleaner shall be provided with easy access to remove the element.

An ember screen shall be provided on the inlet to the air cleaner.

DUAL DARLEY DELUXE PANELS

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The auxiliary pump shall be controlled by a dual Darley, Deluxe panel set up. One panel shall be located on the pump panel and one panel shall be located in the cab console.

AUXILIARY PUMP PLUMBING

The auxiliary fire pump plumbing system shall utilize stainless steel piping incorporating hosing to allow for flex. The piping shall utilize TIG welding to provide a complete seal. Hard angles shall be avoided when possible to improve water flow characteristics. The piping shall utilize Victaulic couplers whenever possible to allow flex as the body module flexes.

Threaded sections of piping shall be avoided to reduce the leak potential of the system. Victaulic couplers shall be used in place of threading to reduce leak potential. Schedule 10 stainless steel piping shall be used for transport type piping. Schedule 40 stainless steel shall be used for areas requiring threading to provide a stable threading base. Brackets shall be installed to support threading locations thereby reducing the potential for leaks.

All hoses shall be connected directly to the tank due to the different flex ratios of the tank to body. Any front discharges, any rear discharges, and all cross lays shall use hose to reach the actual discharge. The use of hose shall be utilized due to the difference in flex or movement between the discharge location and the pump connection. Drain lines shall be provided at the lowest points in the plumbing system to allow for complete drainage. Bleeders shall be provided for all gauges to relieve pressure after use. Push/ pull handles shall be provided for all bleeders and the primer control.

All piping shall be hydrostatically tested to assure structural integrity in accordance with NFPA standards, with the test results submitted to purchaser upon delivery.

AUXILIARY PUMP EXHAUST SYSTEM

The auxiliary fire pump and engine assembly shall have a muffler and exhaust pipe. The exhaust pipe shall be directed out of the compartment and away from the pump operator. An additional guard shall be installed where the pipe is exposed to touch by an operator.

PRIMER ASSEMBLY

There shall be an electric primer assembly shall be installed for the auxiliary fire pump. The electric primer assembly shall be capable of taking suction and discharging water with a lift of 10 feet in not more than 30 seconds with the pump dry, through 20 feet of suction hose of appropriate size. A high capacity, electrically driven rotary vane priming pump shall be provided.

LOW PRESSURE PUMP SHUT-DOWN

If the fire pump runs out of water and the pressure decreases to zero, an automatic pressure switch shall detect the condition, and after 1 minute the device shall turn off the fire pump operation.

LOW OIL PRESSURE / HIGH TEMPERATURE PUMP SHUT-DOWN

If the fire pump has low oil pressure or high engine temperature, automatic pressure switches shall detect the condition, and the device shall turn off the fire pump operation. There shall be an override switch provided and

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installed on the operators pump panel to allow the system to be disabled when required.

AUXILIARY FUEL SYSTEM

The fuel system for the auxiliary fire pump shall be plumbed to the chassis fuel system. There shall be a separate fuel pickup tube mounted in the chassis fuel tank specifically for a separate engine driven pump assembly. There shall be an electric fuel pump with regulator and fuel hose furnished between the chassis fuel tank and the auxiliary pump.

AUXILIARY FIRE PUMP ELECTRIC START WIRING TO CHASSIS

Properly sized 12 volt positive and negative cables shall be provided from the chassis battery to the auxiliary fire pump.

AUXILIARY PUMP WARNING AND INSTRUCTION LABELS

The auxiliary fire pump installation shall have operating instruction and warnings as required by applicable sections of NFPA standards on the pump panel or in the cab.

AUXILIARY PUMP OIL DRAIN EXTENSION

There shall be an oil drain extension installed on the auxiliary pump. This will allow for the engine oil to be drained without removing the auxiliary engine.

2-1/2" GATED INTAKE -- REAR LEFT

One (1) 2-1/2" gated suction intake shall be installed on rear left area of apparatus to supply the fire pump from an external water supply. The valve shall be a quarter-turn ball valve and shall have 2-1/2" NH female thread with removable screen. The plumbing to the intake shall be with full flow flexible hose or piping with Victaulic couplings. The color coded label shall be installed near the control handle.

One (1) Akron 8825 series swing-out style valve(s) shall be supplied and installed. All valves shall be designed to operate under normal conditions up to 500 PSI and shall have dual seats to work in both pressure and vacuum environments. All valves and controls shall be easily accessible for service, repair or replacement.

The specified valve shall have a direct actuated 'local' control Akron Model TSC valve handle.

One (1) chrome brass 2-1/2" NH rocker lug plug with a securing chain or cable shall be installed on the intake.

WATER TANK SUPPLY LINE TO FIRE PUMP

A 2.5" water tank to pump line shall be installed with a 2.5" full flow quarter turn ball valve and 2.5" piping. The line shall be equipped with a hump hose with stainless steel hose clamps.

PUMP TO TANK

One (1) 1.5" pump to tank line shall be installed with a 1.5" full flow quarter turn controlled ball valve and 1.5" piping.

One (1) Akron 8815 series swing-out style valve(s) shall be supplied and installed. All valves shall be designed to operate under normal conditions up to 500 PSI and shall have dual seats to work in both pressure and vacuum environments. All valves and controls shall be easily accessible for service, repair or replacement.

2" DISCHARGE -- REAR RIGHT

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One (1) 2" discharge shall be installed on the rear right panel, controlled by a quarter turn ball valve on pump panel. The discharge shall have 2" NPT x 1-1/2" NH male hose threads and nameplate label adjacent the valve control handle.

One (1) Akron 8820 series swing-out style valve(s) shall be supplied and installed. All valves shall be designed to operate under normal conditions up to 500 PSI and shall have dual seats to work in both pressure and vacuum environments. All valves and controls shall be easily accessible for service, repair or replacement.

The specified valve shall have a direct actuated 'local' control Akron Model TSC valve handle.

One (1) chrome plated brass 1.5" NH rocker lug cap with a securing chain or cable shall be installed on the discharge.

1-1/2" CROSSLAY DISCHARGE

One (1) pre-connect 1-1/2" hose cross lay shall be installed at the rear of the tank storage basket.

Cross lay shall be wide enough to store nozzle and bail.

One (1) Akron 8820 series swing-out style valve(s) shall be supplied and installed. All valves shall be designed to operate under normal conditions up to 500 PSI and shall have dual seats to work in both pressure and vacuum environments. All valves and controls shall be easily accessible for service, repair or replacement.

The crosslay hosebed shall be equipped with a hypalon vinyl cover with a nylon strap enclosures on each side, installed in compliance with applicable NFPA #1901 standards.

CROSSLAY EDGES

The crosslay side sheets shall be rolled on each side to act as a guide for the hose to come out of the tray.

1-1/2" BUMPER AREA DISCHARGE

One (1) 1-1/2" quarter turn ball valve discharge shall be installed at front bumper area. The discharge shall be piped with flexible 2" hose. The outlet shall terminate with a brass chicksan swivel outlet with 1-1/2" NH male threads. The valve control shall be local controlled at the valve.

One (1) Akron 8820 series swing-out style valve(s) shall be supplied and installed. All valves shall be designed to operate under normal conditions up to 500 PSI and shall have dual seats to work in both pressure and vacuum environments. All valves and controls shall be easily accessible for service, repair or replacement.

The specified valve shall have a direct actuated 'local' control Akron Model TSC valve handle.

HOSE REEL

One (1) Hannay aluminum hose reel Model #EF4038-17-18 be installed at the rear of the body on the left side. The reel shall have leak proof ball bearing swing joint, adjustable friction brake, electric 12 volt rewind and manual crank rewind provisions. The reel shall be plumbed with wire reinforced, high-pressure hose coupled with brass fittings. The reel shall be designed to hold 125% of the specified hose capacity. A 4 sided captured hose roller assembly shall be provided for the hose to exit.

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The reel shall be provided with a 12 volt electric motor of appropriate size for rewinding. The hose reel shall have provisions for being rewound manually. The pinion shaft for the manual rewind gear shall be equipped with an adjustable tension brake, controlled at the hose reel.

HOSE REEL DISCHARGE

One (1) 1" discharge shall be piped from the fire pump to the hose reel with flexible high pressure hose.

One (1) Akron 8810 series swing-out style valve(s) shall be supplied and installed. All valves shall be designed to operate under normal conditions up to 500 PSI and shall have dual seats to work in both pressure and vacuum environments. All valves and controls shall be easily accessible for service, repair or replacement.

The specified valve shall have a direct actuated 'local' control Akron Model TSC valve handle.

REEL MOUNTED HOSE

One (1) 100' foot length of 1" fabric covered REEL-TEX water hose shall be installed on the hose reel. The hose shall be equipped with chrome plated pin lug couplings and have a minimum 1000 PSI burst pressure.

REAR MOUNT PUMP PANEL

The rear mount operator's instrument panel shall be located at the rear center of the body.

PUMP ACCESS SERVICE PANEL

The rear mount pump plumbing area shall have an access door on the rear, to gain access to the aux motor.

MASTER PRESURE GAUGES

There shall be one (1) 2.5" diameter 0-600 PSI master pressure gauge mounted on the hinged panel on the passenger's side of the rear hose reel compartment.

WATER TANK GAUGE

One (1) Fire Research TankVision model WLA2000 tank gauge shall be installed on the pump panel. The water tank indicator kit shall include an electronic indicator module, a pressure sensor, and a 10' sensor cable. The indicator shall show the volume of water in the tank on nine (9) easy to see super bright LEDs.

CAB MOUNTED -- WATER TANK GAUGE

One (1) Fire Research brand, Model WL2500 tank level gauge, shall be provided on the cab center console, within view of the driver's seating position, to monitor the water tank liquid level. The gauge shall indicate the water tank liquid level on an LED bar graph display, and shall be wired in common with the sensor circuit for the pump operator's panel-mounted gauge.

NOMENCLATURE PLATES

The apparatus shall be equipped with color coded labels. The labels shall be furnished for discharges, intakes, and for other controls and indicators. All labels shall be in English format.

REAR MOUNT PUMP PANEL LIGHTING

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One (1) LED light shall be installed under a rear mount pump panel light hood. The light shall have a clear lense and shall be controlled by a switch located on the operator's instrument panel. Light to be Code 3 800 series strip light

PUMP PANEL LIGHT SHIELD

There shall be one (1) polished stainless steel light shield assembly provided and installed above the pump panel area. There shall be three (3) TecNiq LED lights installed within the shield. The center light shall illuminate upon main pump engagement.

There shall be a switch at the pump operators panel to activate the lights.

DESIGN AND SCOPE OF MINI PUMPER BODY

The body shall be designed and constructed of commonly available structural components for ease of repair and maintenance. The body shall be of a modular design with the body structure independent of the chassis frame rails. The body module shall be mounted to the chassis frame rails utilizing a unique double spring mounting system for flexibility and durability over the lifetime of the apparatus. The fabrication of the body shall be of welded construction to withstand the rigors of fire service use.

The body shall be designed to incorporate and support the tank, compartments, and all other equipment intended to be stored in or mounted to the body module. The body skeleton and compartment framework shall be designed of tubular members for increased strength and stress resistance.

BODY FRAMEWORK

The entire body framework shall be fabricated of 6061-T6 aluminum. The body framework shall be a completely welded unit, forming a connected, stable frame for strength, longevity and providing the skeleton of the body module. The internal upright members of the framework shall act as support for the top layer of the body module. The external upright members shall act as an exoskeleton providing form and support for compartments while acting as the external surfaces of the module. The framework shall define the compartment openings and provide a rigid mounting location for all compartments and doors.

The foundation cross-members shall be placed perpendicular to the chassis frame rails in the wheel well area extending the full width of the body and shall be constructed of .250 inch wall tubing. The foundation members parallel to the chassis frame rails shall be constructed of .250 inch wall tubing and shall connect the foundation cross members and extend the full length of the body.

All tank support cross members shall be placed to support the water tank as per the tank manufacture's recommendation. These supports shall be constructed of .250 inch aluminum tubing.

BODY MOUNTING SYSTEM

The mounting assembly shall be designed to isolate and protect the body module from vibration and twisting stresses imparted by the flexing of the chassis frame rails. The body module shall employ spring loaded body mounting assemblies. Each two piece mounting assembly shall be designed to positively position the body on

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the frame rails while preventing lateral and forward or aft movement. Mounting assemblies shall be placed forward and rearward of the rear axle as necessary to provide a strong and stable mounting of the body module.

Each mounting assembly shall consist of a “male” upper mounting bracket and a “female” lower mounting bracket. The upper mounting brackets shall be fabricated from .250 inch thickness steel plate, with .250 inch painted steel lower mounting brackets. The upper mounting brackets shall be welded directly to the foundation connecting members. The lower mounting brackets shall be bolted to the exterior side facing surface of the chassis frame rails.

The mounting brackets shall be aligned and connected by two (2) 5/8 inch diameter grade 8 bolts equipped with compression springs. The springs shall be of the appropriate tension rating for the weight requirements of the body module. The mounting assembly shall be designed to completely eliminate sheering forces on the mounting bolts.

The foundation connecting members shall be placed on top of the chassis frame rails for added strength and stability. The foundation members shall be isolated from the steel chassis frame rails by .25 inch thickness steel plates which have .5 inch thick 80 durometer rubber pads vulcanized to the bottom surface of each plate. The steel plates shall be welded to the bottom of the foundation, doubling as additional gussets at foundation cross member joints.

COMPARTMENT FLOOR-SWEEP OUT STYLE

Each compartment shall feature a raised floor sufficient enough so the lip of the compartment shall clear the frame rail of the body module to allow debris to be removed easily from the compartment. A hat shaped support shall be placed under the floor to improve stability and prevent bowing of the floor with use and age.

COMPARTMENTATION

All compartments shall be constructed of smooth aluminum and welded for strength and shall be sealed from the elements. The compartments shall be attached to the aluminum superstructure only, in order to maintain a truly modular design. Each compartment shall include ventilation louvers which shall be provided on each side panel of the compartment to maximize moisture evacuation for the protection of the equipment and the compartment itself. Louvers shall be placed in the ventilation holes to prevent debris transfer to and from the inside of the body module. Each compartment shall feature a smooth edges and surfaces from the walls to each weld without sharp edges in the material.

COMPARTMENT D1

One full height compartment shall be provided on the driver's side of the apparatus body, forward of the rear wheels. This compartment shall span from the front of the body to the front of the rear wheel well quarter panel in width and from below the horizontal compartment walkway to the rub rail in height. The compartment shall include four (4) adjustable tracks which shall be installed, with two (2) tracks on each side wall. Approx compartment dimensions for clear door opening shall be 26" wide by 43.5" high by 20.75" at it's deepest and 17" at the shallowest.

There shall be an Air Outlet mounted in top left corner above top shelf.

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COMPARTMENT VENTILATION

A minimum 2-inch single “Weber” style polished stainless steel swivel vent with four (4) ¼-inch vent holes shall be provided. These vents shall have a stainless steel center bolt to lock the vent in either the open or closed position and be located in the compartment walls. All vents will contain fire resistant filters to minimize dust entering the compartment.

COMPARTMENT FLOOR DRAIN

The compartment shall be provided with rear corner floor drains to the underside of the body.

COMPARTMENT SILL PLATE

The compartment shall feature a polished stainless steel sill plate protecting the painted surface of the compartment when items are accessed.

ADJUSTABLE TRACKING -- COMPARTMENT EQUIPMENT MOUNTING

Adjustable Uni-Strut equipment mounting tracks shall be installed inside the compartment with two (2) channels on the left wall and two (2) channels on the right wall. The tracks shall be positioned to provide support for equipment mounting. The length of the tracks shall be sized to allow for optimum use of the compartment interior.

ADJUSTABLE SHELF

There shall be one (1) adjustable shelf installed; and the shelf shall be constructed of .125" thick smooth aluminum plate and be mounted in the specified compartment with double bolt aluminum shelf brackets. The shelf shall have a broken front edge, and a broken rear edge for added strength and reinforcement.

COMPARTMENT SHELF GRATING

The specified compartment shelf shall be fitted with removable interlocking vinyl Dri-Dek grating. This material shall be resistant to heat, cold, ultra-violet radiation, mechanical impacts, chemical actions and is corrosion resistant.

The compartment shelf and or shelves shall have a red and white 3M Diamond Grade reflective stripe applied horizontally on the front edge. The stripe shall be a 1-1/2" minimum in width.

COMPARTMENT GRATING

The compartments shall be fitted with removable interlocking vinyl Dri-Dek grating. This material shall be resistant to heat, cold, ultra-violet radiation, mechanical impacts, chemical actions and is corrosion resistant.

COMPARTMENT D2

One horizontal compartment shall be provided above the rear wheel well on the driver's side of the apparatus body. This compartment shall span between the full height compartments fore and aft of the rear wheel well quarter panel in width and from below the horizontal compartment walkway to the top of the rear wheel well quarter panel in height. The compartment shall include four (4) adjustable tracks which shall be installed, with

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two (2) tracks on each side wall. Approx compartment dimensions for clear door opening shall be 44" wide by 26.5" high by 20.8" deep.

COMPARTMENT VENTILATION

A minimum 2-inch single "Weber" style polished stainless steel swivel vent with four (4) ¼-inch vent holes shall be provided. These vents shall have a stainless steel center bolt to lock the vent in either the open or closed position and be located in the compartment walls. All vents will contain fire resistant filters to minimize dust entering the compartment.

COMPARTMENT FLOOR DRAIN

The compartment shall be provided with rear corner floor drains to the underside of the body.

COMPARTMENT SILL PLATE

The compartment shall feature a polished stainless steel sill plate protecting the painted surface of the compartment when items are accessed.

ADJUSTABLE TRACKING -- COMPARTMENT EQUIPMENT MOUNTING

Adjustable Uni-Strut equipment mounting tracks shall be installed inside the compartment with two (2) channels on the left wall and two (2) channels on the right wall. The tracks shall be positioned to provide support for equipment mounting. The length of the tracks shall be sized to allow for optimum use of the compartment interior.

COMPARTMENT GRATING

The compartments shall be fitted with removable interlocking vinyl Dri-Dek grating. This material shall be resistant to heat, cold, ultra-violet radiation, mechanical impacts, chemical actions and is corrosion resistant.

COMPARTMENT D3

One compartment shall be provided on the driver's side of the apparatus body aft of the rear wheels. This compartment shall span from behind the rear wheel well quarter panel to the rear of the body in width and from below the horizontal compartment walkway to the top of the wheel well in height. The compartment shall include four (4) adjustable tracks which shall be installed, with two (2) tracks on each side wall. Approx compartment dimensions for clear door opening shall be 31.5" wide by 43.5" high by 20.75" at the deepest part, and 16.5" at the shallowest.

COMPARTMENT VENTILATION

A minimum 2-inch single "Weber" style polished stainless steel swivel vent with four (4) ¼-inch vent holes shall be provided. These vents shall have a stainless steel center bolt to lock the vent in either the open or closed position and be located in the compartment walls. All vents will contain fire resistant filters to minimize dust entering the compartment.

COMPARTMENT FLOOR DRAIN

The compartment shall be provided with rear corner floor drains to the underside of the body.

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COMPARTMENT SILL PLATE

The compartment shall feature a polished stainless steel sill plate protecting the painted surface of the compartment when items are accessed.

ADJUSTABLE TRACKING -- COMPARTMENT EQUIPMENT MOUNTING

Adjustable Uni-Strut equipment mounting tracks shall be installed inside the compartment with two (2) channels on the left wall and two (2) channels on the right wall. The tracks shall be positioned to provide support for equipment mounting. The length of the tracks shall be sized to allow for optimum use of the compartment interior.

COMPARTMENT GRATING

The compartments shall be fitted with removable interlocking vinyl Dri-Dek grating. This material shall be resistant to heat, cold, ultra-violet radiation, mechanical impacts, chemical actions and is corrosion resistant.

COMPARTMENT P1

One full height compartment shall be provided on the passenger's side of the apparatus body forward of the rear wheels. This compartment shall span from the front of the body to the front of the rear wheel well quarter panel in width and from below the horizontal compartment walkway to the rub rail in height. The compartment shall include four (4) adjustable tracks shall be installed, with two (2) tracks on each side wall.

There shall be an Air Outlet mounted in top right corner above top shelf.

There shall be two ZICO SCBA Mounts along the back wall, the mounts shall hold one (2) Scott 4500 psi Scott SCBA packs

COMPARTMENT VENTILATION

A minimum 2-inch single "Weber" style polished stainless steel swivel vent with four (4) ¼-inch vent holes shall be provided. These vents shall have a stainless steel center bolt to lock the vent in either the open or closed position and be located in the compartment walls. All vents will contain fire resistant filters to minimize dust entering the compartment.

COMPARTMENT FLOOR DRAIN

The compartment shall be provided with rear corner floor drains to the underside of the body.

COMPARTMENT SILL PLATE

The compartment shall feature a polished stainless steel sill plate protecting the painted surface of the compartment when items are accessed.

ADJUSTABLE TRACKING -- COMPARTMENT EQUIPMENT MOUNTING

Adjustable Uni-Strut equipment mounting tracks shall be installed inside the compartment with two (2) channels on the left wall and two (2) channels on the right wall. The tracks shall be positioned to provide

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support for equipment mounting. The length of the tracks shall be sized to allow for optimum use of the compartment interior.

ADJUSTABLE SHELF

There shall be one (1) adjustable shelf installed; and the shelf shall be constructed of .125" thick smooth aluminum plate and be mounted in the specified compartment with double bolt aluminum shelf brackets. The shelf shall have a broken front edge, and a broken rear edge for added strength and reinforcement.

COMPARTMENT SHELF GRATING

The specified compartment shelf shall be fitted with removable interlocking vinyl Dri-Dek grating. This material shall be resistant to heat, cold, ultra-violet radiation, mechanical impacts, chemical actions and is corrosion resistant.

The compartment shelf and or shelves shall have a red and white 3M Diamond Grade reflective stripe applied horizontally on the front edge. The stripe shall be a 1-1/2" minimum in width.

COMPARTMENT GRATING

The compartments shall be fitted with removable interlocking vinyl Dri-Dek grating. This material shall be resistant to heat, cold, ultra-violet radiation, mechanical impacts, chemical actions and is corrosion resistant.

COMPARTMENT PCU

One horizontal compartment shall be provided above the rear wheel well quarter panel on the passenger's side of the apparatus body. This compartment shall span between the rescue style compartment forward of the rear wheel well to the rear of the body in width and from below the horizontal compartment walkway to the top of the rear wheel well quarter panel in height. The compartment shall include four (4) adjustable tracks which shall be installed, with two (2) tracks on each side wall. Approx compartment dimensions for clear door opening shall be 44" wide by 26.5" high by 20.8" deep.

COMPARTMENT VENTILATION

A minimum 2-inch single "Weber" style polished stainless steel swivel vent with four (4) 1/4-inch vent holes shall be provided. These vents shall have a stainless steel center bolt to lock the vent in either the open or closed position and be located in the compartment walls. All vents will contain fire resistant filters to minimize dust entering the compartment.

COMPARTMENT FLOOR DRAIN

The compartment shall be provided with rear corner floor drains to the underside of the body.

COMPARTMENT SILL PLATE

The compartment shall feature a polished stainless steel sill plate protecting the painted surface of the compartment when items are accessed.

ADJUSTABLE TRACKING -- COMPARTMENT EQUIPMENT MOUNTING

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Adjustable Uni-Strut equipment mounting tracks shall be installed inside the compartment with two (2) channels on the left wall and two (2) channels on the right wall. The tracks shall be positioned to provide support for equipment mounting. The length of the tracks shall be sized to allow for optimum use of the compartment interior.

ADJUSTABLE SHELF

There shall be one (1) adjustable shelf installed; and the shelf shall be constructed of .125" thick smooth aluminum plate and be mounted in the specified compartment with double bolt aluminum shelf brackets. The shelf shall have a broken front edge, and a broken rear edge for added strength and reinforcement.

COMPARTMENT SHELF GRATING

The specified compartment shelf shall be fitted with removable interlocking vinyl Dri-Dek grating. This material shall be resistant to heat, cold, ultra-violet radiation, mechanical impacts, chemical actions and is corrosion resistant.

The compartment shelf and or shelves shall have a red and white 3M Diamond Grade reflective stripe applied horizontally on the front edge. The stripe shall be a 1-1/2" minimum in width.

COMPARTMENT GRATING

The compartments shall be fitted with removable interlocking vinyl Dri-Dek grating. This material shall be resistant to heat, cold, ultra-violet radiation, mechanical impacts, chemical actions and is corrosion resistant.

COMPARTMENT P3

One compartment shall be provided on the passenger's side of the apparatus body aft of the rear wheels. This compartment shall span from behind the rear wheel well quarter panel to the rear of the body in width and from below the horizontal compartment above the rear wheel well quarter panel to the rub rail in height. The compartment shall include four (4) adjustable tracks which shall be installed, with two (2) tracks on each side wall. Approx compartment dimensions for clear door opening shall be 31.5" wide by 43.5" high by 20.75" at the deepest part, and 16.5" at the shallowest.

COMPARTMENT VENTILATION

A minimum 2-inch single "Weber" style polished stainless steel swivel vent with four (4) 1/4-inch vent holes shall be provided. These vents shall have a stainless steel center bolt to lock the vent in either the open or closed position and be located in the compartment walls. All vents will contain fire resistant filters to minimize dust entering the compartment.

COMPARTMENT FLOOR DRAIN

The compartment shall be provided with rear corner floor drains to the underside of the body.

COMPARTMENT SILL PLATE

The compartment shall feature a polished stainless steel sill plate protecting the painted surface of the compartment when items are accessed.

ADJUSTABLE TRACKING -- COMPARTMENT EQUIPMENT MOUNTING

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Adjustable Uni-Strut equipment mounting tracks shall be installed inside the compartment with two (2) channels on the left wall and two (2) channels on the right wall. The tracks shall be positioned to provide support for equipment mounting. The length of the tracks shall be sized to allow for optimum use of the compartment interior.

ADJUSTABLE SHELF

There shall be one (1) adjustable shelf installed; and the shelf shall be constructed of .125" thick smooth aluminum plate and be mounted in the specified compartment with double bolt aluminum shelf brackets. The shelf shall have a broken front edge, and a broken rear edge for added strength and reinforcement.

COMPARTMENT SHELF GRATING

The specified compartment shelf shall be fitted with removable interlocking vinyl Dri-Dek grating. This material shall be resistant to heat, cold, ultra-violet radiation, mechanical impacts, chemical actions and is corrosion resistant.

The compartment shelf and or shelves shall have a red and white 3M Diamond Grade reflective stripe applied horizontally on the front edge. The stripe shall be a 1-1/2" minimum in width.

COMPARTMENT GRATING

The compartments shall be fitted with removable interlocking vinyl Dri-Dek grating. This material shall be resistant to heat, cold, ultra-violet radiation, mechanical impacts, chemical actions and is corrosion resistant.

WHEEL WELL PANEL CONSTRUCTION

The outer wheel well panel shall be an integral part of the overall body design and constructed of aluminum. The exterior wheel well area shall be painted to match the body.

FUEL FILL ACCESS

An access opening designed to accommodate the OEM fuel fill assembly and angled insert shall be provided in the driver's side wheel well area.

FRONT CORNERS OF BODY -- PROTECTIVE SURFACE

The front corners of the apparatus body shall include a protective surface, constructed of aluminum tread plate material.

REAR BODY PANELS

The entire rear of the apparatus body shall be painted apparatus color.

TOP OF BODY COMPARTMENTS -- PROTECTIVE SURFACES

The top of the side compartments shall have a protective surfaces installed. The surface shall be constructed of aluminum tread plate material.

ALUMINUM – COMPARTMENT DOOR, HINGED OVERLAP

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Four (4) single, vertically hinged doors shall be provided and shall be fabricated of aluminum. The frame of the door shall be constructed of 1.75" x 1.75" x .125" aluminum tubing to prevent corrosion and provide structural support. The spacing created by the frame tubing shall be filled with Styrofoam for added insulation and noise reduction. The exterior surface shall be .125" aluminum for durability. The interior surface shall be .080" aluminum. There shall be no mechanical fasteners, such as bolt heads or rivets on the inside or outside of the doors.

The exterior of the door shall overlap the opening of the compartment. A .75" lip shall be constructed around the opening of the compartment and the exterior of the door. A rubber seal shall be installed on the .75" lip on both the compartment and the door to provide for a double seal against water and dust. A rain gutter shall be mounted above the door creating a third layer of water protection.

The door shall be designed utilizing a D-ring style latch system. A 6" stainless steel D-ring latch, large enough to accommodate a gloved hand, shall be mounted on the exterior of the door. A stainless steel bezel shall be installed to house and protect the D-ring latch mechanism. The easily serviced bezel shall be mounted utilizing stainless steel screws. The D-ring latch mechanism shall be a double catch design. The first catch shall engage to secure the door in the event of improper closure. The second catch shall seal the door from water and other elements once the door has been properly closed.

The door shall be mounted using a stainless steel piano style hinge and a .250" diameter hinge pin for stability. The vertical hinge shall be mounted to the body frame with threaded inserts and stainless steel screws.

A gas strut shall be utilized to hold the door in the open position and to prevent the door from slamming during closing. The gas strut shall be mounted directly to the door with a stainless steel bracket assembly for stability and ease of maintenance. The gas strut shall be mounted to the interior of the compartment with a fully adjustable assembly.

The exterior of the compartment doors and the door frames shall be painted to match the body in quality and tone. The interior surface shall not be painted, it shall be sanded utilizing a dual orbital technique.

LOCKING D-RING DOOR LATCHES

The compartment door shall have locking D-Ring door latches.

ALUMINUM – COMPARTMENT DOOR, LIFT UP HINGED OVERLAP

Two (2) single, horizontally hinged doors shall be provided and shall be fabricated of aluminum. Each door shall feature exterior surfaces which overlap the opening of the compartment. The exterior surface shall be .125" aluminum. The interior surface shall be .080" aluminum. The frame of the door shall be constructed of aluminum tubing to provide structural support. The spacing created by the frame tubing shall be filled with Styrofoam for insulation, and noise reduction.

A .75" lip shall be constructed around the opening of the compartment and the exterior of the door. A rubber seal shall be installed on the .75" lip of both the compartment and the door to provide for a double seal against

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water and dust. A rain gutter shall be mounted above the latch type door for an added third layer of water protection.

The door shall be designed utilizing a D-ring latch system. A 6" large D-ring latch will be provided to accommodate a gloved hand. A stainless steel bezel shall be installed to house and protect the D-ring latch mechanism. The easily serviced bezel shall be mounted utilizing stainless steel screws for added stability of the mechanism and ease of maintenance in the event of damage. The door shall be mounted with a stainless steel hinge with .25" diameter hinge pin for stability. The horizontal hinge shall be mounted to the body frame with threaded inserts, and stainless steel screws to preserve functionality with use or age and ease of maintenance in the event of damage.

Gas struts shall be utilized to hold the door in the open position and to prevent the door from slamming during closing. The gas struts are mounted directly to the door with a stainless steel bracket assembly for stability and ease of maintenance. The gas struts shall be mounted to the interior of the compartment with fully adjustable assembly for ease of adjustment and maintenance while increasing stability.

The exterior of the compartment doors and the door jams shall be painted to match the body in quality and tone. The interior of the door shall not be painted due to lack of exposure and inherent resistance to corrosion. The interior of the door shall be sanded utilizing a dual orbital technique.

LOCKING D-RING DOOR LATCHES

The compartment door shall have locking D-Ring door latches.

FOLDING STEPS -- LEFT FRONT

Three (3) 8" square folding steps of die cast aluminum with stainless steel springs shall be provided. The steps shall be installed on the front left side of the body.

FOLDING STEP BACKING PLATE W/LED LIGHT

The folding step shall have a chrome plated backing plate with built in LED light.

FOLDING STEPS -- RIGHT FRONT

Three (3) 8" square folding steps of die cast aluminum with stainless steel springs shall be provided. The step shall be installed on the front right side of the body.

FOLDING STEP BACKING PLATE W/LED LIGHT

The folding step shall have a chrome plated backing plate with built in LED light.

REAR VERTICAL RAILINGS

Two (2) knurled type non-slip handrails, approximately 12" in length, shall be vertically installed, one each side front of body.

TANK STORAGE

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There shall be one (1) storage basket and it shall be located on top of the water tank and side compartments. The compartment shall be split into three sections, with the main center section sized to fit the spare tire. Both sides shall have separate compartment doors that open upwards toward the center of the truck. All doors shall have gas assist struts and locking thumb latches. All walking surfaces shall be coated with dura back, the body of the compartment shall be powder coated black. There shall be an open area of the basket behind the enclosed area for loose item storage and a 1 1/2" crosslay.

HOSE STORAGE BRACKETS

Two (2) folding I-Zone hose brackets {will/shall} be provided on the rear of the apparatus body, rear-facing, one (1) on each side of the body. The brackets {will/shall} be located on the exterior surfaces of the top of the body. Each I-Zone bracket assembly {will/shall} consist of a tubular aluminum fold down bracket.

The bracket shall incorporate the top body grab handle on both the right and left side behind the 10 inch scene lights. A nylon insulated clip {will/shall} be provided to secure the bracket when stowed in the vertical position. A protective cap {will/shall} be provided on the outboard end of the fold down bracket.

WATER TANK SPECIFICATIONS

A United Plastics Fabricating (UPF), 300 gallon booster tank (Poly Tank) shall be fabricated from a minimum of .500" polypropylene complete with a minimum of .375" polypropylene internal full height baffles that are raised 4" off the tank floor for maximum water flow between baffles. In addition, provisions for the main pump outlet, direct tank filler inlet, a pump to tank filler/churn valve inlet, a back pump filler outlet, a fitting for an electronic water level gauge sensor and clean outs for manual tank flushing shall be provided. The tank shall be structurally reinforced and restrained to prevent deformities or damage to the tank or apparatus body during stressed off road operations. The booster tank shall be a rectangular design, and shall be capable of being completely removable from the body without cutting or bending of any components. The tank and cradle assembly shall be mounted to the chassis frame in strict accordance to the tank manufacturer's installation guidelines.

The water tank shall be constructed of polypropylene, nitrogen-welded and tested inside and out. The tank manufacturer shall define the floor, top, sides, ends, and baffles material thicknesses. The tank shall carry a lifetime warranty. The water tank shall be manufactured by United Plastic Fabrication.

The transverse and longitudinal swash partitions shall be interlocked and welded to each other as well as to the walls of the tank. The partitions shall be designed and equipped with vent holes to permit air and liquid movement between compartments. The .cover shall be recessed .375" from the top of the side walls. Hold down dowels shall extend through and be welded to both the covers and the transverse partitions, providing rigidity during fast fill operations. Drilled and tapped holes for lifting eyes shall be provided in the top area of the water tank.

The water tank manufacturer shall certify the capacity of the water tank prior to delivery of the apparatus. This capacity shall be recorded on the manufacturer's record of construction and the certification shall be provided to the purchaser when the apparatus is delivered. Tank construction shall conform to applicable NFPA standards. The water tank shall be configured in a rectangular style with consistent widths on the sides from top to bottom.

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VENT AND OVERFLOW

The fill tower shall incorporate a vent and overflow system shall be designed into the water tank. The system shall include a 3" diameter PVC pipe that functions both as an air vent while emptying the tank and as an overflow when filling the tank. The overflow shall discharge excess water below the frame rails of the vehicle.

WATER TANK DRAIN PROVISIONS

A 3" plugged drain provision shall be installed in the bottom of the water tank, sump, or plumbing for water tank draining and the flushing-out of debris.

12 VOLT ELECTRICAL SPECIFICATIONS

The following describes the low voltage electrical system on the apparatus including all panels, electrical components, switches and relays, wiring harnesses and other electrical components. The apparatus manufacturer shall conform to the latest Federal DOT standards, current automotive electrical system standards and the applicable requirements of the NFPA 1906.

Wiring shall be stranded copper or copper alloy conductors of a gauge rated to carry 125 percent of the maximum current for which the circuit is protected. Voltage drops shall not exceed 10 percent in all wiring from the power source to the using device. The wiring and wiring harness and insulation shall be in conformance to applicable SAE and NFPA standards. The wiring harness shall conform to SAE J-1128 with GXL temperature properties. Exposed wiring shall be run in a loom with a 290 degree Fahrenheit rating. Wiring looms shall be properly supported and attached to body members. Electrical conductors shall be constructed in accordance with applicable SAE standards, except when good engineering practice requires special construction.

All wiring connections and terminations shall provide positive mechanical and electrical connections and be installed in accordance with the device manufacturer's instructions. When wiring passes through metal panels, electrical connections shall be with mechanical type fasteners and rubber/plastic grommets.

Wiring between cab and body shall be split using Deutsche type connectors or enclosed in a terminal junction panel allowing body removal with minimal impact on the apparatus electrical system. Connections shall be insulated with heat shrink crimp-type tubing to resist moisture and foreign debris such as grease and road grime. Weather resistant connectors shall be provided throughout the system.

Electrical junction or terminal boxes shall be weather resistant and located away from water spray conditions. When required, automatic reset breakers and relays shall be housed in the main body junction panel.

There shall be no exposed electrical cabling, harnesses, or terminal connections located in compartments, unless enclosed in an electrical junction box or covered with a removable electrical panel. Wiring shall be secured in place and protected against heat, liquid contaminants and damage and shall be uniquely identified at least every six inches (6") by color coding or permanent marking with a circuit function code and identified on a reference chart or electrical wiring schematic per requirements of applicable NFPA 1906 standards.

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Low voltage protective devices shall be provided for the electrical circuits. The devices shall be accessible and located in required terminal connection locations or weather resistant enclosures. Over current protection devices shall be automatic reset type suitable for electrical equipment and meet SAE standards. All electrical equipment, switches, relays, terminals, and connectors shall have a direct current rating of 125 percent of maximum current for which the circuit is protected. Electro-magnetic interference suppression shall be provided in the system as required in applicable SAE standards.

The electrical system shall include the following:

Electrical terminals in weather exposed areas shall have a non-conductive grease or spray applied. All terminal plugs located outside of the cab or body shall be treated with a corrosion preventative compound.

All electrical wiring shall be placed in a protective loom or be harnessed.

Exposed connections shall be protected by heat shrink material and sealed connectors.

Large fender washers shall be used when fastening equipment to the underside of the cab roof and all holes made in the roof shall be caulked with silicone.

Electrical components installed in exposed areas shall be mounted in a manner that will not allow moisture to accumulate inside.

A service loop shall be provided behind an electrical appliance to allow them to be pulled away from mounting area for inspection and service work.

All lights in a weather exposed area that have their sockets shall have corrosion preventative compound added to the socket terminal area.

Warning lights shall be switched in the chassis cab with labeled switches located in an accessible location. All electrical equipment switches shall be appropriately identified as to their function. For easy nighttime operation, an integral indicator light shall be provided to indicate when a circuit is energized.

A single warning light switch shall activate all required warning lights. This switch will allow the vehicle to respond to an emergency "calling for the right of way". When the parking brake is activated, a "blocking the right of way" system shall be automatically activated per NFPA 1906 requirements. "Clear" warning lights shall be automatically shed on actuation of parking brake.

Upon completion of the vehicle and prior to delivery, the apparatus shall be electrically tested and the electrical testing, certifications, and test results shall be submitted with delivery documentation per requirements of NFPA 1906.

ELECTRICAL WIRING HARNESS

The electrical system shall be divided into separate harnesses. The individual harness shall be connected with Deutsch type quick connectors. The wiring and appliances shall be protected by automatic reset type circuit breakers. The electrical power to all apparatus lighting and accessories shall be supplied by an ignition activated solenoid.

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CAB CONSOLE

The cab shall be equipped with an operator's control console located between the driver's and officer's seats. This console shall be designed to be of sufficient size to allow for the installation of the switches and controls listed below. The console shall be designed to have removable panels to allow for access to the internally mounted electrical components and wiring. This console shall be painted with a non-glare black finish.

The console shall contain the switches used to control the emergency light circuits, including a "Master" switch, and the general illumination lighting circuits. It shall also contain the siren control head.

12 VOLT ACCESSORY CIRCUIT-CAB CONSOLE

One (1) dedicated circuit; 12 volt, 40 Amp, power and ground on 3/8 stud and fused at battery shall be provided in the cab console. The circuit shall be for future installation of radios or accessories.

12 VOLT POWER SOURCE

There shall be one (1) 12 volt plug-in utility power connection(s) rated at 20 amps provided and installed in the cab console.

USB CHARGING PORT

One (1) USB charging port(s) shall be installed in the cab of the truck for the fire departments accessory devices. The USB charging port shall have two (2) USB connections and shall have a 5 volt, 4.8A output with Intelligent Device Recognition capabilities.

BATTERY SWITCH - MASTER DISCONNECT

A battery disconnect switch controlling the 12 volt power supply from the battery system shall be located conveniently to the driver.

BLUE SEA SYSTEMS BATTERY CHARGER

The apparatus shall have a Blue Sea Systems, P12 Battery Charger, model #7532 installed. The battery charger shall be 12V DC and have a total output current of 40A. The battery charger shall be located in a clean and dry area.

BATTERY CHARGER BAR GRAPH DISPLAY

There shall be a Blue Sea Systems, EV Battery Charger Display, Model #7517 provided and installed on the apparatus that will display a graphical representation of voltage for 1 to 3 battery banks.

120 VOLT AUTOMATIC DISCONNECT

There shall be a Blue Sea Systems, 20A Sure Eject provided and installed. The Sure Eject comes standard with a Yellow Sure Eject Cover and 20A Sure Eject Plug. The final location shall be determined at the pre-construction meeting.

LICENSE PLATE BRACKET

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A license plate bracket with a Teqnic L110 LED light shall be provided at the rear of the apparatus.

STOP/TURN/TAIL LIGHTS

Four (4) Truck-Lite Model 60 red oval LED stop/tail/turn lights shall be provided and installed.

MAP LIGHT

One (1) flexible LED map light shall be provided on the cab center console. The switch for the map light shall shall go from RED to OFF to WHITE.

LED OFFROAD SCENE LIGHTING

There shall be three (3) Tomar LED lightbars provided and installed on the apparatus. One (1) 30" Tomar LED lightbar TRX-30C-AC shall be located at the front of the cab, inset into the front bull bar. Two (2) 10" Tomar 10" LED lightbar TRX-10C-F shall be at the rear of the apparatus, one (1) each side.

SCENE LIGHTS

There shall be four (4) Tomar Revolution Model# R79L-13 7" by 9", clear L.E.D. scene light shall be installed. The light shall include a rubber gasket for surface mounting. The lights shall be installed on the hose storage basket one on the forward end and one on the rear of each side of the basket.

The specified Tomar 7" x 9" light(s) shall be equipped with a Tomar bezel Chrome in color. Model # R79-BZ

COMPARTMENT LIGHTING

Two (2) Code 3 800 Series Corner LED lights shall be installed in each of the compartment(s).

COMPARTMENT LIGHT SWITCHES

Each interior compartment light shall be automatically controlled by a door activated "On-Off" switch. Which shall be mounted near the hinge to as out of the way as possible.

DOOR OPEN WARNING LIGHT

A door open warning light shall be installed on cab dash. The light shall be a flashing LED light with a red lens. The light shall include a label, "Do Not Move Apparatus When Light is ON".

RADIO INSTALLATION

One (1) fire radio(s) shall be supplied by the purchaser and shall be installed.

BACK UP ALARM

One (1) solid state back up alarm shall be provided at the rear of the apparatus. The back up alarm shall be wired to the reverse circuit of the transmission, and shall provide an audible alarm to the rear of the apparatus when reverse gear is selected. The alarm shall have a volume of 87 to 112 db while in operation.

ELECTRONIC SIREN

Boise Mobile Equipment

Tomar Model 948 Siren amp and electronic controller, shall be provided. The siren controller shall have a 4 position slide switch, along with 6 auxiliary switches to control outputs, also to contain siren controls. Model # 948L-SIREN-R.

SIREN SPEAKER

One (1) Tomar Model # SPK100 speaker shall be provided.

ZONE A -- UPPER FRONT -- LIGHTBAR

One (1) Tomar Scorpion 58" lightbar Model# 970L-58D1-0601 Shall be installed. The lightbar shall contain Full dual color front and sides (red/wht). Lightbar shall include CA flash rates and CA steady red. The front of the lightbar shall be fully populated with eight (8) 12-LED modules, High-power off-road TRX take downs, and four (4) 24-LED corner modules with alley lights.

ZONE A -- LOWER FRONT WARNING LIGHTS

Two (2) Tomar, RECT 14 RED warning light shall be installed. The warning lights shall be installed in lower cab area, one (1) each side, as far forward as possible.

Part#R14LS-RR-01 Left side Part#R14LS-RR-02 Right side.

ZONE B AND D- INTERSECTION LIGHTS

Two (2) Tomar, RECT 14 RED warning light shall be installed. The warning lights shall be installed in lower cab area, one (1) each side, as far forward as possible.

Part#R14LS-RR-01 Left side Part#R14LS-RR-02 Right side.

ZONE B AND D -- INTERSECTION LIGHTS

Two (2) Tomar, RECT 14 RED warning light shall be installed. The warning lights shall be installed in lower cab area, one (1) each side of lower rear.

Part#R14LS-RR-01 Left side Part#R14LS-RR-02 Right side.

ZONE C -- LOWER REAR WARNING LIGHTS

Two (2) Tomar iLED with Horizontal optics and Two (2) Tomar iLED with Vertical optics, warning light shall be installed. The warning lights shall be installed in the lower section of the rear of the apparatus. The warning lights shall be red warning, white flood override with Black Bezel.

The lights shall be mounted Horizontal and Vertical mounting locations on the rear bumper

Left side light is Part# RSDH-RW-01(Horizontal)

Right side light is Part# RSDH-RW-02(Horizontal)

Left Side light is Part # RSDV-RW-01(Vertical)

Right side light is Part # RSDV- RW-02(Vertical)

REAR TRAFFIC ADVISOR, SIX (6) LAMPS

A Tomar L stick traffic advisor model # LSTICK-14W6-B LED shall be provided and mounted at the rear of the body. The traffic advisor shall include a 40' cable.

Boise Mobile Equipment

FRONT MOUNTED ELECTRIC WINCH

A Warn Winch Company 16,500 pound capacity, 12-volt electric winch system shall be installed on the front of the apparatus with a 4 way roller shall be installed to guide the cable. It shall have forward and reverse gears, a three stage planetary gearing and a sliding ring gear clutch that will permit free-spooling for quick unwinding of cable.

The winch shall be controlled with a push button device attached to a twelve foot (12') control cable and weatherproof receptacle. The winch shall include 90' of 7/16" steel cable.

Winch Accessory Kit

There shall be a Warn Industrial Winch Accessory Kit provide, the kit shall include the following:

- Heavy-duty snatch block. 24,000 lbs maximum capacity
- 4 x 8 inch tree trunk protector
- 10 feet of 5/16 inch grade 70 choker chain with hooks
- 3/4 inch Clevis/D-shackle
- 3 inch x 30 feet Standard recovery strap
- Camouflage nylon soft case
- WARN gloves

BODY PAINTING SPECIFICATIONS

The body shall feature a single tone paint which involves a two-step process thereby ensuring a durable, high gloss finish.

The metal of the body shall be acid washed with a phosphoric acid solution in order to remove impurities and etch the metal from a chemical level which shall improve adhesion. The body shall then be sanded, then cleaned. Any imperfections or defects in the metal shall be smoothed with premium body filler and sanded smooth. All body and components shall then be primed, then thoroughly sanded with all surfaces meticulously inspected for any imperfections, which shall be properly corrected. An epoxy primer shall be utilized on all painted and coated surfaces and shall prepare the metal for the final paint. The primer shall be used to create a first level seal allowing interaction between the subsequent substrates. All surfaces shall then be painted with a base coat of premium paint following the guidelines as established by the paint manufacturer. The body shall be painted using a single color to match the cab primary color, and then shall be buffed to a high gloss finish.

INTERIOR COMPARTMENT FINISH

The interior wall, floor and ceiling surfaces of the body compartments shall be finished with PPG Brand, Amersshield Polyurethane industrial coating.

Boise Mobile Equipment

CAB AND BODY STRIPING

The cab and body shall have a straight Scotchlite reflective stripe applied horizontally. The stripe shall be a 6" minimum in width and be applied horizontally around the cab and body in accordance with NFPA standards.

CHEVRON STRIPING

The outer rear panels of the body shall have 3M brand 6" wide reflective red and yellow striping installed over 50% of available area. The Chevron style stripe shall be applied at a 45-degree angle, pointing towards the center upper portion of the rear of the apparatus.

SUCTION HOSE COMPARTMENT

SUCTION HOSE AND BACKBOARD STORAGE

There shall be suction hose and backboard storage located above the left side pump panel. The storage box shall store three sections of 2 1/2" hard suction hose side by side, with space above them to store one backboard.

The compartment shall feature a drop down door with thumb latch.

The compartment shall have approximately outside dimensions of 18.8"W x 8"H x 102"L.

WHEEL CHOCKS

Two (2) Zico Model AC-1, aluminum wheel chocks shall be provided on the apparatus.

5# DRY CHEMICAL FIRE EXTINGUISHER

One (1) 5# ABC dry chemical fire extinguisher and mounting bracket shall be provided on the apparatus. The extinguisher shall have a pressure gauge and shall be filled with a dry chemical extinguishing agent.

HYDRAULIC JACK

One (1) Northern Hydraulics Model 1444 hydraulic jack shall be provided. The jack shall be designed for lifting capacity of twenty (20) tons.

LUG WRENCH

There shall be one (1) lug wrench provided and shipped loose with the completed apparatus.

REFLECTOR

A set of three (3) triangular reflectors shall be provided.

Qty.	Part No.	Description
1	0835FWORA KESTREL	3500FW orange fire weather meter
2	90509 STRMLIT	Orange LED survivor rech flashlight w/ DC chrgr fast charger model
1	WA-8 FIRE HOOKS	8# flathead force axe w/wood handle
1	MT48 FSS COUNCIL	mcleod tool, 48" handle forest service spec 5100-353D
1	38PE136	3.75# pulaski mattock, axe w/36" wood straight handle
1	3625N25N	2.5NHM X 2.5NHM RL double male adapter
1	3710P75G	37 1NPSH FRL x .75GHTM adapter
1	3510P10P	35 1NPSH FRL x 1 NPSH FRL double female swivel adapter
1	3610P10P	36 1NPSHM x 1NPSHM rocker lug double male adapter
2	WV15NH	1.5 NHF X 2-1.5 NHM lightweight forestry wye valve
1	3725N15N	37 2.5NH FRL X 1.5NHM adapter
5	ATNFID TFT	1.5NHF X 1.5NHM (Inlet/Outlet) X 1NPSHM forestry tee valve
1	70H ROGUE HOE	7" wide hoe T /with 40" wood handle sharpened on 3 sides
1	CT42 FSS COUNCIL	42" pick & shovel combination tool w/wood handle FSS
1	LB-30 LEATHERHEAD TOOLS	30" forged halligan bar
1	CSC-32-OR PGI	32" orange sawbuck UL classified chainsaw chaps w/32"-46" adjustable waist • 2-Plies of Woven Para-Aramid and 2-Plies of Para-Aramid Felt • 1000 Denier Nylon Shell Both Front and Back • UL Classified to NFPA 1977, ASTM F1897-14, ASTM F1414-19 and ASTM F1897-20
1	CSC-36-OR PGI	36" orange sawbuck UL classified chainsaw chaps w/32"-46" adjustable waist • 2-Plies of Woven Para-Aramid and 2-Plies of Para-Aramid Felt • 1000 Denier Nylon Shell Both Front and Back • UL Classified to NFPA 1977, ASTM F1897-14, ASTM F1414-19 and ASTM F1897-20
1	B402 AMEREX	5# abc fire exting.3A:40B:C high perf. mod
1	AMEREX CUSTOM	#818 vehicle extinguisher bracket
1	WH20XTAF HONDA	660860 134 gpm 2NPT high pressure water pump
1	FBS25-P07-P09 KOCEK	2.5 NH fire engine red & silvadillo powder coat self leveling floating barrel strainer
2	101 RH	universal spanner wrench
1	UFCW ZICO	foam pail wrench
1	BT273X1000	3"x1000' 4MIL barricade tape, black lettering on yellow background reading: Fire Line Do Not Cross
2	VST-22 HARRIS	1-3/16" X 150' fluorescent green flagging tape
4	187II1X100YFI	1x100" cpld 1NPSH yel 187 spec type II SJ hose
2	11023NP	1" NPSH 10-23GPM dual range nozzle w/bumper
2	D1024ID TFT	1NPSH twister 10/24GPM nozzle tip
1	BS151-H51 KOCEK	1.5NH natural hard coat female barrel strainer with poppet style check valve

1	500031 WLD FIR	100-00Red red drip torch with cast bottom *Osha, D.O.T. approved
1	700825 WATERAX	Truck mount bracket F/ drip torch, 100-50
1	0390MCX HKP	Hc bolt cutter 36"
1	180PP COUNCIL	60" 18# pinchpoint steel crowbar
1	3510N10N	35 1NH FRL X 1NH FRL double female swivel adapter
1	3615N15N	36 1.5NHM X 1.5NHM rocker lug double male adapter
75	293018 CMC	8mm green rescue prusik/ LRH cord ft
1	430101 CMC	Orange #1 rope bag *capacity = 50 – 120' ½" rope
1	PETZL CUSTOM	#M073AA01 Vulcan black carabiner with screw lock, NFPA
2	179061V INDIAN	Fsv500 5Gal vinyl packpk smokechaser-Fedco pump
8	FH58WB FIREQUIP	5/8" x 50' coupled .75GHT white uncoated firequip ultra quik draw forestry hose
2	500AN4 DIXON	.75GHT 4" brass twist mop-up nozzle, imported, BN104
2	HP-2500-BK WOLFPACK	Wildland progressive hose pack, holds two each 1" or 1.5" x 100' hose lengths
10	187II15X100YFN NAFH	1.5x100' cpld 1.5NH Yel 187 spec type II SJ hose
3	10902 CFE	1 ½" female NH 20-60 GPM nozzle ranger plus
3	40711 CFE	1.5NH ball shutoff
4	FF1S TIMBERLINE	Firefighters shut-off clamp for single-jacket synthetic and canvas hose up to 1-3/4" diameter
4	HCTHR3106BK WOLFPACK	Hose clamp & tool pouch
1	NORTH AMERICAN FIRE HOSE CUSTOM	#PT3X20GEN poly-tuff 800 ultra shield coated green hose 3" x 20' coupled 2.5" (MXF)
1	NORTH AMERICAN FIRE HOSE CUSTOM	#PT175X20yEN poly-tuff 800 ultra shield coated yellow hose 1.75"x20' coupled 1.5 (MXF)
1	NORTH AMERICAN FIRE HOSE CUSTOM	#PT175X25YEN poly-tuff 800 ultra shield coated yellow hose 1.75x25' coupled 1.5 (MXF)
2	P152-10-H50 KOCHKEK	1.5x10' cpld 1.5NHFr1.5NHMr1 natural hard coat couplings black pvc suction hose



December 14, 2021

Porterville FD
40 W. Cleveland Ave.
Porterville, Ca 93257

Chief LaPere:

Thank you for the opportunity to propose the following Rosenbauer fire apparatus:

One (1) Type-6 Engine with a Ram Chassis

	Base Price	Pre-pay: Chassis
Body Price	\$197,004.24	\$197,004.24
Chassis Price	\$65,242.00	\$62,752.00
Delivery	\$4,437.00	\$4,437.00
Ca State Sales Tax	\$24,257.78	\$24,027.45
9.250%	\$290,940.76	\$288,220.69

Please note: Pre-Con for (2) from Dept. at Factory
No Mid-Point Inspection Required
Final Inspection for (2) from Dept. at Factory
Final Delivery will be made by the Burton's Fire to the Dept.
Performance Bond Not Required
Quoted Delivery is 395 days after receipt of order
(1) Day of Familiarization training by Burton's

Terms:

Final payment due upon delivery.
Pricing as quoted above is valid for 60 days.
Please review specifications to see terms and conditions relating to your specified penalty clause.

Burton's Fire Inc.
1301 Doker Drive
Modesto, CA 95351
209-544-3161
209-544-1109 Fax
www.burtonsfire.com

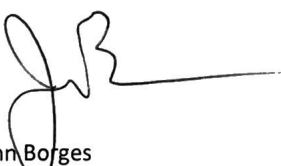
South Dakota Division
100 Third Street
Lyons, SD 57041
605-543-5591
605-543-9701 Fax
E-mail: sales@
rosenbaueramerica.com

Minnesota Division
5181 260th Street
P.O. Box 549
Wyoming, MN 55092
651-462-1000
651-462-1700 Fax
E-mail: sales@
rosenbaueramerica.com

Aerial Division
870 South Broad Street
Fremont, NE 68025
402-721-7622
402-721-7622 Fax
E-mail: sales@
rosenbaueramerica.com

Thank you again for this opportunity to work with your department, if you have any questions regarding the above proposal, please contact me at (209) 495-1724 or at Borges@burtonsfire.com

Sincerely,


John Borges
Burton's Fire Inc.

PRODUCT PROPOSAL

Exhibit “A”



PROPOSAL PREPARED FOR

Porterville Fire Department
Skeeter Brush Trucks, LLC
Type 6 Wildland Pumper
January 3, 2022

SALES CONSULTANT

Dewayne Young
Golden State Fire Apparatus, Inc.
7400 Reese Road
Sacramento, CA 95828
209-777-0650 Cell
dyoung@goldenstatefire.com

PARTS, SERVICE & SUPPORT

Golden State Emergency Vehicle Service, Inc.
7400 Reese Road
Sacramento, CA 95828
916.330.1638 Office
parts@goldenstatefire.com

PROPOSAL PREPARED FOR:

Porterville Fire Department
40 W Cleveland Avenue
Porterville, CA 93257

Submitted Date:	January 3, 2022
Proposal Number:	120103-22
Expiration Date:	February 2, 2022
Sales Consultant:	Dewayne Young

We hereby propose and agree to furnish, after your acceptance of this proposal and the proper execution by the PORTERVILLE FIRE DEPARTMENT, hereinafter called "Customer" and an officer of Golden State Fire Apparatus, Inc., hereinafter called "GSFA", the following fire apparatus and equipment, hereinafter called "Product":

#	Product Description	Price
A	One (1) Skeeter Brush Trucks, LLC Type 6 Wildland Pumper	289,897.57
B	State Sales Tax @ 9.25%	26,815.53
C	California Tire Fee	7.00
D	GRAND TOTAL	316,720.10



PROPOSAL SUMMARY

This proposal includes the following items in accordance with the specifications hereto attached:

- Fire apparatus and equipment
- Pre-delivery inspection/services by GSFA
- Delivery to GSFA service center in Sacramento
- Demonstration and familiarization of the Product
- **Factory Final Inspection Trip, (2) PFD reps.**

PRODUCT COMPLETION

Product shall be built in accordance with the specifications hereto attached, delays due to acts of God, strikes, war, or intentional conflict, failures to obtain chassis, materials, unusual weather conditions or other causes beyond GSFA's control not preventing, within approximately **375 to 555 CALENDAR DAYS** after receipt of this order and the acceptance thereof at our Sacramento, California office. Within thirty (30) calendar days after receipt of this order and acceptance thereof, GSFA shall submit to Customer a production schedule including tentative pre-construction conference, final inspection and final delivery dates.

DELIVERY LOCATION

Product shall be shipped in accordance with the specifications hereto attached and be delivered to you at **PORTERVILLE, CALIFORNIA**. Proof of insurance must be demonstrated by the Customer to GSFA prior to transferring of the Product(s).

ACCEPTING THIS PROPOSAL

In the event Customer wishes to purchase the Product described in this Proposal and the attached specifications, then, prior to the expiration date listed on page 2 of this Proposal, Customer shall sign and return this Proposal. Thereafter, GSFA and Customer will endeavor to enter into a purchase agreement incorporating this Proposal and including additional terms (a "Purchase Agreement"). If Customer returns a signed copy of this Proposal alone, GSFA will send Customer its form of Purchase Agreement for Customer's review and signature. **If Customer desires to use its standard form of purchase order as the Purchase Agreement, then Customer should return a signed copy of this Proposal along with a copy of such purchase order. All purchase orders shall be made out to GSFA.** GSFA will review such purchase order and contact the Customer regarding any required revisions. Only upon a full execution of a Purchase Agreement shall GSFA and Customer be obligated to purchase and sell the Product set forth in this Proposal.

TERMS AND CONDITIONS

The following Terms and Conditions are hereby made part of this Proposal:

1. Payment Terms, Payment at Time of Delivery – Customer shall pay the Grand Total at time of delivery or pick up of the Product to GSFA. It is the responsibility of the Customer to have full payment ready when the Product is complete and ready to deliver or pick up. If payment is late or delivery is delayed pending payment, a daily finance charge of \$150.00 and a daily storage fee of \$50.00 may apply until such payment is received. Due to insurance liability, the Product(s) will not be left at the Customer's location without full acceptance and payment or prior written agreement between the Customer and GSFA.

2. Multiple Unit Purchase – If the Purchase Price includes pricing for multiple units, the price stated on this Proposal shall only be valid if the quantity of Products being proposed are purchased at the same time, pursuant to the same Purchase Agreement.

3. Stock / Demo Units – If applicable, any stock/demo units, including those identified by this Proposal, are available for sale on an as-is, first-come and first served-basis. Regardless of this Proposal, the first Customer to enter into a Purchase Agreement identifying any such stock/demo units shall obtain said units.

4. Order Changes – The Customer may request that GSFA incorporate a change to the Product or the Specifications for the Product by delivering a written change order to GSFA, which shall include a description of the proposed change sufficient to permit GSFA to evaluate the feasibility of such change (a "Change Order"). GSFA will provide Customer a written response (a "Response") stating (i) whether GSFA will accommodate such Change Order (which GSFA may decide in its sole and absolute discretion) and (ii) the terms of the modification to the order, including any increase or decrease in the Purchase Price resulting from such Change Order, and any effect on production scheduling or Delivery resulting from such Change Order. Customer shall have seven (7) days after receipt of the Response to notify GSFA as to whether Customer desires to make the changes GSFA has approved in the Response. In the event Customer counter-signs GSFA's Response, Customer shall pay the increase (or be refunded the decrease) in the Purchase Price prior to final delivery to Customer location.

5. Force Majeure – GSFA shall not be responsible nor deemed to be in default on account of delays in performance due to causes which are beyond GSFA's and manufacturer's control and which make GSFA's performance impracticable, including but not limited to wars, insurrections, strikes, riots, fires, storms, floods, other acts of nature, explosions, earthquakes, accidents, any act of government, delays in transportation, inability to obtain necessary labor supplies or manufacturing facilities, allocation regulations or orders affecting materials, equipment, facilities or completed products, failure to obtain any required license or certificates, acts of God or the public enemy or terrorism, failure of transportation, epidemics, quarantine restrictions, failure of vendors (due to causes similar to those within the scope of this clause) to perform their contracts or labor troubles causing cessation, slowdown, or interruption of work.

6. Cancellation/Termination – In the event Customer and GSFA enter into a Purchase Agreement and Customer thereafter cancels or terminates the Purchase Agreement, GSFA will charge a cancellation fee as follows: (a) 10% of the Purchase Price after order is accepted and entered by GSFA; (b) 20% of the Purchase Price after completion of the pre-construction phase of the order process; and (c) 50% of the Purchase Price after the requisition of any materials or commencement of any manufacturing or assembly of the Product by either GSFA or the manufacturer of the Product. The tier of cancellation fee applicable to any cancellation shall be in the sole and absolute discretion of GSFA.

7. State Sales Tax – Customer shall be responsible for the cost of state sales tax associated with, or attributable to the Product. The taxes owed by Customer for the Product is subject to adjustment for the applicable state sales tax rate in effect when the Product is delivered to the Customer. Therefore, the sales tax will be increased or decreased at the time of delivery if a change in the sales tax rate has occurred, in which case Customer shall pay GSFA (or be refunded by GSFA) the applicable change in sales tax.

8. Proposal Expiration – After the Expiration Date shown on page one of this Proposal, Customer shall require GSFA's written consent to accept this Proposal.

9. Governing Law – This Proposal is to be governed by and under the laws of the state of California.

Thank you for providing Golden State Fire Apparatus, Inc. with the opportunity to provide this proposal. If you have any questions regarding the options presented or need additional options, please contact me.

Sincerely,

Dewayne Young

Dewayne Young
Golden State Fire Apparatus, Inc.

I, _____ authorized representative of PORTERVILLE FIRE DEPARTMENT agrees to purchase the proposed Product(s) and agree to the terms and conditions of this proposal and the specifications hereto attached.

SIGNATURE: _____

TITLE: _____ DATE: _____

PRODUCT SPECIFICATIONS

Exhibit “B”



Specification for:
NWCG Type 6 Wildland Engine
RAM 5500 - 4x4 - Diesel - 4 Door
Rescue Side, Alum, 114

Submitted To:
Aaron Brunelle, Batt. Chief
Porterville Fire Department
40 W. Cleveland Ave. Porterville, CA 93257

Specification **6223**
December 29, 2021

Prepared by:
Dewayne Young

Proposal

We are pleased to submit the following specifications to you for a **Type 6 Wildland** per your request for quotation. The following paragraphs will describe in detail the apparatus proposed. Loose equipment not specifically requested will not be provided.

Skeeter Brush Trucks, LLC. a wholly owned company of Siddons-Martin Emergency Group, is a custom fire apparatus manufacturer specializing in Brush-Grass-Wildland fire fighting vehicles. Our 22,000 square foot manufacturing facility is located in Hillsboro, Texas and is operated by some of the most experienced wildland firefighting vehicle manufacturing individuals in the business. Our performance and quality minded approach to manufacturing generates some of the most reliable vehicles in the industry, thus yielding a very high return on investment.

Skeeter Brush Trucks, LLC. provides the very best sole source product and service solutions to the fire service. Skeeter Brush Trucks LLC carries \$1,000,000 in liability insurance, with \$3,000,000 in excess umbrella liability insurance. The opportunity to place this Skeeter Brush Truck in your department is greatly appreciated and we are certain it will fulfill your every requirement. We look forward to working for you.

Siddons-Martin Emergency Group sales and service professionals are dedicated and experienced in all aspects of the fire apparatus business. Our core business is the sales and service of fire apparatus.

Service Advantage

Siddons-Martin Emergency Group currently staffs sixteen (16) service centers located throughout Texas, Louisiana, and New Mexico, and maintains a fleet of service vehicles to provide on-site service of your SKEETER Brush Truck. The Siddons-Martin Emergency Group Service Department is dedicated to the fire service and provides service and maintenance exclusively on fire apparatus. Siddons-Martin Emergency Group employs numerous EVT trained technicians and is constantly engaged in continuing factory and EVT training classes and programs in order to stay abreast of the rapidly improving technologies incorporated within today's fire apparatus. SMEG is an authorized sales and service dealer for Pierce Mfg., and an authorized service center for Waterous, Hale, and Darley fire pumps, and an OEM distributor for all major fire equipment accessories.

Construction and Design

Skeeter Brush Trucks body and component designs are engineered. Body construction (unless otherwise noted) is done in-house, using the best in design and materials. RBM's for body frames are among the very highest in the industry. Wiring harnesses are custom manufactured in-house, and meet or exceed OEM standards. All wiring is protected, run through conduit, and distributed through one, easily accessed, sealed control box.

Chassis Operation Manual

The chassis manufacturer shall provide one (1) operational manual. This manual may be in either a notebook type binder, with reference tabs or a compact disk (CD) with all of the printed material in an electronic format (Adobe Acrobat PDF).

Fire Pump Operational Manual

A fire pump service, instruction, and operational manual shall be supplied. This manual may be in either a notebook type binder, with reference tabs or a compact disk (CD) with all of the printed material in an electronic format (Adobe Acrobat PDF).

Foam System Operational Manual

A foam system service, instruction, and operational manual shall be supplied. This manual may be in either a notebook type binder, with reference tabs or a compact disk (CD) with all of the printed material in an electronic format (Adobe Acrobat PDF).

Apparatus Operational Manuals

The chassis manufacturer shall provide one (1) operational manual. This manual may be in either a notebook type binder, with reference tabs or USB thumb drive with all of the printed material in an electronic format (Adobe Acrobat PDF).

100044.1 - PAINT

1. Cab Color: Red
2. Cab Secondary Color: N/A
3. Description: Solid Red

100520.1 - WINDOW TINT

Window tinting for all windows will be provided.

The tint color shall be: (SPECIFY)

The front tint % shall be: (SPECIFY)

The rear tin % shall be: (SPECIFY)

100008.1 - CHASSIS SPECIFICATIONS

One (1) RAM D5500 rear axle drive 4 x 4, dual rear wheels (DRW), four door, SL cab and chassis

GVWR: 19,000 pounds

Wheelbase: 172.2"

Bumper and Grille: black

Tow Hooks: front loops

Front Axle and Suspension: 7,250# front axle, 7,250# front suspension package, stabilizer bar, front shock

Tires: two (2) front tires shall be 225/70R19.50, radial all weather highway tread

Front Wheels: two (2) 19.50" x 6.00" steel disc, ten (10)-hole pattern steel disc wheels, GRAY

Rear Axle and Suspension: 13,500# wide track rear axle, 13,500# suspension package, stabilizer bar, limited slip

4.88 gears

Tires: four (4) 225/70R19.50 all weather type radial tires

Rear Wheels: four (4) 19.50" x 6.00" steel disc, ten (10)-hole pattern steel disc wheels, GRAY

Braking System: four (4) wheel disc brake system with an Anti Lock (ABS)

Engine:

- Model: Cummins 6.7 turbo-charged diesel
- Number of Cylinders: Six (6) "I6" configuration
- Displacement: 6.7 liters
- Rated Brake Horsepower: 305 at 2800 rpm
- Torque: 610 ft lbs
- Turbocharger
- Urea Exhaust Treatment Supplement

Cooling System: a coolant mixture protected to -30 degrees Fahrenheit

Exhaust System: horizontally mounted, discharge on passenger's side aft of wheels

Fuel Tank: 52 gallon rear mounted, driver's side filler extension

Transmission: six speed automatic

Steering: power steering system

Batteries: two (2) 78 amp-hr 730CCA 12-volt batteries

Alternator: single 180 amp 12 volt

Cab Construction: SL Series four (4) door steel construction, sun visors, tinted glass, roof clearance lights, grab handles interior

Mirrors: manual telescope fold-away in/out for view.

Cab Paint: single color,

Safety: air bags front

Climate Controls: controls for heat, defroster, and air conditioning

Window and Door Controls: manual

Cab Instruments: standard type, four (4) rocker switches

Drivers and Passenger Seat: vinyl bucket type seats with three (3) point safety harness, bench rear seat.

Printed Manuals: one (1) printed chassis operation manual

Cab Accessories: radio, two radio speakers and antenna

RAM Warranty: Entire Vehicle: 3 year/36,000 miles

Engine: 5 year/100,000 miles

Drivetrain: 5 year/100,000 miles

203807.1 - 60" CAB TO AXLE

The chassis Cab to Axle measurement shall be 60".

100037.1 - POWER PACKAGE

The chassis shall be equipped with power locks, windows, and power mirrors.

203918.1 - FLEET/GOVERNMENT INCENTIVE DISCOUNT

*** NOTE*** Pricing quoted is contingent upon the end user (customer) filing for and receiving OEM Fleet/Government Pricing Number.

*** FAILURE BY THE CUSTOMER TO RECEIVE THE OEM FLEET/GOVERNMENT PRICING NUMBER WILL RESULT IN FULL LIST PRICE BEING CHARGED FOR THE CHASSIS ***

100681.1 - CHASSIS SUSPENSION SYSTEM

A 6" heavy duty, 4 link, off road suspension lift kit with heavy-duty off road shocks shall be installed on the RAM chassis. The system is designed to significantly increase wheel travel, in addition to giving the chassis increased ground clearance.

NOTE: THE END USER MUST BE AWARE THAT LIFTING THE CHASSIS AND ADDING LARGER TIRES WILL ALTER THE VEHICLE'S CENTER OF GRAVITY. THIS WILL AFFECT THE VEHICLE'S HANDLING CHARACTERISTICS.

IN ADDITION, THE LARGER TIRES WILL AFFECT STOPPING DISTANCE. THE SYSTEM IS NOT RECOMMENDED FOR VEHICLES THAT OPERATE PRIMARILY IN AN ON ROAD ENVIRONMENT. THE SYSTEM IS HIGHLY RECOMMENDED FOR VEHICLES THAT OPERATE IN OFF ROAD OR ROUGH TERRAIN ENVIRONMENTS.

A SPEEDOMETER CALIBRATOR SHALL BE INSTALLED TO CORRECT THE TIRE SPEED ON THE CAB SPEEDOMETER.

TURNING RADIUS MAY BE REDUCED (if needed) 1-3 DEGREES TO PREVENT TIRE RUB.

204254.1 - FENDER FLARES

There shall be two (2) Extra Wide front fender flares installed, one (1) each side. They shall be mounted on the fenders to accommodate larger tires/wheels. [More](#)

100048.1 - FRONT AND REAR SUPER SINGLE TIRES AND WHEELS

There shall be four (4) super single front and rear tires, There shall be 335/80R20 22PR, severe service radial all terrain tread. The tire weight rating shall be load range "M" (22 ply, 6780 lbs), and the speed rating shall be "K" (68 mph).

There shall be four (4) wheels for the front and rear tires. There shall be 20" x 11.00" disc, ten (10)-hole pattern special order for Military/Government on/off road application with a rating to match or exceed the tire rating.

WHEELS SHALL BE BLACK

100050.1 - OEM STOCK JACK & LUG WRENCH

A OEM stock jack & lug wrench will be provided.

100053.1 - SPARE SUPER SINGLE TIRE AND WHEEL

There shall be one (1) super single spare tire. It shall be 335/80R20 22PR, severe service radial all terrain tread. The tire weight rating shall be load range "M" (22 ply, 6780 lbs), and the speed rating shall be "K" (68 mph).

There shall be a 20" x 11.00" disc, ten (10)-hole pattern special order wheel for Military/Government on/off road application with a rating to match or exceed the tire rating.

100055.1 - MOUNTING SPARE TIRE AND WHEEL

The spare tire and wheel shall be mounted on top of the water tank.

203450.1 - FRONT BUMPER

The factory bumper shall be removed and replaced with a custom fabricated, heavy duty aluminum bumper and grille guard protection assembly.

The bumper and grille guard shall be painted black.

200310.1 - FRONT BUMPER HOSE SECUREMENT SYSTEM

Six (6) footman loops, 3 Velcro straps, and aluminum rearward hose stop shall be installed on the front bumper upper surface, behind the grille guard in order to secure approximately fifteen (15) feet of 1.5" hose.

100058.1 - REAR MUD FLAPS

The chassis shall be supplied with mud flaps with the manufacturer's logo. The mud flaps shall be installed behind the rear wheels.

100063.1 - FRONT BUMPER SKID PLATE 1/4"

A 1/4" (0.25") aluminum skid plate will be installed from the bumper area extending below the bumper and chassis radiator area.

100111.1 - CAB STEPS

The cab shall be equipped with steel step assemblies, on each side of the cab. There shall four (4) stirrup steps mounted two (2) each side on the cab steps. They shall be installed in the best location to allow easy access to the cab.

100193.1 - BODY ARMOR, 60" CA

Each side of the body shall have custom made protection. It shall conform to the lower portion of the body. The armor shall be made of 2" sch 40 steel tubing, and shall attach to the cab protection/steps and the rear chassis. The tubing shall be flexibly mounted at each end to allow chassis flex while operating off road.

100085.1 - CUSTOM FABRICATED CONSOLE AND SWITCH PANEL

A custom fabricated aluminum electrical console and enclosure shall be located between the driver's and passenger's seats. It shall house the siren, switches, cup holder, and auxiliary equipment.

203822.1 - WINCH RECOVERY KIT, HEAVY DUTY

A WARN 97570 Large Epic Accessory Recovery Kit shall be included. It shall contain the following items:

- Two forged 3/4" Epic Shackles with E-coat/powder coat finish (for 18,000 lb. winches and under)

- Epic Tree Trunk Protector, including forged end loops with E-coat/powder coat finish (4" x 8'; rated to 30,000 lbs.)
- Epic Snatch Block with E-coat/powder coat finish (for winch capacities of up to 18,000 lbs.)
- Premium Recovery Strap (3" x 30'; rated to 21,600 lbs.)
- Winching Gloves with Kevlar reinforcement and synthetic leather
- Heavy Duty Storage Bag

100082.1 - WINCH -- FRONT MOUNTED

A Warn Winch Company Model 16.5ti PN68801 16,500# capacity 12-volt electric powered winch shall be permanently installed at the front center bumper extension area. The unit shall include the following:

- 16,500# rated load
- Thermo-metric indicator for motor temperature monitoring
- Cable roller guide assembly
- 90 feet of 7/16" diameter galvanized cable and fairlead & safety hook assembly shall be supplied.
- Winch speed shall be constant with forward and reverse modes controlled with a push button device at the end of a 12 feet (12') minimum control cable which connects to the winch through a weatherproof receptacle.

100178.1 - REAR RECEIVER

The rear of the chassis shall be equipped with one (1) square steel tube receiver assembly for high or low angle rescue, trailer use, and winch applications. It shall be the same size as a Class III trailer hitch and shall be attached to the chassis frame assembly. The receiver shall be rated at approximately 10,000#.

The rear receiver assembly shall be equipped with two (2) heavy duty rear tow loops, one (1) each side.

100576.1 - FIRE PUMP SPECIFICATIONS

A Darley model number 1-1/2AGE 24 K diesel powered, centrifugal portable pump shall be provided. The high pressure, low volume, gear driven, engine mounted pump shall meet the following performance requirements:

120 GPM @ 130 PSI
 75 GPM @ 220 PSI
 25 GPM @ 335 PSI

Pump Design

Pump casing shall be made of anodized aluminum and vertically split, with a minimum tensile strength of 33,900 PSI - bronze-fitted. Pump ratio to be selected by the manufacturer's Engineering Department. Seal rings shall be renewable, double labyrinth, wrap around bronze type. Bearings are to be heavy duty, deep groove, radial-type ball bearings, oversized for long life. Bearings to be protected at all openings from road dirt and water splash with oil seals and water slingers.

Mechanical Seal

The pump shall be furnished with a Darley maintenance free mechanical seal. The mechanical seal shall be a non-contacting, non-wearing seal design. Seal shall be a Silicon Carbide Mechanical seals with welded springs. The stationary face of mechanical seals shall be made from Silicon Carbide, be extremely hard and of a heat dissipative material, which resists wear and dry running damage much better than conventional Ni-resist and Tungsten Carbide materials

Pump Shaft

Pump drive shaft shall be precision ground, heat treated alloy steel, with a 1-3/8 spline. Gears shall be helical design, and shall be precision ground for quiet operation and extended life. The pump shaft shall be splined to receive broached impeller hubs, for greater resistance to wear, torsional vibration, and torque imposed by engine, as well as ease of maintenance and repair. Pump shaft to be precision-ground 416 stainless steel.

Impeller

The impeller shall be a high strength bronze alloy, splined to the pump shaft for precision fit, durability, and ease of maintenance.

Impeller shaft oil seals shall be constructed to be free from steel components except for the internal lip spring. The impeller

shaft oil seals shall carry a lifetime warranty against damage from corrosion from water and other fire-fighting fluids.

Pump Transmission

The transmission case shall be cast iron aluminum with adequate oil reserve capacity to maintain low operating temperature. Pump ratio to be selected by the manufacturer's engineering department. Gears shall be helical in design and precision ground for quiet operation and extended life. Gears to be cut from high strength alloy steel and heat treated. Gear face to be minimum of 1-1/2". Chain drive and/or design requiring extra lubricating pump is not acceptable.

The pump unit shall be supplied with a control panel for remote mounting, panel light, hour meter/tachometer, pressure gauge, on/off ignition switch, and a low oil pressure light, engine choke, engine throttle

Dimensions & Weight

36"L x 22"W x 26"H, 371lbs (168kg)

Suction 2" NPTF

Discharge (2) 1.5" NPTF or (1) 2.5" NPTF

Documentation

Pump Warranty/Guarantee to be included with each proposal. Pump warranty shall be for three (3) years. Additional details about the warranty can be found in the Skeeter user's manual of this vehicle.

Engine

Kubota D902 Diesel: 24 HP, liquid cooled, 12 volt starter, 40 amp alternator, replaceable fuel and oil pump filters

There shall be an electric oil less primer assembly installed for the auxiliary fire pump. The electric primer assembly shall be capable of taking suction and discharging water with a lift of 10 feet in not more than 30 seconds with the pump dry, through 20 feet of suction hose of appropriate size. A vacuum test with a capped suction of at least 20' long shall develop 22" of vacuum and hold a vacuum with a drop not in excess of 10" in 5 minutes. Priming pump shall be activated by a mechanical/electric valve with a single pull control located at the pump operator's panel area.

100272.1 - STAINLESS STEEL PLUMBING SYSTEM

The auxiliary fire pump plumbing system shall be built mostly of stainless steel piping, fittings, and connections. Victaulic couplings shall be installed to permit flexing of the plumbing system and allow for quick removal of piping or valves for service. Tank connections and remote plumbing shall use high-pressure flexible piping. Flexible hose couplings shall be threaded stainless steel or Victaulic connections.

100286.1 - AKRON VALVES

All valves used in the plumbing installation shall be Akron quarter turn full flow type.

100483.1 - HOSE THREADS

The hose threads shall be National Hose Standard (NH) on all base threads on the apparatus intakes and discharges, unless otherwise specified.

100263.1 - EXHAUST SYSTEM

The auxiliary fire pump and engine assembly shall have a muffler and vertical exhaust pipe. The exhaust pipe shall be directed upward and away from the pump operator. A rain cap will be installed on the vertical exhaust outlet.

100307.1 - PRIMER ASSEMBLY

There shall be an electric oil less primer assembly installed for the auxiliary fire pump. The electric primer assembly shall be capable of taking suction and discharging water with a lift of 10 feet in not more than 30 seconds with the pump dry, through 20 feet of suction hose of appropriate size. A vacuum test with a capped suction of at least 20' long shall develop 22" of vacuum and hold a vacuum with a drop not in excess of 10" in 5 minutes. Priming pump shall be activated by a mechanical/electric valve with a single pull control located at the pump operator's panel area.

100266.1 - FIRE PUMP ENCLOSURE

The fire pump house shall be installed around the pump and engine. The enclosure shall be fabricated of .125" aluminum. Hinged doors and access panels shall be installed for servicing of the engine.

If so equipped, the engine and pump control panel shall be provided at the rear of the vehicle. The following shall be located at the operator's position:

- 2.5" discharge pressure gauge
- start/stop control
- throttle control
- low oil pressure warning light
- tachometer (if so equipped)

The pump enclosure shall be mounted at the rear of the body.

203950.1 - DUAL ELECTRONIC PUMP CONTROLS, DIESEL PUMP

There shall be a dual electronic pump control system. One (1) control panel shall be installed in the pump control panel at the rear of the truck, and one (1) control panel shall be installed in the center console of the cab.

NOTE: ***THE SYSTEM WILL ONLY WORK WITH DIESEL PUMPS ***

The dual system monitors and displays:

- ☐ Pump discharge pressure (PSI or
- ☐ Engine RPMs
- ☐ Engine temperature with warning light
- ☐ Engine Oil pressure with warning light
- ☐ Battery voltage
- ☐ Hour meter
- ☐ Power on (indicator light)

The system has controls for:

- ☐ Ignition on/off toggle switch
- ☐ Start/stop push button
- ☐ Electronic throttle toggle switch control
- ☐ Push button for wiring to an electric primer
- ☐ Automatic preheat timing
- ☐ 15-amp circuit protection

100534.1 - LOW WATER PRESSURE CUT-OFF

There shall be a low water pressure cut-off switch that will shut off the pump engine when pump pressure is lost. There shall be a manual override switch to bypass the cut-off.

100267.1 - FUEL SYSTEM FROM CHASSIS FUEL TANK

The fuel system for the auxiliary fire pump shall be plumbed from the chassis fuel system. There shall be a separate fuel pickup tube mounted in the chassis fuel tank specifically for a separate engine driven pump assembly.

There shall be an electric fuel pump with spin on fuel filter and flexible fuel hose furnished between the chassis fuel tank and the auxiliary pump.

100257.1 - ELECTRIC START WIRING TO CHASSIS

The 12 volt positive and negative cables shall be provided from the chassis battery to the fire pump area (not through the master switch). The cables shall have a circuit breaker installed at the chassis battery.

100474.1 - AUXILLIARY FIRE PUMP MOUNTING PROVISIONS

The auxiliary fire pump shall be installed at the center rear of the body. The sub-structure shall have welded in mounting sub-plates between the structural members.

100254.1 - PUMP ENGINE OIL DRAIN

The fire pump engine shall have an oil drain line installed. It shall allow for easy oil draining.

100253.1 - FIRE PUMP MASTER DRAIN

The fire pump shall have a master drain at the bottom of the water pump housing.

100270.1 - 2-1/2" GATED INTAKE -- REAR

One (1) 2-1/2" gated suction intake shall be installed on rear area to supply the fire pump from an external water supply. The valve shall be controlled with a direct quarter-turn ball valve control handle and shall have 2-1/2" NH female thread with removable screen with plug.

100283.1 - TANK TO PUMP LINE INSTALLATION

The 2.5" tank to pump line shall be installed with a flexible hump hose connection and stainless steel clamps to the water tank. The valve shall be controlled with a manually operated handle directly on the valve.

100281.1 - WATER TANK FILL AND COOLING LINE

One (1) 1" fire pump to water tank refill and bypass cooler line shall be provided. The pump to tank valve shall be a 1" full flow quarter turn ball valve with local control handle. A 1" flex hose shall be installed to the water tank.

100276.1 - 1-1/2" DISCHARGE -- REAR

One (1) 1-1/2" discharge shall be installed on the rear pump area, controlled by a quarter turn ball valve with local control handle. The discharge shall have 1-1/2" NPT x 1-1/2" NH male hose threads and cap.

100442.1 - 1.5" CROSSLAY DISCHARGE

One (1) pre-connect 1.5" discharge shall be installed at the front crosslay. The discharge shall be equipped with a 1.5" diameter quarter turn ball valve at the pump manifold. The outlet shall be equipped with a 1.5" NPT female chicksan swivel x 1-1/2" male NH hose thread.

100522.1 - 1.5" FRONT BUMPER DISCHARGE - DRIVER'S SIDE

One (1) 1.5" discharge shall be piped to the front bumper area, located on the driver's side area. The discharge shall be piped with flexible 1.5" hose. The outlet shall terminate with stainless steel or chrome plated brass chicksan swivel outlet with 1.5" NH male threads.

A 1.5" manually operated Akron T handle ball valve shall be installed at the bumper area.

100643.1 - HOSE REEL

One (1) Hannay aluminum hose reel shall be installed. The reel shall have leak proof ball bearing swing joint, adjustable friction brake, electric 12 volt rewind and manual crank rewind provisions.

The reel shall be mounted above the water pump and plumbing, center of the rear flat-bed body. There shall be a custom aluminum platform to support it.

100292.1 - REEL CAPACITY

Each hose reel shall have a capacity of 150 feet of hose.

100295.1 - HOSE REEL DISCHARGE

One (1) 1" discharge shall be piped from the fire pump to each hose reel with flexible high pressure hose. The quarter turn ball valve shall be on manifold.

722305.3 - REEL MOUNTED HOSE

One (1) 100' foot length of 1" fabric covered REEL-TEX water hose shall be installed on the hose reel. The hose shall be equipped with chrome plated pin lug couplings and have a minimum 1000 PSI burst pressure. [More](#)

100304.1 - HOSE REEL ROLLERS

Each hose reel shall be provided with a Hannay captive type four sided stainless steel roller assembly.

100261.2 - FOAM SYSTEM

A FoamPro part number S106-1600/2.0 electronic foam system shall be provided. The system shall be designed for use with Class A foam concentrate. The foam proportioning operation shall be designed for direct measurement of water flows and shall remain consistent within the specified flows and pressures. The system shall be capable of accurately delivering foam solution as required by applicable sections of the NFPA standards.

The system shall be equipped with a control module suitable for installation on the pump panel. There shall be a microprocessor incorporated within the motor driver that shall receive input from the system's flow meter, while also monitoring the foam concentrate pump output. The microprocessor shall compare the values to ensure that the desired amount of foam concentrate is injected onto the discharge side of the fire pump. A "foam capable" paddlewheel-type flow meter shall be installed in the discharge side of the piping system.

The control module shall enable the pump operator to:

1. Activate the foam proportioning system
2. Select the proportioning rates from 0.1% to 1.0%
3. See a "low concentrate" warning light flash when the foam tank level becomes low and in two (2) minutes, if the foam concentrate has not been added to the tank, the foam concentrate pump shall be capable of shutting down.

A 12-volt electric motor driven positive displacement plunger pump shall be provided. The pump capacity range shall be 0.1 to 1.7 GPM at 200 PSI with a maximum operating pressure of 400 PSI. The system shall draw a maximum of 30 amps at 12 volts. The motor shall be controlled by the microprocessor which shall be mounted to the base of the pump. It shall receive signals from the control module and power the 1/3 horsepower electric motor in a variable speed duty cycle to ensure that the correct proportion of concentrate is injected into the water stream.

A full flow check valve shall be provided in the discharge piping to prevent foam contamination of the fire pump and water tank. A 5 PSI opening pressure check valve shall be provided in concentrate line.

Components of the complete proportioning system as described above shall include:

1. Operator control module
2. Paddlewheel flow meter
3. Pump and electric motor/motor driver
4. Wiring harnesses
5. Low level tank switch
6. Foam tank
7. Foam injection check valve
8. Main waterway check valve
9. Flowmeter and tee with NPT threads.

The foam system shall be installed and calibrated to manufacturer's requirements. In addition the system shall be tested and certified by the apparatus manufacturer to applicable NFPA standards.

The foam system design shall be tested and pass environmental testing in accordance with SAE standards. An installation and operation manual shall be provided for the unit. The system shall have a one (1) year limited warranty by the foam system manufacturer.

The FoamPro 1600 Series foam system shall be provided with a six (6) foot control cable from the controller to the foam pump assembly. The FoamPro 1600 Series foam system shall be provided with a standard pump panel mounted FoamPro control head.

A FoamPro part number 2660-0032 brass flowmeter shall be provided. The flowmeter shall be installed in the "foam capable" discharge line. The flowmeter shall have maximum accuracy between the flow range of 15 GPM and 520 GPM and be capable of operation between 5 GPM to 625 GPM. The tee shall have NPT and Victaulic inlet and outlets connections.

A FoamPro part number 6032-0018 instruction and system rating label shall be provided. The label shall display information for a FoamPro 1600 Series foam system and shall meet applicable sections of the NFPA standards. A FoamPro foam system schematic label shall be installed on the pump panel near foam controls. The label shall be a diagram of the FoamPro 1600 foam system layout and shall meet applicable sections of the NFPA standards.

100226.1 - WATER TANK GAUGES

One (1) Class 1 "Intelli-Tank" water tank level gauge shall be installed on pump panel. The tank level gauge shall indicate

the liquid level on an easy to read LED display and show increments of 1/8 tank. A pressure transducer shall be mounted on the outside of the tank in an easily accessible area.

CAB MOUNTED -

One (1) Class 1 112124 "Intelli-Tank" mini water tank level gauge shall be installed in the cab or center console. The tank level gauge shall indicate the liquid level on an easy to read LED display and show increments of 1/4 tank.

100198.1 - WATER TANK SPECIFICATIONS

The water tank shall have a capacity of 300 gallons.

100203.1 - TANK BUILD SPEC

The water tank shall be constructed of black polypropylene, poly-welded and tested inside and out. The tank manufacturer shall define the floor, top, sides, ends, and baffles material thickness. The tank shall carry a lifetime warranty.

The transverse and longitudinal swash partitions shall be interlocked and welded to each other as well as to the walls of the tank. The partitions shall be designed and equipped with vent holes to permit air and liquid movement between compartments. The tank covers shall be welded on top and bottom, and the transverse partitions, providing rigidity during fast fill operations. Drilled and tapped holes for lifting eyes shall be provided in the top area of the water tank.

The water tank manufacturer shall certify the capacity of the water tank prior to delivery of the apparatus. This capacity shall be recorded on the manufacturer's data plate.

100205.1 - NFPA COMPLIANCE

The water tank construction shall conform to applicable NFPA standards.

100207.1 - FILL TOWER LOCATION

The tank fill tower shall be located in the driver's side rear corner of the water tank.

100209.1 - VENT AND OVERFLOW

The fill tower shall incorporate a vent and overflow system shall be designed into the water tank. The system shall include a 3" diameter pipe that functions both as an air vent while emptying the tank and as an overflow when filling the tank. The overflow shall discharge excess water below the frame rails of the vehicle.

100212.1 - TANK SUMP

A sump shall be installed in a central location in the bottom of the water tank. The tank-to-pump suction line shall be installed that will incorporate a dip tube type intake from the sump location. The tank shall be equipped with an anti-swirl plate located approximately 2-1/2" above the sump area.

100215.1 - PUMP TO TANK CONNECTION

An 1-1/2" connection shall be provided on the water tank for connection of the discharge side of the pump to the tank for filling purposes. The valves and hose required to complete this connection shall be supplied by the final assembler.

100217.1 - WATER TANK DRAIN PLUG

A 2" drain plug shall be installed in the bottom of the water tank, sump, or plumbing for water tank draining and flush-out of debris.

100223.4 - STORAGE ON TANK, SPECIAL

There shall be provisions for storage on top of the water tank.

There shall be one (1) storage basket and it shall be located on top of the water tank and side compartments.

The compartment shall be split into three sections, with the main center section sized to fit the spare tire. Both sides shall have separate compartment doors that open upwards toward the center of the truck. All doors shall have gas assist struts and locking thumb latches. All walking surfaces shall be coated with dura back, the body of the compartment shall be powder coated black. There shall be an open area of the basket behind the enclosed area for loose item storage and a 1 1/2" crosslay.

100227.1 - FOAM TANK SPECIFICATIONS

The Class A foam tank shall have a capacity of 10 gallons.

100238.1 - FOAM TANK GAUGE

A Class 1 foam tank level gauge shall be installed on the pump panel. The tank level gauge shall indicate the liquid level on an easy to read LED display and show increments of 1/8 tank. A pressure transducer shall be mounted on the outside of the tank in an easily accessible area.

100549.1 - CUSTOM RESCUE SIDE ALUMINUM BODY

The body will be a custom fabricated severe service rescue-side type, constructed of all aluminum. The body shall be 114" long by 96" wide, designed for a 60" cab to axle dimension. The body shall be specifically designed and engineered for off-road wildland firefighting.

MAIN FRAME

The body shall have 5" x 1.75" structural aluminum channel main frame rails. The body frame rails shall be isolated from the truck frame by .500" industrial isolators.

SUB-FRAME

The cross-members shall be 3" x 2 5/16" structural aluminum I beams with cross-members on 12" centers.

MOUNTING

The body shall be bolted to the chassis frame rails at the rear end of the frame. There shall be brackets installed at the middle of the body frame to prevent side to side movement. The body shall be spring mounted at the front of the body frame. The flexible mounting system shall allow for body/chassis flexing during extreme off road conditions.

SQUARE CORNERS

The front corners of the body shall be square.

HEADACHE RACK

The front of the body shall have a 2" formed aluminum tube headache rack. The rack shall extend the full width of the body and be attached to the front body corners. The assembly shall extend above the chassis cab and have mounting platform for installation of the light bar and two work lights. Wiring for the lights will be placed inside the tubing for protection. The headache rack shall have four (4) vertical 2" tubes for extra strength.

FENDER PANELS

The lower portion of the flat-bed body shall have fender panels over and aft of the rear wheel panel area. The panels shall be constructed of aluminum. The wheel well openings will be cut out to conform to the wheels.

REAR BODY PANEL

A vertical body panel shall be installed at the rear of the body constructed of .125" smooth aluminum. The panel shall house the running lights, taillights, back-up lights, and emergency lights. The body panel shall be angled to allow for a 27 degree angle of departure.

PROTECTIVE RAILS

The upper body area shall be protected with radius corner 1" diameter aluminum tube railing assembly installed around the top of the body. The corners of the body shall have vertical risers space in critical areas. The railings shall act as protection for the upper body structures when off road in heavy brush conditions. The rear upper body corner rails shall house the upper emergency lights and work lights.

SIDE BODY COMPARTMENTS, FRONT BODY -- DRIVER AND PASSENGER'S SIDES

Two (2) body equipment storage compartments shall be installed at the front of the body just behind the headache rack, one each side of the apparatus. The dimensions shall be approximately: 30" wide, 44" high, and 24" deep. The compartments shall be constructed of .125" aluminum on all exterior surfaces. Each compartment shall be equipped with a vertically hinged door with a single latch installed. The doors shall be equipped with gas operated door opening assistant cylinders.

Each vertical compartment shall have one (1) fixed shelf.

The compartments shall be equipped with:

- a lift up door with latch installed
- key type door locks.
- dual gas operated door opening assistant cylinders.
- a white LED strip light that is automatically controlled by a door activated switch.
- a louvered vent
- Turtle Plastics Turtle Tile Compartment Matting shall be installed in the compartment. Turtle Tile shall be black in color and

lock together
design.

The actual door openings shall be approximately 3" smaller in dimension.

204240.1 - PAINTED FINISH BODY AND COMPARTMENTS/TRAYS, AUTOMOTIVE QUALITY

The exterior surface of all body skins, compartments, and trays shall all be Painted.

The surface shall be sanded, acid washed, acid primed, primed, and top coat painted in accordance with the paint manufacturers specifications.

All Exterior welds shall be ground down, and filled with body filler.

203934.3 - ADJUSTABLE SHELF (Qty: 4)

There shall be four (4) adjustable shelves constructed of .190 smooth aluminum. There shall be adjustable tracking mounted to each of the wall of the compartments to allow height adjustment of the shelf. The shelf shall be no larger than 4 feet wide by 2 feet deep. The tracking shall be as long as possible to allow for max adjustment range of shelf.

MUST SPECIFY QTY AND LOCATION AND UPDATE DEFAULT QTY ABOVE

QTY: four (4)

LOCATION: To be determined at the pre-construct conference.

100144.2 - DRIVERS SIDE UPPER BODY COMPARTMENT

A body equipment storage compartment shall be installed on the flatbed surface, driver's side of the apparatus. The exterior dimensions shall be approximately 48" wide, 24" high, and 18" deep. The compartment shall be constructed of .125" aluminum on all exterior surfaces.

The compartment shall be equipped with:

- a lift up door with latch installed
- key type door locks.
- dual gas operated door opening assistant cylinders.
- a white LED strip light that is automatically controlled by a door activated switch.
- a louvered vent
- Turtle Plastics Turtle Tile Compartment Matting shall be installed in the compartment. Turtle Tile shall be black in color and lock together design.

The actual door opening shall be approximately 3" smaller in dimension.

100148.2 - PASSENGERS SIDE UPPER BODY COMPARTMENT

A body equipment storage compartment shall be installed on the flatbed surface, passenger's side of the apparatus. The exterior dimensions shall be approximately 48" wide, 24" high, and 18" deep. The compartment shall be constructed of .125" aluminum on all exterior surfaces.

The compartment shall be equipped with:

- a lift up door with latch installed
- key type door locks.
- dual gas operated door opening assistant cylinders.
- a white LED strip light that is automatically controlled by a door activated switch.
- a louvered vent
- Turtle Plastics Turtle Tile Compartment Matting shall be installed in the compartment. Turtle Tile shall be black in color and lock together design.

The actual door opening shall be approximately 3" smaller in dimension.

100642.1 - SIDE BODY COMPARTMENTS, REAR BODY -- DRIVER'S AND PASSENGER'S SIDES

Two (2) body equipment storage compartments shall be installed at the rear of the body, one each side of the apparatus. The exterior dimensions shall be approximately: 32" wide, 44" high, and 18" deep. The compartments shall be constructed

of .125" aluminum on all exterior surfaces. Each compartment shall be equipped with a vertically hinged door with a single latch installed. The doors shall be equipped with gas operated door opening assistant cylinders.

Each vertical compartment shall have one (1) fixed shelf.

The compartment shall be equipped with:

- a vertical hinged door with latch installed
- key type door locks.
- gas operated door opening assistant cylinder.
- a white LED strip light that is automatically controlled by a door activated switch.
- a louvered vent
- Turtle Plastics Turtle Tile Compartment Matting shall be installed in the compartment. Turtle Tile shall be black in color and lock together design.

The actual door opening shall be approximately 3" smaller in dimension.

The compartment floors shall be lined with turtle tile.

100159.1 - UNDER BODY COMPARTMENT -- REAR CENTER

An under body equipment storage compartment shall be installed under the flatbed surface located in the center rear of the apparatus. The compartment shall be between the vertical body beams, upper floor surface, and an aluminum lower floor area. The compartment shall be equipped with a hinged drop down door with dual latches installed.

The exterior dimensions shall be approximately:

108" for a 114"L bed

120" for a 138"L bed

203878.1 - DIVIDERS FOR HARD SUCTION, REAR CENTER UNDER BODY COMPARTMENT

Two (2) dividers shall be installed on the driver's side of the rear, center, under body compartment, for storage of 8' lengths of hard suction. The dividers shall be approximately 6" apart, 5" tall, and run the depth of the compartment.

THIS OPTION REQUIRES 6" MAIN BEAMS FOR THE BED FRAME

100160.1 - INTERIOR COMPARTMENT VENTILATION LOUVERS

The interiors of the upper body compartments shall have louvered ventilation units.

204316.1 - INTERIOR COMPARTMENT COATING, ZOLATONE

The interior of all compartments shall be coated in Zolatone textured coating.

100540.1 - CAB LIGHTING, LED

Two (2) red LED ceiling cab lights shall be installed. One (1) shall be installed in the front cab area, and one (1) shall be installed in the rear cab area. There shall be a front switch, located on the front of the console, and a rear switch located on the rear of the center console.

100163.1 - AUTOMATIC COMPARTMENT DOOR LIGHT SWITCHES

Each compartment light shall be automatically controlled by a door activated switch.

100164.1 - DOOR AJAR LIGHT

A "door ajar" warning light shall be installed on the center console. The light shall be flashing red LED light with a clear lens.

The door ajar light shall be activated by door ajar switches installed on every compartment door.

203941.2 - COMPARTMENT FLOORING

Turtle Plastics Turtle Tile Compartment Matting shall be installed in all compartments and trays excluding the rear center under-body compartment. Turtle Tile shall be black in color and lock together design. [More](#)

204070.1 - I-ZONE BRACKETS, SWING-OUT

Two (2) swing-out I-zone brackets will be provided and mounted at the rear of the apparatus, one (1) on each side. The

brackets will be designed with adequate reinforcement to eliminate flexing of the body and not interfere with any of the rear facing lights when carrying hose. The brackets will be mounted beside the upper grab rail on the rear and as high as practical.

100180.1 - REAR PULL OUT STEP

There shall be a rear "Pull-Out-Fold-Down" step located at the driver's side rear of the apparatus, step shall be stowed in a pocket under the rear of the unit. Storage pocket shall be fabricated to allow easy access to deploying for operation.

100181.1 - FOLDING STEP

A Signature 4 lighted 8" square folding step of die cast zinc shall be installed. The step shall comply with NFPA non-slip standards and shall be installed on the rear driver's side of the body. The step shall be equipped with lighting to NFPA standard.

100692.1 - SIDE BODY ACCESS STEPS

There shall be a body access step assisting in access to top of the tool/hose trays from the side of the apparatus. It shall be a stirrup design, and be fabricated from 1" aluminum tubing. They shall be installed under the front of the body, one (1) each side.

730078.3 - VIAIR CONSTANT-DUTY ONBOARD AIR SYSTEM

VIAIR CONSTANT-DUTY ONBOARD AIR SYSTEM

The cab shall have a Viair Ultra-Duty Onboard Air System installed. The system shall include a 12V DC, 20 Amp, 150 PSI air compressor, 2-1/2" gallon tank and pressure sensor and a 20ft accessory hose. The exact location shall be determined at the pre-construction meeting.

There shall be two (2) air outlets, one (1) in compartment D1 and one (1) in compartment P1.

Tire Inflation Kit

100325.1 - ELECTRICAL ENCLOSURE

An electric wiring enclosure for the 12 volt wiring shall be installed in the forward wall of the driver's side upper body compartment with an access panel. The dimensions of the enclosure shall be approximately 20" high, 14" wide, and 4" deep.

100326.1 - 12 VOLT ELECTRICAL SPECIFICATIONS

The following describes the low voltage electrical system on the apparatus including all panels, electrical components, switches and relays, wiring harnesses and other electrical components. The apparatus manufacturer shall conform to the latest Federal DOT standards, current automotive electrical system standards and the applicable requirements of the NFPA.

Wiring shall be stranded copper or copper alloy conductors of a gauge rated to carry 125 percent of the maximum current for which the circuit is protected. Voltage drops shall not exceed 10 percent in all wiring from the power source to the using device. The wiring, wiring harness and insulation shall be in conformance to applicable SAE and NFPA standards. The wiring harness shall conform to SAE J-1128 with GXL temperature properties. Exposed wiring shall be run in a loom with a minimum 289 degree Fahrenheit rating. Wiring looms shall be properly supported and attached to body members. Electrical conductors shall be constructed in accordance with applicable SAE standards, except when good engineering practice requires special construction.

All wiring connections and terminations shall provide positive mechanical and electrical connections and be installed in accordance with the device manufacturer's instructions. When wiring passes through metal panels, electrical connections shall be secured with mechanical type fasteners and rubber grommets

Wiring between cab and body shall be split using connectors or enclosed in a terminal junction panel allowing body removal with minimal impact on the apparatus electrical system. Connections shall be crimp-type with heat shrink tubing with insulated shanks to resist moisture and foreign debris such as grease and road grime. Weather resistant connectors shall be provided throughout the system.

Electrical junction or terminal boxes shall be weather resistant and located away from water spray conditions. When required, automatic reset breakers and relays shall be housed in the main body junction panel.

There shall be no exposed electrical cabling, harnesses, or terminal connections located in compartments, unless enclosed in an electrical junction box or covered with a removable electrical panel. Wiring shall be secured in place and protected against heat, liquid contaminants and damage.

Low voltage overcurrent protective devices shall be provided for the electrical circuits. The devices shall be accessible and

located in required terminal connection locations or weather resistant enclosures. Overcurrent protection devices shall be automatic reset type suitable for electrical equipment and meet SAE standards. All electrical equipment, switches, relays, terminals, and connectors shall have a direct current rating of 125 percent of maximum current for which the circuit is protected. Electro-magnetic interference suppression shall be provided in the system as required in applicable SAE standards.

The electrical system shall include the following:

Electrical terminals in weather exposed areas shall have a non-conductive grease or spray applied. All terminal plugs located outside of the cab or body shall be treated with a corrosion preventative compound.

All electrical wiring shall be placed in a protective loom or be harnessed.

Exposed connections shall be protected by heat shrink material and sealed connectors.

Large fender washers shall be used when fastening equipment to the underside of the cab roof and all holes made in the roof shall be caulked with silicone.

Electrical components installed in exposed areas shall be mounted in a manner that will not allow moisture to accumulate inside.

A coil of wire must be provided behind an electrical appliance to allow them to be pulled away from mounting area for inspection and service work.

All lights in a weather exposed area that have their sockets shall have corrosion preventative compound added to the socket terminal area.

100327.1 - ELECTRICAL HARNESS AND WIRING

All wiring shall be hidden, enclosed, or protected under the body in protective material, or within the apparatus body components. In addition, split loom conduits shall be installed and enclosed, suitably secured and protected against heat and physical damage.

100091.1 - BATTERY SWITCH - MASTER DISCONNECT

A rotary type master disconnect switch shall be provided in the cab within easy reach of the driver. The switch shall have a switch plate with Off/On label.

There shall be a GREEN indicator light in the center console indicating the power is "ON".

100094.1 - BATTERY CHARGER AND 120 VOLT SHORE POWER RECEPTACLE

A Kussmaul Autocharge 1000, Model 091-215-12, high output automatic battery charger shall be provided. The battery charger shall be wired to the 12 volt battery system. The unit shall be mounted in a clean, dry area accessible for service and/or maintenance. It shall be wired to the specified shore power receptacle.

It shall include Model 091-194B-IND-WT-XX Digital Status Display Center.

It shall also include Model 091-55-15-120 15 amp "auto-eject" shore power receptacle with hinged weatherproof cover and an enclosure for protection from dirt and damage. The shore power plug shall be "ejected" when the chassis' engine starter is engaged and the receptacle shall be wired to any 120 volt A/C equipment requiring shore power.

Location shall be: Determined at the Pre-Construction conference.

Color of Digital Status Display Center and Auto Eject: Determined at pre-construct conference

Components wired hot: Determined at pre-construct conference

204322.1 - BLUE SEA SHORELINE

There shall be a Blue Sea auto eject installed on the apparatus. The auto eject shall be connected to the charging system on the apparatus. The auto eject shall be a 20amp auto eject.

100328.1 - DOT IDENTIFICATION LIGHTS

All LED identification lights shall be installed on the vehicle as required by applicable highway regulations.

100435.2 - CHASSIS AIR COMPRESSOR SYSTEM

An ARB model CKMTA12 twin cylinder 12 volt air compressor shall be installed in the bottom portion of the passenger's side rear under body compartment (if so equipped).

There shall be a fixed air supply tank.

100329.1 - LICENSE PLATE MOUNTING

An LED license plate light shall be installed on the rear vertical wall of the body.

100330.1 - BRAKE, TURN, TAIL LIGHTS

Two (2) Whelen M6 Series Model M6BTT 4-5/16" x 6-3/4" brake, turn, tail lights with M6FC chrome flanges shall be provided. The warning lights shall incorporate Linear Super-LED and Smart LED technology. The lighthouse configuration shall consist of 18 red Super-LEDs and a clear optic polycarbonate lens. The lighthouses shall be surface mountable via two screws.

The lighthouses shall utilize an optic collimator and a chrome vacuum metalized reflector for maximum illumination. The lighthouse shall include 164 flash patterns including: a variety of CA Title 13 compliant, sinkable, left/right, top/bottom, in/out, and steady burn. The lighthouses shall have the Whelen exclusive NERM (Non-Emergency Recognition Mode) feature.

The lens/reflector assembly shall be wet sealed and resistant to: water, moisture, dust, and other environmental conditions. The outer lens shall have a hard coating applied to increase strength and ensure longevity. The light engine shall be installed at the rear of the unit and be completely sealed. The pc board shall be conformal coated for additional protection.

The lights shall be furnished with five 6" wire pigtails, a Santoprene rubber gasket and the #M6FC chrome flanges shall be included for installation.

100331.1 - BACK-UP LIGHTS

Two (2) Whelen M-Series, 4" x 6" rear LED back-up lights shall be installed.

100067.1 - OFF ROAD LIGHTS

No off road lights shall be installed.

100071.1 - GROUND LIGHTS - FRONT BUMPER

Two (2) Grote #63871 LED ground lights shall be installed under the front bumper, one (1) on each side of the apparatus, wired to the Cencom, and the chassis interior lights. They shall have an aluminum housing, and be 800 lumens at 1.4 amps.

200312.1 - GROUND LIGHTS, CAB, 4 DOOR, LED STRIPS

Four (4) LED ground strip lights shall be installed under the cab step area in compliance with NFPA standards, two (2) on each side of the apparatus, wired to the Cencom, and the chassis interior lights.

100183.1 - GROUND LIGHTS - UNDER REAR STEP

Two (2) ground lights shall be installed under the rear step area, one on each side of the apparatus. They shall have an aluminum housing, and be 800 lumens at 1.4 amps.

100184.1 - BODY WORK LIGHTS

Four (4) Grote #63871 LED body work lights with clear lens shall be installed, wired to switch on the Cencom. They shall have an aluminum housing, and be 800 lumens at 1.4 amps. Location shall be: in each corner of the protective tubing assembly to light the pump panel and the front body walkway area.

100322.1 - SCENE LIGHTS

Six (6) Rigid Manufacturing Dually 20211 scene lights shall be installed. The LED scene lights shall incorporate clear LED's with a clear optic polycarbonate lens for maximum illumination.

Location shall be: Two (2) outward facing, each side of body, two (2) rear facing.

100503.1 - DIGITAL TILT METER

An electronic tilt meter shall be installed on the dashboard. The unit shall indicate the degree of side slope the vehicle is on. It shall also include a GPS speedometer.

100324.1 - BACK-UP ALARM

One (1) back up alarm shall be installed.

100311.1 - LIGHT BAR CAB ROOF MOUNT

The cab mounted lightbar shall be equipped with an aluminum protective cage . The light bar shall be properly sealed and watertight.

730070.4 - EMERGENCY AND SCENE LIGHTS

ELECTRONIC SIREN

Tomar Model 948 Siren amp and electronic controller, shall be provided. The siren controller shall have a 4 position slide switch, along with 6 auxiliary switches to control outputs, also to contain siren controls. Model # 948L-SIREN-R.

SIREN SPEAKER

One (1) Tomar Model # SPK100 speaker shall be provided.

ZONE A -- UPPER FRONT -- LIGHTBAR

One (1) Tomar Scorpion 58" lightbar Model# 970L-58D1-0601 Shall be installed. The lightbar shall contain Full dual color front and sides (red/wht). Lightbar shall include CA flash rates and CA steady red. The front of the lightbar shall be fully populated with eight (8) 12-LED modules, High-power off-road TRX take downs, and four (4) 24-LED corner modules with alley lights.

ZONE A -- LOWER FRONT WARNING LIGHTS

Two (2) Tomar, RECT 14 RED warning light shall be installed. The warning lights shall be installed in lower cab area, one (1) each side, as far forward as possible. Part#R14LS-RR-01 Left side Part#R14LS-RR-02 Right side.

ZONE B AND D- INTERSECTION LIGHTS

Two (2) Tomar, RECT 14 RED warning light shall be installed. The warning lights shall be installed in lower cab area, one (1) each side, as far forward as possible. Part#R14LS-RR-01 Left side Part#R14LS-RR-02 Right side.

ZONE B AND D -- INTERSECTION LIGHTS

Two (2) Tomar, RECT 14 RED warning light shall be installed. The warning lights shall be installed in lower cab area, one (1) each side of lower rear. Part#R14LS-RR-01 Left side Part#R14LS-RR-02 Right side.

ZONE C -- LOWER REAR WARNING LIGHTS

Two (2) Tomar iLED with Horizontal optics and Two (2) Tomar iLED with Vertical optics, warning light shall be installed. The warning lights shall be installed in the lower section of the rear of the apparatus. The warning lights shall be red warning, white flood override with Black Bezel. The lights shall be mounted Horizontal and Vertical mounting locations on the rear bumper

Left side light is Part# RSDH-RW-01(Horizontal)

Right side light is Part# RSDH-RW-02(Horizontal)

Left Side light is Part # RSDV-RW-01(Vertical)

Right side light is Part # RSDV- RW-02(Vertical)

REAR TRAFFIC ADVISOR, SIX (6) LAMPS

A Tomar L stick traffic advisor model # LSTICK-14W6-B LED shall be provided and mounted at the rear of the body. The traffic advisor shall include a 40' cable.

204217.1 - CALIFORNIA EMERGENCY LIGHT COMPLIANCE

The following items shall be included in order to comply with California state law Title 13:

- 1) There shall be one (1) steady red light on the front of the vehicle in the lightbar.
- 2) All clear forward facing lights be disabled when the parking brake is set.
- 3) A wire has to be run to hook up the park brake wire to disable clear lights in lightbar.
- 4) All warning lights has to have their flash patterns set to being California title 13 compliant.

204225.1 - NFPA CAPACITIES PLACARD

Per NFPA a permanent label shall be mounted in the cab showing the following information:

A permanent label in the driving compartment shall specify the quantity and type of the following fluids used in the vehicle and tire information:

1. (1)
Engine oil
2. (2)
Engine coolant
3. (3)
Chassis transmission fluid
4. (4)
Pump transmission lubrication fluid
5. (5)
Pump priming system fluid, if applicable
6. (6)
Drive axle(s) lubrication fluid
7. (7)
Air-conditioning refrigerant
8. (8)
Air-conditioning lubrication oil
9. (9)
Power steering fluid
10. (10)
Cab tilt mechanism fluid
11. (11)
Transfer case fluid
12. (12)
Equipment rack fluid
13. (13)
CAFS air compressor system lubricant
14. (14)
Generator system lubricant
15. (15)*
Front tire cold pressure
16. (16)*
Rear tire cold pressure
17. (17)
Maximum tire speed ratings

100335.1 - CUSTOM GRAPHICS

The apparatus shall be provided with two (2) custom designed sign gold graphics, emblems, or seals. The installation shall be designed primarily with letters and numbers as specified. The purchaser shall approve of the design graphics prior to installation.

203904.1 - NO CAB ROOF LETTERING

100337.1 - CAB AND BODY STRIPING

The cab and body shall have a straight Scotchlite reflective stripe applied horizontally. The stripe shall be a 4" minimum in width and be applied horizontally around the cab and body in accordance with NFPA standards. The purchaser shall specify the color and location of the stripe.

204365.1 - B100 SERIES CAB AND BODY STRIPING

The cab and body shall have a straight Scotchlite reflective stripe applied horizontally. The stripe shall be a 4" minimum in width and be applied horizontally around the cab and compartment doors in accordance with NFPA standards.

100343.1 - FRONT CHEVRON STRIPING

There shall be alternating chevron striping installed across the front bumper where permitted. The chevron striping shall consist of 6" diamond grade in the following colors:

red diamond grade.

lime yellow diamond grade.

100345.1 - REAR CHEVRON STRIPING

There shall be alternating chevron striping installed on the rear vertical body panel. The chevron striping shall consist of 6" diamond grade in the following colors:

red diamond grade.

lime yellow diamond grade.

100346.1 - CAPACITIES PLACARD

The apparatus shall have a reflective placard that provides the following information:

Water Tank Capacity
Pump Capacities
NWCG Typing
Skeeter Contact Information

100605.1 - WHEEL CHOCKS

Two (2) Zico Aluminum Wheel Chocks for large trucks NFPA wildland compliant shall be provided on the apparatus.

100388.1 - SUCTION HOSE

Two (2) 2.5" x 8 foot lengths of Kocheck PVC flexible suction hose shall be provided and equipped with lightweight couplings.

100040.1 - CHASSIS PREPARATION

The chassis cab shall be "prepped" for fire apparatus production as follows:

- a) Wash and clean chassis
- b) Weigh chassis for NFPA reports
- c) Quality control check in.

100041.1 - SEATING

There shall be a label identifying the number of seat belted locations on the unit.

100042.1 - WARNING LABEL -- SEAT BELT USAGE

A warning label for use of seat belts shall be installed in the cab by the chassis manufacturer.

100043.1 - LOUD NOISE WARNING LABEL

A final stage manufacturer shall install "hearing loss" potential warning labels on the vehicle in any areas or fixed equipment that produces excessive noise levels. (exhaust outlet, sirens and air horns shall not be required for such equipment.)

100135.1 - WARNING LABEL -- NO RIDING ON REAR

A warning label stating: "NO RIDING ON REAR OF APPARATUS" shall be installed on rear of the apparatus. The label shall be applied to the vehicle at the rear step area. The label shall warn personnel that riding in or on these areas, while the vehicle is in motion, is prohibited.

100136.1 - SKEETER BRUSH TRUCK EMBLEMS

Five (5) Skeeter Brush Trucks emblems will be affixed to the cab and body.

100196.1 - FINAL ASSEMBLY AND APPARATUS FINISHING PREP SPECIFICATIONS

The apparatus shall be assembled in a high quality and controlled environment. The fit, form, and finish of the body shall be to the highest level fire apparatus manufacturing standards. Upon completion, the apparatus shall be ready for final inspection and road testing as required herein.

100361.1 - FIRE PUMP OPERATIONS TEST

The fire pump shall have a operational pump test performed by a Skeeter Brush Trucks technician with a run time of one (1) hour to confirm proper operations of all pump related components.

*** NOTE: ALL TESTING SHALL BE DONE AND PERFORMANCE OBSERVED BETWEEN SEA LEVEL AND 1000' ELEVATION.

*** HIGH ALTITUDE PERFORMANCE MAY NOT REPRESENT TESTING RESULTS SHOWN.

100362.1 - ELECTRICAL LOAD ANALYSIS

A 12 volt electrical load analysis shall be performed in order to test response and stationary modes of electrical amp load.

100363.1 - NFPA COMPLIANCE

The fire apparatus shall be built to the purchaser's requirements stated in this specification in compliance with all state and federal highway safety requirements. The vehicle is designed to meet NFPA 1906.

Unless included in the specification, the customer will provide all the necessary equipment to comply with NFPA 1906 Section 10.2.

100365.1 - ROAD TEST

A road test will be conducted with the apparatus fully loaded and a continuous run of no less than ten (10) miles. During that time the apparatus will show no loss of power nor will it overheat. The transmission drive shaft or shafts and the axles will run quietly and be free of abnormal vibration or noise.

100366.1 - APPARATUS WARRANTY SKEETER MANUFACTURED ITEMS

A five (5) year parts and labor warranty on items manufactured by Skeeter Brush Trucks and a ten (10) year warranty on the structural integrity of the body. For warranty issues please contact your local dealer or Skeeter Brush Truck service center and request warranty from the service advisor at that location.

100369.1 - WATER TANK WARRANTY

MANUFACTURER'S LIMITED WARRANTY AND NOTICE OF DISCLAIMER OF EXPRESS AND IMPLIED WARRANTIES- 10 YEAR EQUIVALENT.

Manufacturer issues this limited warranty to the customer who is the original retail purchaser ("Customer") of a polypropylene tank (the "Tank") (10 to 4000) gallons.

100368.1 - FIRE PUMP WARRANTY

The pump manufacturer warrants products of its manufacture to be free from defects in material and workmanship, under normal use and service, for a period of three years (3). This limited warranty is effective only if the equipment or apparatus is used as directed, is not subjected to misuse, negligence or accident, and is not altered, treated or repaired by someone other than the manufacturer or its designee. Items not manufactured by the manufacturer shall bear only the limited warranties offered by their respective manufacturers.

The exclusive remedy for breach of this warranty shall be to give the manufacturer written notice thereof and to request a Returned Goods Authorization. Upon receipt of the Returned Goods Authorization, the buyer will return the non-conforming material to the manufacturer F.O.B. its plant within thirty days after the buyer has received the Returned Goods Authorization. Thereupon Hale at its own election shall repair or replace the same or repay the price thereof. No proximate, incidental, consequential or other damages shall be recoverable. The manufacturer shall not be liable for consequential damages or contingent liabilities including; but not limited to, loss of life, personal injury, loss of crops, loss due to fire or water property damage, and consequential trade or other commercial loss arising out of the failure of Manufacturer's product.

THE MANUFACTURER MAKES NO WARRANTIES OF FREEDOM FROM PATENT INFRINGEMENT, OF MERCHANTABILITY, OF FITNESS FOR A PARTICULAR PURPOSE OR ARISING FROM A COURSE OF DEALING OR USAGE OF TRADE OR OTHER LIKE OR DIFFERENT EXPRESS OR IMPLIED WARRANTIES EXCEPT AS MADE ABOVE. [More](#)

203945.1 - NFPA COMPLIANCE LABELS

The below listed labels shall be installed on/in the apparatus. All label shall comply with NFPA 1906, 2016 Edition standards on location and design set in each standard.

- (1) NFPA 1906: 12.2.3.3 - Fluid Data Label
- (2) NFPA 1906: 14.1.3.7 - Safety Sign FAMA07, Seat Belt Use
- (3) NFPA 1906: 14.1.7.5 - Safety Sign FAMA43, No Helmets Vehicle in Motion
- (4) NFPA 1906: 16.13.1.3.1 - Pump Test Label

100351.1 - PRE-CONSTRUCTION CONFERENCE, FACTORY

A pre-construction conference shall be held at Skeeter Brush Trucks manufacturing facility in Hillsboro, Texas. The purpose

of the conference is to review and clarify aspects of apparatus components and construction. It shall be attended by representatives of the purchasing department, the apparatus dealer, and Skeeter Brush Trucks.

The transportation to this meeting shall be the responsibility of purchaser.

100651.1 - DRAWINGS

There shall be design drawings submitted to the customer prior to the pre-construct conference. The CAD drawings shall include all sides of the apparatus. The customer shall agree to the drawings reflecting the correct apparatus design and layout prior to construction.

100353.1 - TERMS OF PAYMENT AND PREPAYMENT PROVISIONS

Terms of payment for the specified vehicle shall be only cash or equivalent on delivery and acceptance for the unit. No bid will be considered which requires the purchaser to deposit with the bidder a down payment, prepayment of chassis, or any other such consideration as a condition of the bid. Such a requirement shall be grounds for immediate rejection of the bid.

204229.1 - FINAL INSPECTION, MANUFACTURING PLANT

Representatives from the purchaser and the dealer shall be present at Skeeter's manufacturing facility in Hillsboro, Tx for the final inspection of the apparatus. A factory representative will assist the purchaser with review of the specifications to confirm they match the apparatus.

Cost of transportation to and from the facility shall be the responsibility of the purchaser.

*** NOTE, UNLESS PRIOR APPROVAL BY SKEETER BRUSH TRUCKS, FINAL INSPECTION AT THE PLANT IS MANDATORY ***

100356.1 - DEMONSTRATION AND FAMILIARIZATION OF APPARATUS

The bidder shall demonstrate and familiarize the purchaser regarding the vehicle's operation. This shall include operation of chassis, major components, review of delivery information and documentation. This demonstration shall be completed at Skeeter Brush Trucks factory location in Hillsboro, Texas.

100358.1 - DELIVERY REQUIREMENTS

The apparatus shall be picked up at the manufacturer's plant by the purchaser.



Component List

Customer:	Porterville Fire Department	Spec Number:	6223
Address:	40 W. Cleveland Ave.	Job Number:	
City, State Zip:	Porterville CA 93257	Spec Date:	December 29, 2021
Contact:	Aaron Brunelle, Batt. Chief	Body:	Rescue Side, Alum, 114
Sales Rep:	Dewayne Young	Chassis:	RAM 5500 - 4x4 - Diesel - 4 Door
Dealership:	Golden State Fire Apparatus, Inc.	Tank:	300 Gallons, Poly

Line	Option	Qty	Description
001	100044.1	1	Paint (Single Stock Color)
002	100520.1	1	Window Tint (SPECIFY)
003	100008.1	1	RAM 5500 - 4x4 - Diesel - 4 Door (2022.2)
004	203807.1	1	Chassis 60" CA
005	100037.1	1	Power Package (Electric Windows, Locks, Mirrors)
006	203918.1	1	Chassis Fleet/Government Incentive Discount
007	100681.1	1	Suspension System, RAM, 4x4, 6" 4 Link
008	204254.1	1	Fender Flares, Extra Wide Detail
009	100048.1	1	Tires and Wheels, Super Single 335/80 R20 (4)
010	100050.1	1	Stock Jack & Lug Wrench
011	100053.1	1	Spare Tire and Wheel, Super Single 335/80 R20 (1)
012	100055.1	1	Spare Tire, Top of Tank
013	203450.1	1	Skeeter Aluminum Custom Bumper, Painted BLACK
014	200310.1	1	Front Bumper Hose Securement System
015	100058.1	1	Mud Flaps, Rear Wheels, SBT Logo
016	100063.1	1	1/4" Skid Protection Panel
017	100111.1	1	Cab Steps, Custom Painted, (4) Door or Extended Cab
018	100186.1	1	NO -- Cab Protection
019	100193.1	1	Body Armor, Lower 60" ca
020	100085.1	1	Cab Console, Alum, Custom
021	100372.1	1	NO -- Cab 2nd Row Poly Compartment
022	203822.1	1	WARN 97570 Large Epic Accessory Recovery Kit
023	100082.1	1	Winch, Warn, #M16ti, Electric, Front Mount, 16,500#
024	100178.1	1	Receiver, Rear, Winch/Rope/Trailer, 10,000#
025	100576.1	1	Pump, Darley 1.5 AGE, Diesel
026	100272.1	1	Standard Stainless Steel Manifold
027	100286.1	1	Valves, Akron, Brass, Quarter Turn
028	100483.1	1	Hose Threads
029	100263.1	1	Exhaust System, Vertical, Rain Cap, Aux Pump
030	100307.1	1	Primer, Electric, Aux Pump, Additional or IPOS
031	100266.1	1	Pump Enclosure - Diesel Pump
032	203950.1	1	Dual Pump Controls (Electronic), Diesel Pump
033	100534.1	1	Low Water Pressure Cut-Off
034	100267.1	1	Pump Fuel from Chassis
035	100257.1	1	Battery Supply, 12V, Chassis, Hot Wired
036	100474.1	1	Aux Fire Pump Mtng, Rear Center, Bolted
037	100254.1	1	Pump Engine Oil Drain
038	100253.1	1	Pump Drain, Master Drain--Low Point
039	100270.1	1	Intake, Gated, 2.5"FM, Rear, w/2.5" Plug, Aux Pump, Direct Vlv Cntrl

040	100283.1	1	Tank-To-Pump, Water Tank, 2.5", Install
041	100281.1	1	Tank Fill and Cooling Line, Water Tank, 1", Aux Pump
042	100276.1	1	Discharge, 1.5", Rear, w/1.5" cap
043	100442.1	1	Discharge, 1.5", Crosslay, Pre-connect
044	100522.1	1	Discharge, 1.5", Front Bumper
045	100643.1	1	Hose Reel, Hannay, Center Mount Over Pump, Elec Rewind, Alum
046	100292.1	1	150 Foot Reel Capacity
047	100295.1	1	Hose Reel Discharge, 1" Valve and Flex-Hose, Local Cntrl
048	722305.3	1	100' length of 1" Niedner Reeltex Hose Reel hose Detail
049	100304.1	1	Roller, Hose Reel, Captive, Four Sided
050	203937.1	1	No -- Sweep Nozzles
051	203936.1	1	No -- Front Monitor
052	100306.1	1	No -- Whip Lines
053	100261.2	1	Foam System, FoamPro, 1601, Class A
054	100226.1	1	Water Tank Gauge, Class 1, Rear & Cab
055	100198.1	1	Water Tank Capacity, 300 Gallons, Poly
056	100203.1	1	Water Tank, Specs
057	100204.1	1	Water Tank Shape, Rectangular
058	100205.1	1	Water Tank, NFPA Compliance
059	100207.1	1	Fill Tower, Water Tank, 12" x 12" x 6", D/S Rear Corner
060	100209.1	1	Overflow, Water Tank, 3" PVC Pipe, <500G
061	100212.1	1	Sump, Water Tank, 4" Deep x 12" Square
062	100215.1	1	Pump to Tank, Fill Connection, 1.5", 300 GPM Flow
063	100217.1	1	Water Tank Drain Plug, 2"
064	100223.4	1	Perimeter Wall Around Tank
065	100227.1	1	Foam Tank Capacity, 10 Gallons, Class A, Poly
066	100238.1	1	Foam Tank Gauge, Class 1, Class A, Rear
067	100549.1	1	Rescue Side, Alum, 114" x 96", 60CA
068	204240.1	1	Painted Finish Body and Compartments/Trays, Automotive Quality
069	203934.3	4	Adjustable Shelf, Compartment Mounted
070	100140.1	1	NO -- Compartment, Transverse
071	100144.2	1	Compartment, Drivers Side, Lift-Up Door
072	100148.2	1	Compartment, Passengers Side, Lift-Up Door
073	100150.1	1	NO -- Underbody Compartments, Front Body
074	100154.1	1	NO -- Underbody Compartments, Rear
075	100642.1	1	Compartments, (2) Rear Body, Vertical, Rescue Style, 32" x 44", Swing Doors
076	100159.1	1	Rear Center Under Body Compt, Drop Down Door
077	203878.1	1	Dividers For Hard Suction, Rear Center Under Body Compartment
078	100165.1	1	NO -- Slide Out Tray, Rear
079	100160.1	1	Compartment Ventilation
080	204316.1	1	Zolatone Interior Compartment Coating
081	100540.1	1	Cab Lighting, LED
082	100163.1	1	Compartment Light Door Switches, Automatic
083	100164.1	1	Door Ajar Light, Flashing, Red LED
084	100170.1	1	NO -- Hose Tray, Drivers Side
085	100173.1	1	NO -- Hose Tray, Passenger Side
086	100177.1	1	NO -- Tool Tray, Passengers Side
087	100175.1	1	NO -- Tool Tray, Drivers Side
088	203941.2	1	Turtle Tile Detail
089	204070.1	1	I-zone Brackets, Swing-Out
090	100180.1	1	Rear Step, Pull out and drop down
091	100181.1	1	Step, Sig-4, Folding, Lighted, DS REAR(1)
092	100692.1	1	Side Body Access Steps, Stirrup (2)

093	730078.3	1	Viair Constant-Duty Onboard Air System
094	100325.1	1	Fuse Box
095	100326.1	1	Chassis Harness
096	100327.1	1	Wiring Harness, Body Electrical
097	100091.1	1	Battery Switch, Master Disconnect, CH, Rotary
098	100094.1	1	Battery Charger and Shore Power Plug, Kussmaul 1000 and Auto-Eject
099	204322.1	1	Blue Sea Shoreline
100	100328.1	1	Clearance Lights, LED, DOT
101	100435.2	1	Air Compressor, ARB CKMTA12
102	100329.1	1	License Plate, Mount, Lighting
103	100330.1	1	Stop/Tail/Turn Lights, Whelen M6BTT/M6FC
104	100331.1	1	Back up Lights, Whelen M6 Series, LED,
105	100095.1	1	NO -- Trailer Plug
106	100067.1	1	NO -- Off Road Lights
107	100071.1	1	Ground Lights, Front Bumper, LED (2) Grote #63871
108	200312.1	1	Ground Lights, Cab, 4 Door, LED STRIPS
109	100183.1	1	Ground Lights, Under Rear Step, LED (2), Grote #63871
110	100184.1	1	Body Work Lights, LED, (4), Grote #63871
111	100317.1	1	NO -- Front Scene Lights
112	100322.1	1	Scene Light, (6) Rigid Dually
113	100104.1	1	NO -- GPS
114	100503.1	1	Tilt Meter
115	100106.1	1	NO -- Camera System
116	100098.1	1	NO -- Radio Install
117	100101.1	1	NO -- Intercom System
118	100324.1	1	Back Up Alarm
119	100311.1	1	Cab Roof Mount, Lightbar, Alum
120	730070.4	1	Tomar Emergency and Scene Light Package
121	204217.1	1	California Emergency Light Compliance, Title 13
122	204225.1	1	NFPA Capacities Placard
123	100335.1	1	Door Graphic Emblems, (2) Custom
124	203904.1	1	No Cab Roof Lettering
125	100337.1	1	Stripe, Cab/Body, Single Reflective, 4"
126	204365.1	1	B100 Series Cab/Body Striping, 4" Reflective
127	100340.1	1	NO -- Keep Back Lettering
128	100343.1	1	Stripe, Reflective, SCOTCHLITE, Chevron, Front Bumper, Alum Bumper
129	100345.1	1	Stripe, Reflective, SCOTCHLITE, Chevron, Rear
130	100346.1	1	Capacities Placard, Reflective
131	100347.1	1	NO -- Nozzles
132	100605.1	1	Wheel Chocks, TFS
133	100349.1	1	NO -- Spanner Set
134	100388.1	1	Suction Hose
135	204330.1	1	NO -- NFPA Speed Restriction
136	100040.1	1	Chassis Prep, Commercial Chassis
137	100041.1	1	Label Seating (Based upon # of Seated Positions)
138	100042.1	1	Label, Data, Seat Belt, Chassis Manufacturer Supplied
139	100043.1	1	Label, Noise Danger, Personnel
140	100135.1	1	Label, Data, "Do Not Ride On Rear Step"
141	100136.1	1	Emblems, Skeeter Brush Trucks (5)
142	100196.1	1	Final Assembly, Skeeter Brush Trucks, Hillsboro, TX
143	100361.1	1	Operational Pump Test, SBT
144	100362.1	1	12V Electrical Load Analysis
145	100363.1	1	NFPA Certificate

146	100365.1	1	Road Test, 10 miles
147	100366.1	1	Skeeter Warranty, 5-Year Parts & Labor, 10-Year Body Integrity
148	100369.1	1	Tank Warranty, Limited Lifetime
149	100368.1	1	Pump Warranty, 3-Year Parts & Labor Detail
150	203945.1	1	NFPA COMPLIANCE LABELS
151	100351.1	1	Pre-Construction Conference, At Factory
152	100651.1	1	Apparatus Drawings
153	100353.1	1	Payment Terms, 100% on Delivery and Acceptance
154	204229.1	1	Final Inspection, Skeeter
155	100356.1	1	Training, Factory Supplied, Factory location
156	100358.1	1	Delivery, Purchaser Pickup



CITY COUNCIL AGENDA – MARCH 1, 2022

SUBJECT: Airport Restaurant Lease Agreement - Amendment No. 1

SOURCE: Finance

COMMENT: Debie Fittro is the current leaseholder of the restaurant at the Porterville Municipal Airport. The lease expires on March 31, 2022; however, the lease terms allow for options to extend the lease for additional periods of five years. The City has received a request from Fittro to exercise the option to extend the lease for an additional five years, expiring on March 31, 2027. Additionally, Fittro has requested to change the leaseholder name in the original lease to the legal name, Debie Lowe.

RECOMMENDATION: That the City Council approve Amendment No. 1 to the Operating and Lease Agreement between the City of Porterville and Debie Fittro for the restaurant at the Porterville Municipal Airport, which includes the extension of the lease for an additional five (5) years, expiring March 31, 2027 and the change of the leaseholder name in the original lease to the legal name, Debie Lowe.

ATTACHMENTS:

1. Draft Amendment No. 1 to Operating and Lease Agreement
2. Lease Agreement Extension Letter - February 7, 2022
3. Locator Map

Appropriated/Funded:

Review By:

Department Director:
Maria Bemis, Finance Director

Final Approver: John Lollis, City Manager

AMENDMENT NO. 1 TO OPERATING AND LEASE AGREEMENT
PORTERVILLE MUNICIPAL AIRPORT

The City of Porterville, a Charter Law City and Municipal Corporation (the “City” or “Lessor”), having entered into an Operating and Lease Agreement dated March 21, 2017, with respect to the restaurant at the Porterville Municipal Airport, and Debie Fittro (“Lessee”), in accordance with Section 36 of the Agreement, which allows written amendment to the original agreement, do hereby agree to amend said Operating and Lease Agreement, contingent only upon the mutual execution of same, as follows:

1. The Agreement is hereby amended by deleting the name Debie Fittro, and replacing it with the legal name Debie Lowe in all instances where the former name appears in the original lease.
2. The term of the lease shall be extended for an additional five (5) years, expiring on March 31, 2027, provided Lessee is not in default with respect to any of the conditions or covenants of this lease.

All other terms and conditions of the Operating and Lease Agreement, not inconsistent with this Amendment, shall remain in full force and effect.

DATED: March 1, 2022

CITY OF PORTERVILLE

LESSEE

Martha A. Flores, Mayor

By:_____
Debie Lowe

ATTEST:

John Lollis, City Clerk

Approved as to Form:

Julia M. Lew, City Attorney

New Lease Agreement

Debie Fittro <airwaycafe@gmail.com>

Mon 2/7/2022 9:03 AM

To: Janie Rodriguez <jrodriguez@ci.porterville.ca.us>

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#)

February 7th, 2022

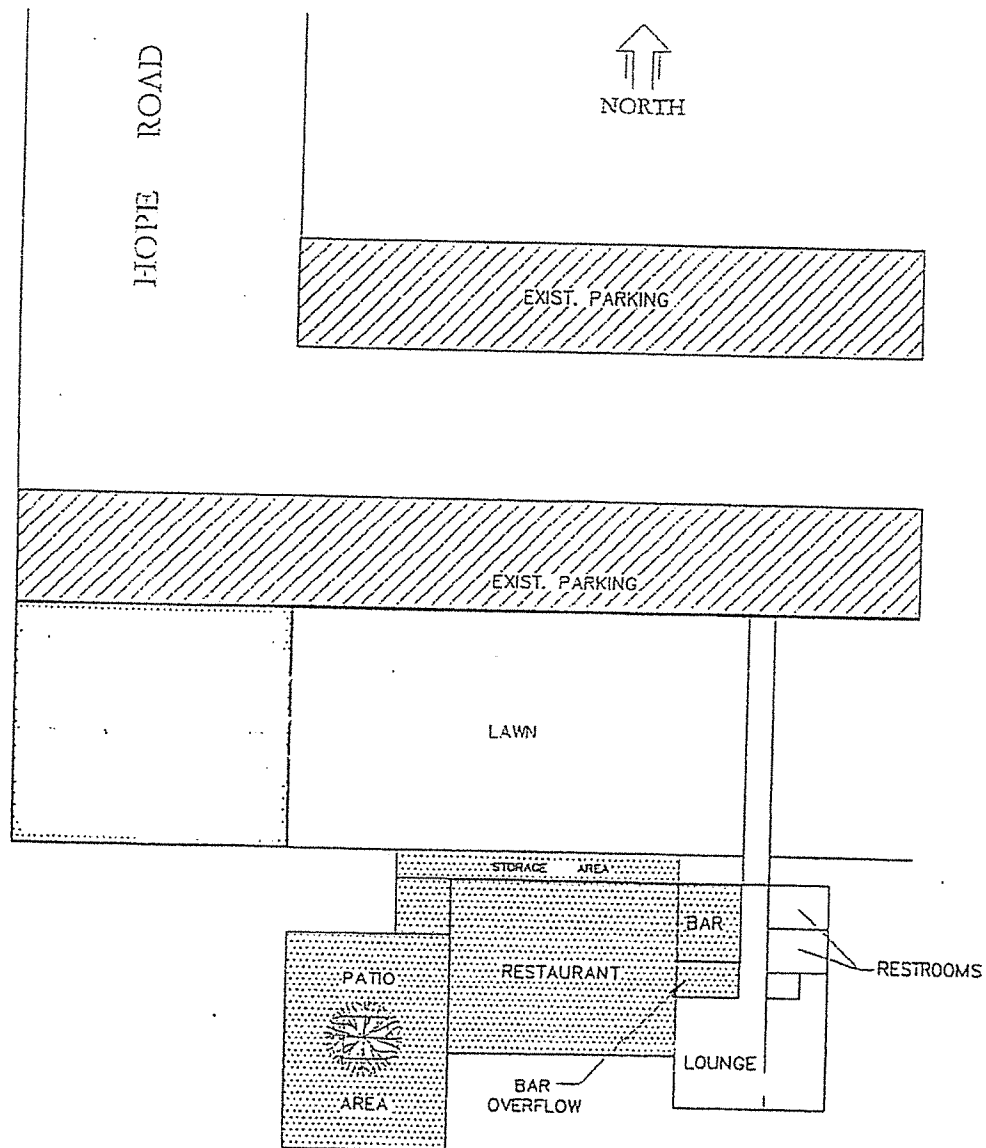
Re: Airway Cafe

Janie Rodriguez,

Thank you for contacting me about the option for renewal of my lease agreement. I am ready to use my option and extend My lease another 5 years. Please let me know when you have everything ready for my signature. Also, please note change in name: Debie Lowe is now my legal name.

Thank You,
Debie Lowe

Airport Restaurant Lease Area



LEGEND



LEASE AREA



EXIST. PARKING AREA

Exhibit "A"



CITY COUNCIL AGENDA – MARCH 1, 2022

SUBJECT: Consideration of a Request for an Extension to Conditional Use Permit (PRC 2019-035-C)

SOURCE: Community Development

COMMENT: At its meeting on March 3, 2020, the City Council adopted Resolution 17-2020 for Conditional Use Permit (CUP) 2019-035-C. The applicant received approval and conditions to allow the construction of a 63,000± square foot, four-story hotel, consisting of 103 rooms located at 1106 W. Henderson Avenue in the CR (Retail Centers) zone district. The City's Development Ordinance requires approval of a CUP when developing a hotel in the CR zone district.

Condition No. 3 of Resolution 17-2020, states that the CUP shall expire after two years from the date of approval, which is typical for this type of discretionary action. The conditions also outlined that the applicant may request a one year extension of the CUP. The CUP (2019-035-C) is set to expire on March 3, 2022. The applicant informed staff that the pandemic and the corresponding supply chain disruptions contributed to the project's delay.

RECOMMENDATION: That the City Council adopt the draft Resolution approving the requested one-year extension of Conditional Use Permit (2019-035-C) to conditionally allow development of a hotel.

ATTACHMENTS:

1. Draft Resolution
2. Locator Map
3. Site Plan

Appropriated/Funded:

Review By:

Department Director:
Jason Ridenour, Community Development Director

Final Approver: John Lollis, City Manager

RESOLUTION NO. ____-2022

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PORTERVILLE
CONTAINING FINDINGS AND CONDITIONS IN SUPPORT OF APPROVING AN
EXTENSION TO THE APPROVAL OF CONDITIONAL USE PERMIT (PRC 2019-035-C)
TO ALLOW THE CONSTRUCTION OF A HOTEL GENERALLY NORTHEAST OF
HENDERSON AVENUE AND PROSPECT STREET

WHEREAS: The City Council of the City of Porterville, at its regular scheduled meeting of March 17, 2020, conducted a public hearing to consider Conditional Use Permit (PRC 2019-038-C), a request to allow the construction of a 52,200± square-foot hotel located on Montgomery Avenue, generally at the southeast corner of State Route 190 and Jaye Street; and

WHEREAS: On March 17, 2020, the City Council approved the request with Resolution 17-2020, condition No. 3 of which limited the term of the associated Conditional Use Permit (PRC 2019-038-C) to two years with the option of a one year extension upon written request; and

NOW, THEREFORE, BE IT RESOLVED: That the City Council of the City of Porterville does hereby approve the one year extension of Conditional Use Permit (PRC 2019-038-C) subject to the following conditions:

1. The applicant submitted the required written application for extension of the CUP approval prior to permit expiration; and
2. No fee is currently established in the Fee Schedule for the extension of a Conditional Use Permit and the applicant is therefore not required to pay a fee for the extension request; and
3. All conditions of approval set forth in Resolution 17-2020 approving CUP PRC 2019-035-C continue to apply to project.

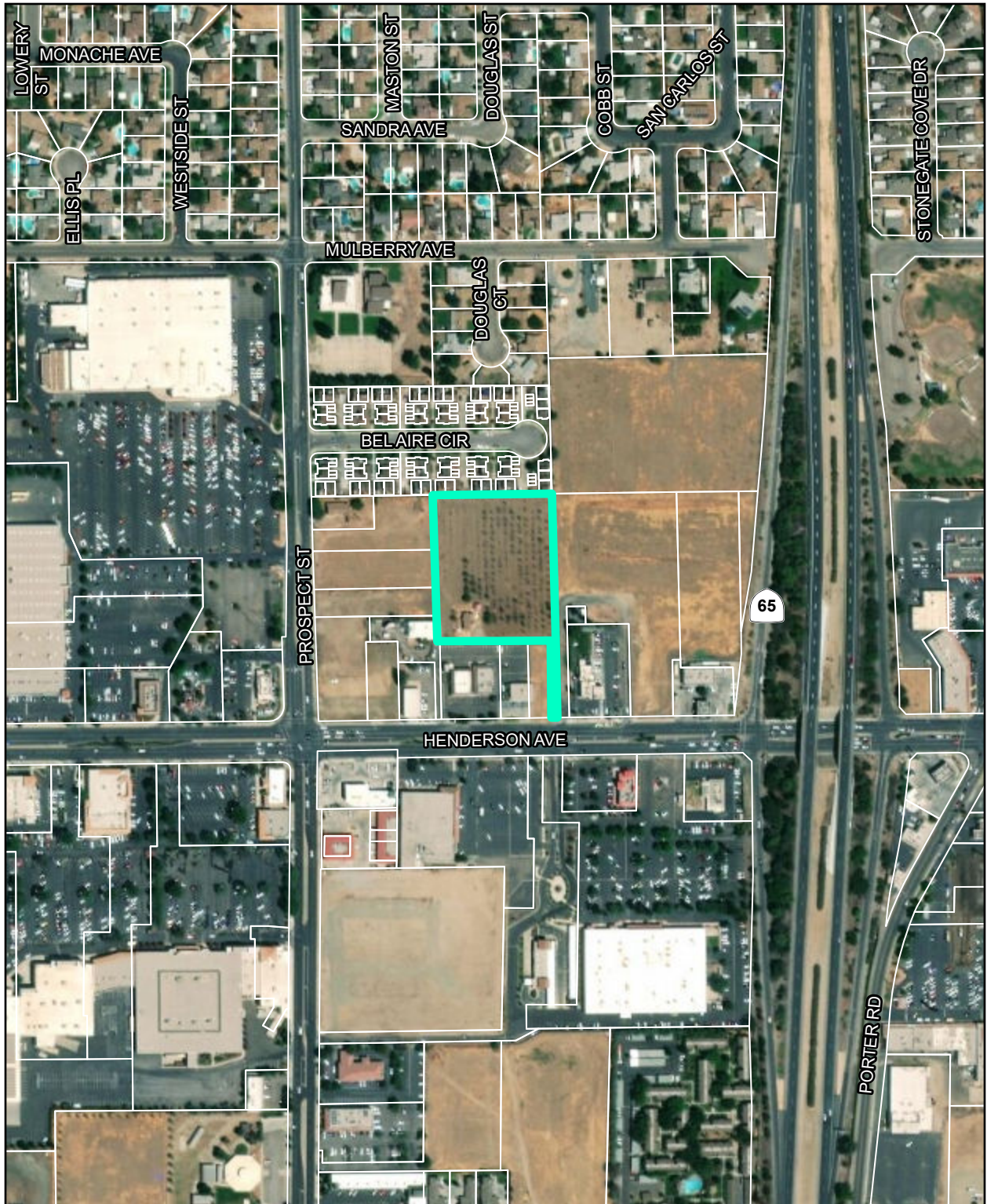
PASSED, APPROVED AND ADOPTED this 1st day of March, 2022.

Martha A. Flores, Mayor

ATTEST:
John D. Lollis, City Clerk

By _____
Patrice Hildreth, Chief Deputy City Clerk

Locator Map PRC 2019-035



**Porterville Inn
@ 1106 W. Henderson**

 Project Location

1 in = 400 feet



Date Printed: 10/18/2019 by the Community Development Department

Fairfield Inn & Suites

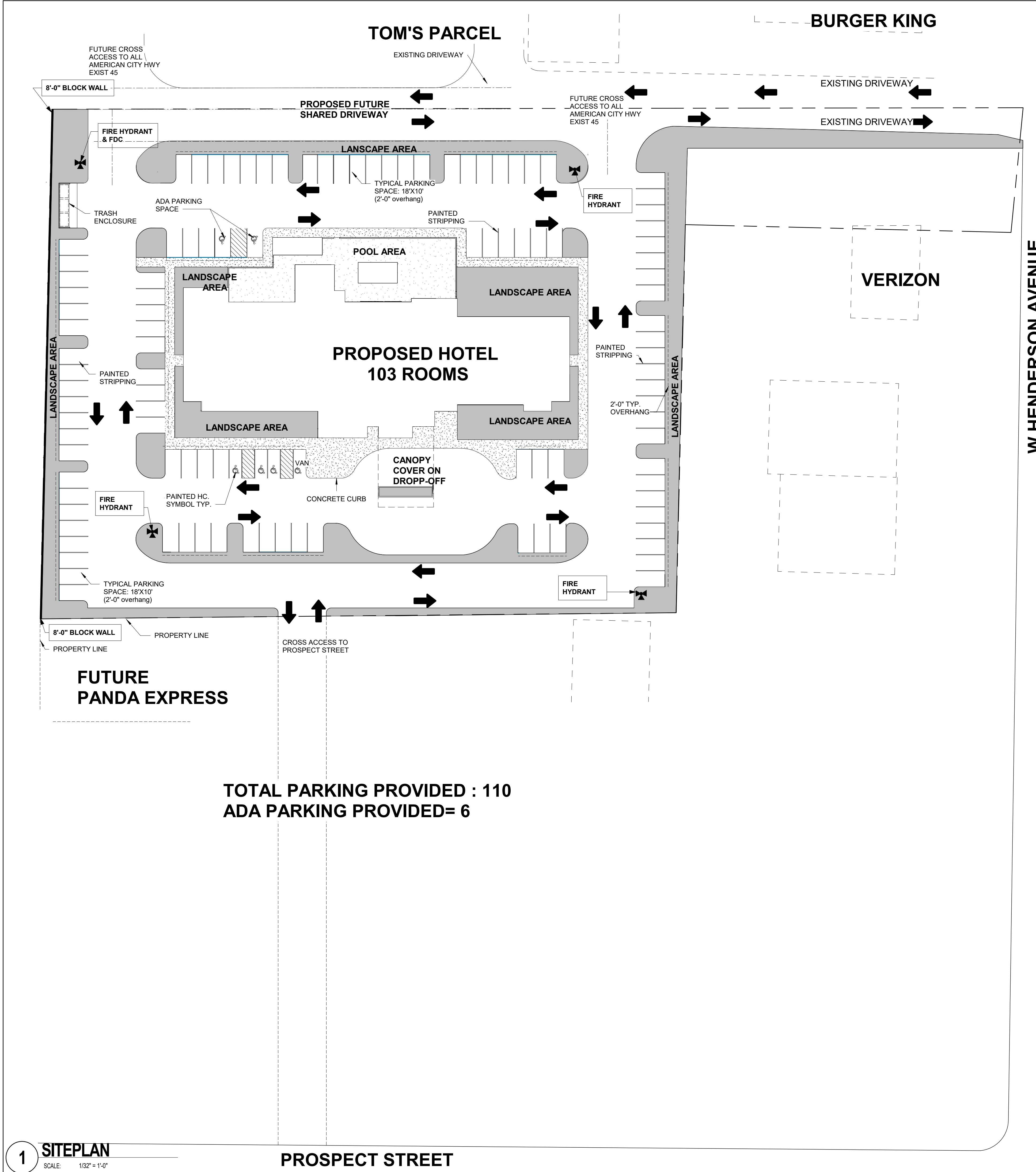
1103 W Henderson Avenue,
Porterville, CA

Schematic Design

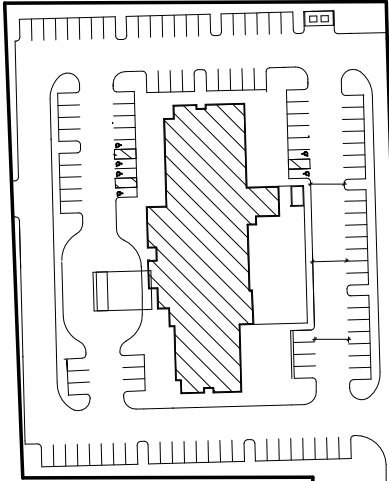
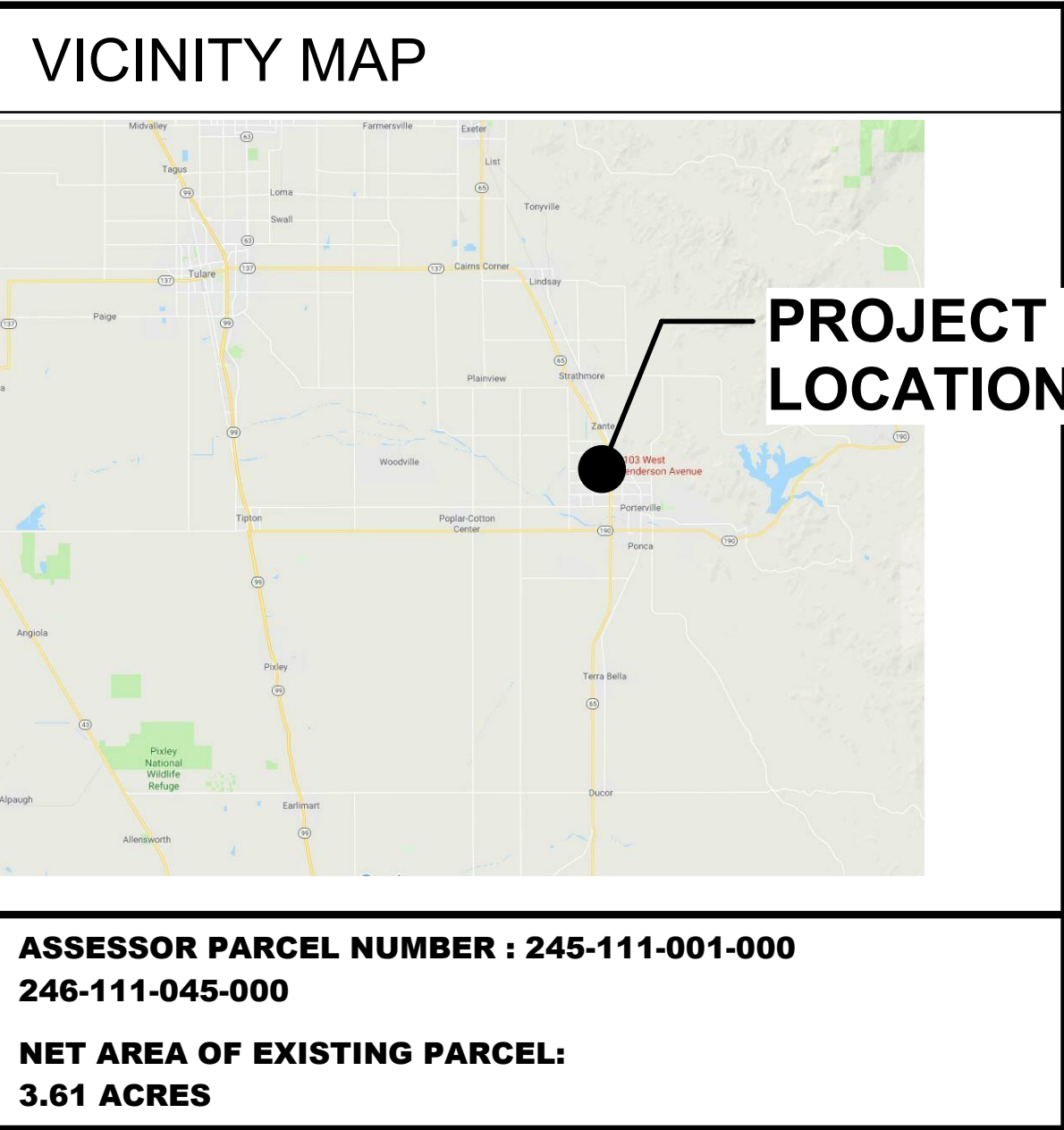


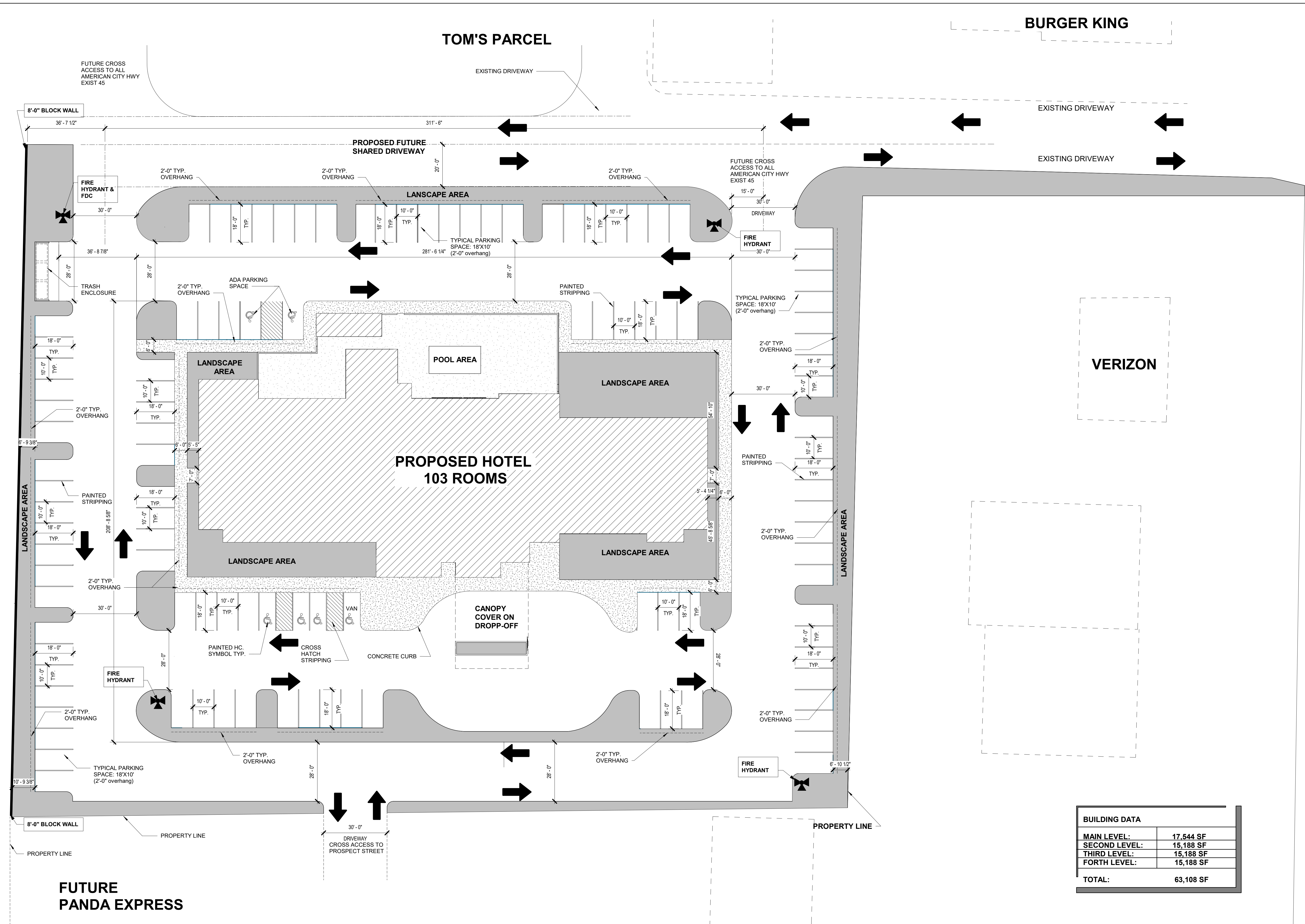
Fairfield Inn & Suites

1103 W Henderson Avenue,
Porterville, CA

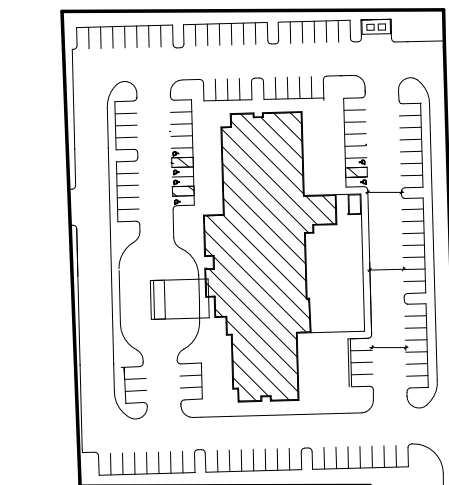


TOTAL PARKING PROVIDED : 110
ADA PARKING PROVIDED= 6



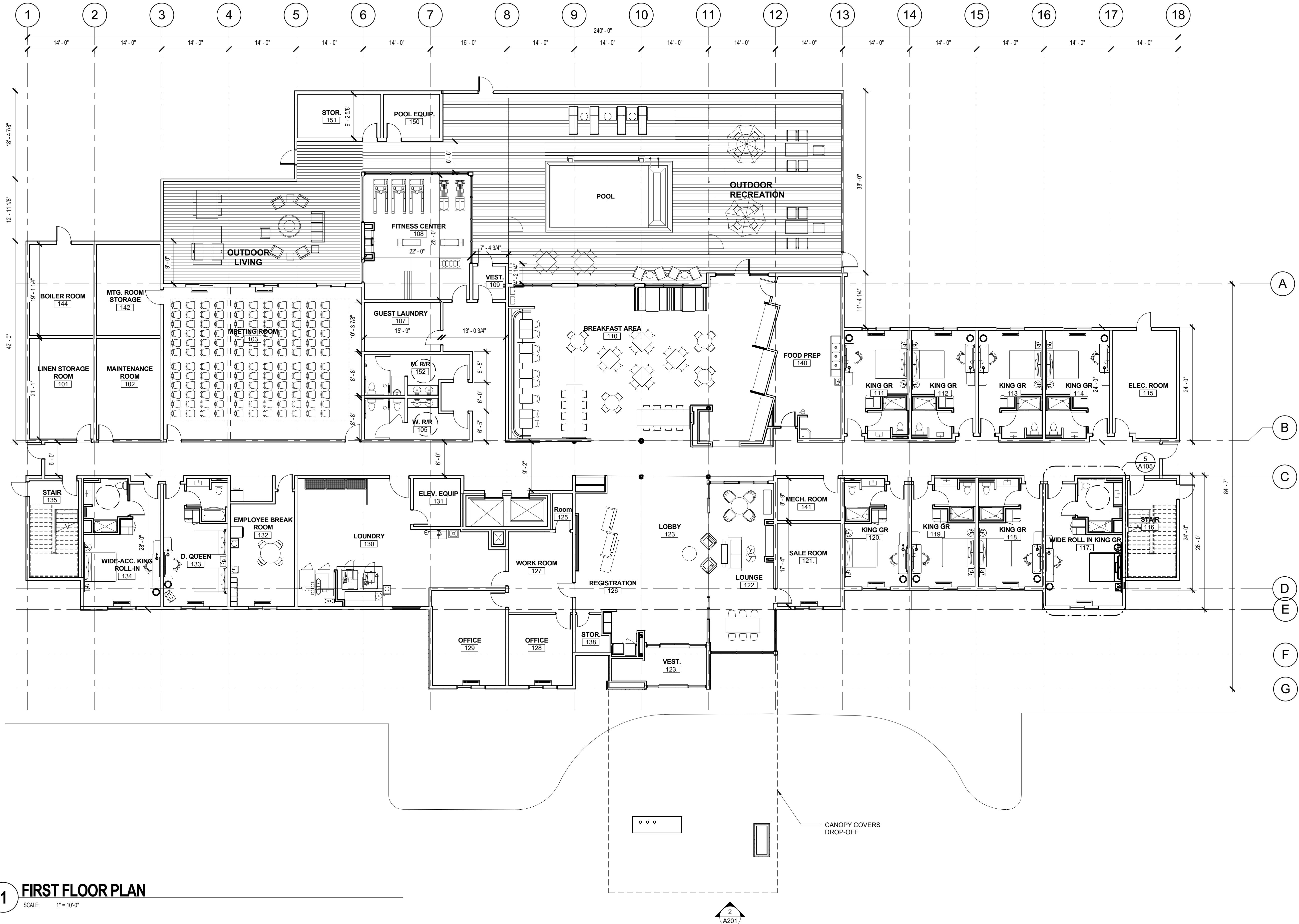


BUILDING DATA	
MAIN LEVEL:	17,544 SF
SECOND LEVEL:	15,188 SF
THIRD LEVEL:	15,188 SF
FORTH LEVEL:	15,188 SF
TOTAL:	63,108 SF



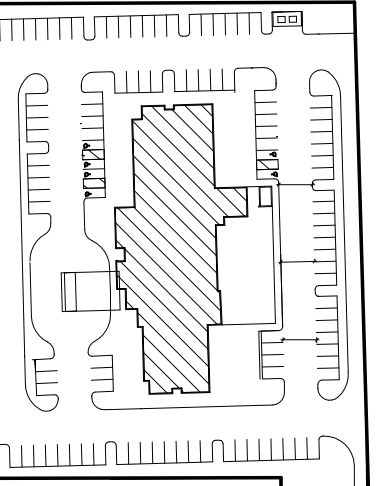
	FIRST FLOOR	SECOND FLOOR	THIRD FLOOR	FORTH FLOOR
KING GR	7	14	14	14
DOUBLE QUEEN ROOMS	1	9	11	11
KING SUITES	0	5	4	6
ACC. KING SUITES	0	1	1	0
ACC. KING	2	2	0	0
ACC. D.QUEEN	0	0	1	0
TOTAL	10	31	31	31

103 GUESTROOM



1 FIRST FLOOR PLAN

SCALE: 1" = 10'-0"



Fairfield Inn & Suites

1103 W Henderson Avenue,
Porterville, CA

project #: 19.121

date: 09.30.19

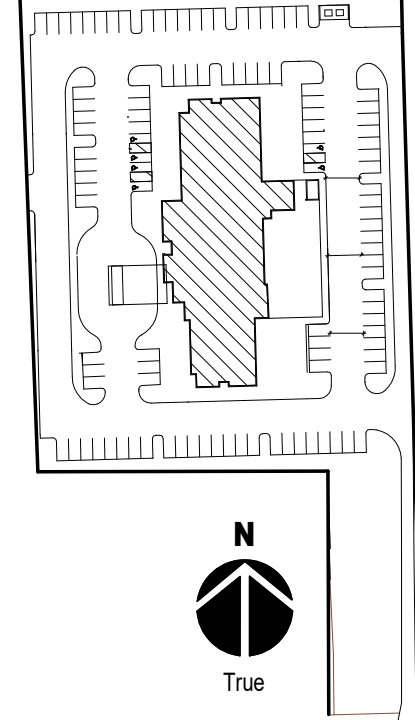
drawn by: Author
checked by: Checker

drawing title:

SCHEMATIC FIRST
FLOOR PLAN

drawing number:

A101



Fairfield Inn & Suites

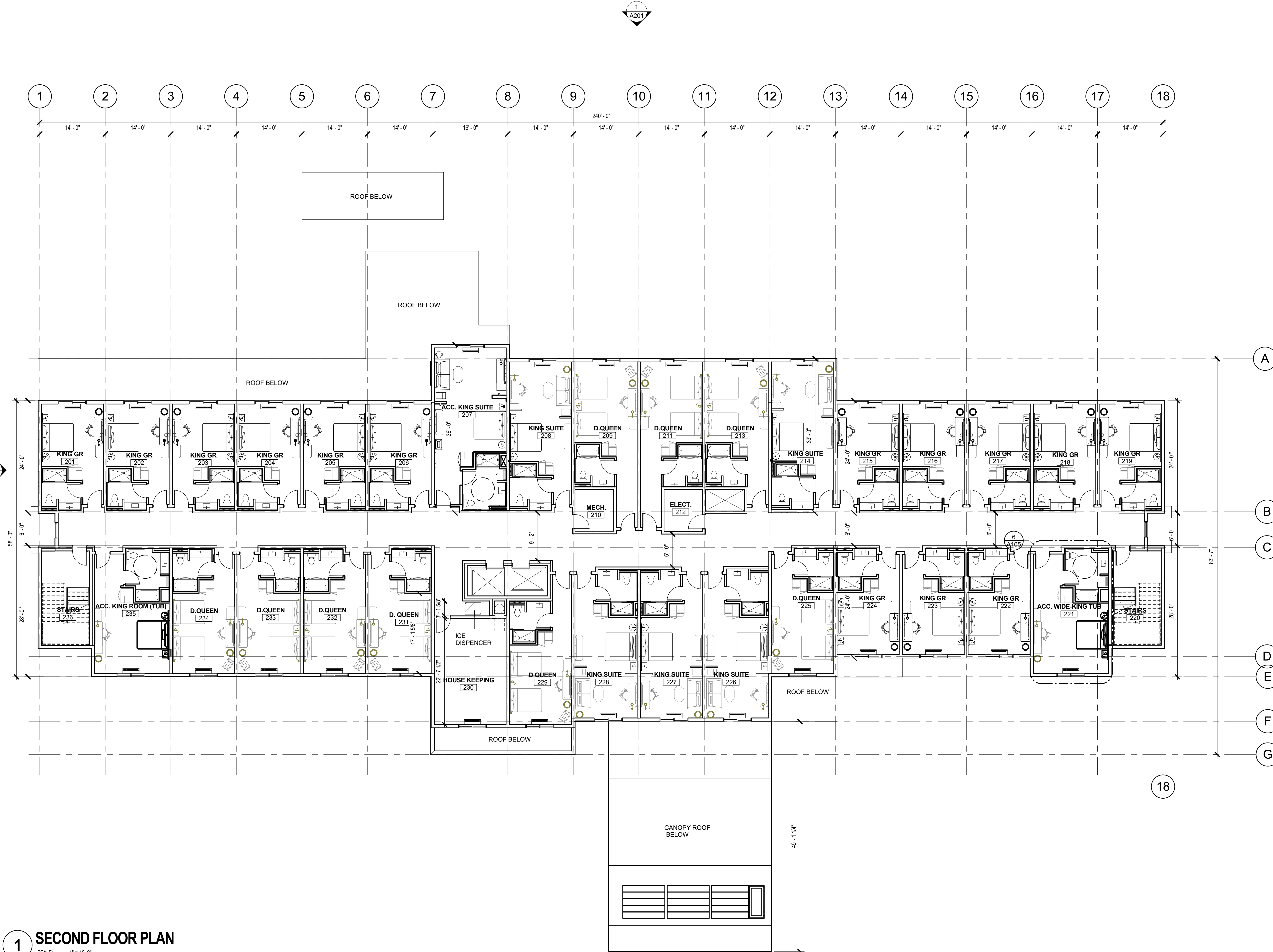
1103 W Henderson Avenue,
Porterville, CA

project #:	19.121
date:	09.30.19
drawn by:	Author
checked by:	Checker
drawing title:	SCHEMATIC SECOND FLOOR PLAN
drawing number:	

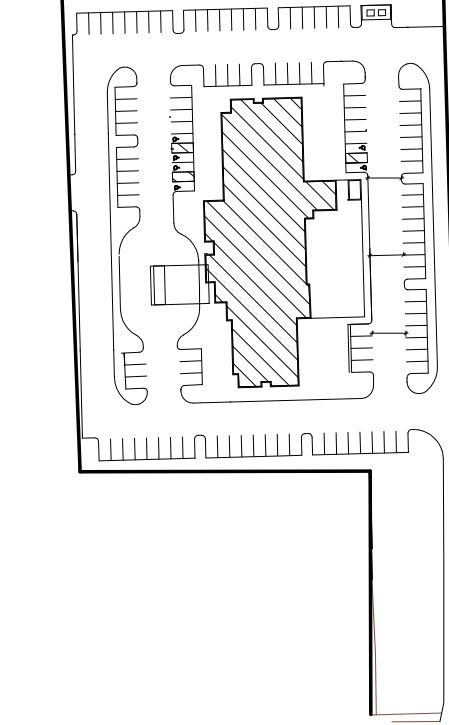
A102

1
A201

1
A202



1 SECOND FLOOR PLAN
SCALE: 1" = 10'-0"



Fairfield Inn & Suites

1103 W Henderson Avenue,
Porterville, CA

project #:	19.121
date:	09.30.19
drawn by:	Author
checked by:	Checker
drawing title:	

EXTERIOR ELEVATIONS

drawing number:

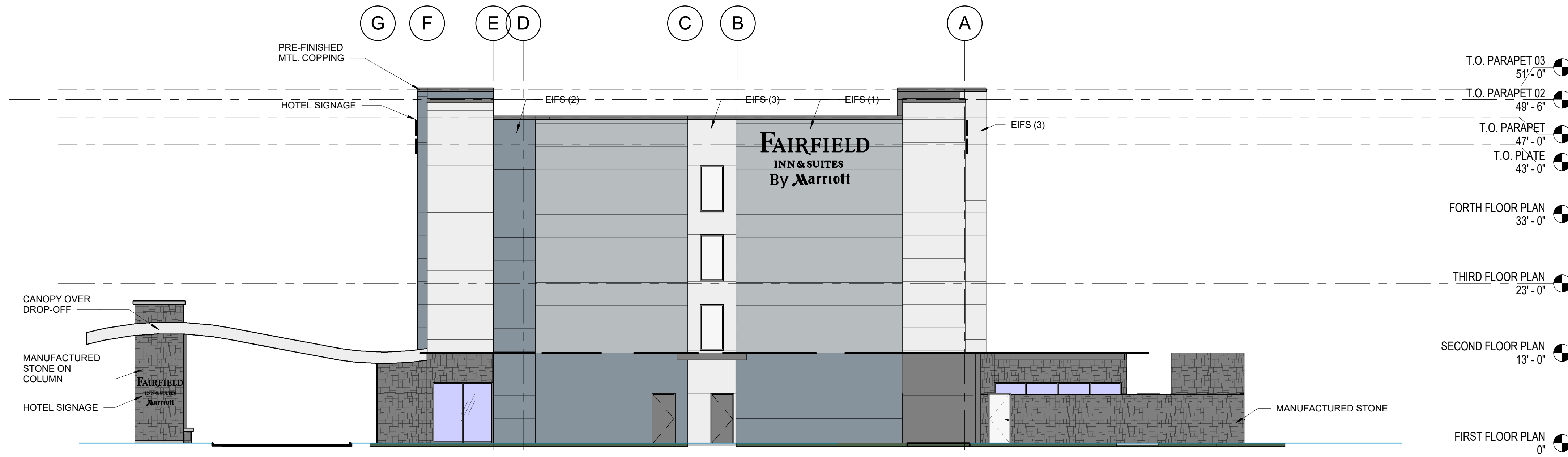
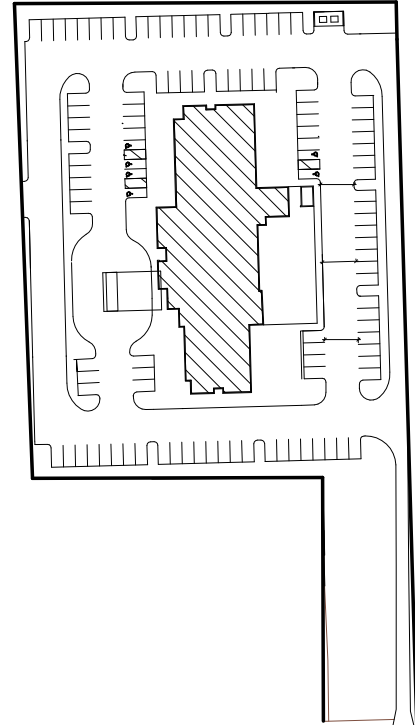
A201



1 EAST ELEVATION
SCALE: 1" = 10'-0"



2 WEST . ELEVATION
SCALE: 1" = 10'-0"



1 SOUTH ELEVATION

SCALE: 1" = 10'-0"



2 NORTH ELEVATION

SCALE: 1" = 10'-0"

Fairfield Inn & Suites

1103 W Henderson Avenue,
Porterville, CA

project #: 19.121
date: 09.30.19
drawn by: Author
checked by: Checker
drawing title:

EXTERIOR ELEVATIONS

drawing number:

A202



FAIRFIELD INN & SUITES
By Marriott

FAIRFIELD
INN & SUITES
By Marriott

FAIRFIELD
INN & SUITES
By Marriott



FAIRFIELD INN & SUITES
By Marriott



Fairfield Inn & Suites
By Marriott



CITY COUNCIL AGENDA – MARCH 1, 2022

SUBJECT: Status and Review of Local Emergency: Drought

SOURCE: City Manager's Office

COMMENT:

At its meeting of May 5, 2015, the City Council took action to approve a Resolution Declaring a Drought Emergency in the City of Porterville. At its meeting of February 15, 2022, the Council reviewed the status of existence of local emergency, and acted to continue its Resolution of local emergency.

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 twenty-five percent (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 twenty-five (25%) reduction in potable water usage. Also of significance, the Board was 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 13, 2015, Governor Brown issued Executive Order B-36-15, which extends emergency conservation regulations through October 2016, if drought conditions persist through January 2016. On February 2, 2016, the State Water Resources Control Board adopted extended emergency water conservation regulations, to be in effect March 1 through October 31, 2016.

The City of Porterville benefited somewhat from the extended regulations as the City's water conservation rate has been reduced from thirty-two percent (32%) to twenty-six percent (26%), due to new water connections that have been made and population served (4%), as well as a new climate adjustment factor that was considered (2%).

On May 9, 2016, Governor Brown issued Executive Order B-37-16 ("Making Water Conservation a California Way of Life"), which directs the State Water Resources Control Board to establish new regulations making permanent the emergency conservation regulations. On May 18, 2016, the State Water Resources Control Board adopted a statewide water conservation approach that replaces the percentage reduction-based water conservation standard with a

localized "stress test" approach that mandates urban water suppliers act immediately to ensure at least a three-year supply of water to their customers under continued drought conditions.

On April 7, 2017, Governor Brown issued Executive Order B-40-17, which ended the drought state of emergency in most of California, with the exception of Fresno, Kings, Tulare and Tuolumne counties where emergency water supply and reliability projects are continuing toward addressing diminishing groundwater supplies. The Order maintains monthly reporting requirements and prohibitions on wasteful practices.

On May 31, 2018, Governor Brown signed both AB 1668 (Friedman) and SB 606 (Hertzberg), which set permanent overall targets for indoor and outdoor water consumption. The legislation sets an initial limit for indoor water use of fifty-five (55) gallons per-person per-day in 2022, reducing to 52.5 gallons per-person per-day in 2025, and finally to fifty (50) gallons per-person per-day in 2030. The amount of residential outdoor use is yet-to-be determined, but will allow for varying regional climates. In addition, a standard for water loss due to leak rates in water system pipes will be established. As an urban water provider, the City will need to submit its plan for compliance for approval by the State Water Resources Control Board.

On March 5, 2021, Secretary Vilsack of the United States Department of Agriculture federally-designated Tulare County as a primary natural disaster area due to ongoing drought conditions. On April 21, 2021, Governor Newsom issued a State of Emergency Proclamation due to drought conditions, including Tulare County. On April 27, 2021, the Tulare County Board of Supervisors adopted a Resolution Proclaiming a Local Emergency due to severe drought conditions. On January 4, 2022, the State Water Resources Control Board adopted emergency regulations to supplement voluntary water conservation.

Initially within the city of Porterville, twenty-six (26) residences within the city were determined to have dry wells, for which City staff 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 and challenged for permanent connection. The State has committed funding for non-profit agencies to continue drought-related activities, which Self-Help Enterprises has continued the household tank program locally, through State Cleanup and Abatement Account (CAA) emergency funds.

Representatives for the City, County, State (CalOES, DDW, DWR, and SWB) and non-profit partners continued to meet in support of the long-term permanent water connection project for the entire East Porterville area and the estimated 1,800 expected future connections. DWR identified 423 residential units in the East Porterville area (381 of which are in the City's Urban Development Boundary), that were served by the County's Household Tank Program and desired by the State to be connected to the City's water distribution system as soon as possible. DWR has completed a significant City waterline extension project to permanently connect those 423 residential units to the City's water

system (considered Phase I of the project). To provide initial source water for the DWR extension project, CalOES desired to expeditiously connect the new well on Olive Avenue to the City's water system instead of being first equipped as a filling station. Given the new well has an estimated water production value of 800 gallons per minute, as well as a SWB assumed 1.5 gallons per minute per residence, the new well could effectively serve up to five hundred (500) single-family residential units. The City indicated its significant interest that the E. Vandalia Avenue area and its eighty (80) residential units be included in the water connection project, to which the State was agreeable.

Given CalOES has paid for the development of the new well, and its connection to the City's water system, the City will be required under "Drought Redundancy and Resiliency Provisions" to make available to the State up to three million gallons of water per month without charge for emergency purposes.

To proceed with the connection of the new well to the City's water system and the 500 East Porterville and E. Vandalia Avenue residential units, the City Council approved modifications to the Draft Agreement between the City and County at its meeting on April 5, 2016, which the County Board of Supervisors subsequently approved at their meeting on May 10, 2016.

A Memorandum of Understanding between the State, County, and City on the East Porterville permanent water connection project was approved by the Council during a Special Meeting on Tuesday, June 21, 2016, and approved by the Board of Supervisors on Tuesday, June 28, 2016. With the approval of the MOU, the State began the permanent connection of approximately forty (40) homes that are located along existing City water mains. Subsequently, the State officially requested that the City approve the connection of an additional thirty (30) residences as part of the first immediate connections, for up to a total of seventy (70), which the Council approved at its meeting on August 2, 2016.

In regards to the new well's development and connection to the City's water distribution system, the Board of Supervisors awarded the contract for equipping and connecting the new well at its meeting on Tuesday, August 16, 2016, and construction activities commenced the week of October 10, 2016.

County staff had previously indicated that the well would be in service and connected to the City's system no later than December 2016, however, the well was operational and connected to the City's water distribution as of Friday, February 17, 2017. Given the delay in the well's completion and connection, DWR requested that the Council consider allowing the connection of residences as they become prepared for connection, to which the Council was receptive, and a Draft MOU Amendment was approved by the Council at its meeting on December 6, 2016, and subsequently approved by the Board of Supervisors at its meeting on December 20, 2016. City staff continued to work with County staff toward the transfer of the well's ownership from the County to the City, which at its meeting on April 20, 2021, the Council approved the draft Transfer Agreement subject to the City Attorney's final form.

As of Friday, March 31, 2017, the date the State established as the final day for property owners to complete the registration process to participate in the State-funded connection program opportunity, of the 1,017 eligible developed residential properties identified by the State for connection, 722 completed the required Extra-Territorial Services Agreement, leaving 295 developed residential properties non-responsive to this unique connection program, twenty-three (23) of which were reported as having either dry or diminishing capacity wells. On February 6, 2018, the final residential connection was made of the approximate eligible eight hundred (800) residences in East Porterville to the City's water system.

City staff continues to coordinate with Self-Help Enterprises and State representatives toward the extension of water mains to serve all residential properties within City limits and the city's periphery that are currently participating in the County's Household Tank Program. The two main areas of focus are N. Cobb Street (northwest of State Route 65 and Pioneer Avenue), and S. Cloverleaf Street (southeast of State Route 65 and Olive Avenue). The State has maintained its commitment to grant-fund the necessary infrastructure and connection fees, providing an official funding letter to the City on January 18, 2018, which commits up to \$2.81 million in funding until December 31, 2019. The authorization to advertise for bids for the water connection project was approved by the Council at its July 17th meeting, after which DWR reviewed the bid package for compliance and approved in December the package for advertisement. Council authorized award of the construction contract for approximately \$1.82 million at its meeting on January 15, 2019.

City staff conducted a pre-construction public outreach meeting with the affected residents on the status of the project on Thursday, April 4, 2019.

Council authorized the agreement with Self-Help Enterprises Inc. to provide the private residential connections at its meeting on July 2, 2019, and construction work began on the project. At its meeting on October 1, 2019, the Council accepted the public works segment of the project in the installation of water mains as complete, with Self-Help and CSET continuing to collaborate on the completion of the individual private connections and abandonment of private wells. City staff has recently been made aware that there may be a couple of additional residences whose wells are dry that are located along existing City water mains or may require further extension of water mains.

Staff is coordinating with State staff on addressing these new isolated needs.

County OES and the State Division of Drinking Water (DDW) have reported to the City that the Central Mutual Water Company, located south of the city and south of Gibbons Avenue, has had its well run dry and desires an immediate emergency connection to the City's water system to serve the forty-one (41) connections currently without water. DDW is wishing to support a financial application to upgrade the small water system to City standards (new water lines, meters ,etc.), and to sponsor an Urban Development Boundary (UDB) Amendment application to Tulare County Local Agency Formation Commission (LAFCO), given this area is currently outside the City's UDB but within the City's Urban Area Boundary (UAB). Given several private wells have run dry in this area, DDW is also attempting to sponsor their connection to

the City's water system. For source water capacity for the connections, DWR will include these new connections within the East Porterville water connection capacity development projects. At its Special meeting on August 30, 2019, the City Council directed staff to proceed with the immediate emergency connection of the Central water system, with the permanent connection of the system contingent upon an Agreement with DDW to the sponsorship conditions they have offered. At its meeting on October 1, 2019, the Council directed staff to proceed with the amendment of the UDB to facilitate annexation, which a public meeting with the affected residents was conducted on Wednesday, October 9, 2019. At its meeting on April 21, 2020, the Council conducted a Public Hearing and approved Resolutions of approval of the environmental determination and amendment to the UDB to facilitate annexation. At its meeting on June 1, 2021, the Council approved the State Water Board funding agreement for the development of a City-owned production well, distribution mains and water meters to serve each customer, as well as fire hydrants. On July 20, 2021, the City received notification from the State Water Board that the Akin/Central Water Consolidation Project funding agreement had been formally approved and executed.

DDW has also reported to the City that the Del Oro East Plano water system, located on Paul Street (southeast of the intersection of Plano Street and Worth Avenue), is experiencing problems with its existing well and have implemented severe water restrictions. The East Plano water system serves fourteen (14) residences and approximately forty-five (45) people. DDW is wishing to provide financial support to upgrade the small water system to City standards (new water lines, meters ,etc.), and for source water capacity for the connections, DDW would need to either pay appropriate fees and/or develop a capacity development project. The Council is aware that the Del Oro Grandview Gardens water system (north of W. North Grand Avenue) is also experiencing significant issues, and DDW may seek their future consolidation with the City's water system as well.

DDW has further reported to the City that the Beverly Grand Mutual Water Company water system, located north of West North Grand Avenue, is experiencing problems with its existing well and water quality issues, and desires its connection to the City's system to serve the thirty-one (31) residences the system serves. DDW is wishing to provide financial support to upgrade the small water system to City standards (new water lines, meters ,etc.), and for source water capacity for the connections, DDW has agreed to pay appropriate fees toward developing a capacity development project, which at its meeting of October 3, 2017, the Council approved a purchase agreement with Smee Homes, Inc. for the acquisition of property along the Tule River for the development of a new municipal well. At its meeting of October 1, 2019, the Council approved proceeding with the consolidation of the Beverly Grand water system.

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. City of Porterville Resolution Declaring Local Drought Emergency: May 5, 2015
2. United States Department of Agriculture Drought Natural Disaster Area Designation: March 5, 2021
3. State of California State of Emergency Proclamation: April 21, 2021
4. County of Tulare Drought Local Emergency Resolution: April 27, 2021
5. State Water Resources Control Board: Emergency Regulation - Water Conservation; January 4, 2022
6. State Water Resources Control Board Funding Agreement: Akin/Central Water Consolidation Project

Appropriated/Funded:

Review By:

Department Director:
John Lollis, City Manager

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

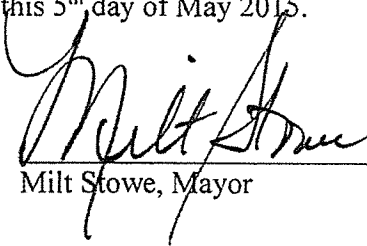
WHEREAS: the long-term ramifications of the current drought will have a significant impact on the city of Porterville and potentially pose a danger to the health and welfare of its residents; and

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

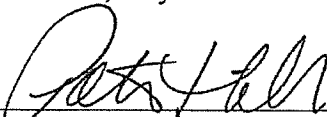
BE IT FURTHER RESOLVED: that the City Council of the City of Porterville requests the Governor and California Department of Water Resources make available California Disaster Assistance Act funding for the State of Local Emergency proclaimed on May 5, 2015, and seek all available forms of Federal assistance, 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



United States Department of Agriculture

Office of the Secretary
Washington, D.C. 20250

March 5, 2021

The Honorable Gavin Newsom
Governor
State of California
Sacramento, California 95814

Dear Governor Newsom:

In accordance with 7 CFR 759.5(a), I am designating 50 California counties as primary natural disaster areas due to a recent drought.

According to the U.S. Drought Monitor (see <http://droughtmonitor.unl.edu/>), these counties suffered from a drought intensity value during the growing season of 1) D2 Drought-Severe for 8 or more consecutive weeks or 2) D3 Drought-Extreme or D4 Drought-Exceptional.

In accordance with section 321(a) of the Consolidated Farm and Rural Development Act, additional areas of your state and adjacent states are named as contiguous disaster counties. Enclosed you will find documentation that provides a detailed list of all primary and contiguous counties impacted by this disaster.

A Secretarial disaster designation makes farm operators in primary counties and those counties contiguous to such primary counties eligible to be considered for certain assistance from the Farm Service Agency (FSA), provided eligibility requirements are met. This assistance includes FSA emergency loans. Farmers in eligible counties have 8 months from the date of a Secretarial disaster declaration to apply for emergency loans. FSA considers each emergency loan application on its own merits, taking into account the extent of production losses on the farm and the security and repayment ability of the operator.

Local FSA offices can provide affected farmers with further information.

Sincerely,

A handwritten signature in blue ink, reading "Tom J. Vilsack", is positioned above the printed name of the Secretary.

Thomas J. Vilsack
Secretary

Enclosure

Disaster Designation Areas for California and Contiguous States

Primary Counties:

California	(50)			
Alameda	Glenn	Marin	Riverside	Solano
Alpine	Humboldt	Mariposa	Sacramento	Sonoma
Amador	Imperial	Mendocino	San Bernardino	Stanislaus
Butte	Inyo	Merced	San Francisco	Sutter
Calaveras	Kern	Modoc	San Joaquin	Tehama
Colusa	Kings	Mono	San Mateo	Trinity
Contra Costa	Lake	Napa	Santa Clara	Tulare
Del Norte	Lassen	Nevada	Shasta	Tuolumne
El Dorado	Los Angeles	Placer	Sierra	Yolo
Fresno	Madera	Plumas	Siskiyou	Yuba

Contiguous Counties:

California	(8)		
Monterey	San Benito	San Luis Obispo	Santa Cruz
Orange	San Diego	Santa Barbara	Ventura

In addition, in accordance with section 321(a) of the Consolidated Farm and Rural Development Act, counties in adjacent states are named as contiguous disaster areas. Those states, counties, and numbers are:

Contiguous Counties in Adjacent States:

Arizona	(3)		
La Paz	Mohave	Yuma	
Nevada	(8)		
Clark	Esmeralda	Mineral	Washoe
Douglas	Lyon	Nye	Carson City
Oregon	(5)		
Curry	Josephine	Lake	
Jackson	Klamath		

EXECUTIVE DEPARTMENT
STATE OF CALIFORNIA

State of Emergency Proclamation

WHEREAS climate change is intensifying the impacts of droughts on our communities, environment and economy, and California must therefore improve drought resiliency and prepare to respond to more frequent, prolonged, and intense dry periods; and

WHEREAS much of the West is experiencing severe to exceptional drought and California is in a second consecutive year of dry conditions, resulting in drought or near-drought throughout many portions of the State; and

WHEREAS these drought conditions can result in degraded water quality, fallowing of productive farmland, setbacks to vulnerable and rural communities through job losses and longer-lasting recoveries, significant impacts to tribal, commercial, and recreational salmon fisheries, constraints on access to traditional lifeways, loss of aquatic and terrestrial biodiversity, and ecosystem impacts; and

WHEREAS drought conditions vary across the State and some watersheds, including the Russian River and Klamath Basin, are extremely dry and are facing substantial water supply and ecosystem challenges; and

WHEREAS it is necessary to expeditiously mitigate the effects of the drought conditions within the Russian River Watershed, located within Mendocino and Sonoma counties, to ensure the protection of health, safety, and the environment; and

WHEREAS experience in the last drought has demonstrated the value of preparing earlier for potential sustained dry conditions, the need to improve our monitoring and forecasting capabilities, and many other lessons that are captured in the Administration's *Report to the Legislature on the 2012-2016 Drought*; and

WHEREAS the State and its many partners have strengthened drought resilience since the last drought including state investments in water management systems, implementation of the Sustainable Groundwater Management Act, establishment of the Safe and Affordable Fund for Equity and Resilience Program, development of the Administration's *Water Resilience Portfolio*, and continued water conservation by Californians whose current statewide urban water use is 16% lower than at the beginning of the last drought; and

WHEREAS state agencies have been actively responding to current drought conditions and preparing for the possibility of a third dry year including through convenings of the interagency drought team, which was established at my direction, to organize, focus, and track changing conditions, coordinate state agency responses, and work closely with partners across the State; and

WHEREAS under the provisions of Government Code section 8558(b), I find that the conditions caused by the drought conditions, by reason of their magnitude, are or are likely to be 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 appropriately respond; and

WHEREAS under the provisions of Government Code section 8625(c), I find that local authority is inadequate to cope with the drought conditions; and

WHEREAS to protect public health and safety, it is critical the State take certain immediate actions without undue delay to prepare for and mitigate the effects of, the drought conditions within the Russian River Watershed, and under the provisions of Government Code section 8571, I find that strict compliance with various statutes and regulations specified in this Proclamation would prevent, hinder, or delay the mitigation of the effects of the drought conditions of the Russian River Watershed, located within Mendocino and Sonoma counties.

NOW THEREFORE, I, GAVIN NEWSOM, Governor of the State of California, in accordance with the authority vested in me by the State Constitution and statutes, including the California Emergency Services Act, and in particular, section 8625, **HEREBY PROCLAIM A STATE OF EMERGENCY** to exist in Mendocino and Sonoma counties due to drought conditions in the Russian River Watershed.

IT IS HEREBY ORDERED THAT:

1. To further the success of California's water conservation efforts and increase our drought preparedness, state agencies shall partner with local water districts and utilities to make all Californians aware of drought, and encourage actions to reduce water usage by promoting the Department of Water Resources' Save Our Water campaign (<https://saveourwater.com>) and other water conservation programs.
2. To continue coordination with partners across the State for the potential of prolonged drought impacts, the Department of Water Resources, the State Water Resources Control Board (Water Board), the Department of Fish and Wildlife, and the Department of Food and Agriculture shall work with regional and local governments, including groundwater sustainability agencies, to identify watersheds, communities, public water systems, and ecosystems that may require coordinated state and local actions to address issues stemming from continued dry conditions, to ensure that we can respond to water shortages and protect people, natural resources and economic activity.
3. To continue partnership and coordination with Californian Native American tribes, state agencies shall engage in consultation, collaboration, and communication with California Native American tribes to assist them in necessary preparation and response to drought conditions on tribal lands and potential impacts to cultural and traditional resources within ancestral lands.
4. To prioritize drought response and preparedness resources, the Department of Water Resources, the Water Board, the Department of Fish and Wildlife and the Department of Food and Agriculture, in consultation with the Department of Finance, shall:
 - a. Accelerate funding for water supply enhancement, water conservation, or species conservation projects.
 - b. Identify unspent funds that can be repurposed to enable projects to address drought impacts to people, ecosystems, and economic activities.
 - c. Recommend additional financial support for water resilience infrastructure projects and actions for potential inclusion in the upcoming May Revision.

5. To increase resilience of our water supplies during drought conditions, the Department of Water Resources shall:
 - a. Work with counties to encourage reporting of household water shortages, such as dry residential wells, on the website the Department maintains for that purpose, to enable tracking of drought impacts.
 - b. Work with counties, and groundwater sustainability agencies as appropriate, to help ensure that well drillers submit required groundwater well logs for newly constructed and deepened wells in a timely manner.
 - c. Work with agricultural water suppliers and agricultural water users to provide technical assistance, including implementation of efficient water management practices and use of technology such as the California Irrigation Management Information System.
 - d. Work with urban and agricultural water suppliers to encourage timely submittal by water districts and public posting of urban water management and water shortage contingency plans and agricultural water management and drought plans.
 - e. Accelerate updating the land subsidence data it is providing to support implementation of the Sustainable Groundwater Management Act.
6. To increase resilience of our water systems during drought conditions, the Water Board shall:
 - a. Use its authority, provide technical assistance, and where feasible provide financial assistance, to support regular reporting of drinking water supply well levels and reservoir water levels where the Water Board determines that there is risk of supply failure because of lowering groundwater levels or reservoir levels that may fall below public water system intakes.
 - b. Prioritize the permitting of public water systems that anticipate the need to activate additional supply wells where water quality is a concern and treatment installation needs to proceed to relieve a system's potential supply concerns.
 - c. Provide annual water demand data, information on water right priority, and other communications on water availability on its website.
 - d. Identify watersheds where current diversion data is insufficient to evaluate supply impacts caused by dry conditions, and take actions to ensure prompt submittal of missing data in those watersheds.
7. To address the acutely dry conditions in the Russian River Watershed, the Water Board shall consider:
 - a. Modifying requirements for reservoir releases or diversion limitations in that watershed to ensure adequate, minimal water supplies for critical purposes.
 - b. Adopting emergency regulations to curtail water diversions when water is not available at water rights holders' priority of right or to protect releases of stored water.

For purposes of carrying out this directive, Public Resources Code, Division 13 (commencing with section 21000) and regulations adopted pursuant to that Division are suspended in the counties of Mendocino and Sonoma to the extent necessary to address the impacts of the drought in the Russian River Watershed. The Water Board shall identify the projects

eligible for the suspensions pursuant to this paragraph and maintain on its websites a list of the activities or approvals for which these provisions are suspended.

8. To ensure that equipment and services necessary for drought response in the Russian River Watershed can be procured quickly, the provisions of the Government Code and the Public Contract Code applicable to procurement, state contracts, and fleet assets, including, but not limited to, advertising and competitive bidding requirements, are hereby suspended to the extent necessary to address the effects of the drought in the Russian River Watershed, located within Mendocino and Sonoma counties. Approval of the Department of Finance is required prior to the execution of any contract entered into pursuant to this provision.
9. To increase the resilience of our natural habitats to protect vulnerable species during drought conditions, the Department of Fish and Wildlife shall:
 - a. Evaluate and take actions to protect terrestrial and aquatic species and, wherever possible, work with water users and other parties on voluntary measures to protect species.
 - b. Work to improve State hatcheries and increase water use efficiency on State wildlife areas and ecological reserves to maintain habitat for vulnerable species.
 - c. Respond to human-wildlife interactions related to ongoing dry conditions and increase public messaging and awareness.
 - d. Work with commercial and recreational salmon fishing and tribal representatives to anticipate and develop strategies to mitigate and respond to salmon fishery impacts, with particular emphasis on addressing impacts to salmon fisheries in the Klamath Basin.
10. To support our agricultural economy and food security during drought conditions, the Department of Food and Agriculture shall:
 - a. Provide technical assistance to support conservation planning, on-farm water and energy conservation practices and technologies, including augmenting the State Water Efficiency and Enhancement Program.
 - b. Conduct an economic analysis of drought impacts to agriculture, including land use, jobs, and rural food economies, expanding on existing research done in the last drought to include thorough regional analysis especially in the Central Valley, and in the implementation of the Sustainable Groundwater Management Act and alternative land uses for fallowed land.
 - c. Maintain a web page with drought resources for farmers and ranchers, including the United States Department of Agriculture and other federal and state resources.
 - d. Work with federal agencies to assist Klamath Basin farmers and ranchers contending with reduced water supplies.
11. To ensure the potential impacts of drought on communities are anticipated and proactively addressed, the Department of Water Resources, in coordination with the Water Board, shall develop groundwater management principles and strategies to monitor, analyze, and minimize impacts to drinking water wells.
12. To provide critical information on the different drought conditions across the State, the Department of Water Resources, in consultation with the Department of Fish and Wildlife, the Department of Food and Agriculture,

and the Water Board, shall develop a California Drought Monitor by December 31, 2021, as recommended in the Administration's Report to the Legislature on the 2012-2016 Drought.

13. To prepare for potential salinity issues in the Delta, the Department of Water Resources, in consultation with the Water Board, the Department of Fish and Wildlife, the Delta Stewardship Council, and the Central Valley Flood Protection Board, shall initiate actions necessary to prepare for and address potential Delta salinity issues during prolonged drought conditions.

14. To prepare for potential impacts of drought conditions on species, the Water Board and the Department of Fish and Wildlife shall work with federal agency partners to manage temperature conditions for the preservation of fish in the Sacramento River downstream of Shasta Dam while balancing water supply needs.

This Proclamation 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 Proclamation be filed in the Office of the Secretary of State and that widespread publicity and notice be given of this Proclamation.

IN WITNESS WHEREOF I have hereunto set my hand and caused the Great Seal of the State of California to be affixed this 21st day of April 2021



GAVIN NEWSOM
Governor of California

ATTEST:

DR. SHIRLEY WEBER
Secretary of State

RESOLUTION PROCLAIMING A LOCAL EMERGENCY BY THE BOARD OF SUPERVISORS COUNTY OF TULARE, STATE OF CALIFORNIA

IN THE MATTER OF A)
LOCAL EMERGENCY DUE TO)
SEVERE DROUGHT CONDITIONS)

RESOLUTION NO. 2021-0290

WHEREAS, California's most recent drought spanning from approximately 2012 to 2018 required the proclamation of a Local Emergency by the County of Tulare from February 2014 to November 2019, as well as a Governor's State of Emergency and the combined resources of multiple local, state, and federal agencies, commercial entities, and non-profit organizations to mitigate; and

WHEREAS, over 3,000 failed or dry wells – including private domestic, community, and agricultural wells – were reported to Tulare County from 2014 to 2017 as a result of the prior drought, causing significant health, safety, and economic issues for Tulare County residents and businesses; and

WHEREAS, well over \$100 million in emergency relief and permanent infrastructure projects were expended to mitigate the effects of the prior drought; and

WHEREAS, a hydrological year ("water year") runs from October 1 to September 30 of the following year; and

WHEREAS, the current water year beginning October 1, 2020 is, to date, the third-driest on record, with potential to become the driest on record without significant additional precipitation which is unlikely to occur during the traditionally dry months; and

WHEREAS, the United States Drought Monitor shows that 94.51% of Tulare County is currently experiencing "Extreme Drought" (D3) conditions and the remaining 5.49% is in "Severe Drought" (D2) conditions, and the County of Tulare anticipates that these conditions will progress to "Exceptional Drought" (D4) conditions as occurred in the prior drought based on the current Southern Sierra snowpack measured at only 15% of historical average for April 1st, drastically reduced surface water allocations on the State Water Project and Central Valley Project, and correspondingly low water levels in local reservoirs; and

WHEREAS, surface water supply constraints create a demonstrable and unsustainable increase in demand for groundwater which is likely to cause additional dry wells for community water systems, private domestic wells, and agricultural wells, creating economic hardships and conditions of extreme peril to the health and safety of individuals within Tulare County requiring the combined forces of all levels of government to mitigate; and

WHEREAS, California Government Code section 8630 empowers the Board of Supervisors to proclaim the existence or threatened existence of a local emergency; and

WHEREAS, Section 1-15-1005 of the Tulare County Ordinance Code defines "emergency" to include "the actual or threatened existence of conditions of disaster or of

extreme peril to the safety of persons and property within [Tulare] County caused by such conditions as air pollution, fire, flood, storm, epidemic, riot, earthquake, or other conditions, ... which conditions are or are likely to be beyond the control of the services, personnel, equipment, and facilities of [Tulare] County, requiring the combined forces of other political subdivisions to combat"; and

NOW, THEREFORE, IT IS HEREBY PROCLAIMED that a local emergency now exists throughout said Tulare County due to drought which has created conditions of disaster and extreme peril to the safety of persons and property within the County, and that such conditions are or are likely to be beyond the control of the services, personnel, equipment, and/or facilities of this County, thus requiring the combined forces of other political subdivisions to combat; and

IT IS FURTHER PROCLAIMED that this local emergency is proclaimed pursuant to the California Emergency Services Act, California Government Code §8550 et seq.; and

IT IS REQUESTED that the Governor of the State of California find and proclaim Tulare County to be in a State of Emergency, and make available any and all material and financial support and resources necessary to combat the conditions of disaster, including but not limited to California Disaster Assistance Act funding for emergency protective measures and increased funding to relevant programs of the State Water Resources Control Board and Department of Water Resources; and

IT IS FURTHER REQUESTED that the Governor waive and all regulations and statutes that may hinder response to this emergency; and

IT IS PROCLAIMED AND ORDERED that during the existence of said local emergency, the powers, functions, and duties of the emergency organization of Tulare County shall be those prescribed by State law, by ordinances and resolutions of Tulare County, and by the Tulare County Operational Area Emergency Operations Plan, as approved by the Board of Supervisors.

UPON MOTION OF SUPERVISOR MICARI, SECONDED BY SUPERVISOR TOWNSEND, THE FOLLOWING WAS ADOPTED BY THE BOARD OF SUPERVISORS, AT AN OFFICIAL MEETING HELD APRIL 27, 2021, BY THE FOLLOWING VOTE:

AYES: SUPERVISORS MICARI, VANDER POEL, SHUKLIAN, VALERO AND TOWNSEND

NOES: NONE

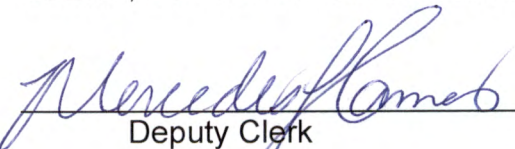
ABSTAIN: NONE

ABSENT: NONE

ATTEST: JASON T. BRITT
COUNTY ADMINISTRATIVE OFFICER/
CLERK, BOARD OF SUPERVISORS



BY:


Deputy Clerk

**STATE WATER RESOURCES CONTROL BOARD
RESOLUTION NO. 2022-0002**

**TO ADOPT AN EMERGENCY REGULATION
TO SUPPLEMENT VOLUNTARY WATER CONSERVATION**

WHEREAS:

1. On April 21, May 10, and July 8, 2021, Governor Newsom issued proclamations that a state of emergency exists in a total of 50 counties due to severe drought conditions and directed state agencies to take immediate action to preserve critical water supplies and mitigate the effects of drought and ensure the protection of health, safety, and the environment.
2. On October 19, 2021, Governor Newsom signed a proclamation extending the drought emergency statewide and further urging Californians to reduce their water use.
3. There is no guarantee that winter precipitation will alleviate the current drought conditions.
4. Many Californians have taken bold steps over the years to reduce water use; nevertheless, the severity of the current drought and uncertainty about Water Year 2022 require additional conservation actions from residents and businesses.
5. Water conservation is the easiest, most efficient, and most cost-effective way to quickly reduce water demand and extend supplies into the next year, providing flexibility for all California communities. Water saved is water available next year, giving water suppliers the flexibility to manage their systems efficiently. The more water that is conserved now, the less likely it is that a community will experience such dire circumstances or that water rationing will be required.
6. Most Californians use more water outdoors than indoors. In many areas, 50 percent or more of daily water use is for lawns and outdoor landscaping. Outdoor water use is generally discretionary, and many irrigated landscapes would not suffer greatly from receiving a decreased amount of water.

7. Public information and awareness are critical to achieving conservation goals, and the Save Our Water campaign ([SaveOurWater.com](https://www.saveourwater.com)), run jointly by the Department of Water Resources (DWR) and the Association of California Water Agencies, is an excellent resource for conservation information and messaging that is integral to effective drought response.
8. [SaveWater.CA.Gov](https://www.savewater.ca.gov) is an online tool designed to help save water in communities. This website lets anyone easily report water waste from their phone, tablet, or computer by simply selecting the type of water waste they see, typing in the address where the waste is occurring, and clicking send. These reports are filed directly with the State Water Resources Control Board (State Water Board or Board) and relevant local water supplier.
9. Enforcement against water waste is a key tool in conservation programs. When conservation becomes a social norm in a community, the need for enforcement is reduced or eliminated.
10. On October 19, 2021, the Governor suspended the environmental review required by the California Environmental Quality Act to allow State Water Board-adopted drought conservation emergency regulations and other actions to take place quickly to respond to emergency conditions.
11. Water Code section 1058.5 grants the State Water Board the authority to adopt emergency regulations in certain drought years in order to: “prevent the waste, unreasonable use, unreasonable method of use, or unreasonable method of diversion, of water, to promote water recycling or water conservation, to require curtailment of diversions when water is not available under the diverter’s priority of right, or in furtherance of any of the foregoing, to require reporting of diversion or use or the preparation of monitoring reports.”
12. On November 30, 2021, the State Water Board issued public notice that the State Water Board would consider the adoption of the regulation at the Board’s regularly scheduled January 4, 2022 public meeting, in accordance with applicable State laws and regulations. The State Water Board also distributed for public review and comment a Finding of Emergency that complies with State laws and regulations.
13. The emergency regulation sets a minimum standard that many communities are already doing more but not everyone is taking these low-cost, easy to implement actions that can save significant amounts of water during a drought emergency.

14. Disadvantaged communities may require assistance in increasing water conservation, and state and local agencies should look for opportunities to provide assistance in promoting water conservation, including but not limited to translation of regulation text and dissemination of water conservation announcements into languages spoken by at least 10 percent of the people who reside in a water supplier's service area, such as in newspaper advertisements, bill inserts, website homepage, social media, and notices in public libraries.
15. The Board directs staff to consider the following in pursuing any enforcement of section 995, subdivision (b)(1)(A)-(F): before imposing monetary penalties, staff shall provide one or more warnings; monetary penalties must be based on an ability to pay determination, consider allowing a payment plan of at least 12 months, and shall not result in a tax lien; and Board enforcement shall not result in shutoff.
16. The Board encourages entities other than Board staff that consider any enforcement of this regulation to apply these same factors identified in resolved paragraph 15. Nothing in the regulation or in the enforcement provisions of the regulation precludes a local agency from exercising its authority to adopt more stringent conservation measures. Moreover, the Water Code does not impose a mandatory penalty for violations of the regulation adopted by this resolution, and local agencies retain their enforcement discretion in enforcing the regulation, to the extent authorized, and may develop their own progressive enforcement practices to encourage conservation.

THEREFORE BE IT RESOLVED THAT:

1. The State Water Board adopts California Code of Regulations, title 23, section 995, as appended to this resolution as an emergency regulation.
2. State Water Board staff will submit the regulation to the Office of Administrative Law (OAL) for final approval.
3. If, during the approval process, State Water Board staff, the State Water Board, or OAL determines that minor corrections to the language of the regulation or supporting documentation are needed for clarity or consistency, the State Water Board Executive Director or designee may make such changes.

4. This regulation shall remain in effect for one year after filing with the Secretary of State unless the State Water Board determines that it is no longer necessary due to changed conditions or unless the State Water Board renews the regulation due to continued drought conditions, as described in Water Code section 1058.5.
5. The State Water Board directs State Water Board staff to work with the Department of Water Resources and the Save Our Water campaign to disseminate information regarding the emergency regulations.
6. Nothing in the regulation or in the enforcement provisions of the regulation precludes a local agency from exercising its authority to adopt more stringent conservation measures. Local agencies are encouraged to develop their own progressive enforcement practices to promote conservation.

CERTIFICATION

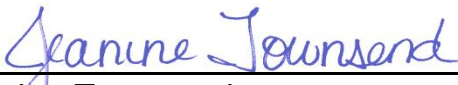
The undersigned Clerk to the Board does hereby certify that the foregoing is a full, true, and correct copy of a resolution duly and regularly adopted at a meeting of the State Water Resources Control Board held on January 4, 2022.

AYE: Vice Chair Dorene D'Adamo
Board Member Sean Maguire
Board Member Laurel Firestone
Board Member Nichole Morgan

NAY: None

ABSENT: Chair E. Joaquin Esquivel

ABSTAIN: None



Jeanine Townsend
Clerk to the Board

ADOPTED TEXT OF EMERGENCY REGULATION

Title 23. Waters

Division 3. State Water Resources Control Board and Regional Water Quality Control Boards

Chapter 3.5. Urban Water Use Efficiency and Conservation

Article 2. Prevention of Drought Wasteful Water Uses

§ 995. Wasteful and Unreasonable Water Uses.

(a) As used in this section:

(1) "Turf" has the same meaning as in section 491.

(2) "Incidental runoff" means unintended amounts (volume) of runoff, such as unintended, minimal overspray from sprinklers that escapes the area of intended use. Water leaving an intended use area is not considered incidental if it is part of the facility or system design, if it is due to excessive application, if it is due to intentional overflow or application, or if it is due to negligence.

(b)(1) To prevent the unreasonable use of water and to promote water conservation, the use of water is prohibited as identified in this subdivision for the following actions:

(A) The application of potable water to outdoor landscapes in a manner that causes more than incidental runoff such that water flows onto adjacent property, non-irrigated areas, private and public walkways, roadways, parking lots, or structures;

(B) The use of a hose that dispenses water to wash a motor vehicle, except where the hose is fitted with a shut-off nozzle or device attached to it that causes it to cease dispensing water immediately when not in use;

(C) The use of potable water for washing sidewalks, driveways, buildings, structures, patios, parking lots, or other hard surfaced areas, except in cases where health and safety are at risk;

(D) The use of potable water for street cleaning or construction site preparation purposes, unless no other method can be used or as needed to protect the health and safety of the public;

(E) The use of potable water for decorative fountains or the filling or topping-off of decorative lakes or ponds, with exceptions for those decorative fountains, lakes, or ponds that use pumps to recirculate water and only require refilling to replace evaporative losses;

(F) The application of water to irrigate turf and ornamental landscapes during and within 48 hours after measurable rainfall of at least one fourth of one inch of rain. In determining whether measurable rainfall of at least fourth of one inch of rain occurred in a given area, enforcement may be based on records of the National Weather Service, the closest CIMIS station to the parcel, or any other reliable source of rainfall data available to the entity undertaking enforcement of this subdivision; and

(G) The use of potable water for irrigation of ornamental turf on public street medians.

(2) Notwithstanding subdivision (b)(1), the use of water is not prohibited by this section to the extent necessary to address an immediate health and safety need. This may include, but is not limited to, the use of potable water in a fountain or water feature when required to be potable because human contact is expected to occur.

(c)(1) To prevent the unreasonable use of water and to promote water conservation, any homeowners' association or community service organization or similar entity is prohibited from:

(A) Taking or threatening to take any action to enforce any provision of the governing documents or architectural or landscaping guidelines or policies of a common interest development where that provision is void or unenforceable under section 4735, subdivisions (a) and (b) of the Civil Code;

(B) Imposing or threatening to impose a fine, assessment, or other monetary penalty against any owner of a separate interest for reducing or eliminating the watering of vegetation or lawns during a declared drought emergency, as described in section 4735, subdivision (c) of the Civil Code; or

(C) Requiring an owner of a separate interest upon which water-efficient landscaping measures have been installed in response to a declared drought emergency, as described in section 4735, subdivisions (c) and (d) of the Civil Code, to reverse or remove the water-efficient landscaping measures upon the conclusion of the state of emergency.

(2) As used in this subdivision:

(A) "Architectural or landscaping guidelines or policies" includes any formal or informal rules other than the governing documents of a common interest development.

(B) "Homeowners' association" means an "association" as defined in section 4080 of the Civil Code.

(C) "Common interest development" has the same meaning as in section 4100 of the Civil Code.

(D) "Community service organization or similar entity" has the same meaning as in section 4110 of the Civil Code.

(E) "Governing documents" has the same meaning as in section 4150 of the Civil Code.

(F) "Separate interest" has the same meaning as in section 4185 of the Civil Code.

(3) If a disciplinary proceeding or other proceeding to enforce a rule in violation of subdivision (c)(1) is initiated, each day the proceeding remains pending shall constitute a separate violation of this regulation.

(d) To prevent the unreasonable use of water and to promote water conservation, any city, county, or city and county is prohibited from imposing a fine under any local maintenance ordinance or other relevant ordinance as prohibited by section 8627.7 of the Government Code.

(e) The taking of any action prohibited in subdivision (b), (c) or (d) is an infraction punishable by a fine of up to five hundred dollars (\$500) for each day in which the violation occurs. The fine for the infraction is in addition to, and does not supersede or limit, any other remedies, civil or criminal.

(f) A decision or order issued under this section by the Board or an officer or employee of the Board is subject to reconsideration under article 2 (commencing with section 1122) of chapter 4 of part 1 of division 2 of the Water Code.

Authority: Section 1058.5, Water Code.

References: Article X, Section 2, California Constitution; Sections 4080, 4100, 4110, 4150, 4185, and 4735, Civil Code; Section 8627.7, Government Code; Sections 102, 104, 105, 275, 350, 491, and 1122, Water Code; *Light v. State Water Resources Control Board* (2014) 226 Cal.App.4th 1463; *Stanford Vina Ranch Irrigation Co. v. State of California* (2020) 50 Cal.App.5th 976.



DRINKING WATER CONSTRUCTION LOAN

AGREEMENT NO. SWRCB0000000000D2002017

by and between

CITY OF PORTERVILLE ("Recipient")

and

CALIFORNIA STATE WATER RESOURCES CONTROL BOARD ("State Water Board")



for the purpose of the

AKIN/CENTRAL WATER CONSOLIDATION PROJECT
5410010-018C AND 5400655-001C ("Project")

- Section 116760 et seq. of the Health and Safety Code and Resolution Nos. 2019-0065 and 2020-0022.

PROJECT FUNDING AMOUNT: \$4,787,664
PRINCIPAL FORGIVENESS COMPONENT: \$4,787,664

ESTIMATED REASONABLE PROJECT COST: \$4,787,664
ELIGIBLE WORK START DATE: JULY 1, 2016
ELIGIBLE CONSTRUCTION START DATE: SEPTEMBER 22, 2020
CONSTRUCTION COMPLETION DATE: OCTOBER 1, 2023
FINAL REIMBURSEMENT REQUEST DATE: APRIL 1, 2024
RECORDS RETENTION END DATE: OCTOBER 1, 2059

1. The State Water Board and the Recipient mutually promise, covenant, and agree to the terms, provisions, and conditions of this Agreement, including the following Exhibits, which are attached hereto or are incorporated by reference:
 - Exhibit A – Scope of Work and Schedule
 - Exhibit B – Specific Funding Provisions
 - Exhibit C – GENERAL TERMS AND CONDITIONS 2019-NOV
 - Exhibit D – Special Conditions
2. The following documents are also incorporated by reference:
 - the Drinking Water System Permit No. 03-12-06P-004;
 - the Davis-Bacon requirements found at:
https://www.waterboards.ca.gov/water_issues/programs/grants_loans/srf/docs/davisbacon/2020_dwsrf_governmental_entities.pdf
3. Party Contacts during the term of this Agreement are:

State Water Board		City of Porterville	
Section:	Division of Financial Assistance		
Name:	Pete Stamas, Project Manager	Name:	Monte Reyes, Mayor
Address:	1001 I Street, 16th Floor	Address:	291 North Main Street
City, State, Zip:	Sacramento, CA 95814	City, State, Zip:	Porterville, CA 93257
Phone:	(916) 552-9983	Phone:	(559) 782-7499
Fax:		Fax:	
Email:	Pete.Stamas@waterboards.ca.gov	Email:	montereyes@portervilleca.gov

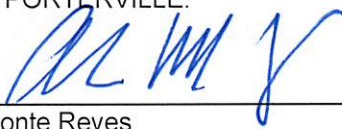
Each party may change its contact upon written notice to the other party. While Party Contacts are contacts for day-to-day communications regarding Project work, the Recipient must provide official communications and notices to the Division's Deputy Director.

4. Conditions precedent to this Agreement are set forth as follows:
 - (a) The Recipient must deliver an opinion of general counsel satisfactory to the State Water Board's counsel dated on or after the date that the Recipient signs this Agreement.
 - (b) The Recipient must deliver to the Division a resolution authorizing this Agreement and identifying its authorized representative by title.
 - (c) The Recipient must deliver to the Division a resolution certifying that its decision-making body reviewed and considered the Mitigated Negative Declaration filed by the State Water Board for the Akin Water Company Water Supply Project together with the Mitigation Monitoring and Reporting Program and reached its own conclusions on whether and how to approve the Project, pursuant to Section 15050 (b) of the CEQA Guidelines.
5. The Recipient represents, warrants, and commits to the following as of the Eligible Work Start Date and continuing thereafter for the term of this Agreement, which shall be at least until the Records Retention End Date:
 - (a) The Recipient agrees to comply with all terms, provisions, conditions, and commitments of this Agreement, including all incorporated documents.
 - (b) The execution and delivery of this Agreement, including all incorporated documents, has been duly authorized by the Recipient. Upon execution by both parties, this Agreement constitutes a valid and binding obligation of the Recipient, enforceable in accordance with its terms, except as such enforcement may be limited by law.

- (c) None of the transactions contemplated by this Agreement will be or have been made with an actual intent to hinder, delay, or defraud any present or future creditors of Recipient. The Recipient is solvent and will not be rendered insolvent by the transactions contemplated by this Agreement. The Recipient is able to pay its debts as they become due. The Recipient maintains sufficient insurance coverage considering the scope of this Agreement, including, for example but not necessarily limited to, general liability, automobile liability, workers compensation and employer liability, professional liability.
- (d) The Recipient is in compliance with all State Water Board funding agreements to which it is a party.

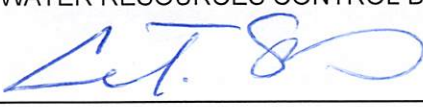
IN WITNESS WHEREOF, this Agreement has been executed by the parties hereto.

CITY OF PORTERVILLE:

By: 
Name: Monte Reyes
Title: Mayor

Date: 6/1/2021

STATE WATER RESOURCES CONTROL BOARD:

By: 
Name: Leslie Laudon
Title: Deputy Director *for*
Division of Financial Assistance

Date: 7/15/21

EXHIBIT A – SCOPE OF WORK AND SCHEDULE

A.1. PROJECT PURPOSE AND DESCRIPTION.

The Project is for the benefit of the Recipient and has a Useful Life of at least 40 years. The funding under this Agreement shall be used to provide the residents of two small disadvantaged communities currently served by Akin Water Company (Akin WC) and Central Mutual Water Company (Central MWC) with a sustainable source of safe drinking water.

A.2. SCOPE OF WORK.

The Recipient agrees to do the following: consolidate with Akin WC and Central MWC. Recipient also agrees to construct a new production well, estimated to produce between 1,300 and 1,800 gallons per minute, to provide the needed source capacity for the consolidation of Akin WC, the consolidation of Central MWC, as well as satisfy the remainder of East Porterville residents' capacity needs.

The Recipient agrees to do the following for the Akin WC service area: construct approximately 1,500 feet of 8-inch waterline to provide water service to each customer currently served by Akin WC; install approximately three new fire hydrants and twenty-six new service laterals and meters; and destroy Akin WC's two existing wells.

The Recipient agrees to do the following for the Central MWC service area: construct approximately 1,400 feet of 6-inch waterline to provide water service to each customer currently served by Central MWC; install approximately four new fire hydrants and thirty-four new service laterals and meters; and destroy Central MWC's existing well.

Upon Completion of Construction, the Recipient must expeditiously initiate Project operations.

A.3 SIGNAGE

The Recipient must place a professionally prepared sign at least four feet tall by eight feet wide made of ¾ inch thick exterior grade plywood or other approved material in a prominent location on the Project site and must maintain the sign in good condition for the duration of Project implementation. The sign may include another agency's required information and must include, prominently displayed, the following disclosure statement and color logos (available from the Division):



"Funding for this project has been provided in full or in part under the Drinking Water State Revolving Fund, which may include capitalization funding from the United States Environmental Protection Agency through an agreement with the State Water Resources Control Board."

A.4 SCHEDULE.

Failure to provide items by the due dates indicated in the table below may constitute a material violation of this Agreement. The Project Manager may adjust the dates in the "Estimated Due Date" column of this table, but Critical Due Date adjustments will require an amendment to this Agreement. The Recipient

must complete and submit all work in time to be approved by the Division prior to the Project Completion Date. As applicable for specific submittals, the Recipient must plan adequate time to solicit, receive, and address comments prior to submitting the final submittal. The Recipient must submit the final Reimbursement Request prior to the Final Reimbursement Request Date set forth on the Cover Page.

ITEM	DESCRIPTION OF SUBMITTAL	CRITICAL DUE DATE	ESTIMATED DUE DATE
EXHIBIT A – SCOPE OF WORK			
A.	ADDITIONAL SUBMITTAL(S) TO DIVISION		
1.	Final Plans and Specifications		September 1, 2021
2.	Final Budget Approval Package		February 1, 2022
3.	Completion of Construction	October 1, 2023	
B.	REPORTS		
1.	Progress Reports		Quarterly
2.	Final Inspection and Certification		October 1, 2023
3.	Project Completion Report		December 1, 2023
4.	As Needed Reports		TBD
EXHIBIT B – REIMBURSEMENTS, BUDGET DETAIL, AND REPORTING PROVISIONS			
A.	REIMBURSEMENTS		
1.	Reimbursement Requests		Quarterly
2.	Final Reimbursement Request	April 1, 2024	

The Recipient must award the prime construction contract and begin construction timely. The Recipient must deliver any request for extension of the Completion of Construction Date no less than 90 days prior to the Completion of Construction Date.

A.5 PROGRESS REPORTS.

The Recipient must provide a progress report to the Division each quarter, beginning no later than 90 days after execution of this Agreement. The Recipient must provide a progress report with each Reimbursement Request. Failure to provide a complete and accurate progress report may result in the withholding of Project Funds, as set forth in Exhibit B. A progress report must contain the following information:

- 1) A summary of progress to date including a description of progress since the last report, percent construction complete, percent contractor invoiced, and percent schedule elapsed;
- 2) A description of compliance with environmental requirements;
- 3) A listing of change orders including amount, description of work, and change in contract amount and schedule; and
- 4) Any problems encountered, proposed resolution, schedule for resolution, and status of previous problem resolutions.

A.6 SPECIAL REPORTS.

(a) The Recipient must submit a Project Completion Report to the Division with a copy to the appropriate District Office on or before the due date established by the Division and the Recipient at the time of final project inspection. The Project Completion Report must include the following:

- i. Description of the Project,
- ii. Description of the water quality problem the Project sought to address,
- iii. Discussion of the Project's likelihood of successfully addressing that water quality problem in the future, and
- iv. Summary of compliance with applicable environmental conditions.

(b) If the Recipient fails to submit a timely Project Completion Report, the State Water Board may stop processing pending or future applications for new financial assistance, withhold reimbursements under this Agreement or other agreements, and begin administrative proceedings.

(c) The Recipient must report Disadvantaged Business Enterprise (DBE) utilization to the Division on the DBE Utilization Report, State Water Board Form DBE UR334. The Recipient must submit such reports to the Division annually within ten (10) calendar days following October 1 until such time as the "Notice of Completion" is issued. The Recipient must comply with 40 CFR § 33.301 and require its contractors and subcontractors on the Project to comply.

A.7 FINAL PROJECT INSPECTION AND CERTIFICATION.

Upon completion of the Project, the Recipient must provide for a final inspection and must certify that the Project has been completed in accordance with this Agreement, any final plans and specifications submitted to the State Water Board, and any amendments or modifications thereto. If the Project involves the planning, investigation, evaluation, design, or other work requiring interpretation and proper application of engineering, or other professionals, the final inspection and certification must be conducted by a California Registered Civil Engineer or other appropriate California registered professional. The results of the final inspection and certification must be submitted to the Project Manager.

EXHIBIT B – FUNDING AMOUNTS

B.1 ESTIMATED REASONABLE COST AND PROJECT FUNDS.

The estimated reasonable cost of the total Project is set forth on the Cover Page of this Agreement and is greater than or equal to the funding anticipated to be provided by the State Water Board under this Agreement. Subject to the terms of this Agreement, the State Water Board agrees to provide Project Funds not to exceed the amount of the Project Funding Amount set forth on the Cover Page of this Agreement.

B.2 RECIPIENT CONTRIBUTIONS.

(a) The loan component of this Agreement is forgiven. The estimated amount of principal that will be due to the State Water Board from the Recipient under this Agreement is Zero dollars and no cents (\$0.00).

(b) The Recipient must pay any and all costs connected with the Project including, without limitation, any and all Project Costs. If the Project Funds are not sufficient to pay the Project Costs in full, the Recipient must nonetheless complete the Project and pay that portion of the Project Costs in excess of available Project Funds, and shall not be entitled to any reimbursement therefor from the State Water Board.

(c) If the Recipient recovers funds from any responsible parties, the Recipient shall immediately notify the Division. The amount of this Agreement may be reduced to reflect the recovered funds.

B.3 VERIFIABLE DATA.

Upon request by the Division, the Recipient must submit verifiable data to support deliverables specified in the Scope of Work. The Recipient's failure to comply with this requirement may be construed as a material breach of this Agreement.

B.4 BUDGET COSTS

Budget costs are contained in the Summary Project Cost Table below:

LINE ITEM	TOTAL ESTIMATED COST	PROJECT FUNDING AMOUNT
Construction	\$3,194,720	\$3,194,720
Pre-Purchased Material/Equipment	\$0	\$0
Purchase of Land	\$0	\$0
Contingency	\$638,944	\$638,944
Allowances (Soft Costs)	\$954,000	\$954,000
TOTAL	\$4,787,664	\$4,787,664

The Division's Final Budget Approval and related Form 259 and Form 260 will document a more detailed budget of eligible Project Costs and Project funding amounts.

The Recipient is prohibited from requesting disbursement amounts that represent Recipient's mark-ups to costs invoiced or otherwise requested by consultants or contractors.

Reasonable indirect costs may be allowable upon approval by the Division.

B.5 LINE ITEM ADJUSTMENTS.

Upon written request by the Recipient, the Division may adjust the line items of the Summary Project Cost Table at the time of Division's Final Budget Approval. Upon written request by the Recipient, the Division may also adjust the line items of the Summary Project Cost Table as well as the detailed budget at the time of Recipient's submittal of its final claim. Any line item adjustments to the Summary Project Cost Table that are due to a change in scope of work will require an Agreement amendment. The sum of adjusted line items in both the Summary

Project Cost Table and the detailed budget must not exceed the Project Funding Amount. The Division may also propose budget adjustments.

Under no circumstances may the sum of line items in the budget approved through the Final Budget Approval process exceed the Project Funding Amount. Any increase in the Project Funding Amount will require an Agreement amendment.

B.6 REIMBURSEMENT PROCEDURE.

(a) Except as may be otherwise provided in this Agreement, reimbursements will be made as follows:

1. Upon execution and delivery of this Agreement by both parties, the Recipient may request immediate reimbursement of any eligible incurred costs as specified below through submission to the State Water Board of the Reimbursement Request Form 260 and Form 261, or any amendment thereto, duly completed and executed.
2. The Recipient must submit a Reimbursement Request for costs incurred prior to the date this Agreement is executed by the State Water Board no later than ninety (90) days after this Agreement is executed by the State Water Board. Late Reimbursement Requests may not be honored.
3. Additional Project Funds will be promptly disbursed to the Recipient upon receipt of Reimbursement Request Form 260 and Form 261, or any amendment thereto, duly completed and executed by the Recipient for incurred costs consistent with this Agreement, along with receipt of progress reports due under Exhibit A.
4. The Recipient must not request reimbursement for any Project Cost until such cost has been incurred and is currently due and payable by the Recipient, although the actual payment of such cost by the Recipient is not required as a condition of reimbursement. Supporting documentation (e.g., receipts) must be submitted with each Reimbursement Request. The amount requested for Recipient's administration costs must include a calculation formula (i.e., hours or days worked times the hourly or daily rate = total amount claimed). Reimbursement of Project Funds will be made only after receipt of a complete, adequately supported, properly documented, and accurately addressed Reimbursement Request. Upon request by the Division, supporting documents for professional and administrative services must include the employees' names, classifications, labor rates, hours worked, and descriptions of the tasks performed. Reimbursement Requests submitted without supporting documents may be wholly or partially withheld at the discretion of the Division.
5. The Recipient must spend Project Funds within 30 days of receipt. If the Recipient earns interest earned on Project Funds, it must report that interest immediately to the State Water Board. The State Water Board may deduct earned interest from future reimbursements.
6. The Recipient shall not request a reimbursement unless that Project Cost is allowable, reasonable, and allocable.
7. Notwithstanding any other provision of this Agreement, no reimbursement shall be required at any time or in any manner which is in violation of or in conflict with federal or state laws, policies, or regulations.

(b) Notwithstanding any other provision of this Agreement, the Recipient agrees that the State Water Board may retain an amount equal to ten percent (10%) of the Project Funding Amount until Project Completion. Any retained amounts due to the Recipient will be promptly disbursed to the Recipient, without interest, upon Project Completion.

(c) Except as follows, construction costs and disbursements are not available until after the Division has approved the final budget form submitted by the Recipient. The Deputy Director of the Division may authorize the disbursement of up to ten percent (10%) of Project Funds for the reimbursement of eligible construction costs and pre-purchased materials prior to Division approval of the final budget form submitted by the Recipient. All other construction costs are not eligible for reimbursement until after this the Division has approved the final budget form submitted by the Recipient. Construction costs incurred prior to the Eligible Construction Start Date are not eligible for reimbursement.

B.7 REVERTING FUNDS AND DISENCUMBRANCE.

In the event the Recipient does not submit Reimbursement Requests for all funds encumbered under this Agreement by the Final Reimbursement Request Date, any remaining funds revert to the State. The State Water Board may notify the Recipient that the project file is closed, and any remaining balance will be disencumbered and unavailable for further use under the Agreement.

EXHIBIT C – GENERAL TERMS AND CONDITIONS 2019-NOV

GENERAL TERMS AND CONDITIONS 2019-NOV is incorporated by reference and is posted at
https://www.waterboards.ca.gov/water_issues/programs/grants_loans/general_terms.html

EXHIBIT D – SPECIAL CONDITIONS

1. Notwithstanding Exhibit C, the following terms have no meaning for the purposes of this Agreement:
 - Work Completion
 - Work Completion Date
2. Each capitalized term used in this Agreement has the following meaning:
 - "Allowance" means an amount based on a percentage of the accepted bid for an eligible project to help defray the planning, design, and construction engineering and administration costs of the Project.
 - "Authorized Representative" means the duly appointed representative of the Recipient as set forth in the certified original of the Recipient's authorizing resolution that designates the authorized representative by title.
 - "Completion of Construction" means the date, as determined by the Division after consultation with the Recipient, that the work of building and erection of the Project is substantially complete, and is established on the Cover Page of this Agreement.
 - "District Office" means District Office of the Division of Drinking Water of the State Water Board.
 - "Division of Drinking Water" means the Division of Drinking Water of the State Water Board.
 - "Eligible Construction Start Date" means the date set forth on the Cover Page of this Agreement, establishing the date on or after which construction costs may be incurred and eligible for reimbursement hereunder.
 - "Eligible Work Start Date" means the date set forth on the Cover Page of this Agreement, establishing the date on or after which any non-construction costs may be incurred and eligible for reimbursement hereunder.
 - "Enterprise Fund" means the enterprise fund of the Recipient in which Revenues are deposited.
 - "Event of Default" means, in addition to the meanings set forth in Exhibit C, the occurrence of any of the following events:
 - a) A material adverse change in the condition of the Recipient, the Revenues, or the System, which the Division reasonably determines would materially impair the Recipient's ability to satisfy its obligations under this Agreement.
 - b) Failure to operate the System or the Project without the Division's approval;
 - "Final Budget Approval" means the Division-approved final budget for the Project, as set forth in Exhibit B.
 - "Indirect Costs" means those costs that are incurred for a common or joint purpose benefiting more than one cost objective and are not readily assignable to the Project (i.e., costs that are not directly related to the Project). Examples of Indirect Costs include, but are not limited to: central service costs; general administration of the Recipient; non-project-specific accounting and personnel services performed within the Recipient organization; depreciation or use allowances on buildings and equipment; the costs of operating and maintaining non-project-specific facilities; tuition and conference fees; generic overhead or markup; and taxes.
 - "Initiation of Construction" means the date that notice to proceed with work is issued for the Project, or, if notice to proceed is not required, the date of commencement of building and erection of the Project.
 - "Net Revenues" means, for any Fiscal Year, all Revenues received by the Recipient less the Operations and Maintenance Costs for such Fiscal Year.
 - "Operations and Maintenance Costs" means the reasonable and necessary costs paid or incurred by the Recipient for maintaining and operating the System, determined in accordance with GAAP, including all

reasonable expenses of management and repair and all other expenses necessary to maintain and preserve the System in good repair and working order, and including all reasonable and necessary administrative costs of the Recipient that are charged directly or apportioned to the operation of the System, such as salaries and wages of employees, overhead, taxes (if any), the cost of permits, licenses, and charges to operate the System and insurance premiums; but excluding, in all cases depreciation, replacement, and obsolescence charges or reserves therefor and amortization of intangibles.

- "Reimbursement Request" means the Recipient's request for Project Funds from the State Water Board as set forth in Exhibit B.
- "Revenues" means, for each Fiscal Year, all gross income and revenue received or receivable by the Recipient from the ownership or operation of the System, determined in accordance with GAAP, including all rates, fees, and charges (including connection fees and charges) as received by the Recipient for the services of the System, and all other income and revenue howsoever derived by the Recipient from the ownership or operation of the System or arising from the System, including all income from the deposit or investment of any money in the Enterprise Fund or any rate stabilization fund of the Recipient or held on the Recipient's behalf, and any refundable deposits made to establish credit, and advances or contributions in aid of construction.
- "System" means all drinking water collection, transport, treatment, storage, and delivery facilities, including land and easements thereof, owned by the City of Porterville, or its successor agency, and all other properties, structures, or works hereafter acquired and constructed by the Recipient and determined to be a part of the System, together with all additions, betterments, extensions, or improvements to such facilities, properties, structures, or works, or any part thereof hereafter acquired and constructed.
- "Useful Life" means the economically useful life of the Project beginning at Project Completion and is set forth in Exhibit A.

3. Acknowledgements.

The Recipient must include the following acknowledgement in any document, written report, or brochure to be shared with the general public prepared in whole or in part pursuant to this Agreement:

"Funding for this project has been provided in full or in part under the Drinking Water State Revolving Fund, which may include capitalization funding from the United States Environmental Protection Agency through an agreement with the State Water Resources Control Board. The contents of this document do not necessarily reflect the views and policies of the foregoing, nor does mention of trade names or commercial products constitute endorsement or recommendation for use."

4. Rates and Charges. The Recipient must, to the extent permitted by law, fix, prescribe and collect rates, fees and charges for the System during each Fiscal Year which are reasonable, fair, and nondiscriminatory and which will be sufficient to generate Revenues in the amounts necessary to cover Operations and Maintenance Costs, and must ensure that Net Revenues are in an amount necessary to meet its obligations under this Agreement. The Recipient may make adjustments from time to time in such fees and charges and may make such classification thereof as it deems necessary, but shall not reduce the rates, fees and charges then in effect unless the Net Revenues from such reduced rates, fees, and charges will at all times be sufficient to meet the requirements of this section.
5. [RESERVED]
6. [RESERVED].

7. Environmental/Technical Special Conditions

Technical:

1. The Recipient shall submit its professional engineering services contract to the Division prior to disbursement of funds for costs incurred under such contract.
2. The Recipient shall not solicit bids, award a contract, or commence construction activities until final plans and specifications are approved by the Division of Drinking Water Tulare District Office Engineer and the Project Manager.
3. The Recipient must submit final consolidation agreements with Akin WC and Central MWC, in a form satisfactory to the Division, and receive written approval from the Project Manager to proceed before Project Funds may be disbursed for any Project Costs under the Agreement.
4. Upon completion of the Project the Recipient shall submit a water supply permit amendment request for review to the Division of Drinking Water Tulare District Office.

Environmental:

1. The documents identified below are incorporated by reference and the Recipient shall comply with the conditions and recommendations therein:
 - a. The Mitigation Monitoring and Reporting Program adopted by the State Water Board on June 16, 2016 for the Project. The Recipient shall implement all mitigation measures therein.
 - b. The letter dated February 12, 2020, from Patricia Cole of the United States Fish and Wildlife Service, San Joaquin Valley Division to Douglas E. Eberhardt of the United States Environmental Protection Agency, including, but not limited to, the following:
 - i. Implement Avoidance and Minimization Measures and Best Management Practices prior to and during construction activities to minimize and avoid effects to the San Joaquin kit fox.
 - c. The Mitigation Monitoring and Reporting Program adopted by the City of Porterville on April 21, 2020 for the Central Mutual Water Company Consolidation Project. The Recipient shall implement all mitigation measures therein.
2. In the Recipient's Quarterly Reports submitted pursuant to this Agreement, the Recipient shall include a discussion of the status of its compliance with environmental measures identified in this Exhibit D, with separate sections clearly labeled and titled, discussing the status of Recipient's compliance.
3. In the Recipient's Project Completion Report submitted pursuant to this Agreement, the Recipient shall include a discussion of its compliance with environmental measures identified in this Exhibit D, with separate sections clearly labeled and titled, discussing the status of Recipient's compliance.
8. [RESERVED].
9. Appointment of Receiver/Custodian. Upon the filing of a suit or other commencement of judicial proceedings to enforce the rights of the State Water Board under this Agreement, the State Water Board may make application for the appointment of a receiver or custodian of the Revenues, pending such proceeding, with such power as the court making such appointment may confer.
10. [RESERVED].
11. Damages for Breach of Federal Conditions. In the event that any breach of any of the provisions of this Agreement by the Recipient results in the failure of Project Funds to be used pursuant to the provisions of this Agreement, or if such breach results in an obligation on the part of the State or any subdivision or agency thereof to reimburse the federal government, the Recipient must immediately reimburse the State or any subdivision or agency thereof in an amount equal to any damages paid by or loss incurred by the State or any subdivision or agency thereof due to such breach.

12. [RESERVED].

13. Operation and Maintenance. The Recipient shall sufficiently and properly staff, operate, and maintain the facility and structures constructed or improved as part of the project throughout the term of this Agreement, consistent with the purposes of this Agreement. The Recipient assumes all operations and maintenance costs of the facilities and structures; the State Water Board shall not be liable for any cost of such maintenance, management or operation.

14. Insurance. The Recipient will procure and maintain or cause to be maintained insurance on the System and Project with responsible insurers, or as part of a reasonable system of self-insurance, in such amounts and against such risks (including damage to or destruction of the System or Project) as are usually covered in connection with systems similar to the System or Project. Such insurance may be maintained by a self-insurance plan so long as such plan provides for (i) the establishment by the Recipient of a separate segregated self-insurance fund in an amount determined (initially and on at least an annual basis) by an independent insurance consultant experienced in the field of risk management employing accepted actuarial techniques and (ii) the establishment and maintenance of a claims processing and risk management program. In the event of any damage to or destruction of the System or Project caused by the perils covered by such insurance, the net proceeds thereof shall be applied to the reconstruction, repair or replacement of the damaged or destroyed portion of the System or Project. The Recipient must begin such reconstruction, repair or replacement as expeditiously as possible, and must pay out of such net proceeds all costs and expenses in connection with such reconstruction, repair or replacement so that the same must be completed and the System and Project must be free and clear of all claims and liens. Recipient agrees that for any policy of insurance concerning or covering the construction of the Project, it will cause, and will require its contractors and subcontractors to cause, a certificate of insurance to be issued showing the State Water Board, its officers, agents, employees, and servants as additional insured; and must provide the Division with a copy of all such certificates prior to the commencement of construction of the Project.

15. Notice Events. Upon the occurrence of any of the following events, the Recipient must notify the Division's Deputy Director and Party Contacts by phone and email within the time specified below:

- a. The Recipient must notify the Division within 24 hours by phone at (916) 327-9978 and by email to DrinkingWaterSRF@waterboards.ca.gov of any discovery of any potential tribal cultural resource and/or archaeological or historical resource. Should a potential tribal cultural resource and/or archaeological or historical resource be discovered during construction or Project implementation, the Recipient must ensure that all work in the area of the find will cease until a qualified archaeologist has evaluated the situation and made recommendations regarding preservation of the resource, and the Division has determined what actions should be taken to protect and preserve the resource. The Recipient must implement appropriate actions as directed by the Division.
- b. The Recipient must notify the Division promptly of the occurrence of any of the following events:
 - i. Bankruptcy, insolvency, receivership or similar event of the Recipient, or actions taken in anticipation of any of the foregoing;
 - ii. Change of ownership of the Project (no change of ownership may occur without written consent of the Division);
 - iii. Loss, theft, damage, or impairment to Project;
 - iv. Events of Default, except as otherwise set forth in this section;

- v. A proceeding or action by a public entity to acquire the Project by power of eminent domain.
- vi. Any litigation pending or threatened with respect to the Project or the Recipient's technical, managerial or financial capacity or the Recipient's continued existence;
- vii. Consideration of dissolution, or disincorporation;
- viii. Enforcement actions by or brought on behalf of the State Water Board or Regional Water Board.
- ix. The discovery of a false statement of fact or representation made in this Agreement or in the application to the Division for this funding, or in any certification, report, or request for reimbursement made pursuant to this Agreement, by the Recipient, its employees, agents, or contractors;
- x. Any substantial change in scope of the Project. The Recipient must undertake no substantial change in the scope of the Project until prompt written notice of the proposed change has been provided to the Division and the Division has given written approval for the change;
- xi. Any circumstance, combination of circumstances, or condition, which is expected to or does delay Completion of Construction for a period of ninety (90) days or more;
- xii. Any Project monitoring, demonstration, or other implementation activities required in this Agreement;
- xiii. Any public or media event publicizing the accomplishments and/or results of this Agreement and provide the opportunity for attendance and participation by state representatives with at least ten (10) working days' notice to the Division;
- xiv. Any event requiring notice to the Division pursuant to any other provision of this Agreement.
- xv. Completion of work on the Project.
- xvi. The Recipient must promptly notify the Division and Party Contacts of cessation of all major construction work on the Project where such cessation of work is expected to or does extend for a period of thirty (30) days or more;
- xvii. The Recipient must promptly notify the Division and Party Contacts of the discovery of any unexpected endangered or threatened species, as defined in the federal Endangered Species Act. Should a federally protected species be unexpectedly encountered during implementation of the Project, the Recipient agrees to promptly notify the Division. This notification is in addition to the Recipient's obligations under the federal Endangered Species Act;
- xviii. The Recipient must promptly notify the Division and Party Contacts of Completion of Construction, and Project Completion;
- xix. The Recipient must promptly notify the Division and Party Contacts of the award of the prime construction contract for the Project; and the Recipient must promptly notify the Division and Party Contacts of Initiation of construction of the Project.

xx. The occurrence of a material breach or event of default under any Recipient obligation that results in the acceleration of principal or interest or otherwise requires immediate prepayment, repurchase or redemption.

xxi. [RESERVED].

16. Continuous Use of Project; No Lease, Sale, Transfer of Ownership, or Disposal of Project. The Recipient agrees that, except as provided in this Agreement, it will not abandon, substantially discontinue use of, lease, sell, transfer ownership of, or dispose of all or a significant part or portion of the Project during the Useful Life of the Project without prior written approval of the Division. Such approval may be conditioned as determined to be appropriate by the Division, including a condition requiring repayment of all disbursed Project Funds or all or any portion of all remaining funds covered by this Agreement together with accrued interest and any penalty assessments that may be due.
17. State Cross-Cutters. Recipient represents that, as applicable, it complies and covenants to maintain compliance with the following for the term of the Agreement:
- a) The California Environmental Quality Act (CEQA), as set forth in Public Resources Code 21000 et seq. and in the CEQA Guidelines at Title 14, Division 6, Chapter 3, Section 15000 et seq.
 - b) Water Conservation requirements, including regulations in Division 3 of Title 23 of the California Code of Regulations.
 - c) Monthly Water Diversion Reporting requirements, including requirements set forth in Water Code section 5103.
 - d) Public Works Contractor Registration with Department of Industrial Relations requirements, including requirements set forth in Sections 1725.5 and 1771.1 of the Labor Code.
 - e) Volumetric Pricing & Water Meters requirements, including the requirements of Water Code sections 526 and 527.
 - f) Urban Water Management Plan requirements, including the Urban Water Management Planning Act (Water Code, § 10610 et seq.).
 - g) Urban Water Demand Management requirements, including the requirements of Section 10608.56 of the Water Code.
 - h) Delta Plan Consistency Findings requirements, including the requirements of Water Code section 85225 and California Code of Regulations, title 23, section 5002.
 - i) Agricultural Water Management Plan Consistency requirements, including the requirements of Water Code section 10852.
 - j) Charter City Project Labor Requirements, including the requirements of Labor Code section 1782 and Public Contract Code section 2503.
 - k) The Recipient agrees that it will, at all times, comply with and require its contractors and subcontractors to comply with directives or orders issued pursuant to Division 7 of the Water Code.
18. Financial Management Systems. The Recipient must comply with federal standards for financial management systems. The Recipient agrees that, at a minimum, its fiscal control and accounting procedures will be sufficient to permit preparation of reports required by the federal government and tracking of Project funds to a level of expenditure adequate to establish that such funds have not been

used in violation of federal or state law or the terms of this Agreement. To the extent applicable, the Recipient is bound by, and must comply with, the provisions and requirements of the federal Single Audit Act of 1984 and 2 CFR Part 200, subpart F, and updates or revisions, thereto.

19. Access and Inspection. In addition to the obligations set forth in section 2 of the General Terms and Conditions incorporated in Exhibit C of this Agreement, the Recipient must ensure that the United States Environmental Protection Agency, the Office of Inspector General, any member of Congress, or any authorized representative of the foregoing, will have safe and suitable access to the Project site at all reasonable times during the term of the Agreement.
20. Fraud, Waste, and Abuse. The Recipient shall prevent fraud, waste, and the abuse of Project Funds, and shall cooperate in any investigation of such activities that are suspected in connection with this Agreement. The Recipient understands that discovery of any evidence of misrepresentation or fraud related to reimbursement requests, invoices, proof of payment of invoices, or other supporting information, including but not limited to double or multiple billing for time, services, or any other eligible cost, may result in referral to the Attorney General's Office or the applicable District Attorney's Office for appropriate action. The Recipient further understands that any suspected occurrences of false claims, misrepresentation, fraud, forgery, theft or any other misuse of Project Funds may result in withholding of reimbursements and/or the termination of this Agreement requiring the immediate repayment of all funds disbursed hereunder.
21. Disputes. The Recipient must continue with the responsibilities under this Agreement during any dispute. The Recipient may, in writing, appeal a staff decision within 30 days to the Deputy Director of the Division or designee, for a final Division decision. The Recipient may appeal a final Division decision to the State Water Board within 30 days. The Office of the Chief Counsel of the State Water Board will prepare a summary of the dispute and make recommendations relative to its final resolution, which will be provided to the State Water Board's Executive Director and each State Water Board Member. Upon the motion of any State Water Board Member, the State Water Board will review and resolve the dispute in the manner determined by the State Water Board. Should the State Water Board determine not to review the final Division decision, this decision will represent a final agency action on the dispute. This provision does not preclude consideration of legal questions, provided that nothing herein shall be construed to make final the decision of the State Water Board, or any official or representative thereof, on any question of law. This section relating to disputes does not establish an exclusive procedure for resolving claims within the meaning of Government Code sections 930 and 930.4.
22. Additional Representations and Warranties. The Recipient makes the following representations and warranties:
 - a. [RESERVED].
 - b. The Recipient has not made any untrue statement of a material fact in its application for this financial assistance, or omitted to state in its application, a material fact that makes the statements in its application not misleading.
 - c. The Recipient agrees to fulfill all assurances, declarations, representations, and commitments in its application, accompanying documents, and communications filed in support of its request for funding under this Agreement.
 - d. The execution, delivery, and performance by Recipient of this Agreement, including all incorporated documents, do not violate any provision of any law or regulation in effect as of the date set forth on the first page hereof, or result in any breach or default under any contract, obligation, indenture, or other instrument to which Recipient is a party or by which Recipient is bound as of the date set forth on the Cover Page.

- e. Except as set forth in this paragraph, there are, as of the date of execution of this Agreement by the Recipient, no pending or, to Recipient's knowledge, threatened actions, claims, investigations, suits, or proceedings before any governmental authority, court, or administrative agency which materially affect the financial condition or operations of the Recipient, the Revenues, and/or the Project.
 - f. There are no proceedings, actions, or offers by a public entity to acquire by purchase or the power of eminent domain any of the real or personal property related to or necessary for the Project.
 - g. The Recipient is duly organized and existing and in good standing under the laws of the State of California. Recipient must at all times maintain its current legal existence and preserve and keep in full force and effect its legal rights and authority. Within the preceding ten years, the Recipient has not failed to demonstrate compliance with state or federal audit disallowances.
 - h. Any financial statements or other financial documentation of Recipient previously delivered to the State Water Board as of the date(s) set forth in such financial statements or other financial documentation: (a) are materially complete and correct; (b) present fairly the financial condition of the Recipient; and (c) have been prepared in accordance with GAAP. Since the date(s) of such financial statements or other financial documentation, there has been no material adverse change in the financial condition of the Recipient, nor have any assets or properties reflected on such financial statements or other financial documentation been sold, transferred, assigned, mortgaged, pledged or encumbered, except as previously disclosed in writing by Recipient and approved in writing by the State Water Board.
 - i. The Recipient is current in its continuing disclosure obligations associated with its material debt, if any.
 - j. The Recipient has no conflicting or material obligations, except as set forth in this paragraph.
 - k. The Recipient legally possesses all real property rights necessary for the purposes of this Agreement, not subject to third party revocation, which rights extend at least to the Records Retention End Date of this Agreement, except as set forth in this paragraph.
 - l. The Recipient and its principals, to the best of the Recipient's knowledge and belief, are not presently debarred, suspended, proposed for debarment, declared ineligible, or otherwise excluded from participation in any work overseen, directed, funded, or administered by the State Water Board program for which this grant funding is authorized; nor have they engaged or permitted the performance of services covered by this Agreement from parties that are debarred or suspended or otherwise excluded from or ineligible for participation in any work overseen, directed, funded, or administered by the State Water Board program for which this grant funding is authorized.
 - m. The Recipient possesses all water rights necessary for this Project.
23. Federal SRF Requirements. The Recipient acknowledges, warrants compliance with, and covenants to continuing compliance with the following federal terms and conditions for the Useful Life of the Project:
- a. Unless the Recipient has obtained a waiver from USEPA on file with the State Water Board or unless this Project is not a project for the construction, alteration, maintenance or repair of a public water system or treatment work, the Recipient shall not purchase "iron and steel products" produced outside of the United States on this Project. Unless the Recipient has obtained a waiver from USEPA on file with the State Water Board or unless this Project is not a project for the construction, alteration, maintenance or repair of a public water system or treatment work, the

Recipient hereby certifies that all "iron and steel products" used in the Project were or will be produced in the United States. For purposes of this section, the term "iron and steel products" means the following products made primarily of iron or steel: lined or unlined pipes and fittings, manhole covers and other municipal castings, hydrants, tanks, flanges, pipe clamps and restraints, valves, structural steel, reinforced precast concrete, and construction materials. "Steel" means an alloy that includes at least 50 percent iron, between .02 and 2 percent carbon, and may include other elements.

- b. The Recipient must include in full the Wage Rate Requirements (Davis-Bacon) language incorporated by reference in Section 2 of this Agreement in all construction contracts and subcontracts.
- c. The Recipient shall notify the State Water Board and the USEPA contact of public or media events publicizing the accomplishment of significant events related to this Project and provide the opportunity for attendance and participation by federal representatives with at least ten (10) working days' notice.
- d. The Recipient shall comply with applicable EPA general terms and conditions found at <http://www.epa.gov/ogd>.
- e. No Recipient may receive funding under this Agreement unless it has provided its DUNS number to the State Water Board.
- f. [RESERVED]
- g. The Recipient represents and warrants that it and its principals are not excluded or disqualified from participating in this transaction as such terms are defined in Parts 180 and 1532 of Title 2 of the Code of Federal Regulations (2 CFR). If the Recipient is excluded after execution of this Agreement, the Recipient shall notify the Division within ten (10) days and shall inform the Division of the Recipient's exclusion in any request for amendment of this Agreement. The Recipient shall comply with Subpart C of Part 180 of 2 CFR, as supplemented by Subpart C of Part 1532 of 2 CFR. Such compliance is a condition precedent to the State Water Board's performance of its obligations under this Agreement. When entering into a covered transaction as defined in Parts 180 and 1532 of 2 CFR, the Recipient shall require the other party to the covered transaction to comply with Subpart C of Part 180 of 2 CFR, as supplemented by Subpart C of Part 1532 of 2 CFR.
- h. To the extent applicable, the Recipient shall disclose to the State Water Board any potential conflict of interest consistent with USEPA's Final Financial Assistance Conflict of Interest Policy at <https://www.epa.gov/grants/epas-final-financial-assistance-conflict-interest-policy>. A conflict of interest may result in disallowance of costs.
- i. USEPA and the State Water Board have the right to reproduce, publish, use and authorize others to reproduce, publish and use copyrighted works or other data developed under this assistance agreement.
- j. Where an invention is made with Project Funds, USEPA and the State Water Board retain the right to a worldwide, nonexclusive, nontransferable, irrevocable, paid-up license to practice the invention owned by the Recipient. The Recipient must utilize the Interagency Edison extramural invention reporting system at <http://Edison.gov> and shall notify the Division when an invention report, patent report, or utilization report is filed.

- k. The Recipient agrees that any reports, documents, publications or other materials developed for public distribution supported by this Agreement shall contain the Disclosure statement set forth in Exhibit A.
- l. The Recipient acknowledges that it is encouraged to follow guidelines established under Section 508 of the Rehabilitation Act, codified at 36 CFR Part 1194, with respect to enabling individuals with disabilities to participate in its programs supported by this Project.
- m. The Recipient, its employees, contractors and subcontractors and their employees warrants that it will not engage in severe forms of trafficking in persons, procure a commercial sex act during the term of this Agreement, or use forced labor in the performance of this Agreement. The Recipient must include this provision in its contracts and subcontracts under this Agreement. The Recipient must inform the State Water Board immediately of any information regarding a violation of the foregoing. The Recipient understands that failure to comply with this provision may subject the State Water Board to loss of federal funds. The Recipient agrees to compensate the State Water Board for any such funds lost due to its failure to comply with this condition, or the failure of its contractors or subcontractors to comply with this condition. The State Water Board may unilaterally terminate this Agreement if the Recipient that is a private entity is determined to have violated the foregoing.
- n. The Recipient certifies to the best of its knowledge and belief that:
 - i. No federal appropriated funds have been paid or will be paid, by or on behalf of the Recipient, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
 - ii. If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress in connection with this Agreement, the Recipient shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions, and notify the State Water Board.
 - iii. The Recipient shall require this certification from all parties to any contract or agreement that the Recipient enters into and under which the Recipient incurs costs for which it seeks disbursements under this Agreement.
- o. The Recipient must comply with the following federal non-discrimination requirements:
 - i. Title VI of the Civil Rights Act of 1964, which prohibits discrimination based on race, color, and national origin, including limited English proficiency (LEP).
 - ii. Section 504 of the Rehabilitation Act of 1973, which prohibits discrimination against persons with disabilities.
 - iii. The Age Discrimination Act of 1975, which prohibits age discrimination.
 - iv. Section 13 of the Federal Water Pollution Control Act Amendments of 1972, which prohibits discrimination on the basis of sex.
 - v. 40 CFR Part 7, as it relates to the foregoing.
 - vi. Executive Order 13798, including, to the greatest extent practicable and to the extent permitted by law, the requirement to respect and protect the freedom of persons and organizations to engage in political and religious speech
 - vii. All applicable federal civil rights regulations, including statutory and national policy requirements (2 CFR section 200.300).

- p. Executive Order No. 11246. The Recipient shall include in its contracts and subcontracts related to the Project the following provisions:

"During the performance of this contract, the contractor agrees as follows:"(a) The contractor will not discriminate against any employee or applicant for employment because of race, creed, color, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, creed, color, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the contracting officer setting forth the provisions of this nondiscrimination clause.

"(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, creed, color, or national origin.

"(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice, to be provided by the agency contracting officer, advising the labor union or workers' representative of the contractor's commitments under Section 202 of Executive Order No. 11246 of September 24, 1965, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

"(d) The contractor will comply with all provisions of Executive Order No. 11246 of Sept. 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.

"(e) The contractor will furnish all information and reports required by Executive Order No. 11246 of September 24, 1965, and by the rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the contracting agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.

"(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations, or orders, this contract may be cancelled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts in accordance with procedures authorized in Executive Order No. 11246 of Sept 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order No. 11246 of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.

"(g) The contractor will include the provisions of Paragraphs (1) through (7) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order No. 11246 of Sept. 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the contracting agency may direct as a means of enforcing such provisions including sanctions for noncompliance: Provided, however, That in the event the contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the contracting agency, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

- q. The Recipient agrees to comply with the requirements of USEPA's Program for Utilization of Small, Minority and Women's Business Enterprises as set forth in this Agreement.
- r. Procurement Prohibitions under Section 306 of the Clean Air Act and Section 508 of the Clean Water Act, including Executive Order 11738, Administration of the Clean Air Act and the Federal Water Pollution Control Act with Respect to Federal Contracts, Grants, or Loans; 42 USC § 7606; 33 USC § 1368. Except where the purpose of this Agreement is to remedy the cause of the violation, the Recipient may not procure goods, services, or materials from suppliers excluded under the federal System for Award Management: <http://www.sam.gov/>.
- s. Uniform Relocation and Real Property Acquisition Policies Act, Pub. L. 91-646, as amended; 42 USC §§4601-4655. The Recipient must comply with the Act's implementing regulations at 49 CFR 24.101 through 24.105.
- t. The Recipient agrees that if its network or information system is connected to USEPA networks to transfer data using systems other than the Environmental Information Exchange Network or USEPA's Central Data Exchange, it will ensure that any connections are secure.
- u. All geospatial data created pursuant to this Agreement that is submitted to the State Water Board for use by USEPA or that is submitted directly to USEPA must be consistent with Federal Geographic Data Committee endorsed standards. Information on these standards may be found at www.fgdc.gov.
- v. If the Recipient is a water system that serves 500 or fewer persons, the Recipient represents that it has considered publicly-owned wells as an alternative drinking water supply.
- w. The Recipient represents that it is not a corporation that has any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability; and it is not a corporation that was convicted of a felony criminal violation under a Federal law within the preceding 24 months.
- x. The Recipient agrees to immediately notify the Project Manager in writing about any allegation of research misconduct involving research activities that are supported in whole or in part with EPA funds under this Project, including fabrication, falsification, or plagiarism in proposing, performing, or reviewing research, or in reporting research results, or ordering, advising, or suggesting that subordinates engage in research misconduct.
- y. The Recipient agrees to comply with, and require all contractors and subcontractors to comply with, EPA's Scientific Integrity Policy, available at <https://www.epa.gov/osa/policy-epa-scientific-integrity>, when conducting, supervising, and communicating science and when using or applying the results of science. For purposes of this condition scientific activities include, but are not limited to, computer modelling, economic analysis, field sampling, laboratory experimentation, demonstrating new technology, statistical analysis, and writing a review article on a scientific issue.
- z. The Recipient shall not suppress, alter, or otherwise impede the timely release of scientific findings or conclusions; intimidate or coerce scientists to alter scientific data, findings, or professional opinions or exert non-scientific influence on scientific advisory boards; knowingly misrepresent, exaggerate, or downplay areas of scientific uncertainty; or otherwise violate the EPA's Scientific Integrity Policy. The Recipient must refrain from acts of research misconduct, including publication or reporting, as described in EPA's Policy and Procedures for Addressing Research Misconduct, Section 9.C, and must ensure scientific findings are generated and

disseminated in a timely and transparent manner, including scientific research performed by contractors and subcontractors.

- aa. The Recipient agrees to comply with the Animal Welfare Act of 1966 (7 USC 2131-2156). Recipient also agrees to abide by the "U.S. Government Principles for the Utilization and Care of Vertebrate Animals used in Testing, Research, and Training," available at <http://grants.nih.gov/grants/olaw/references/phspol.htm#USGovPrinciples>.
- bb. The Recipient certifies that no Project Funds will be used on:
 - i. Video surveillance or telecommunications equipment produced by Huawei Technologies Company or ZTE Corporation (or any subsidiary or affiliate of such entities), telecommunications equipment produced by Hytera Communications Corporation, Hangzhou Hikvision Digital Technology Company, or Dahua Technology Company (or any subsidiary or affiliate of such entities);
 - ii. Telecommunications or video surveillance services produced by such entities;
 - iii. Telecommunications or video surveillance equipment or services produced or provided by an entity that the Secretary of Defense, in consultation with the Director of the National Intelligence or the Director of the Federal Bureau of Investigation, reasonably believes to be an entity owned or controlled by, or otherwise connected to, the government of a covered foreign country; or
 - iv. Other telecommunications or video surveillance services or equipment in violation of [2 CFR 200.216](#).



CITY COUNCIL AGENDA – MARCH 1, 2022

SUBJECT: Public Hearing for the Review and Adoption of the 2020 Urban Water Management Plan

SOURCE: Public Works

COMMENT: The Urban Water Management Plan (UWMP) is a requirement of the Urban Water Management Planning Act (UWMPA) (Division 6, Part 2.6 of the California Water Code (CWC) §10610-10656). The UWMP must be submitted to the Department of Water Resources (DWR). The submittal is a requirement of the UWMPA, including the most current amendments that have been made.

The UWMPA applies to urban water suppliers with 3,000 or more connections being served or supplying more than 3,000 acre-feet (AF) of water annually; the City serves more than 17,000 connections and annually supplies more than 10,000 AF of water.

UWMPs are required of the state's urban water suppliers in an effort to assist with resource planning and to ensure adequate water supplies are available for future use. A secondary purpose of the UWMP is to provide for a plan or series of plans during water drought situations. This plan was prepared according to the requirements of the CWC, UWMPA, and the UWMP 2020 Guidebook.

The 2020 UWMP calculates the city's average water use in gallons per capita per day (GPCD). The GPCD is used to form a baseline across a ten-year period; 2001 to 2010. The City's ten-year baseline GPCD is 195 GPCD. The City's 2020 GPCD target of 179 GPCD is based on the hydrologic region target for the Tulare Lake region. The midpoint between the baseline and the 2020 target is the 2015 interim target of 187 GPCD. The DWR Population Tool was used to calculate the City's Service Area Population in determining the City's 2020 compliance year GPCD of 133 GPCD. The City met the 2020 target of 179 GPCD in the year 2020 with an actual per capita water use of 133 GPCD. These efforts were achieved through community conservation and operational efficiencies. Staff's recommendation is to conduct the Public Hearing and receive public comment prior to the City Council's adoption of the 2020 UWMP.

RECOMMENDATION: That City Council:

1. Conduct a Public Hearing and receive comments on the City's 2020 Urban Water Management Plan;
2. Direct staff to incorporate comments, where appropriate,

subject to no substantive changes;

3. Adopt the draft Resolution adopting the City's 2020 Urban Water Management Plan;
4. Submit the 2020 Urban Water Management Plan to the Department of Water Resources, the California State Library, and Tulare County; and
5. Make the 2020 Urban Water Management Plan available to the public for review within thirty (30) days after filing a copy of the plan with the Department of Water Resources.

ATTACHMENTS:

1. Draft Resolution
2. Draft 2020 Urban Water Management Plan

Appropriated/Funded:

Review By:

Department Director:
Michael Knight, Public Works Director

Final Approver: John Lollis, City Manager

RESOLUTION NO. ____ - ____

**A RESOLUTION ADOPTING THE CITY OF PORTERVILLE
2020 URBAN WATER MANAGEMENT PLAN**

WHEREAS, the California Legislature enacted Assembly Bill 797 (Water Code Section 10610 et seq., known as the Urban Water management Planning Act) during the 1983-84 Regular Session, and as amended subsequently, which requires all urban water suppliers providing municipal water directly or indirectly to more than 3,000 customers or supplying more than 3,000 acre feet of water annually, to prepare and submit an Urban Water Management Plan (Plan), the primary objective of which is to plan for the conservation and efficient use of water; and

WHEREAS, the City of Porterville (City) is an urban supplier of water providing water to over 3,000 customers; and

WHEREAS, the Plan shall be periodically reviewed at least once every five years, and that the City shall make any amendments or changes to its plan which are indicated by the review; and

WHEREAS, the City has therefore, prepared and circulated for public review a draft 2020 Urban Water Management Plan, and properly noticed public hearing regarding said Plan was opened by the City Council on February 10, 2022; and

WHEREAS, the City of Porterville did prepare and shall file said Plan with the California Department of Water Resources within 30 days of adoption;

NOW THEREFORE, BE IT RESOLVED as follows:

1. The Porterville City Council does hereby adopt the 2020 Urban Water Management Plan (Plan) as presented to this Council March 1, 2022;
2. That copies of said Plan be forwarded to the State of California, Department of Water Resources, Tulare County, and the California State Library for filing within 30 days of this date;
3. The Public Works Director is hereby authorized and directed to implement the demand management measures as set forth in the 2020 Urban Water Management Plan, which includes water shortage contingency analysis and recommendations to the City Council regarding necessary procedures, rules, and regulations to carry out effective and equitable water conservation and water recycling programs;
4. In a water shortage, the Public Works Director shall recommend to the City Council the appropriate phase of water conservation as indicated in the Plan and implement necessary elements of the Plan;

5. The Public Works Director shall recommend to the City Council additional procedures, rules, and regulations to carry out effective and equitable allocation of water resources.

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Porterville held on March 1, 2022.

Martha A. Flores, Mayor

ATTEST:
John D. Lollis, City Clerk

By _____
Patrice Hildreth, Chief Deputy City Clerk



City of Porterville

2020 URBAN WATER MANAGEMENT PLAN

DRAFT FINAL | January 2022





City of Porterville

2020 URBAN WATER MANAGEMENT PLAN

DRAFT FINAL | January 2022

This document is released for the purpose of
information exchange review and planning
only under the authority of
Anthony M. Cemo,
January 26, 2022,
State of California, PE 87929.

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Abbreviations

°F	degrees Fahrenheit
AB	State Assembly Bill
ac-ft	acre-feet
ADMMF	average day maximum month flow
AFY	acre-feet per year
AWIA	America's Water Infrastructure Act of 2018
AWWA	American Water Works Association
BMP	Best Management Practices
Carollo	Carollo Engineers, Inc.
CCR	Annual Consumer Confidence Report
CD	compact disc
CII	commercial, industrial, and institutional
CIMIS	California Irrigation Management Information System
CIP	Capital Improvement Plan
City	City of Porterville
CUWCC	California Urban Water Conservation Council
CV	Central Valley
CVP	Central Valley Project
CWC	California Water Code
DAC	disadvantage communities
DAFT	dissolved air flotation thickeners
DMM	demand management measures
DPR	direct potable reuse
DRA	Drought Risk Assessment
DWR	California Department of Water Resources
ERP	Emergency Response Plan
ETGSP	Eastern Tule Groundwater Sustainability Plan
ETo	evapotranspiration
FKC	Friant-Kern Canal
gpcd	gallons per capita day
GSA	Eastern Tule Groundwater Sustainability Agency
IMP	Integrated Master Plan
in	inch
MCL	maximum contaminant level
MDD	maximum day demand
MFR	multi-family residential

MG	million gallons
mg/L	milligrams per liter
mgd	million gallons per day
MHI	median household income
MJLHMP	Multi-Jurisdictional Local Hazard Mitigation Plan
MOU	Memorandum of Understanding
PID	Porterville Irrigation District
PVPUD	Porter Vista Public Utilities District
RRA	risk and resilience assessment
RUWMP	Regional Urban Water Management Plan
RWFS	Recycled Water Feasibility Study
SB	Senate Bill
SCC	DWR Success Lake
SFR	single-family residential
SGMA	Sustainable Groundwater Management Act
SID	Saucelito Irrigation District
TPDID	Tea Pot Dome Irrigation District
UDB	urban development boundary
USBR	United States Bureau of Reclamation
USGS	United States Geological Survey
UWMP	Urban Water Management Plan
UWMPA	Urban Water Management Planning Act
WSCP	water shortage contingency plan
WUE	Water Use and Efficiency
WWTF	wastewater treatment facility

Chapter 1

INTRODUCTION AND LAY DESCRIPTION

1.1 Lay Description

The City of Porterville (City) 2020 Urban Water Management Plan (UWMP) provides the City with a reliable water supply management plan to describe their past, present, and future water system supply, and demand performance. The 2020 UWMP presents a thorough understanding of the City's existing system demand and supply sources and includes baseline supply and demand conditions to better prepare the City to strategically manage future environmental challenges. These challenges can include, but certainly are not limited to climate change, decrease in water supplies, natural hazards, and water quality variability. This plan also considers future planning preparation for changes in land-use, population growth, infrastructure developments, and government regulations. This document serves to be a general synopsis of the City's water system and supply sources and to consider its system characteristics given both environmental variability and the ever-changing dynamic of the City.

1.2 Background and Purpose

The California Water Code (CWC) requires urban water suppliers within the state to prepare and adopt UWMPs for submission to the California Department of Water Resources (DWR). The UWMP, which must be filed every five years, must satisfy the requirements of the Urban Water Management Planning Act (UWMPA) of 1983, including amendments that have been made to the Act. The UWMPA requires urban water suppliers servicing 3,000 or more connections, or supplying more than 3,000 acre-feet (ac-ft) of water annually, to prepare a UWMP.

The purpose of the UWMP is to maintain efficient use of urban water supplies, continue to promote conservation programs and policies, ensure that sufficient water supplies are available for future beneficial use, and provide a mechanism for response during water drought conditions. This document, which was prepared in compliance with the CWC, and as set forth in the 2020 Urban Water Management Plan Guidebook for Urban Water Suppliers (March 2021) established by the DWR, constitutes the City 2020 UWMP.

This 2020 UWMP was prepared in compliance with the UWMPA (CWC §10610 et seq.) and the Water Conservation Bill of 2009 (Senate Bill [SB] X7-7) by Carollo Engineers, Inc. (Carollo). Contact information for the City and Carollo Engineers is included in the Contact Sheet provided at the beginning of this document.

The City recognizes the importance of maintaining a high-quality reliable water supply. Although water is a renewable resource, it is limited. A long-term reliable supply of water is essential to protect the local and state economy. The main focus for the City is to provide high quality water, maximize the efficient use of water, and promote conservation.

1.2.1 Previous Urban Water Management Plan

The City previously prepared an UWMP in 2015, which was approved and adopted on February 20, 2018. Following adoption, the 2015 UWMP was submitted to and formally approved by the DWR. The 2020 UWMP report serves as an update to the 2015 UWMP and pulls extensively from that report. References used in the writing of this report as well as the 2015 UWMP can be found in Appendix C.

1.3 Urban Water Management Planning and the California Water Code

The CWC sections applicable to UWMPs are summarized in the sections below.

1.3.1 Urban Water Management Planning Act

In 1983, State Assembly Bill (AB) 797 modified the CWC Division 6 by creating the UWMPA. Several amendments to the original UWMPA, which were introduced since 1983, have increased the data requirements and planning elements to be included in the UWMPs.

Initial amendments to the UWMPA required that total projected water use be compared to water supply sources over the next 20 years, in 5-year increments. DWR guidelines also suggest projecting through a 25-year planning horizon to maintain a 20-year timeframe until the next UWMP update has been completed.

Other amendments require that UWMPs include provisions for recycled water use, demand management measures (DMMs), and a water shortage contingency plan (WSCP). The UWMPA requires a WSCP which meets the specifications set forth therein. Recycled water was added in the reporting requirements for water usage and figures prominently in the requirements for evaluation of alternative water supplies when future projections predict the need for additional water supplies. Each urban water purveyor must coordinate the preparation of the WSCP with other urban water purveyors in the area, to the extent practicable. Water suppliers must also describe their water DMMs that are being implemented or are scheduled for implementation.

In addition to the UWMPA and its amendments, there are several other regulations that are related to the content of the UWMP. In summary, the key relevant regulations are:

- AB 1420: Requires implementation of DMMs/Best Management Practices (BMP) and meeting the 20-by-2020 targets to qualify for water management grants or loans.
- AB 1420: Requires a plan to quantify and report on distribution system water loss.
- AB 1420: Provides for water use projections to display and account for the water savings estimated to result from adopted codes, standards, ordinances, or transportation and land use plans, when that information is available and applicable to an urban water supplier.
- AB 1465: Requires water suppliers to describe opportunities related to recycled water use and stormwater recapture to offset potable water use.
- Amendments SB 610 (Costa, 2001) and AB 901 (Daucher, 2001): Require counties and cities to consider information relating to the availability of water to supply new large developments by mandating the preparation of further water supply planning (Daucher) and Water Supply Assessments (Costa).
- SB 1087: Requires water suppliers to report single-family residential (SFR) and multi-family residential (MFR) projected water use for lower income areas separately.

- Amendment SB 318 (Alpert, 2004): Requires the UWMP to describe the opportunities for development of desalinated water, including but not limited to, ocean water, brackish water, and groundwater, as long-term supply.
- AB 105 (Wiggins, 2004): Requires urban water suppliers to submit their UWMPs to the California State Library.
- SB X7-7: Requires development and use of new methodologies for reporting population growth estimates, base per capita use, and water conservation. An agency can choose from four methods to establish their interim (2015) and year 2020 water conservation targets.
- AB 2067: Requires water suppliers to provide narratives of water DMMs.
- SB 1036: Provides for an urban water supplier to include certain energy-related information, including, but not limited to, and estimate of the amount of energy used to extract or divert water supplies.
- AB 2409: Requires urban water suppliers to analyze and define water features that are artificially supplied with water, including ponds, lakes, waterfalls, and fountains separately from swimming pools and spas.

1.3.2 New Requirements to the Water Code since the 2015 UWMPs

The major new requirements to the CWC since 2015 UWMPs are summarized in Table 1-1.

Table 1.1 Applicable Changes to the Water Codes Since 2015 UWMPs

Topic	Summary
Five Consecutive Dry-Year Water Reliability Assessment	The Legislature modified the dry-year water reliability planning from a "multiyear" time period to a "drought lasting five consecutive water years" designation.
Drought Risk Assessment	The Drought Risk Assessment (DRA) requires a Supplier to assess water supply reliability over a five-year period from 2021 to 2025 that examines water supplies, water uses, and the resulting water supply reliability under a reasonable prediction for five consecutive dry years.
Seismic Risk	Requires Suppliers to specifically address seismic risk to various water system facilities and to have a mitigation plan.
Water Shortage Contingency Plan	Supplier must provide a standalone document that provides an action plan for a drought or catastrophic water supply shortage. The WSCP includes requirements that are more prescriptive than previous UWMPs.
Groundwater Supplies Coordination	Water Code now requires Suppliers' 2020 UWMPs to be consistent with Groundwater Sustainability Plans, in areas where those plans have been completed by Groundwater Sustainability Agencies.
Lay Description	Suppliers to include a lay description of the fundamental determinations of the UWMP, especially regarding water service reliability, challenges ahead, and strategies for managing reliability risks. This section of the UWMP could be viewed as a go-to synopsis for new staff, new governing members, customers, and the media, and it can ensure a consistent representation of the Supplier's detailed analysis.

1.3.3 Water Conservation Act of 2009 (SB X7-7)

Beginning in 2016, retail water suppliers are required to comply with the Water Conservation Act of 2009 requirements in SB X7-7 in order to be eligible for State water grants or loans. Refer to Chapter 5 for detailed information on SB X7-7.

1.4 Report Organization

This UWMP contains ten chapters, followed by appendices that provide supporting documentation for the information presented in the report. The chapters are briefly described below:

- Chapter 1 – Introduction and Lay Description. This chapter presents a lay description and the purpose of this UWMP stressing the importance and extent of the water management planning efforts.
- Chapter 2 – Plan Preparation. This chapter provides information on the process for developing the UWMP as well as coordination efforts with appropriate local agencies and discusses the measures used to solicit public participation during the development of the UWMP.
- Chapter 3 – System Description. This chapter presents a description of the water purveyor's service area and its characteristics including climate, population, and other demographic factors.
- Chapter 4 – Customer Water Use. This chapter presents a description of the water purveyor's current and projected water uses within the service area in five-year increments.
- Chapter 5 – Conservation Target Compliance. This chapter presents information on the water purveyor's compliance with the 2020 per-capita water conservation mandate. Demonstrate that the 2020 target adopted in the 2015 UWMP was met in 2020. This chapter provides analyses and calculations associated with the water conservation target pursuant to SB X7-7.
- Chapter 6 – System Supplies. This chapter presents a description of the water purveyor's current and projected potable and non-potable water supply sources including information on the usage groundwater and an overview of usage of recycled water. This chapter includes information on the water purveyor's future considerations of a recycled water system.
- Chapter 7 – Water System Reliability. This chapter presents the reliability of the water purveyor's water system. This includes a discussion on future water reliability. In addition, there is an analysis of supply availability in a normal, single dry year and in five consecutive dry years. This chapter also includes the DRA.
- Chapter 8 – Water Shortage Contingency Planning. This chapter includes an urban water shortage contingency analysis that includes stages of action to be undertaken in the event of water supply shortages; prohibitions consumption reduction methods and penalties; actions to be taken during a catastrophic interruption of service; and a mechanism for measuring water use reduction.
- Chapter 9 – Demand Management Measures. This chapter communicates the water purveyor's efforts to promote conservation and to reduce demand. The chapter includes narratives on each DMM.
- Chapter 10 – Plan Adoption, Submittal, and Implementation. This chapter describes the steps taken to adopt, submit, and implement the UWMP and make it publicly available.

Chapter 2

PLAN PREPARATION

This section includes specific information on how the UWMP was developed, including efforts in coordination and outreach.

2.1 Basis for Plan Preparation

CWC 10617 requires that urban water suppliers with 3,000 or more service connections or supplying 3,000 or more ac-ft of water per year prepare an UWMP every five years.

10617 "Urban water supplier" means a supplier, either publicly, or privately owned, providing water for municipal purposes either directly or indirectly to more than 3,000 customers or supplying more than 3,000 acre-feet of water annually. An urban water supplier includes a supplier or contractor for water, regardless of the basis of right, which distributes or sells for ultimate resale to customers. This part applies only to water supplied from public water systems...

2.1.1 Public Water Systems

California Health and Safety Code 116275 (h) "Public Water System" means a system for the provision of water for human consumption through pipes or other constructed conveyances that has 15 or more service connections or regularly serves at least 25 individuals daily at least 60 days out of the year.

To demonstrate the basis of reporting, the Public Water Systems services by the City are listed in Table 2.1. As listed in Table 2.1, the City of Porterville served 1 public water system with a total of 17,063 connections and supplied a total of 3,647 million gallon (MG) (11,192 acre-feet per year [AFY]) in year 2020.

Table 2.1 Retail Only: Public Water Systems

Public Water System Number	Public Water System Name	Number of Municipal Connections 2020	Volume of Water Supplied 2020
5410010	City of Porterville	17,063	3,647
Total		17,063	3,647

2.2 Individual Planning and Compliance

This UWMP reports solely on the City's service area, as shown in Table 2.2. The City has notified and coordinated with appropriate regional agencies and constituents as identified in Table 2.5

Table 2.2 Plan Identification

Select Only One	Type of Plan	Name of RUWMP or Regional Alliance, if applicable
☒	Individual UWMP	
☐	Water Supplier is also a member of RUWMP	
☐	Water Supplier is also a member of a Regional Alliance	
☐	Regional Urban Water Management Plan (RUWMP)	

2.3 Calendar Year and Units of Measure

CWC 1608.20 (a) (1) Urban retail water suppliers...may determine the targets on a fiscal year or calendar year basis.

The City is reporting on a calendar year basis and therefore, 2020 data includes the months of January to December 2020. Table 2.3 indicates the City type of reporting year, and the units of measure for reporting water volumes throughout the 2020 UWMP.

Table 2.3 Supplier Identification

Type of Supplier (select one or both)	
☐	Supplier is a wholesaler
☒	Supplier is a retailer
Fiscal or Calendar Year (select one)	
☒	UWMP tables are in calendar years
☐	UWMP tables are in fiscal years
Units of Measure Used in UWMP (select from drop down)	
Unit	MG

2.4 Coordination and Outreach

The UWMPA requires that the UWMP identify the water agency's coordination with appropriate nearby agencies. The City coordinated its efforts with relevant agencies and parties to ensure that the data and issues discussed in the plan are presented accurately. These agencies are listed in Table 2.5.

2.4.1 Wholesale and Retail Coordination

Retail agencies that receive a water supply from one or more wholesalers are required to provide wholesalers with projected water demand from that source, in five-year increments for 20 years. The City does not purchase or receive potable water from a wholesaler. Therefore, Table 2.4 is Not applicable.

Table 2.4 Retail: Water Supplier Information Exchange

The retail Supplier has informed the following wholesale supplier(s) of projected water use in accordance with Water Code Section 10631.

Wholesale Water Supplier Name (Add additional rows as needed)

Not Applicable

2.4.2 Coordination with Other Agencies and the Community

10620 (d)(2) Each urban water supplier shall coordinate the preparation of its plan with other appropriate agencies in the area including other water suppliers that share a common source, water management agencies, and relevant public agencies, to the extent practicable.

10642. Each urban water supplier shall encourage the active involvement of diverse social, cultural, and economic elements of the population within the service area prior to and during the preparation of the plan...

The City solicited participation from other agencies, organizations, and the community for the preparation of the 2020 UWMP. Table 2.5 summarizes how the UWMP preparation was coordinated.

Table 2.5 Coordination with Appropriate Agencies

Coordinating Agencies	Notified of UWMP Update	Commented on the Draft	Attended Public Meetings	Was Contacted for Assistance	Was Sent a Copy of the Draft Plan	Was Sent a Notice of Intention to Adopt	Not Involved No Information
Porterville ID	X				X		X
Terra Bella ID	X				X		X
Saucelito ID	X				X		X
Lower Tule ID	X				X		X
Vandalia ID	X				X		X
Porter Vista Public Utilities District	X				X		X
Tea Pot Dome ID	X				X		X
Tulare County	X				X		X
Tule River Association	X				X		X
Eastern Tule GSA	X				X		X

2.4.3 Notice to Cities and Counties

CWC 10621 (b) requires that agencies notify cities and counties to which they serve water that the City's UWMP is being updated and reviewed.

10621(b) Every urban water supplier required to prepare a plan pursuant to this part shall, at least 60 days before the public hearing on the plan required by Section 10642, notify a city or county within which the supplier provides water supplies that the urban water supplier will be reviewing the plan and considering amendments or changes to the plan.

The City of Porterville only provides water within their urban development boundary (UDB). Even though the City does not provide water supply to other cities, counties, or districts, outside the water service area the City has provided formal written notification to the list of agencies in Table 2.5 that the City's UWMP was being updated. In accordance with the UWMPA, this notification was provided at least 60 days prior to the public hearing of the plan. Electronic copies of the final UWMP will be provided to the parties notified no later than 30 days after its submission to DWR. Appendix D contains copies of outreach documents.

Notices were published informing interested parties that the draft 2020 UWMP was available for review. Pursuant to California Code Section 6066, a notification of the time and place of the public hearing was published in the local newspaper on February 1st, 2022 and February 8th, 2022. A notice was also posted on City's website. Copies of these notifications are included in Appendix D.

The Final Draft 2020 UWMP was presented to the Porterville City Council as a discussion item on February 15th, 2022 for a public hearing followed by adoption by resolution. This hearing provided an opportunity for the City's customers, residents, and employees to learn and ask questions about the current and future water supply of Porterville. A copy of the associated documentation is included in Appendix B.

Chapter 3

SYSTEM DESCRIPTION

The UWMPA requires that the UWMP include a thorough description of the water system, service area, and various aspects of the area served including climate, population, and other demographic factors.

10631. (a) Describe the service area of the supplier, including current and projected population, climate, and other demographic factors affecting the supplier's water management planning. The projected population estimates shall be based upon data from the state, regional, or local service agency population projections within the service area of the urban water supplier and shall be in five-year increments to 20 years or as far as data is available.

3.1 General Description

The City of Porterville is located in central California on the east side of the San Joaquin Valley. The City is adjacent to the Sequoia National Forest and the Sierra Nevada Foothills in Tulare County. Porterville is approximately 70 miles southeast of the City of Fresno and 50 miles north of the City of Bakersfield. Figure 3-1 depicts the City of Porterville's Regional Location Map. The City is bisected by the Tule River which is sourced by precipitation from the Sierra Nevada Mountains. Operation of the Tule River is regulated by the U.S. Army Corps of Engineers Success Dam located approximately five miles east of the City. During wet years, floodwaters are controlled by Success Dam. The Central Valley Project's (CVP) Friant Kern Canal conveyance facility passes the City on its western boundary. This canal is sourced from the San Joaquin River Watershed and is managed by the Friant Water Authority. The City does not receive surface water from the Canal. The City limits encompass the Porterville Municipal Airport, the Sports Complex, and various agricultural land for treated wastewater management to the southwest of the City proper. The city uses recycled water as a means of treated wastewater effluent disposal for unrestricted agricultural irrigation to select parcels near the airport, see section 6.6 in Chapter 6. This area is also served by the City water system. Additionally, the Porterville Developmental Center or also known as the State Hospital directly east of the City is included in the City limits, however, receives its water supply from on-site wells. The Developmental Center receives sewer service from the City.

The City is a part of the Eastern Tule Groundwater Sustainability Agency (GSA) which also includes, Porterville Irrigation District, Saucelito Irrigation District, Teapot Dome Water District, Vandalia Water District, Terra Bella Irrigation District, Kern-Tulare Water District, and Tulare County.

East Porterville is an unincorporated section of the City that historically has only partly been serviced by the City's public water distributions system. Recent drought conditions have led to an emergency water shortage for East Porterville residents resulting in reduced groundwater elevation causing wells to run dry. The City and DWR have implemented a program to connect parts of East Porterville residents to the City's water distribution system over the span of a few years. The City began this program in 2016 and connected approximately 725 connections

between 2016 and 2020. East Porterville is currently within the City's 2030 General Plan UDB and Sanitary Sewer Service is still managed by the Porter Vista Public Utilities District, but is treated at the City's waste water treatment facility.

3.1.1 Description of Transmission, Treatment, and Distribution Facilities

The City of Porterville drinking water supply is solely from groundwater wells. As mentioned, the City does not receive any surface water from the Tule River or the Friant Kern Canal. The City does not participate in any surface drinking water exchanges with the local water agencies included in the Eastern Tule GSA. The City's groundwater supply is extracted using 36 active wells scattered throughout the water service area that pump directly into the water distribution system, however a few of these wells are on standby for high demands. Extracted groundwater is chlorinated at the wellheads to provide disinfectant residual in the distribution system. In total, Porterville's water service area encompasses 11,904 acres, or approximately 18.6 square miles. The City has approximately 276 miles of water distribution pipeline ranging from sizes 4- to 16-inches in diameter. Figure 3.2 shows the City's water service area, wells, and water transmission main layout.

3.2 Service Area Climate

10631(a). A plan shall... Describe the service area of the supplier, including ... climate...

10630. It is the intention of the Legislature, in enacting this part, to permit levels of water management planning... while accounting for impacts of climate change.

The City's service area climate is a semi-arid, Mediterranean environment with cold winters, warm summers, and moderate rainfall. The City experiences generally dry weather conditions throughout the year with rain occurring through the months of November through April. Average monthly evapotranspiration (ET_o) rates, rainfall, and temperature are summarized in Table 3.1.

Table 3.1 Climate Characteristics

Month	Standard Monthly Avg. ET _o ⁽¹⁾ (in)	Monthly Avg. Rainfall ⁽²⁾ (in)	Min Monthly Avg. Temp ⁽²⁾ (°F)	Max Monthly Avg. Temp ⁽²⁾ (°F)
January	1.24	2.21	35.50	56.90
February	1.96	2.06	38.40	63.80
March	3.41	1.94	41.10	69.50
April	5.10	1.14	44.90	76.70
May	6.82	0.44	50.40	85.10
June	7.80	0.11	56.10	93.00
July	8.06	0.01	61.40	99.10
August	7.13	0.02	59.50	97.30
September	5.40	0.18	54.80	91.50
October	3.72	0.55	47.10	80.70
November	1.80	1.18	38.90	67.50
December	0.93	1.79	35.20	57.50
Annual	53.37	11.63	46.94	78.22

Notes:

- (1) California Irrigation Management Information System (CIMIS) Station 169 Porterville. Represents Monthly average ET_o from August 2000 to February 2019, Zone 12.
- (2) Source: Western Regional Climate Center Lindsay (044957). Represents monthly average from December 1913 to June 2016.

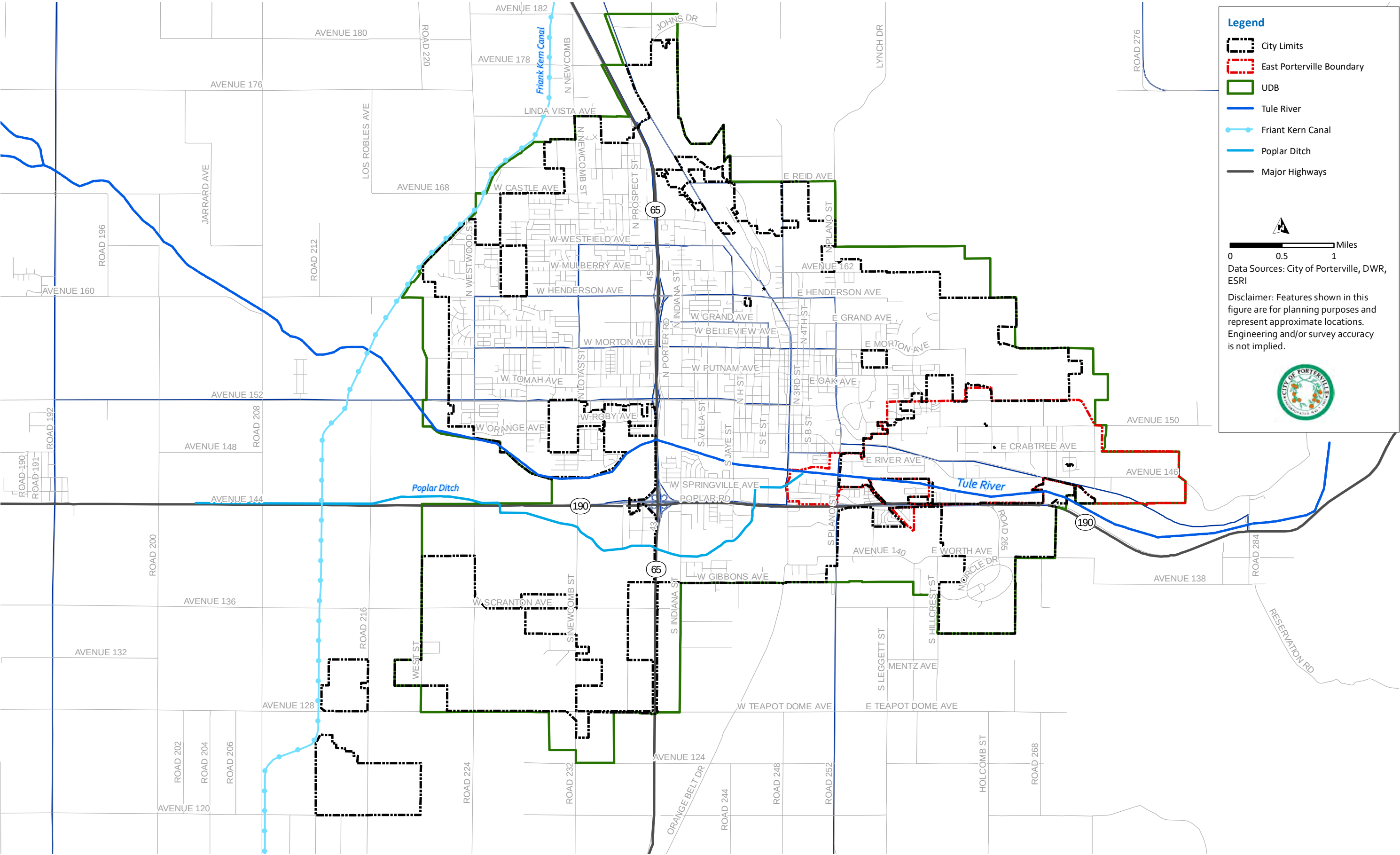


Figure 3.1 Porterville Regional Location Map

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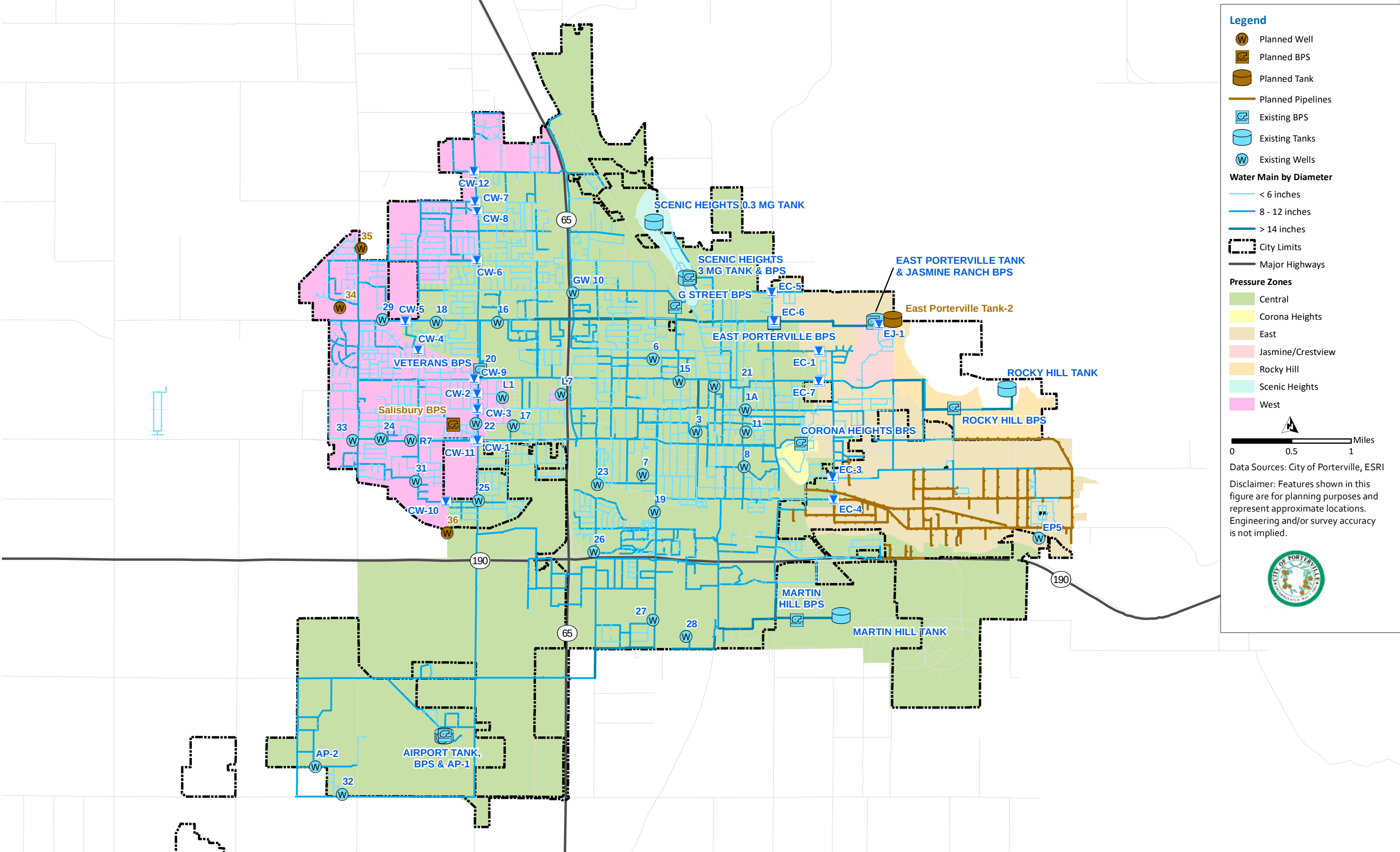


Figure 3.2 Porterville Water Distribution System

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As shown in Table 3.1, the City's service area's average monthly temperature ranges from about 47 to 78°F. Total annual values of ETo and precipitation are 53.37 inches and 11.62 inches, respectively. Records show that the average monthly precipitation ranges from 0 to 2 inches with most of the precipitation typically occurring from November through April.

3.3 Climate Change

Climate change in California has the potential to increase temperature, reduce snowfall and extend periods of severe drought. Porterville is located in the Tulare Lake Hydrologic Region which encompasses roughly 17,000 square miles in the southern San Joaquin Valley. In this region, the following climate effects are likely expected in the future:

- Crops affected by reduced winter chill hours, increasing extreme heat days, and increasing evapotranspiration therefore requiring more irrigation.
- Loss of snowpack reduces reliability of surface water and replenishment of local supplies, resulting in greater demand for groundwater.
- Higher likelihood of extreme wet and dry years.
- Increased frequency of flooding in low-lying areas.
- Average annual maximum temperatures likely to increase 5 to 9 degrees F by the year 2100.

These climate change affects all have potential to impact the water supply of the City. The groundwater aquifers in the Central Valley are generally recharged through a combination of precipitation through rainfall and percolation through the various rivers and canals sourced from the Sierra snow melt. With a decrease in groundwater recharge and increase in average temperatures and overall demand, a perfect storm of low supply and increased use limits the availability of groundwater for all users in the Valley.

The City of Porterville is completely reliant upon groundwater for its drinking water supply. The City is surrounded by agricultural land varying in citrus, vegetable, nut, and grain crops which receive water from either an irrigation district supplied from the Friant-Kern Canal or a private agricultural well. Groundwater levels have dropped significantly over the last drought period as outlined in the Eastern Tule Groundwater Sustainability Plan (ETGSP). With a significant reduction in surface water allocations most farmers and surrounding communities were left with no choice but to utilize the groundwater supply for agricultural use.

Drought conditions initially cause increase in demand with increase temperatures and reduced precipitation. The diurnal pattern of demand over an average year peaks in the hotter months for landscape irrigation, recreation, and agricultural uses. Over-pumping leaves the City's groundwater supply and pumping effectiveness quite vulnerable to significant reductions in groundwater elevations from a rise in demands. The City does not have an alternative supply of water therefore drastic reduction in groundwater elevation creates an extremely vulnerable condition which puts the City at risk. Effects of drought have already occurred nearby to the community of East Porterville which experienced emergency water shortage issues during the last major drought event between 2013 and 2017 and required State intervention. The overall hydrologic dynamic of the City and surrounding area's drinking water supply are exposed to the effects and changing conditions set upon by climate change.

The following chapters will present a more detailed approach on the City's efforts to develop a more reliable and diverse source of water and to address excessive groundwater pumping to eliminate over drafting conditions in the future:

- Chapter 4: Customer Water Use
- Chapter 5: Conservation Target Compliance
- Chapter 6: Water Supply Characterization

3.4 Service Area Population and Demographics

10631(a). Describe the service area of the supplier, including current and projected population ... The projected population estimates shall be based upon data from the state, regional, or local service agency population projections within the service area of the urban water supplier and shall be in five-year increments to 20 years or as far as data is available.

This section summarizes historical, current, and projected population trends in the Porterville. Population projections are essential to the planning process and form the basis for most planning decisions, yet projecting future growth is far from an exact science given the complex set of variables that can affect the rate of growth. Typically, projections are developed by taking past patterns and combining them with assumptions to obtain an estimate of future growth rates. These projections serve to provide the City insight on the type and quantity of future growth as well as guidance regarding future planning activities; therefore, such planning activities can only be as effective as the ability to anticipate population growth. The general Porterville water service population consists mainly of full-time residents and has a very small transient population that commute into the City service area for work or travel.

3.4.1 Service Area Population

The water service population from 2001 to 2010 was taken from the City's 2015 UWMP. At the time, the growth rate was calculated at approximately 2.5 percent. Historical population growth rates have been approximately 2.2 percent on average which is shown in Figure 3-3. The water service populations for the 2020 UWMP was calculated using an acceptable modification of the DWR population. The DWR population tool resulted in an abnormally high persons per connection of 4.98. To reflect current population growth, the 2010 persons per connection of 4.39 was used as an acceptable modification per the population tool guidelines. The resulting water service population, shown in Figure 3.3, is estimated at 74,907. The Population Tool results are included in Appendix K. Table 3.2 shows the current and projected water service population for the City.

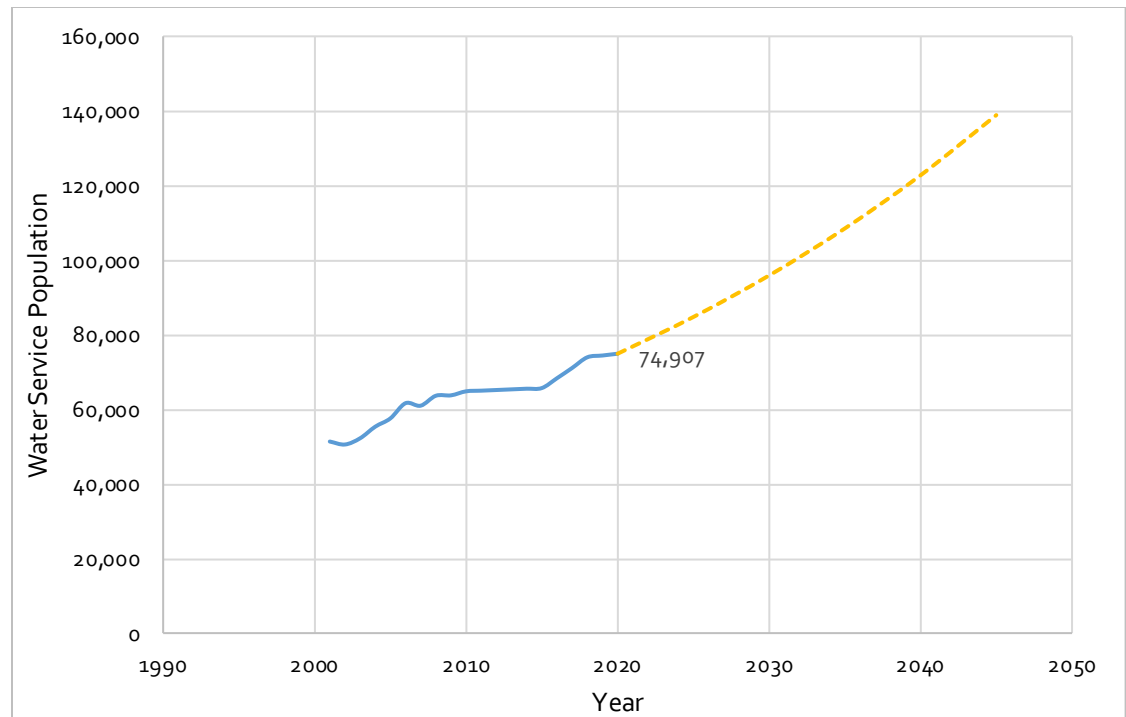


Figure 3-3 Historical and Projected Water Service Population

Table 3.2 Retail: Population – Current and Projected

	2020	2025	2030	2035	2040
Population Served	74,907	87,901	99,452	112,521	127,307

Notes:

(1) Growth rate set at 2.5 percent, consistent with City's 2020 IMP.

3.4.2 Other Social, Economic, and Demographic Factors

10631. Describe the service area of the supplier, including... other social, economic and demographic factors affecting the supplier's water management planning.

Porterville is located in a rural area that depends on an independent water management strategy that solely services the City. DWR defines disadvantage communities (DAC) as regions whose annual median household income (MHI) is less than 80 percent of the Statewide annual MHI. The City of Porterville is mostly within the California's DAC boundary as shown in Figure 3-4. Most of the City's water service population identifies to be within a DAC. The current Statewide MHI is \$71,228 and per 2019 census data, the median household income for Porterville residents is \$43,823.

Implemented in 2020 as a result of the COVID-19 pandemic, California legislation was passed that requires the City to provide a payment plan for outstanding utility bill balances since the deferral of water shutoff as a result of non-payment was not allowed during the pandemic. Otherwise, the City does not provide utility bill payment assistance.

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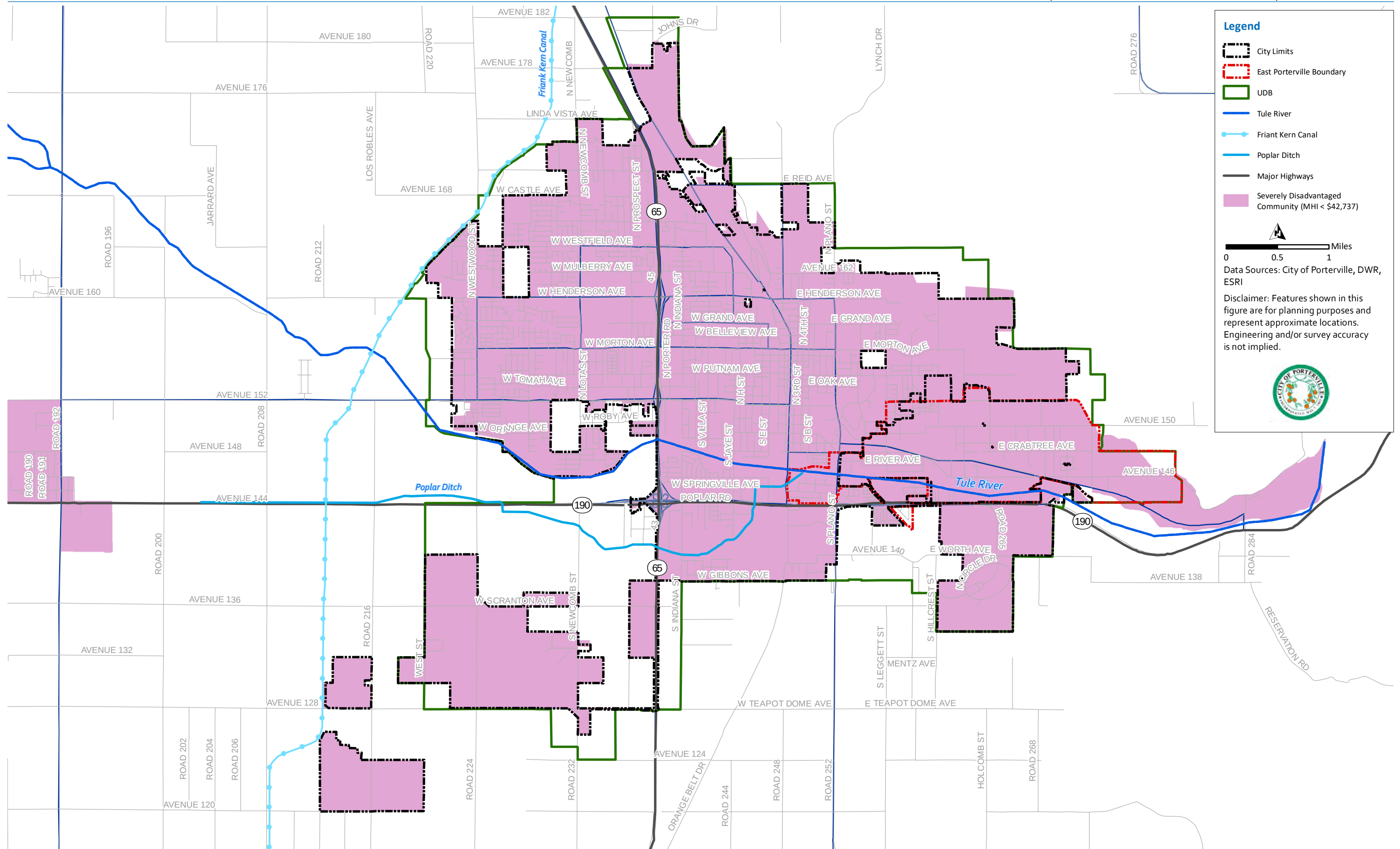


Figure 3.4 Disadvantaged Communities

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3.5 Land Uses within Service Area

10631(a). The description shall include the current and projected land uses within the existing or anticipated service area affecting the supplier's water management planning. Urban water suppliers shall coordinate with local or regional land use authorities to determine the most appropriate land use information, including, where appropriate, land use information obtained from local or regional land use authorities...

The City of Porterville Urban Development Boundary (UDB) is defined in its 2030 General Plan which has a total area of approximately 17,183 acres. The City service area falls within the City limits and few areas outside of the limits, such as the East Porterville area, which is still within the UDB. The UDB extends from Lake Success to the Friant Kern Canal as its western border and from Avenue 182 to the airport as its north and south limits. Land use information presented in this UWMP is based on the City's 2030 General Plan.

3.5.1 Land Use and Existing Service Area

Figure 3.5 shows the City's existing land use map. Table 3.3 provides a summary, by land use, of the amount of developed and underdeveloped land within the existing service area.

As shown in Table 3.3, there are approximately 6,482 acres of developed and underdeveloped land within the service area (excluding right-of-ways such as streets, highways, and railroads). Within the service area, 3,782 acres (58 percent) are classified as residential, 608 acres (9 percent) are classified as commercial, and 399 acres (6 percent) are associated with Industrial. The remaining mixed use and others make up the remaining 1,692 acres (26 percent). The East Porterville land use area shown in Figure 3.3 is generally single family residential with a few commercial and public institutional classified parcels throughout. This area comprises of approximately 1,704 total acres.

Table 3.3 Water Service Area Land Use⁽¹⁾⁽²⁾

Land Use Category	Developed	Underdeveloped	Total
Residential			
Rural Residential	13	11	24
Very Low Density Residential	63	5	68
Low Density Residential	2,550	286	2,836
Low Medium Density Residential	33	61	94
Medium Density Residential	431	108	539
High Density Residential	198	23	221
Commercial			
Neighborhood Commercial	14	9	23
Retail Centers	183	30	214
Professional Office	77	7	84
General and Service Commercial	211	15	226
Downtown Retail	62		62
Industrial			
Industrial	223	20	243
Industrial Park	63	92	156
Mixed Use			
Commercial Mixed Use	62	2	63
Downtown Mixed Use	45	8	53
Other			
Public Institutional (Excl. Airport)	380	11	391
Education	367	19	386
Parks and Recreation	238	22	260
Agriculture Rural Conservation	26	0	26
Other (Unknown)	63	3	66
Airport	447	0	447
East Porterville	-	-	1,704
Total	5,751	731	8,186

Notes:

(1) Land use areas based on an aerial analysis of the City's current service area.

(2) The land use totals in this table exclude the area associated with East Porterville/Porter Vista PUD

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Chapter 4

CUSTOMER WATER USE

The UWMPA requires that the UWMP identify the quantity of water supplied to the agency's customers including a breakdown by user classification. This section describes the water system demands and water demand projections.

4.1 Non-Potable Versus Potable Water Use

This chapter covers potable and raw water demand. Recycled water is addressed comprehensively in Chapter 6.4.

4.2 Past, Current, and Projected Water Use By Sector

10631(d). (1) For an urban retail water supplier, quantify, to the extent records are available, past, and current water use, over the same five-year increments described in subdivision (a), and projected water use, based upon information developed pursuant to subdivision (a), identifying the uses among water use sectors, including, but not necessarily limited to, all of the following...

(2). The water use projections shall be in the same five-year increments described in subdivision (a).

(4)(A) Water use projections, where available, shall display and account for the water savings estimated to result from adopted codes, standards, ordinances, or transportation and land use plans identified by the urban water supplier, as applicable to the service area.

(B) To the extent that an urban water supplier reports the information described in subparagraph (A), an urban water supplier shall do both of the following: (i) Provide citations of the various codes, standards, ordinances, or transportation and land use plans utilized in making the projections. (ii) Indicate the extent that the water use projections consider savings from codes, standards, ordinances, or transportation and land use plans. Water use projections that do not account for these water savings shall be noted of that fact.

Water demands served by the City are primarily residential (includes SFR and MFR), commercial, industrial, and institutional (CII), and landscape irrigation. Of the City's 17,063 connections, 16,814 of them are metered. The City classifies meters (2020) into the following categories:

- Single Family Residential.
- Multi-Family Residential.
- Commercial/Institutional.
- Industrial.
- Landscape Irrigation.
- Other.
- Agricultural Irrigation.

The actual demands for potable and non-potable water are presented in Table 4.1 for the 2020 calendar year. Conservation efforts between 2015 and 2020 indicate that the City is using less water than originally anticipated in the 2015 UWMP. The 2020 projections in the 2015 UWMP, show an anticipated potable water demand of 4,857 MG. The 2020 actual use, shown in Table 4.1, is 1,210 MG (3,713 AF) or 25 percent less than the 2020 projected demand. The combination of continued below average and inconsistent precipitation, general water conservation mindset, and metering has decreased typical potable water consumption to approximately 130 gallons per capita per day (gpcd). Moving forward, the City's per capita water usage is expected to increase with population growth and favorable hydrologic conditions. The City utilizes the 179 gpcd as a conservative approach for planning purposes in their water, sewer, storm drain integrated master plan (IMP) and other studies.

Table 4.1 Retail: Demands for Potable and Non-Potable Water – Actual

Use Type	Additional Description	2020 Actual	
		Level of Treatment When Delivered	Volume
Single Family Residential		Drinking Water	2,025
Multi-Family Residential		Drinking Water	390
Commercial and	Institutional	Drinking Water	448
Industrial		Drinking Water	10
Landscape		Drinking Water	223
Losses		Drinking Water	403
Other		Drinking Water	148
Agricultural Irrigation		Drinking Water	0
Total			3,647

Table 4.2 contains the projected potable water demands from 2025 through 2040. The demand projections are based on the growth projections from the City's IMP. From the IMP, it was determined the methodology for future water demand projections includes a combination of projection population, per capita demand rates, water demand factors (by land use), and land use designations. The future demands, the baseline per capita demand, was applied to the projected population to estimate infill and new development. Additionally, for undeveloped land, the future demands were calculated by applying water demand factors to the designated land use acreage within the UDB. Table 4.2 are only general estimates of projected use and may vary significantly based on future development and water conservation measures taken by each customer sector.

Table 4.2 Retail: Use for Potable and Non-Potable Water – Projected

Use Type	Additional Description	Projected Water Use Report to the Extent that Records are Available			
		2025	2030	2035	2040
Single Family Residential		3,182	3,607	4,074	4,621
Multi-Family Residential		612	694	784	889
Commercial and	Institutional	704	798	901	1,022
Industrial		16	18	20	23
Landscape		351	398	449	509
Losses		232	263	297	337
Other		634	719	811	920
Agricultural Irrigation		0	0	0	0
Total		5,731	6,497	7,337	8,322

The City's total water demands for potable and recycled water are based on the figures presented in Table 4.1, Table 4.2, and Table 6.4. These demands are summarized in Table 4.3. As discussed in chapter 3, currently, the City uses recycled water as a means of treated wastewater effluent disposal for restricted agricultural irrigation. Within the next five years, the City plans to provide recycled water for unrestricted agricultural irrigation to nearby irrigation districts for beneficial use as described in Chapter 6.

Table 4.3 Retail: Total Gross Water Use (Potable and Non-Potable)

Year	2020	2025	2030	2035	2040
Potable Water, Raw, Other Non-Potable	3,647	5,731	6,497	7,337	8,322
Recycled Water Demand	1,556	2,230	2,522	2,854	3,227
Optional Deduction of Recycled Water Into Long-Term Storage	1,556	2,230	2,522	2,854	3,227
Total Water Use	3,647	5,731	6,497	7,337	8,322

4.3 Distribution System Water Losses

10631(e)(1) Quantify, to the extent records are available, past, and current water use, over the same five-year increments described in subdivision (a), and projected water use, identifying the uses among water use sectors, including, but not necessarily limited to, all of the following uses:

(J) Distribution system water loss

10631(d)(3)(A) The distribution system water loss shall be quantified for each of the five years preceding the plan update, in accordance with rules adopted pursuant to Section 10608.34

Distribution system water losses ("real" losses) are the physical water losses from the water distribution system and the supplier's storage facilities, up to the point of customer consumption. The City distribution system losses are quantified using the American Water Works Association (AWWA) Method Guidance "Water Resources Water Audit Manual." The distribution system water loss for the most recent 12-month period available (2020 calendar year) is reported in Table 4.4.

Table 4.4 Retail: 12 Month Water Loss Audit Reporting

Reporting Period Year	Volume of Water Loss ⁽¹⁾ (MG)	Volume of Water Loss (AF)
01/2016	310	952
01/2017	353	1083
01/2018	405	1242
01/2019	366	1124
01/2020	337	1035.5

Notes:

(1) Taken from the field "Water Losses" (a combination of apparent losses and real losses) from the AWWA worksheet.

As shown in Table 4.4 and reported in the AWWA water audit (Appendix E), the City had approximately 1,035.5 AFY of water loss in their latest 2020 report. The system losses for the five preceding years were:

- 2016 – 951.8 AFY of water loss.
- 2017 – 1082.5 AFY of water loss.
- 2018 – 1242.2 AFY of water loss.
- 2019 – 1123.8 AFY of water loss.
- 2020 – 1035.5 AFY of water loss.

The average total Water loss between 2016 and 2020 is approximately 1004 AF or 327 MG.

4.4 Estimating Future Water Savings

"Passive" savings are water savings from codes, standards, ordinances, or transportation and land use plans. As shown in Table 4.5, future water savings are not included in the total water use projections (Table 4.2) and lower income household demand projections are included in the total water use projections (Table 4.2 and Table 4.3).

Table 4.5 Retail Only: Inclusion in Water Use Projections

Are Future Water Savings Included in Projections?	No
If "Yes" to above, state the section or page number, in the cell to the right, where citations of the codes, ordinances, etc. utilized in demand projections are found.	
Are Lower Income Residential Demands Included In Projections?	Yes

4.5 Water Use for Lower Income Households

The UWMPA requires that the UWMP identify planned low-income housing developments within the agency's service area and develop demand projections for those units. A lower income household is defined as one with an income below 80 percent of area MHI, adjusted for family size.

10631.1(a). The water use projections required by Section 10631 shall include projected water use for single-family and multifamily residential housing needed for lower income households, as defined in Section 50079.5 of the Health and Safety Code, as identified in the housing element of any city, county, or city and county in the service area of the supplier.

The 2015 UWMP calculated water use for low-income housing based on the City's 2015 Housing Element report referenced in the 2030 General Plan. The low-income forecasted demands were based on a usage of 3.39 persons per occupied household. Since then, 2020 Census data report that the City of Porterville has a 27.5-percent of person to be in poverty. DWR Drought and Water Shortage Risk for self-supplied communities identify Porterville to have a 28.4 percent of persons in the area living at or below federal poverty standards. Using the IMP planning level per capita demand and the 2020 SB7x7 Target demand of 179 gpcd, the total estimated 2025 to 2040 projected water use for lower income households is shown in Table 4.6. Percent of persons in poverty were averaged from historical data from Tulare County Census data.

Table 4.6 **Retail Only: Inclusion in Water Use Projections**

Year	2025	2030	2035	2040
Projected Low-Income Water Usage	1,395	1,578	1,785	2,020
Units (MG)				

4.6 Climate Change Considerations

Recent affects in climate change have drastically altered the water consumption standards and behaviors of the entire state of California. The Central San Joaquin Valley in particular has been significantly affected by the most recent California drought and continues to face abnormally warm seasons, severe weather changes, reduced snowpack, and less frequent rainfall events. Coupled with population growth, the increased demand and decrease supply poses a problem that can potentially impact a City's growth and increase infrastructure vulnerabilities and risks. As stated in Section 3.3, Groundwater levels have dropped significantly over the last drought period as outlined in the ETGSP. With a significant reduction in surface water allocations most farmers and surrounding communities were left with no choice but to utilize the groundwater supply for agricultural use. The City has been successful at facing the adversity of climate change by reducing potable water consumption and adaptation strategies (water supply diversification), actively participating in groundwater recharge efforts through treated wastewater effluent management, surface water allocations, and investigating the feasibility of diversifying and expanding their drinking water supply.

Since approximately 2008, the City's per capita demand has gradually decreased with significant reductions beginning in 2013. Demands in 2013 peaked at 179 gpcd and have reduced to 130 gpcd on average in 2015 and have remained consistent through 2020. The City of Porterville's 2015 UWMP shows a projected total gross water use in 2020 to be 4,857 MG in Table 4.2. The City's 2030 general plan aims to reduce the groundwater pumping to match the safe yield of the groundwater basin. Similarly, as part of the Eastern Tule GSA, the City plans to reduce groundwater usage by diversifying their supply portfolio as well as implement additional groundwater recharge in the future. Table 4.3 in this 2020 UWMP shows a total gross water use potable water use to be 3,647 MG, which is a net change of 1,210 MG when compared to the Projected 2020 gross water use of 4,857 MG. The projected total gross water use in comparison to the 2015 UWMP was adjusted based on the 2020 actual value. The significant drop in total

gross projections takes into consideration that the standard practice of domestic water consumption and the implementation of conservation efforts set by the City. Water use reduction efforts throughout the city has promoted a conservation culture which in turn has decreased total usage over time. Available rebates for high efficiency plumbing, installation of water meters on new and existing services, water waste audits, landscape rebates and selection, and a more conscientious effort by citizens has proved to reduce total usage and ultimately decrease projections over the next 20 years.

Climate change has already impacted various communities nearby and the City of Porterville itself. Porterville has taken many steps in preparation to progress forward in reducing current and future climate change impacts to their water system through conservation strategies and by having the foresight to augment their water supply portfolio. The City continues to investigate means to reduce water consumption and loss, improve infrastructure, and create the ability to both augment and diversify their existing water supply.

Chapter 5

CONSERVATION TARGET COMPLIANCE

The UWMPA requires that the UWMP identify the baseline water demand, urban water use target, and interim urban water use target for the City. In the 2015 UWMP these water use targets were determined per the DWR Methodologies. The daily per capita water use, expressed in gpcd, is the total water use within the service area divided by the population. These targets are necessary to judge compliance with the 2020 use reductions set forth in the Water Conservation Bill of 2009 (SB X7-7).

The purpose of this section in the 2020 UWMP is to determine whether the City has met the 20 percent conservation mandate. All SB X7-7 forms are included in Appendix F.

5.1 2015 UWMP Baseline and Targets

A supplier may update the baseline and target water use if there were changes to their distribution area. Porterville's distribution area has not changed since 2015. Therefore, the baseline and target gpcd values from the 2015 UWMP are utilized in this UWMP to determine compliance with the 2020 target. In the 2015 UWMP, a 10-year baseline and a 5-year baseline were calculated to establish the minimum criteria for the Porterville's water use reduction targets. The 2015 UWMP identifies that the 10-year baseline range (2001 to 2010), and 5-year baseline range (2003 to 2007) are 195 and 199 gpcd, respectively. These tables are included in Table 5 of the SB X7-7 Verification Forms of the 2015 UWMP (Appendix C). The City's water use target for 2020 is 179 gpcd, see section 5.1.5.3.

5.2 Service Area Population

10608.20. (e) An urban retail water supplier shall include in its urban water management plan due in 2010... the baseline per capita water use,...along with the bases for determining those estimates, including references to supporting data.

(f) When calculating per capita values for the purposes of this chapter, an urban retail water supplier shall determine population using federal, state, and local population reports and projections.

10644. (a)(2) The plan... shall include any standardized forms, tables or displays specified by the department.

The 2020 service area population was provided by the DWR Population Tool. This population is shown in table 3-1 and was used to calculate the 2020 target per capita demand. The population in the 2015 UWMP to develop the baseline target was determined using the DWR Population tool as shown in Table 2 of the SB X7-7 Verification Forms. The 2020 service area population is reported in Table 3 of the SB X7-7 Verification Forms.

5.3 Gross Water Use

10608.12 (g) "Gross Water Use" means the total volume of water, whether treated or untreated, entering the distribution system of an urban retail water supplier, excluding all of the following:

- (1) Recycled water that is delivered within the service area of an urban retail water supplier or its urban wholesale water supplier
- (2) The net volume of water that the urban retail water supplier places into long term storage
- (3) The volume of water the urban retail water supplier conveys for use by another urban water supplier
- (4) The volume of water delivered for agricultural use, except as otherwise provided in subdivision (f) of Section 10608.24.

"Gross Water Use" is the total volume of water, whether treated or untreated, entering the distribution system of an urban retail water supplier with certain acceptable exclusions. Gross water use is reported for each year in the baseline periods as well as 2020, the compliance year, in Table 4 of the SB X7-7 Verification Forms (Appendix F). The annual gross water values are the "total water into the system" reporting in the City's Public Water System Statistics reports. This reflects the volume of water entering the system. These values do not account for losses in the distribution system.

5.4 Baseline Daily Per Capita Water Use

The baseline daily per capita water use in each of the baseline years is calculated in Table 5 of the SB X7-7 Verification Form included in the 2015 UWMP (Appendix C) by dividing annual gross water use by annual service area population.

5.5 Baselines and Targets Summary

The Water Conservation Act of 2009 (SB X7-7) governs water conservation in California and requires water suppliers to increase water efficiency by decreasing per-capita consumption by a State mandated 20 percent by the year 2020.

As mentioned above a supplier may update the baseline and target water use if there were changes to their distribution area. Since there has been no change in water service area, the baseline and target gpcd values from the 2015 UWMP are utilized in this UWMP to determine compliance with the 2020 target.

Using the 10-year baseline, the City's water use target for 2020 must be 20 percent less than the baseline volume, resulting in 156 gpcd and a 2015 interim water use target of 187 gpcd to measure progress. Based on the 2015 UWMP, the gross water usage was 130 gpcd, which was below the interim water use target. Furthermore, Section 5.5.1 discusses the methodology in calculating the actual 2020 water use target.

Table 5.1 Baselines and Targets Summary

Baseline Period	Start Year	End Year	Average Baseline gpcd ⁽¹⁾	Confirmed 2020 Target ⁽¹⁾
10-15 year	2001	2010	195	179
5 Year	2003	2007	199	

Notes

(1) All values are in gpcd

5.5.1 Target Methods and Target Confirmation

10608.22. Notwithstanding the method adopted by an urban retail water supplier pursuant to Section 10608.20, an urban retail water supplier's per capita daily water use reduction shall be no less than 5 percent of base daily per capita water use as defined in paragraph (3) of subdivisions (b) of Section 10608.12. This section does not apply to an urban retail water supplier with a base daily per capita water use at or below 100 gallons per capita per day.

Four target methods have been developed, and identify the specific steps water suppliers shall follow to establish these targets. A brief description of each method, as well as the water use calculated using each methodology is included below, however the City utilized Method 3 to calculate their 2020 target, which is consistent with the 2015 UWMP.

5.5.1.1 Method 1 – 80 Percent of Base Daily Per Capita Water Use

Method 1 requires an urban water supplier to first determine the base daily per capita use. In order to determine the target using Method 1, 80 percent of the base daily per capita use (10-year base period) is calculated. Based on the 10-year baseline daily per capita use of 195 gpcd determined previously, the target use for Method 1 is 156 gpcd.

5.5.1.2 Method 2 – Performance Standards

Method 2 requires water suppliers to use baseline CII, indoor residential, and landscaped area water use to calculate a water use target. Based on the nature of the data required to determine a target using Method 2, it is not feasible for the City to use this methodology.

5.5.1.3 Method 3 – 95 Percent of Hydrologic Region Target

Method 3 requires water suppliers to use the hydrologic region target to calculate a water use target for 2020. In order to determine the target using Method 3, 95 percent of the region-specific conservation goal is calculated. Based on a target of 188 gpcd for the Tulare Lake Region, the Method 3 target is 95 percent of the target resulting in 179 gpcd.

5.5.1.4 Method 4 – Savings by Water Sector

Method 4 identifies water savings obtained through identified practices and subtracts them from the base daily per capita water use value identified for the water supplier. The water savings identified that can be used to reduce the base daily per capita water use value include:

- Indoor residential use savings.
- Metered savings (not applicable since City is fully metered).
- CII savings.
- Landscape and water loss savings.

To calculate the CII savings, a retail water supplier must have data for the entire baseline period used in the base daily per capita water use calculation. The City does not have metered CII usage data for the entire baseline.

5.6 2020 Compliance Daily Per Capita Water Use

10608.12(e) "Compliance daily per-capita water use" means the gross water use during the final year of the reporting period...

10608.20 (e) An urban retail water supplier shall include in its urban water management plan due in 2010 . . . compliance daily per capita water use, along with the bases for determining those estimates, including references to supporting data.

Compliance daily per-capita water use means the gross water use during the final year of the reporting period. Water suppliers are required to calculate their actual 2020 water use (2020 calendar year) and evaluate whether their per capita 2020 target use was met. Refer to Table 5.2 and SB X7-7 Table 9 for 2020 compliance. The City met the 2020 target of 179 gpcd in the year 2020 with an actual per capita water use of 133 gpcd. If consumption rates begin to rise, the City must implement additional conservation and/or efficiency measures to maintain below this target.

Table 5.2 2020 Compliance

Actual 2020 gpcd	Optional Adjustments to 2020 GPCD Enter "0" if no adjustment is made					2020 confirmed target gpcd ⁽¹⁾	Did Supplier Achieve Targeted Reduction for 2020?
	Extraordinary Events	Economic Adjustment	Weather Normalization	Total Adjustments	Adjusted 2020 gpcd		
133	0	0	0	0	133	179	Yes

Notes:

(1) All values are in gpcd.

Chapter 6

SYSTEM SUPPLIES

The UWMPA requires that the UWMP include a description of the agency's existing and future water supply sources for the next 20 years. The description of water supplies must include detailed information on surface water, groundwater, the groundwater basin, potential opportunities for desalination of groundwater and seawater, and detailed information on the agency's imported water.

6.1 Water Supply Overview

The City water supply is strictly from extracted groundwater. The City has 36 active groundwater wells that are located throughout the City limits that pump directly to the distribution system or to various water storage tanks. Figure 3-2 displays the City's distribution system, water storage tanks, and active groundwater wells.

6.2 Purchased or Imported Water

The City of Porterville does not import or purchase any raw or potable water for their public distribution system. The City has a total surface water allocation of approximately 2,039 ac-ft (664 MG). The City has acquired surface water rights in the amount of 468 shares from the Pioneer Water Company which is equivalent to approximately 1.5 ac-ft per share resulting in 236.5 MG. Additionally, the City has acquired approximately 14.5 ac-ft (4.7 MG) from Porter Slough Ditch Company and 1,300 ac-ft (423.6 MG) from Porterville Irrigation District. When available, the City purchases surface water supplies from nearby irrigation and water districts and utilizes for groundwater recharge. The City has been using their surface water allocation to augment their existing groundwater supply and to create a drought buffer during excessive extraction periods. Figure 6.1 shows the volume of surface water the City has used for groundwater recharge over the last ten years.

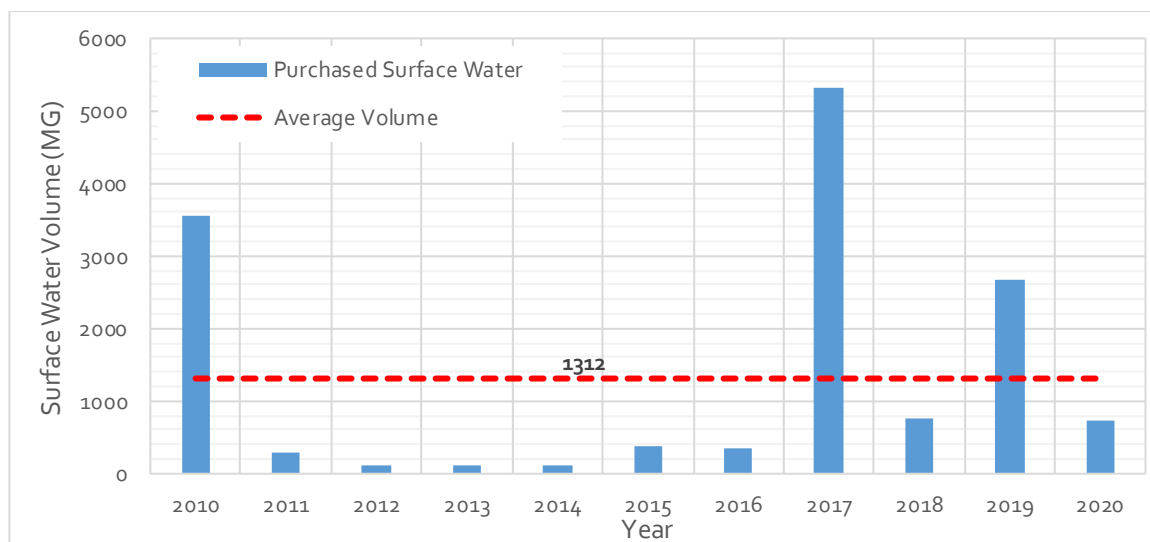


Figure 6.1 Purchased Surface Water Volume, MG (2010 – 2020)

6.3 Groundwater

The City of Porterville drinking water supply is solely from groundwater extraction wells. The City's groundwater supply is extracted using 36 active wells scattered throughout the water service area that pump directly into the water distribution system and surrounding above ground water storage tanks. Extracted groundwater is chlorinated at the wellheads to provide disinfectant residual in the distribution system.

6.3.1 Basin Description

10631 (b) If groundwater is identified as an existing or planned source of water available to the supplier, all of the following information shall be included in the plan:

(2) A description of any groundwater basin or basins from which the urban water supplier pumps groundwater.

The City's groundwater system is supplied from the east side of the Tule Sub-basin. The Tule sub-basin sits on a series of overlapping alluvial fan sedimentary deposits sourced from runoff from the Sierra Nevada mountain range east of the City. Near the City, the natural waterways that promote supply to the groundwater basin are Deer Creek and the Tule River. Tule River flow is managed by Lake Success for flood control and recreation at Lake Success located just east of the City. As described in the ETGSP, The Tule Subbasin consist of permeable sand and gravel layers, interbedded with low permeability silt and clay lenses. The transmissivity of the aquifer soils near the Tule River are high from loose soil river deposits. DWR records indicate that the groundwater elevation is approximately 300 feet below ground surface.

6.3.2 Groundwater Management

10631 (b) If groundwater is identified as an existing or planned source of water available to the supplier, all of the following information shall be included in the plan:

(1) A copy of any groundwater management plan adopted by the urban water supplier... or any other specific authorization for groundwater management.

Porterville is part of the Eastern Tule GSA which in part has outlined various projects and management actions that are to be taken by the City and the surrounding water purveyors to meet the groundwater sustainable yield goals set in the GSP. The adopted ETGSP is attached to this plan in Appendix G.

6.3.3 Overdraft Conditions

10631 (b)(2) For basins that have not been adjudicated, (provide) information as to whether the department has identified the basin or basins as overdrafted or has projected that the basin will become overdrafted if present management conditions continue, in the most current official departmental bulletin that characterizes the condition of the groundwater basin, and a detailed description of the efforts being undertaken by the urban water supplier to eliminate the long-term overdraft condition.

The Eastern Tule GSP, outlines that historically, the Tule Subbasin has been subject to overdraft conditions by excessive groundwater pumping. Per the GSP, overdraft is estimated to be approximately 61,000 acre-feet/year for the region within the ETGSA boundary. The ETGSP presents the need for a sustainable yield in order to address overdraft conditions in the future for the entire region. The Eastern Tule GSA has outlined management actions that are to be taken by the City and the surrounding water purveyors to meet the groundwater sustainable yield goals set in the GSP. The sustainable goals are intended to balance average annual inflows and outflows of water in the groundwater basin by 2040 so that negative change in storage does not occur after 2040 ultimately avoiding undesirable and potentially catastrophic conditions of the groundwater subbasins. The current sustainable yield for the City is calculated as 1.01 ac-ft/acre of the City's UDB. The City's extraction volume within its native sustainable yield and total precipitation allocation is approximately 17,355 AFY which is about 5,655 MG. The sustainable yield is subject to revision every year due to current drought conditions, groundwater use and supply management measures. These measures ultimately seek to achieve the following criteria:

- Increase available water supplies.
- Optimize existing water supplies.
- Decreased consumptive use of non-sustainable groundwater supplies to mitigate overdraft.
- Groundwater levels sustained to sustainable management criteria quantified in this Plan.
- Reduction or cessation of subsidence near critical infrastructure.
- Stabilized water quality for agronomic and municipal beneficial uses.
- Funding for local water management.
- Improved collection and management of water related data within the Agency.

The implementation of projects and management actions are expected to provide a collective benefit for not only the City but the surrounding users. In general project types and management actions that are considered to be implemented in the future fall under four groups:

1. Water Supply Optimization: Optimizing efficiencies in existing surface water or groundwater operations.
2. Surface Water Development: Developing new surface water supplies.
3. Managed Aquifer Recharge and Banking: Developing recharge and groundwater banking projects.
4. Agricultural Land Retirement: Projects related to fallowing agriculture land.

The project and management action categories provide a roadmap in reaching a sustainable water resource utilization on a regional basis which ultimately trickles down to the individual user. The GSP will develop improved practices in distributing, integrating, exchanging, recharging, and managing water supplies to create a sustainable environment for groundwater resources for the City and the surrounding areas.

6.3.4 Historical Groundwater Pumping

10631 (b) ...If groundwater is identified as an existing or planned source of water available to the supplier, all of the following information shall be included in the plan:

(3) A detailed description and analysis of the location, amount, and sufficiency of groundwater pumped by the urban water supplier for the past five years. The description and analysis shall be based on information that is reasonably available, including, but not limited to, historic use records.

The City of Porterville has historically relied on groundwater wells to supply its drinking water distribution system. The City has 36 active wells that are currently in service and are located throughout the City. Before 2014, the City's groundwater demand was much higher than it is today. For example, the groundwater supplied to the City averaged 4,150 MG between 2002 and 2014 and an average of 3,378 MG between 2015 and 2020. The severe drought of 2011 - 2017 drastically increased the City's conservation efforts ultimately leading to a decrease in groundwater pumping. The City's groundwater supply is summarized in Table 6.1.

Table 6.1 Retail: Groundwater Volume Pumped

☐	Supplier does not pump groundwater. The supplier will not complete the table below.					
☒	All or part of the groundwater described below is desalinated.					
Groundwater Type	Location or Basin Name	2016	2017	2018	2019	2020
Add additional rows as needed						
Alluvial Basin	Tule Subbasin	3,222	3,345	3,515	3,422	3,647
Total		3,222	3,345	3,515	3,422	3,647

6.4 Surface Water

The City of Porterville does not import or purchase any raw surface water from the nearby Friant-Kern Canal or from adjacent irrigation district for their public drinking water distribution system. The City does have surface water allocations from the Pioneer Water Company, Porter Slough Ditch Company, and Porterville Irrigation District which they use for groundwater recharge or recharge credits as water is available.

6.5 Stormwater

The City of Porterville's storm water collection system is a separated from the sanitary sewer collection system. The City stormwater collection system conveys captured runoff to retention/recharge basins or directly to flood channels that run throughout the City. There are two scales of stormwater which are potentially relevant to the City's water supply portfolios, the first is the hydrological dependent surface water supplies from runoff in the region. The second is the volume of stormwater captured in the City's collection system. The benefit of stormwater in the grand scheme of the City's water supply portfolio is minimal, therefore it is not further evaluated in their assessment and the City does not reuse stormwater for their potable water supply.

6.6 Wastewater and Recycled Water

The UWMPA requires that the UWMP address the opportunities for development of recycled water, including the description of existing recycled water applications, quantities of wastewater currently being treated to recycled water standards, limitations on the use of available recycled water, an estimate of projected recycled water use, the feasibility of said projected uses, and practices to encourage the use of recycled water.

6.6.1 Recycled Water Coordination

10633. The plan shall provide, to the extent available, information on recycled water and its potential for use as a water source in the service area of the urban water supplier. The preparation of the plan shall be coordinated with local water, wastewater, groundwater, and planning agencies that operate within the supplier's service area.

The City of Porterville 2020 Recycled Water Feasibility Study (RWFS) outlines various alternatives to provide recycled water for beneficial use to the surrounding area. The City has been coordinating with local irrigation and water districts investigating the potential demand for recycled water produced from the City's wastewater. The feasibility study concluded that the City's most beneficial use of recycled water was to provide three adjacent irrigation districts: Porterville Irrigation District (PID), Tea Pot Dome Irrigation District (TPDID), and Saucelito Irrigation District (SID) with tertiary treated disinfected recycled water to be used for unrestricted agricultural irrigation in exchange for surface water allocations. The City in turn plans to initiate the preliminary development of producing an advanced treatment recycled water facility in the near future as part of their Alternative Compliance Project for the California Central Valley (CV) Salts Program.

6.6.2 Wastewater Collection, Treatment Systems, and Disposal

10633. (a) (Describe) the wastewater collection and treatment systems in the supplier's service area, including a quantification of the amount of wastewater collected and treated and the methods of wastewater disposal.

The City of Porterville currently collects sanitary sewer from the City service area shown in Figure 3-1. The City owns and maintains approximately 2,728 manholes, 24 lift stations, 9,880 feet of force mains and 48.4 miles of gravity sewer pipes. The City also receives and treats wastewater from the Porter Vista Public Utilities District (PVPUD) from East Porterville.

The City of Porterville owns and operates the wastewater treatment facility (WWTF) which receives and treats all wastewater from residential, commercial, and industrial discharges within the City as well as from the Porterville State Hospital and the PVPUD. The WWTF is located west of the town center on the corner of N. Prospect St. and W. Morton Avenue near Veteran's Park. The City's WWTF was built in 1954 with a capacity of 1.8 million gallons per day (mgd) and upgraded to 4.0 mgd in 1978 to provide capacity for future growth and for the addition of existing developments which previously depended on individual disposal systems (septic tanks). In 1994 the WWTF was expanded to increase the average day maximum month flow (ADMMF) from 4.0 mgd to 8.0 mgd.

The City's WWTF Waste Discharge Requirement Order No. R5-2008-304 restricts the monthly average daily discharge to 5.3 mgd. The 2020 wastewater flows from the City's service area is summarized in Table 6.2. As shown in Table 6.2, the City contributed a total of 1,712 MG (4.69 mgd) of wastewater flow into the WWTP in 2020.

Table 6.2 Retail: Groundwater Volume Pumped

☒		There is no wastewater collection system. The supplier will not complete the table below.				
100		Percentage of 2020 service area covered by wastewater collection system (optional)				
		Percentage of 2020 service area population covered by wastewater collection system (optional)				
Wastewater Collection			Recipient of Collected Wastewater			
Name of Wastewater Collection Agency	Wastewater Volume Metered or Estimated?	Volume of Wastewater Collected from UWMP Service Area 2020	Name of Wastewater Treatment Agency Receiving Collected Wastewater	Treatment Plant Name	Is WWTP Located Within UWMP Area?	Is WWTP Operation Contracted to a Third Party?
City of Porterville	Metered	1,712	City of Porterville	City of Porterville Wastewater Treatment Facility	Yes	No
Total Wastewater Collected from Service Area in 2020:		1,712				

The existing WWTF provides activated sludge secondary treatment. The primary treatment process starts with the influent wastewater from the sewer collections system to the headworks which screens out large debris such as rags, trash, and other obstructions. Screened wastewater is pumped from the headworks pump station and through a Parshall flume to measure flow and then to an aerated grit chamber to collect smaller grit-like particles in the system. From the aerated grit chambers wastewater is sent to the primary clarifiers allowing additional solids to settle and some to float to the surface.

Following primary treatment process, wastewater is conveyed to the aeration basins where the activated sludge process begins. From the aeration basins, wastewater is then sent to the secondary clarifiers allowing the mixed liquor from the aeration basins to settle and it's either returned to the aeration basins or wasted to the dissolved air flotation thickeners (DAFT) for sludge thickening.

6.6.3 Wastewater Treatment and Discharge within Service Area

After the secondary treatment process, treated wastewater effluent is pumped to the reclamation area through a 4.5 miles pipeline to the southwest area of town center near the Porterville Municipal Airport where it is applied on the effluent irrigation areas or percolated into the ground via percolation basins. Sludge from the DAFT and primary clarifiers is sent to the anaerobic digester for processing to produce methane gas. From the digester, treated sludge is pumped from the biosolids transfer station located adjacent to the anaerobic digesters through a 4.5 mile pipeline to the sludge drying beds located near the City Municipal Airport. Once dry, biosolids are applied on the effluent irrigation areas as directed in the City's Biosolids Management Plan and annual Biosolids pre-application. Table 6.3 identifies the volume of treated wastewater either recycled or disposed of within the service area.

Table 6.3 Retail: Wastewater Treatment and Discharge within Service Area in 2020

☒ No wastewater is treated or disposed of within the UWMP service area. The supplier will not complete the table below.											
Wastewater Treatment Plant Name	Discharge Location Name or Identifier	Discharge Location Description	Wastewater Discharge ID Number (optional)	Method of Disposal	Does This Plant Treat Wastewater Generated Outside the Service Area?	Treatment Level	2020 Volumes				
							Wastewater Treated	Discharged Treated Wastewater(1)	Recycled Within Service Area(2)	Recycled Outside of Service Area	Instream Flow Permit Requirement
City of Porterville Wastewater Treatment Facility	City of Porterville Percolation Ponds and Reclamation Area	Adjacent to and southwest of the Porterville Airport	5D540107001	Land disposal	Yes	Secondary, Undisinfected	1,556	626	930	0	0
Total							1,556	626	930	0	0

Notes:

(1) Discharged Treated Wastewater volume is identified as water that is discharged to the City's groundwater percolation basins.

(2) Recycled within Service Area volume is water that is used as agricultural irrigation to City owned farmland

6.6.4 Recycled Water System Description

10633. (c) A description of the recycled water currently being used in the supplier's service area, including, but not limited to, the type, place, and quantity of use.

The City currently has a total of 880 acres available for biosolids application which includes a total of 630 acres within the reclamation area with the remaining 250 acres located in the City-owned dry-farmed area adjacent to the airport. Therefore, a total of 630 acres are available to receive effluent for irrigation and biosolids application. The City also utilizes approximately 48 acres of percolation ponds for groundwater infiltration which is also shown in. Figure 6.2 shows that average monthly effluent discharged to either the percolation ponds or the irrigation areas is approximately 130 MG. Typically, biosolid application and effluent irrigation is applied heavily during the summer months, May to September, and effluent is discharged to the percolation ponds for groundwater infiltration October through April.

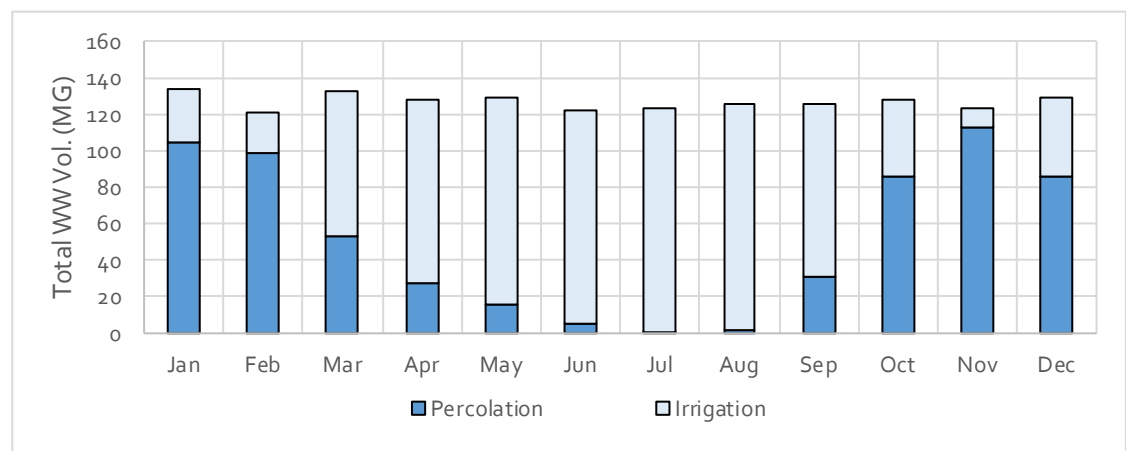


Figure 6.2 Average Treated Wastewater Effluent Discharged

6.6.4.1 Recycled Water Beneficial Uses

The range of beneficial uses of recycled water for the City are separated into five different reuse categories. Each category is listed below with a brief description in respect to the City's water system specifically.

Restricted Agricultural Reuse

Undisinfected secondary treated recycled water is discharged to City-owned agricultural property for the irrigation of fodder crops and percolation. This is the City's current recycled water program.

Unrestricted Agricultural

Water could be used to continue the City's existing recycled program as well as provide supply to districts close to the City.

Landscape Irrigation

Disinfected tertiary recycled water would be supplied to landscape irrigation users for domestic, commercial, and municipal properties within the vicinity of the existing WWTP or a recycled water distribution line.

Potable Reuse by Groundwater Replenishment

Recycled water meeting Title 22 requirements for advanced treatment beyond disinfected tertiary standards would be used for groundwater recharge by surface spreading in recharge basins. Groundwater percolation provides an environmental buffer with adequate retention time until groundwater is extracted using City's municipal wells.

Direct Potable Reuse

Potable reuse by raw water augmentation of the City's drinking water supply by comingling highly purified recycled water with surface water in a proposed surface water treatment plant. There is no environmental buffer to direct potable reuse, rather an engineered storage of the purified recycled water.

6.6.5 Potential, Current, and Planned Uses of Recycled Water

10633. (b) A description of the quantity of treated wastewater that meets recycled water standards, is being discharged, and is otherwise available for use in a recycled water project.

(d) A description and quantification of the potential uses of recycled water, including, but not limited to, agricultural irrigation, landscape irrigation, wildlife habitat enhancement, wetlands, industrial reuse, groundwater recharge, indirect potable reuse, and other appropriate uses, and a determination with regard to the technical and economic feasibility of serving those uses.

(e) The projected use of recycled water within the supplier's service area at the end of 5, 10, 15, and 20 years, and a description of the actual use of recycled water in comparison to uses previously projected pursuant to this subdivision.

As discussed in Section 6.6.4 – Recycled Water System Description, the City currently percolates undisinfected secondary treated wastewater effluent to designated groundwater infiltration basins and uses the same effluent as fodder crop irrigation heavily during the summer months. The City recently completed a 2020 Recycled Water Feasibility Study which analyzed the potential recycled water market within the City. The result of this Study has provided a recommendation for the City to provide unrestricted agricultural irrigation supply water (disinfected tertiary treated recycled water) to nearby irrigation districts (PID, TPDID, SID). The current and projected recycled water uses are summarized in Table 6.4. The projected recycled water volumes are based on the City's 2020 Recycled Water Feasibility Study.

The City plans to implement a WWTP denitrification upgrade as well as produce tertiary treated disinfected recycled water for unrestricted agricultural irrigation within the next 5 to 8 years. For this UWMP, it is assumed that by 2025 the City will be producing recycled water, however this is subject to change in the coming years. It is expected that the recycled water will be supplied to surrounding irrigation districts for distribution to customers with surface water exchange agreements in place for groundwater recharge as well as water supply augmentation via surface water treatment in the future. The recycled water feasibility study analyzed the total production of recycled water based on the 2040 projected plant effluent of 8.84 mgd (3,227 MG or 9,920 AFY). The surrounding irrigation districts who have preemptively agreed to accept recycled water would each on their own be able to consume the full amount of projected flow on a month-to-month basis, however contractual agreement negotiations have not occurred. The recycled water use projection for 2020 from the 2015 UWMP is compared to the 2020 actual use in Table 6.5. In the interim, the City's recycled water effluent volume is expected to increase with population and development growth within the UDB.

Table 6.4 Retail: Recycled Water Direct Beneficial Uses within Service Area

☐ Recycled water is not used and is not planned for use within the service area of the supplier. The supplier will not complete the table below.									
Name of Supplier Producing (Treating) the Recycled Water:				City of Porterville					
Name of Supplier Operating the Recycled Water Distribution System:				City of Porterville					
Supplemental Water Added in 2020 (volume)				None					
Source of 2020 Supplemental Water				N/A					
Beneficial Use Type	Potential Beneficial Uses of Recycled Water	Amount of Potential Uses of Recycled Water	General Description of 2020 Uses	Level of Treatment	2020	2025	2030	2035	2040
Agricultural Irrigation	Agricultural Irrigation	930	Irrigation of oats, hay, alfalfa, and corn in the summer months	Secondary, Undisinfected	930				
Other (Provide General Description)	Groundwater Percolation	626	Percolation into 50 acre ponds during winter months	Secondary, Undisinfected	626				
Agricultural Irrigation	Provide tertiary treated recycled water to surrounding irrigation districts	0	Not used in or before 2020	Tertiary	0	2,230	2,522	2,854	3,227
Total					1,556	2,230	2,522	2,854	3,227

Notes:

(1) Assuming implementation of recycled water treated facility utilizing 100 percent of City Treated Effluent.

Table 6.5 2015 UWMP Recycled Water Use Projection Compared to 2020 Actual

☒	Recycled water was not used in 2015 nor projected for use in 2020. The supplier will not complete the table below.	
Use Type	2015 Projection for 2020	2020 Actual Use
Agricultural Irrigation	974	1,556
Total	974	1,556

6.6.6 Actions to Encourage and Optimize Future Recycled Water Use

10633. The plan shall provide, to the extent available, information on recycled water and its potential for use as a water source in the service area of the urban water supplier... and shall include the following:

(g) A plan for optimizing the use of recycled water in the supplier's service area, including actions to facilitate the installation of dual distribution systems, to promote recirculating uses, to facilitate the increased use of treated wastewater that meets recycled water standards, and to overcome any obstacles to achieving that increased use.

The use of a recycled water facility to provide a drinking water supply through either offsetting potable water use for landscape irrigation, groundwater augmentation, or surface water comingling and treating has been rejected by the City. Due to the location and reclamation limitations of the City, advanced treatment and purification is an uneconomical solution due to the discharge requirements of an advanced treatment system. Being said, as discussed in the Recycled Water Feasibility Study, the City has begun the process in developing an expanded recycled water program to create a reliable unrestricted agricultural irrigation water supply in exchange for reliable surface water right exchanges that can potentially be used for a groundwater basin or feed a surface water treatment plant in the future. Table 6.6 shows the City's near future projected recycled water production.

Table 6.6 Retail: Methods to Expand Future Recycled Water Use

☐	Supplier does not plan to expand recycled water use in the future. Supplier will not complete the table below but will provide narrative explanation.		
6.6.4 - 6.6.6	Provide page location of narrative in UWMP		
Name of Action	Description	Planned Implementation Year	Expected Increase in Recycled Water Use ⁽¹⁾
Unrestricted Agricultural Irrigation	The WWTP would be upgraded to provide disinfected tertiary recycled water. The water could be used to irrigate the City's reclamation area or supplied to neighboring irrigation districts.	2025	2,230
Total			2,230

Notes:

(1) Expected increase is not an increase from 2020 to 2025, this value is the volume of expected recycled water use in 2025.

6.7 Desalinated Water Opportunities

10631(d). Describe the opportunities for development of desalinated water, including, but not limited to, ocean water, brackish water, and groundwater, as a long-term supply.

The City does not utilize any desalinated water for their domestic water supply.

6.8 Exchanges or Transfers

10631(d). Describe the opportunities for exchanges or transfers of water on a short-term or long-term basis.

The UWMPA requires the UWMP to address the opportunities for development of short or long-term transfer or exchange opportunities.

6.8.1 Exchanges or Transfers

Water exchanges entail water being delivered by one water user to another water user, with the receiving water user providing water in return at a specified time or when the conditions of the parties' agreements are met. As outlined in the Recycled Water Feasibility Study, if the City is providing irrigation water supply to nearby irrigation districts, the opportunity for Friant-Kern Canal (FKC) surface water exchanges with those irrigation districts is a likely possibility. This surface water would be used to feed groundwater recharge basins or a surface water treatment plant. Presently, the City does not have any exchange agreements with adjacent irrigation districts between FKC surface water and recycled water, however negotiations are expected to begin in the near future.

6.8.2 Emergency Interties

The City does not have any emergency interties with surrounding agencies. As mentioned in Section 6.3, the City's source of water is solely from groundwater wells and does not have any supplementary drinking water supply to its system.

6.9 Future Water Projects

10631(f)... The urban water supplier shall include a detailed description of expected future projects and programs that the urban water supplier may implement to increase the amount of the water supply available to the urban water supplier in normal and single dry water years and for a period of drought lasting five consecutive water years. The description shall identify specific projects and include a description of the increase in water supply that is expected to be available from each project. The description shall include an estimate with regard to the implementation timeline for each project or program.

As discussed in Section 6.6.5, the City intends to upgrade their existing WWTP and supporting effluent infrastructure to supply tertiary treated disinfected recycled water for unrestricted agricultural irrigation to nearby irrigation districts. This in turn will provide the opportunity for the City to enter into surface water exchange agreements with the irrigation districts surface water allocation for groundwater recharge from either the Friant Kern Canal. Ultimately this exchange enables the City to actively increase groundwater recharge efforts and potentially construct a surface water treatment plant in the future. Additionally, the City's anticipates the installation of three new wells on the west side of the UDB to provide an additional capacity up to 3.3 mgd to the potable water distribution system to reduce the supply deficit between the

maximum day demand (MDD) and the existing firm supply. The City's IMP also investigated the augmentation of their existing water supply portfolio with the addition of 12 new wells within the water service area to meet the 2040 projected future maximum day demands. The City plans to utilize these future water projects regardless of normal or consecutive drought years to expand their water system within their UDB to meet daily demands within their water service area. The City investigated the feasibility of a direct potable reuse water supply alternative in their 2020 RWFS. DPR includes combining highly treated recycled water with potable groundwater water to augment drinking water supply directly. The high cost of advanced treatment and the requirement to dispose of RO concentrate eliminated this alternative from the City's water supply portfolio alternatives. Table 6.7 presents the City's expected future water supply programs and their anticipated implementation time.

Table 6.7 Retail: Expected Future Water Supply Projects or Programs

☐	No expected future water supply projects or programs that provide a quantifiable increase to the agency's water supply. Supplier will not complete the table below.					
☐	Some or all of the supplier's future water supply projects or programs are not compatible with this table and are described in a narrative format.					
6.6.4 - 6.6.6 & 6.9	Provide page location of narrative in the UWMP					
Name of Future Projects or Programs	Joint Project with other suppliers?		Description (if needed)	Planned Implementation Year	Planned for Use in Year Type	Expected Increase in Water Supply to Supplier
	Y/N	Name of Agencies				
Add additional rows as needed						
Recycled Water	No	N/A	Tertiary treated disinfected unrestricted agricultural irrigation	2024 - 2025	All Year Types	0
Surface Water Exchange	Yes	Porterville Irrigation District Saucelito Irrigation District Teapot Dome Water District	Assuming a 1:1 exchange ratio of recycled water to surface water	TBD	All Year Types	1,556 – 3,227 ⁽¹⁾
Water Supply Improvements Installation of three (3) New Wells on west side	No	N/A	Install new groundwater extraction wells within City UDB ⁽²⁾	2021	All Year Types	5.1 mgd
2040 Water Supply Recommendations Installation of up to 12 new wells	No	N/A	Install up to 12 new wells to meet the 2040 future demand ⁽²⁾	TBD	All Year Types	20.4 mgd
Notes:						
(1) Volumes listed includes the range of flows from 2020 to 2040.						
(2) Porterville Integrated Master Plan Chapter 8 – Utility System Evaluation and Proposed Improvements						

6.10 Summary of Existing and Planned Sources of Water

10631 (b) Identify and quantify, to the extent practicable, the existing and planned sources of water available to the supplier over the same five-year increments described in subdivision (a), providing supporting and related information, including all of the following...

(b)(2) When multiple sources of water supply are identified, a description of the management of each supply in correlation with the other identified supplies.

(h) An urban water supplier that relies upon a wholesale agency for a source of water shall provide the wholesale agency with water use projections from that agency for that source of water in five-year increments to 20 years or as far as data is available. The wholesale agency shall provide information to the urban water supplier for inclusion in the urban water supplier's plan that identifies and quantifies, to the extent practicable, the existing and planned sources of water as required by subdivision (b), available from the wholesale agency to the urban water supplier over the same five-year increments, and during various water-year types in accordance with subdivision (f). An urban water supplier may rely upon water supply information provided by the wholesale agency in fulfilling the plan informational requirements of subdivisions (b) and (f).

6.10.1 Description of Supplies

As discussed in Section 6.3, 6.4, and 6.5, the City's main and only source of potable water is groundwater with undisinfected secondary treated recycled water used as restricted agricultural irrigation for fodder crops as a means of groundwater recharge and effluent disposal. In the future, the City Plans to expand its water supply portfolio by upgrading their existing WWTP to full tertiary treatment with disinfection to provide recycled water for unrestricted agricultural irrigation to surrounding irrigation districts in exchange for surface water rights for groundwater recharge and/or surface water treatment.

6.10.2 Quantification of Supplies

The actual source and volume of water for the year 2020 is presented in Table 6.8. With the implementation of Sustainable Groundwater Management Act (SGMA) and the acceptance of the ETGSP, groundwater supply availability in the Tule subbasin is quantified by the City's sustainable yield. As discussed in Section 6.3.2, the sustainable yield is the volume of water the City can safely extract from the aquifer without causing excessive overdraft conditions in the future. The City's 2020 Integrated Master Plan Water Supply Assessment investigates detailed water supply portfolio alternatives the City should consider in the future in order to diversify and expand its water supply. Presently, the City's groundwater volume is equivalent to the sustainable yield calculated in section 6.3.3. The City's projected 2040 extraction volume within its native sustainable yield and total precipitation allocation is approximately 17,355 AFY (5,655 MG) which is about 2,008 MG (6,162 AF) above existing pumping conditions. The recycled water quantification is simply the treated wastewater effluent volume that is available for percolation into the City's groundwater recharge ponds. The surface water (not desalinated) is the City's total surface water allocations from adjacent irrigation districts. Chapter 7 further discusses the supply and demand balance considering the supply fluctuations from drought conditions and variations in demand.

Table 6.8 Retail: Water Supplies — Actual

Water Supply	Additional Detail on Water Supply	2020		
		Actual Volume	Water Quality	Total Right or Safe Yield
Groundwater (not desalinated)	Tule Groundwater Subbasin	3,647	Drinking Water	5,655
Recycled Water	Disinfected Secondary Treated effluent from WWTP	1,556	Recycled Water	626 ⁽¹⁾
Surface Water (not desalinated)	Surface Water Allocation from Irrigation Districts	728	Other Non-Potable Water	664
Total		5,931		6,945

Notes:

(1) The Total or Safe Yield for recycled row lists the amount of recycled water that was percolated by the City in 2020

The projected water supply in 5-year increments is included in Table 6.9. For the City, the available water supply is projected based on estimated future demands. As discussed in Section 6.8, the surface water exchanges are assumed to be a 1:1 volume exchange ratio of tertiary treated disinfected recycled water to Friant Kern Canal delivered surface water, therefore as shown in Table 6.9, the recycled water volume is not listed since that would not offset potable water supply but would enable a surface water exchange. All surface water will be utilized in groundwater recharge.

Table 6.9 Retail: Water Supplies — Projected

Water Supply	Additional Detail on Water Supply	Projected Water Supply Report to the Extent Practicable <i>Reasonably Available Volume⁽¹⁾</i>				
		2025	2030	2035	2040	2045 (opt)
Groundwater (not desalinated)	Strictly groundwater pumping using existing City wells	5,655	5,655	5,655	5,655	-
Surface water (not desalinated)	From 1:1 exchange with nearby Irrigation Districts from Surface Water and Recycled Water Exchange. Not Treated, would be available for groundwater recharge	2,230	2,522	2,854	3,227	-
Surface water (not desalinated) ⁽²⁾	Purchased for groundwater percolation from PWC and PSDC	664	664	664	664	-
Total		8,549	8,841	9,173	9,546	-

Notes:

(1) The Reasonably Available volume was determined from the City of Porterville 2020 Integrated Master Plan groundwater Sustainable yield outlined in the ETGSP. This volume is subject to change over the coming years, however projected to 2040, remains at 5,655 MG per year or 17,355 AFY. The surface water via exchange with nearby irrigation districts is an assumed 1:1 exchange ratio with projected recycled water production volumes listed in the City's RWFS.

(2) Surface water allocation through Porter Slough Ditch Company, Porterville Irrigation District, and Pioneer Water Company

6.11 Special Conditions

This section describes any special conditions that could potentially affect the City's water supply presently or in the future.

6.11.1 Climate Change Effects

Increasing temperatures, drought conditions, and population growth will likely increase water demands for the City in the future. To augment the groundwater supply working towards both their GSP and General Plan goals, the City currently recharges treated wastewater effluent into groundwater percolation basins at their reclamation site near the municipal airport. In the future, the potential for surface water exchanges with nearby irrigation districts will add additional supply for groundwater recharge and potentially surface water treatment. Effects from climate change can potentially decrease the availability of surface water in the FKC given the allocation volumes therefore reducing the availability of surface water for the City's use and further reducing supplies. To investigate the effects of climate change on the projected averages of hydrologic parameters such as precipitation, snowfall, surface runoff, and temperature, the Cal-Adapt extended drought scenario tool was used to explore possible impacts resulting from climate change.

As discussed, the City's supply is completely dependent upon seasonal hydrologic conditions via precipitation in the valley or accumulated snowpack in the Sierra Nevada mountains. Cal-Adapt Extended Drought tool displays hydrologic data projected to specific date ranges of this upcoming century. Early Century is considered 2023 to 2042 and late century 2051 to 2070. This tool explores data for two 20-year drought scenarios, earlier and latter part of the century, derived from meteorological and hydrological simulations. Cal Adapt includes projected max/min temperatures, precipitation, evapotranspiration, snow water equivalent, and runoff values for a period of an extended drought period of up to 20 years. Data from the Cal-Adapt Extended Drought Tool was analyzed to summarize the potential impacts on water supplies related to climate change with respect to historical data. In summary, the model shows the effects from climate change can likely reduce the annual precipitation averages in future. Table 6.10 shows the projected hydrologic parameters listed in the model for the City's water service area. Appendix J includes additional informational outputs from the Cal-Adapt Extended Drought Simulation Tool.

Table 6.10 Cal-Adapt Hydrologic Parameter Projections

Hydrologic Parameter	Early Century Drought (2023–2042)	Late Century Drought (2051-2070)	Observed Historical
Max. Temperatures (°F)	82.0	85.6	77.2
Min. Temperatures (°F)	53.1	56.3	49.0
Precipitation (inches)	7.7	7.6	11.0
Evapotranspiration (inches)	5.5	6.6	9.4
Snow Water Equivalent (inches)	0.0	0.0	0.0
Runoff (inches)	0.5	0.5	0.8

6.11.2 Regulatory Conditions and Project Development

As discussed with the implementation of SGMA and the ETGSP, the City must strive to extract groundwater within their sustainable yield volume. Presently, the City is well beneath the quantified sustainable yield volumes and plans to expand groundwater production efforts for system reliability and augmentation to meet existing and future maximum day demands. Additionally, as development within the City continues, all new water service connections will require meters to monitor consumption and demands.

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Chapter 7

WATER SYSTEM RELIABILITY AND DROUGHT RISK ASSESSMENT

The UWMPA requires that the UWMP address the reliability of the agency's water supplies. This includes supplies that are vulnerable to seasonal or climatic variations. In addition, an analysis must be included to address supply availability in a normal year, a single-dry year and in five-consecutive years of drought.

10635 (a) Every urban water supplier shall include, as part of its urban water management plan, an assessment of the reliability of its water service to its customers during normal, dry, and multiple dry water years. This water supply and demand assessment shall compare the total water supply sources available to the water supplier with the long-term total projected water use over the next 20 years, in five-year increments, for a normal water year, a single dry water year, and a drought lasting five consecutive water years. The water service reliability assessment shall be based upon the information compiled pursuant to Section 10631, including available data from state, regional, or local agency population projections within the service area of the urban water supplier.

7.1 Constraints of Water Sources

10631 (b)(1) A detailed discussion of anticipated supply availability under a normal water year, single dry year, and droughts lasting at least five years, as well as more frequent and severe periods of drought, as described in the drought risk assessment. For each source of water supply, consider any information pertinent to the reliability analysis conducted pursuant to Section 10635, including changes in supply due to climate change

There are two aspects of supply reliability that can be considered. The first relates to immediate service needs and is primarily a function of the availability and adequacy of the supply facilities. The second aspect is climate-related and involves the availability of water during mild or severe drought periods. This section examines the reliability of the water supply available to the City.

7.1.1 Water Supply Quality

Appendix H contains the Annual Consumer Confidence Report (CCR) for the City's service area for the year 2020. The City's groundwater quality has been consistently good over the last ten years with the exception of moderately high nitrate concentrations in some areas due to historical irrigation practices. The City shallow wells (less than 300 feet deep) show increased nitrate concentrations over the last 12 years, however the elevated levels ranged between 3.6 to 6.8 milligrams per liter (mg/L) which is still below the MCL. As for the deeper City wells,

(>300 feet), the nitrate concentrations ranged from 1 to 5.5 mg/L, however it is expected that the increased influence in nitrate concentration is from downward flow of shallow groundwater to greater depths when water levels were deeper. The City has the opportunity to improve the groundwater quality by avoiding construction of new wells near the surface water features throughout the City to enable effective groundwater recharge as well as groundwater recharge from surface water application on sandy soil areas typically adjacent to the Tule River.

7.1.2 Climate

The constraints to the City's water source is discussed in Section 4.6 and 6.3.

7.1.3 Potential Alternative Sources

As discussed in Chapter 6, presently the City's existing water supply is sourced solely from groundwater. The City also received surface water allocations from the Pioneer Water Company, Porter Slough Ditch Company, and Porterville Irrigation District that are utilized for groundwater recharge. When surplus surface water allocations are available the City purchases additional surface water from nearby irrigation districts for additional groundwater recharge. The City's IMP outlines the need for the City to increase its groundwater water supply through expansion of their existing well system as well as groundwater recharge from surface water right exchanges with adjacent irrigation districts. Ultimately, the access to surface water gives the City the opportunity to investigate a surface water treatment plant in the future. As discussed in Section 6.9, the City rejected the DPR water supply alternative in their RWFS.

7.2 Water Supply Reliability by Type of Year

This section considers the City's water supply reliability during three water scenarios: average year, single-dry year, and five-consecutive-year drought. An average year is also referred to as a "normal" year.

These scenarios are defined as follows:

- **Average year:** a year, or an averaged range of years, that most closely represents the average water supply available to the City. Generally, a year that represents the average precipitation on record. Based on the historic DWR precipitation records from 1988 to 2020, calendar year 2015 best characterizes average year condition.
- **Single-dry year:** The year that represents the lowest water supply available to the City in a single year. Based on historic DWR precipitation records from 1988 to 2020, the calendar year 2013 best characterizes single dry year conditions.
- **Five-Consecutive-Year Drought:** the period that represents the driest five-year historical sequence for the City. Generally considered to be the lowest average runoff for a five-consecutive-year period. Based on historic DWR precipitation records from 1988 to 2020, the period from 2011 through 2015 best characterizes the five-year consecutive drought conditions.

7.2.1 Methodology

In the event of single and multiple dry years, reduced rainfall results in less groundwater recharge. The ETGSP has determined sustainable yields for the time being of the City of Porterville with respect to other agencies who utilize the Tule groundwater basin. The ETGSP determines the City's sustainable yield from the Tule groundwater is about 17,355 AFY (5,655 MG), this volume is subject to change annually based on current drought conditions and

City usage. The volume is assumed to be projected to 2040 to represent the City's sustainable yield to 2040. Currently and historically, the City's demand is below the sustainable yield limit. In past period of drought, the City has met water demands with their existing groundwater supply, however water restrictions were set in place to reduce impacts on the existing well and distribution infrastructure and to alleviate strained groundwater elevations from dropping below existing wells.

7.2.2 Basis of Water Year Data

The specific years identified for average, single-dry, and five-consecutive-year drought presented in Table 7-1 were developed based on historical DWR runoff records for the City of Porterville and the availability of City's records. The historic per capita demand is shown in Figure 7.1.

Table 7.1 Retail: Basis of Water Year Data (Reliability Assessment)

Year Type	Base Year	Available Supplies if Year Type Repeats	
		☐	Quantification of available supplies is not compatible with this table and is provided elsewhere in the UWMP. Location _____
		☒	Quantification of available supplies is provided in this table as either volume only, percent only, or both.
		Volume Available	Percent of Average Supply
Average Year	2015	3,117	100
Single-Dry Year	2013	4,276	137%
Consecutive Dry Years 1st Year	2011	3,955	127%
Consecutive Dry Years 2nd Year	2012	4,220	135%
Consecutive Dry Years 3rd Year	2013	4,276	137%
Consecutive Dry Years 4th Year	2014	3,877	124%
Consecutive Dry Years 5th Year	2015	3,117	100%

The years chosen to represent the dry-year scenarios were determined by examining precipitation records from DWR Success Lake (SCC) precipitation gage with historical data ranging from 1988 to 2020. The total precipitation average of the historical data shows 2015 as an average year for the City's water supply. The per capita water demand in 2015 was 130 gpcd. Figure 7.1 shows the average demand from 2015 to 2020 is around 130 gpcd as well as conservation efforts and customer water use behavior has changed as a result of the last major drought period from 2011 to 2017. 2013 shows the lowest single year precipitation therefore representing the single-dry year type with a per-capita water demand of 179 gpcd. The single dry year demand shows to be approximately 27-percent higher than the average per capita demand as a result of increased water usage from dry conditions. The historical precipitation records show the lowest average consecutive precipitation between 2011 and 2015. The average per capita demand between 2011 and 2015 starts at 163 gpcd in 2011 and peaks at 170 gpcd in 2013 and ending at 130 gpcd in 2015 as conservation efforts were implemented by the City to reduce demands. The City's demand has historically been covered completely by groundwater through all year types with fluctuation in demands as conservation efforts are set in place.

For conservation planning, demands were not increased for the single dry-year since the value in 2013 is significantly higher than the present per capita demand between 2015 and 2020. Additionally for the five-year consecutive dry condition, demands were not reduced due in part they are much higher than the present day demands and already represent a conservative planning approach to the City.

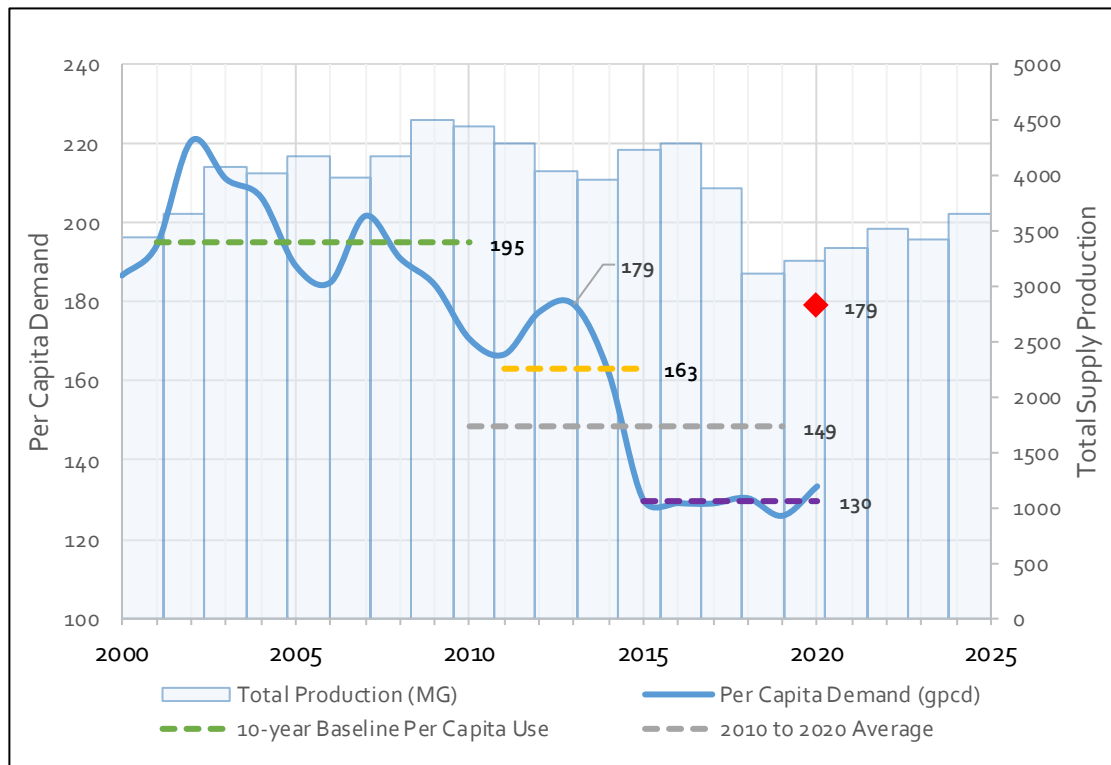


Figure 7.1 Average Demand from 2015 to 2020

7.3 Water Service Reliability Assessment

10635(a). Every urban water Supplier shall include, as part of its urban water management plan, an assessment of the reliability of its water service to its customers during normal, dry, and multiple dry water years. This water supply and demand assessment shall compare the total water supply sources available to the water supplier with the long-term total projected water use over the next 20 years, in five-year increments, for a normal water year, a single dry water year, and a drought lasting five consecutive water years. The water service reliability assessment shall be based upon the information compiled pursuant to Section 10631, including available data from state, regional, or local agency population projections within the service area of the urban water supplier.

The projected demand and supplies are compared in 5-year increments in Table 7.2, Table 7.3, and Table 7.4.

7.3.1 Water Service Reliability - Normal Year

Table 7.2 provides an estimate of the projected normal year supply and demand totals. Demands are projected to increase to 8,322 MG in 2040. Under average year conditions the City will meet the majority of their demand with groundwater up to the sustainable yield allocation volume of the basin as well as the anticipated groundwater recharge through available surface water exchanges with nearby irrigation districts and surface water allocations already possessed by the City. The demand total for Table 7.2 shows the average year demand for only the potable water demand with the existing groundwater supply in addition to surface water recharge.

Table 7.2 Retail: Normal Year Supply and Demand Comparison – Potable and Non-Potable

	2025	2030	2035	2040
Supply Totals ⁽¹⁾	8,542	8,834	9,166	9,539
Demand Totals ⁽²⁾	5,731	6,497	7,337	8,322
Difference	2,812	2,337	1,829	1,217

Notes:

(1) Supply total assumes a 1:1 surface water exchange with recycled water with surrounding irrigation districts utilizing projected recycled water volumes as shown in the 2020 RWFS.

(2) Demands include drinking water from Table 4-3

7.3.2 Water Service Reliability - Single-Dry Year

Table 7.3 provides an estimate of the projected single-dry year supply and demand totals. Demand reductions due to water shortage stage rationing measures are not included in the single-dry year demand estimates.

As described in Section 7.2.2, the single-dry year demand was not increased since it is 27-percent greater than the average year and the 2015 to 2020 average water demand, therefore presenting an automatic conservative estimate with respect to current demands. This planning demand is consistent with the City's 2020 IMP per capita water demand.

The surface exchanges were assumed to be 100 percent allocation from the FKC being that years prior to this single-dry year were hydrologically normal therefore reservoir levels were able to accommodate United States Bureau of Reclamation (USBR) water contractor demands. The surface water volume was based on a 40 percent ratio of extracted groundwater to metered wastewater effluent. The recycled water volumes were directly exchanged for surface water through the FKC to be used for groundwater recharge augmenting the basin. With the augmented groundwater supply, the City has a sufficient available volume to meet projected demands during the single dry year condition.

Table 7.3 Retail: Single Dry Year Supply and Demand Comparison

	2025	2030	2035	2040
Supply Totals ⁽¹⁾	8,345	8,589	8,862	9,168
Demand Totals ⁽²⁾	4,789	5364	6,007	6,728
Difference	3,556	3,225	2,855	2,440

Notes:

(1) Supply total assumes a 1:1 surface water exchange with recycled water with surrounding irrigation districts utilizing projected recycled water volumes as shown in the 2020 RWFS and a 100 MG per year groundwater recharge similar to historical City practices.

(2) Demands include potable water only with a 12% growth rate.

7.3.3 Water Service Reliability – Five-Consecutive-Year Drought

Table 7.4 provides an estimate of the projected five-consecutive-year drought supply and demand totals. Similar to the single dry year, the water demands were not adjusted since they represent a conservative estimate in comparison to the City's present day water use. The water demand during consecutive dry years is represented by the water demand between 2011 and 2015. The highest demand increase was a 6 percent increase from 2011 to 2012 and a 1 percent increase from 2012 to 2013. From the third year (2013) demands significantly reduce by 10 percent in above 2014 and by 20 percent in 2015.

Since the City has historically met all water needs regardless of hydrologic condition by groundwater and are still below their sustainable yield, the supply for all years included groundwater extraction to meet demand and groundwater recharge from the City's existing allocation and surface water exchanges for recycled water with the nearby irrigation districts to increase supply. Similar to section 7.3.2, the surface water exchange volume was assumed to be 40 percent of the extracted groundwater and exchanged at a 1:1 ratio with surface water. It was assumed that the FKC allocation for surface water was 100 percent for the first year, 80 percent for the second year, 75 percent for the third year and was reduced to 50 percent for the fourth and fifth years. It was also assumed that groundwater recharge followed the same allocations as surface water percentages and was a portion of the City's total allocation of 664 MG.

From the data shown in Figure 7.1, the reduction in demands between 2013 and 2015 is from the implementation of conservation efforts set by the City and continue to progress with a similar average demand to 2020 as a result of passive water conservation efforts by the customers.

Table 7.4 Retail: Multiple Dry Years Supply and Demand Comparison

		2025	2030	2035	2040
First Year	Supply Totals	8,542	8,834	9,166	9,539
	Demand Totals	4,430	4,961	5,556	6,223
	Difference	4,113	3,873	3,610	3,316
Second Year	Supply Totals ⁽¹⁾	8,012	8,245	8,511	8,809
	Demand Totals	4,726	5,294	5,929	6,640
	Difference	3,285	2,952	2,582	2,168
Third Year	Supply Totals ⁽¹⁾	7,879	8,098	8,347	8,626
	Demand Totals	4,789	5,364	6,007	6,728
	Difference	3,090	2,734	2,340	1,898
Fourth Year	Supply Totals ⁽¹⁾	7,215	7,361	7,528	7,714
	Demand Totals	4,342	4,863	5,447	6,101
	Difference	2,873	2,498	2,081	1,613
Fifth Year	Supply Totals ⁽¹⁾	7,215	7,361	7,528	7,714
	Demand Totals	3,491	3,910	4,379	4,905
	Difference	3,724	3,451	3,148	2,809

Notes:

(1) FKC allocations to water contractors: 100 percent first year, 80 percent second year, 75 percent third and 50% fourth, and fifth years. Groundwater recharge from surface water allocations from Porterville Irrigation District, Pioneer Water Company, and Porter Slough Ditch Company

7.3.4 Description of Management Tools and Options

10620(f). An urban water supplier shall describe in the plan water management tools and options used by that entity that will maximize resources and minimize the need to import water from other regions.

Currently, the City of Porterville solely utilizes local groundwater supplies to meet potable water demands. The City plans to continue to use groundwater as its main water supply with groundwater recharge using surface water in the near future. Details of the groundwater recharge potential is discussed in Section 6.8 and 6.9

7.3.5 Seismic Risk Assessment and Mitigation Plan

10632.5(c). An urban water supplier may comply with this section by submitting, pursuant to Section 10644, a copy of the most recent adopted local hazard mitigation plan or multihazard mitigation plan under the federal Disaster Mitigation Act of 2000 (Public Law 106-390) if the local hazard mitigation plan or multihazard mitigation plan addresses seismic risk.

The Central San Joaquin Valley has an unlikely chance of seismic risk due to the soil type and the vicinity of active faults, however the risk is still possible for a significant seismic event to affect the City's water assets. The Kern Canyon Fault Zone and the Owens Valley Faults are the only two fault systems that run through Tulare County that are reported by the United States Geological Survey (USGS), however the Kern Canyon Fault has been inactive since the 1930's. Additionally, the State's largest fault system, the San Andres Fault, is not within Tulare County, but is nearby the western border. The largest earthquake ever recorded nearest to the City was a magnitude 5.0 in 1915. Being within Tulare County, Porterville is included within the Tulare County Multi-Jurisdictional Local Hazard Mitigation Plan (MJLHMP) as a participating agency.

The MJLHMP identifies Tulare County vulnerabilities to earthquakes as small since the County is not in a high hazard area for earthquakes. The MJLHMP provides mitigation goals and actions for participating communities within the Plan. The 5 goals of the MJLHMP are listed below:

- Goal 1: Protect life, property, and reduce potential injuries from natural, technological, and human-caused hazards.
- Goal 2: Improve public understanding, support and need for hazard mitigation measures
- Goal 3: Promote disaster resistance for the County's natural, existing, and future built environment.
- Goal 4: Strengthen partnerships and collaboration to implement hazard mitigation activities.
- Goal 5: Enhance the County's ability to effectively and immediately respond to disasters.

The mitigation measures associated with Earthquake risks and their corresponding hazard mitigation goals are listed in Table 7.6 below. The entire hazard mitigation list for all hazards are included in Table 6.2 of the MJHMP in Appendix L.

Table 7.5 County-Specific Mitigation Strategies for Earthquake Hazards

Goal	Strategy Number	Mitigation Strategy
1	1-1	Create a GIS-based pre-application review for new construction and major remodels of residential and/or non-residential structures in hazard areas, such high and/or very high wildfire areas.
1	1-2	Continue to integrate the Tulare County MJLHMP, in particular the hazard analysis and mitigation strategy sections, into local planning documents, including general plans, emergency operations plans, and capital improvement plans.
1	1-3	Permit development only in areas where the potential danger to the health and safety of people and property can be mitigated to an acceptable level.
1	1-4	Continue to designate areas with a potential for significant hazardous conditions for open space, agriculture, and other appropriate low intensity uses.
1	1-5	Except as otherwise allowed by State law, ensure that all new buildings intended for human habitation are designed in compliance with the latest edition of the California Building Code, California Fire Code, and other adopted standards based on risk (e.g., seismic hazards, flooding), type of occupancy, and location (e.g., floodplain, fault).
1	1-7	Continue to evaluate areas to determine levels of earthquake risk.
1	1-8	Continue to discourage construction and grading on slopes in excess of 30%
1	1-9	Request Federal and State financial assistance to implement corrective seismic safety measures required for existing County buildings and structures.
1	1-10	Do not permit any structure for human occupancy to be placed within designated Earthquake Fault Zones (pursuant to and as determined by the Alquist-Priolo Earthquake Fault Zoning Act; Public Resource code, Chapter 7.5) unless the specific provision of the Act and Title 14 of the California Code of Regulations have been satisfied.
1	1-11	Discourage the location of new schools in areas designated for agriculture, unless the School District agrees to the construction and maintenance of all necessary infrastructure impacted by the project.
1	1-43	Continue to create, revise, and maintain emergency plans for the broad range of natural and human-made disasters and response activities that could foreseeably impact the County. This shall include, but not be limited to, flooding, dam failure, extreme weather, evacuation/transportation, mass care and shelter, and animal evacuation and sheltering.
1	1-60	Seismically retrofit or replace County and local ramps and bridges that are categorized as structurally deficient by Caltrans, are located in high ground shaking areas, and/or are necessary for first responders to use during and/or immediate after a disaster or emergency.
2	2-1	Continue to promote awareness and education among residents regarding possible natural hazards, including soil conditions, earthquakes, flooding, fire hazards, and emergency procedures.

Goal	Strategy Number	Mitigation Strategy
4	4-3	Coordinate emergency response with local, State, and Federal governmental agencies, community organizations, volunteer agencies, and other response partners during emergencies or disasters using the California Standard Emergency Management System and the National Incident Management System.
4	4-4	Participate in established local, State, and Federal mutual aid systems. Where necessary and appropriate, the County shall enter into agreements to ensure the effective provision of emergency services, such as mass care, heavy rescue, hazardous materials, or other specialized function.
5	5-2	Require, where feasible, road networks (public and private) to provide for safe and ready access for emergency equipment and provide alternate routes for evacuation.

7.4 Drought Risk Assessment

10635(b) Every urban water supplier shall include, as part of its urban water management plan, a drought risk assessment for its water service to its customers as part of information considered in developing the demand management measures and water supply projects and programs to be included in the urban water management plan. The urban water supplier may conduct an interim update or updates to this drought risk assessment within the five-year cycle of its urban water management plan update. The drought risk assessment shall include each of the following...

(3) A comparison of the total water supply sources available to the water supplier with the total projected water use for the drought period. [Emphasis added]

(4) Considerations of the historical drought hydrology, plausible changes on projected supplies and demands under climate change conditions, anticipated regulatory changes, and other locally applicable criteria.

CWC Section 10635(b) is a new requirement for the 2020 UWMPs where suppliers are required to prepare a DRA with descriptions of data and methods used, basis for the supply shortage conditions, determination of the reliability of sources, and a comparison of the total water supplies and uses during the drought. The DRA will be submitted every five years in addition to conducting an annual water supply and demand assessment. Evaluation for the DRA is based on the five dry years with consideration of climate changes, regulations, and other local criteria. In the event of stressed hydrologic conditions, suppliers will consider management of their water supplies in relation to customer usage, identify potential system vulnerabilities, and provide explanations of assumptions and decisions on which the analysis was based.

A summary of the City's water supply drought risk assessment from 2021 through 2025 is summarized in Table 7.6. As discussed, the City presently and historically has met all of their demands from groundwater and actively uses surface water allocations for groundwater recharge. Groundwater recharge is not assumed to be a WSCP planned action since it's the City's status quo. Additionally, the City is still well below their sustainable yield value as indicated in the ETGSP therefore there is sufficient supply to meet anticipated demands within the next five years. The DRA report is included in Appendix J, which included additional details regarding potential supply vulnerabilities.

Table 7.6 Five-Year Drought Risk Assessment Tables to Address CWC Section 10635(b)

2021	Total
Gross Water Use	3,738
Total Supplies	7,882
Surplus/Shortfall without WSCP Action	4,144
Planned WSCP Actions (use reduction and supply augmentation)	
WSCP - supply augmentation benefit	N/A
WSCP - use reduction savings benefit	N/A
Revised Surplus/(shortfall)	N/A
Resulting percent Use Reduction from WSCP action	4,144
2022	Total
Gross Water Use [Use Worksheet]	3,832
Total Supplies [Supply Worksheet]	7,837
Surplus/Shortfall without WSCP Action	4,005
Planned WSCP Actions (use reduction and supply augmentation)	
WSCP - supply augmentation benefit	N/A
WSCP - use reduction savings benefit	N/A
Revised Surplus/(shortfall)	N/A
Resulting percent Use Reduction from WSCP action	4,005
2023	Total
Gross Water Use [Use Worksheet]	3,927
Total Supplies [Supply Worksheet]	7,856
Surplus/Shortfall w/o WSCP Action	3,928
Planned WSCP Actions (use reduction and supply augmentation)	
WSCP - supply augmentation benefit	N/A
WSCP - use reduction savings benefit	N/A
Revised Surplus/(shortfall)	N/A
Resulting percent Use Reduction from WSCP action	3,928
2024	Total
Gross Water Use [Use Worksheet]	4,026
Total Supplies [Supply Worksheet]	7,791
Surplus/Shortfall without WSCP Action	3,665
Planned WSCP Actions (use reduction and supply augmentation)	
WSCP - supply augmentation benefit	N/A
WSCP - use reduction savings benefit	N/A
Revised Surplus/(shortfall)	N/A
Resulting percent Use Reduction from WSCP action	3,665

2025	Total
Gross Water Use [Use Worksheet]	4,126
Total Supplies [Supply Worksheet]	7,215
Surplus/Shortfall without WSCP Action	3,089
Planned WSCP Actions (use reduction and supply augmentation)	
WSCP - supply augmentation benefit	N/A
WSCP - use reduction savings benefit	N/A
Revised Surplus/(shortfall)	N/A
Resulting percent Use Reduction from WSCP action	3,089

7.5 Regional Supply Reliability

10620 (f) an urban water supplier shall describe in the plan water management tools and options used by that entity that will maximize resources and minimize the need to import water from other regions.

As described in Chapter 6, the City does not utilize imported water within its service area for domestic use. The City uses imported surface water only for groundwater recharge. In the near future, the City intends to utilize imported surface water exchanges with recycled water for groundwater augmentation projects. Currently, negotiations and agreements with nearby irrigation districts have not been initiated. The future groundwater recharge efforts by the City are intended to reduce the impacts to the groundwater basin from over drafting conditions and to increase the reliability of the groundwater basin for continued use by the City in the future. The potential to utilize the surface water received via exchanges may also be utilized for a surface water treatment facility in the future by the City to further diversify their water supply portfolio.

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Chapter 8

WATER SHORTAGE CONTINGENCY PLAN

In response to the severe drought of 2012-2016, new legislation in 2018 created a Water Shortage Contingency Plan (WSCP) mandate replacing the water shortage contingency analysis under former law. The new requirements are more prescriptive to drive consistency throughout California.

The City has an existing Water Conservation Plan (WCP), which serves as the WSCP and is a stand-alone document. The WCP is included in Appendix I of this Urban Water Management Plan (UWMP). Because the WSCP is separate from the UWMP, it can be amended as needed without amending the 2020 UWMP.

To fulfill the requirements of California Water Code (CWC) § 10632, the WSCP includes the following required elements in addition to details unique to the City's supply, location, and service area characteristics:

- Water Supply Reliability and Drought Risk Assessment.
- Annual Water Supply and Demand Assessment Procedures.
- Six Standard Water Shortage Levels.
- Shortage Response Actions.
- Communication Protocols.
- Compliance and Enforcements.
- Legal Authorities.
- Financial Consequences of WSCP Activation.
- Monitoring and Reporting.
- WSCP Refinement Procedures.
- Special Water Feature Distinction.
- Plan Adoption, Submittal, and Availability.

8.1 Water Supply Reliability and Drought Risk Assessment

A Drought Risk Assessment (DRA), which includes the following components, is considered as part of the water supply reliability assessment:

- Description of the data, methodology, and basis for the supply shortage conditions for a drought period lasting five consecutive water years, starting from the year following the assessment year.
- Determination of the reliability of each water supply source under a variety of water shortage conditions.
- Total available water supply sources compared with total projected water use for the drought period.
- Considerations of historical drought hydrology, plausible changes to projected supplies and demands under climate change conditions, anticipated regulatory changes, and other locally applicable criteria.

Chapter 7 of the UWMP provides a DRA based on five consecutive dry years from 2021 through 2025. The DRA shows that the highest projected demand for both the single dry year and multiple dry year scenarios was 6,728 MG in 2040. With the City's continuous groundwater recharge activities, passive water conservation efforts already implemented in their conservation mandates, and the anticipated expansion of their surface water allocation with the upgrade of their existing WWTP to produce recycled water for unrestricted agricultural use, the City's supply portfolio is well beyond the projected demand and falls within their anticipated sustainable yield of 5,655 MG. The City presently and historically has met all their demands from groundwater. Additionally, the City is still well below their sustainable yield value and actively augments their supply by groundwater recharge. There is sufficient supply to meet projected demands within the next five years. The DRA report, included in Appendix J of the UWMP, includes additional details regarding potential supply vulnerabilities.

8.2 Annual Water Supply and Demand Assessment Procedures

10632.1 An urban water supplier shall conduct an annual water supply and demand assessment pursuant to subdivision (a) of Section 10632 and, on or before July 1 of each year, submit an annual water shortage assessment report to the department with information for anticipated shortage, triggered shortage response actions, compliance and enforcement actions, and communication actions consistent with the supplier's water shortage contingency plan...

10632(a)(2) The procedures used in conducting an annual water supply and demand assessment that include, at a minimum, both of the following: (A) The written decision-making process that an urban water supplier will use each year to determine its water supply reliability. (B) The key data inputs and assessment methodology used to evaluate the urban water supplier's water supply reliability for the current year and one dry year, including all of the following...

As required by CWC § 10632.1, the City must conduct a Water Supply and Demand Assessment (Annual Assessment) and must submit an annual Water Shortage Assessment Report (WSAR) based on that Annual Assessment on or before July 1 of each year starting in 2022. The focus of the Annual Assessment is based on actual forecasted near-term water supply conditions (over the next 12 months) to ensure appropriate shortage response actions are triggered in a timely manner with expected outcomes. The annual WSAR must contain information on any anticipated shortages, triggered shortage response actions, compliance and enforcement actions, and communication actions consistent with the City's WSCP. The Annual Assessment will be conducted using the procedures and methods detailed in Appendix Q of the Department of Water Resources (DWR) UWMP guidance document. As required by CWC § 10632(a)(2), the procedures must include the elements detailed in the following sections.

8.2.1 Decision-Making Process

The City's decision-making process for determining water supply reliability each year will be included in the WSAR:

1. City staff makes the determination that water supply conditions warrant a change in water shortage level.
2. City staff presents a request to the City Council for their approval of the change in water shortage level.

3. City staff monitors production capacity in order to make a determination on recommendations for moving from one water shortage level to the next. The decision to change water shortage levels will be based on a combination of surface water supplies, weather conditions, trends in water usage, groundwater levels, and well yield.
4. If efforts to reduce consumption in one water shortage level are not sufficient, then the next water shortage level is implemented. This progression continues until the highest water shortage level is reached.

8.2.2 Data Inputs and Water Supply Reliability Assessment Methodology

The following data inputs and assessment methodologies used to evaluate the City's water supply reliability for the current year and one dry year will be included in the WSAR.

- **Current Year Unconstrained Demand** - Procedures for determining anticipated customer water needs for the current year considering factors like weather, growth, and policies to manage current supplies. This matches the methodology presented in Chapter 4 of the UWMP for projecting demand and allows for real-time adjustments to account for weather, prior-year conditions, anticipated new demands, land use, and customer use patterns.
- **Current Year Available Supply** - Procedures for evaluating current year available water supply considering factors like groundwater recharge, hydrological and regulatory conditions in the current year and one dry year, hydrologic forecasting, and restrictions based on prior year availability and use. Each year's assessment is informed by characterizations in Chapter 6 of the UWMP.
- **Infrastructure Capabilities and Constraints** - Procedures to evaluate how existing capabilities and constraints may affect ability to deliver supplies to meet expected customer use needs in current year and one dry year. This would include anticipated capital projects to add capacity, or upcoming repairs or maintenance that may constrain capabilities, for example.
- **Locally Applicable Criteria and Other Factors** - Local criteria and how the City use it for the Annual Assessment; Local factors that can influence or disrupt supplies.

8.2.3 Description and Quantification of Each Water Supply Source

Chapter 6 of the UWMP provides a detailed description of the City's existing water supply and estimated future water supply sources over the next 20 years. The City's sole source of water supply is strictly groundwater. The City has historically relied on groundwater wells to supply its drinking water distribution system. The City has 36 active wells that are currently in service and are located throughout the City. The City's groundwater supply is summarized in Table 8.1.

Table 8.1 **Retail: Groundwater Volume Pumped (MG)**

Groundwater Type	Location or Basin Name	2016	2017	2018	2019	2020
Alluvial Basin	Tule Subbasin	3,222	3,345	3,515	3,422	3,647
Total		3,222	3,345	3,515	3,422	3,647

The City's water supply is quantified by adding sustainable yield plus groundwater recharge.

The City has plans to produce recycled water that it will both use for landscape irrigation and provide to nearby irrigation districts in exchange for surface water from the Friant-Kern Canal. It is the City's expectation that the exchange rate will be 1:1. Surface water from the Friant-Kern Canal may then be used as recharge water in the City's infiltration basins, or it may be source water for a future surface water treatment plant. Recycled water annual average daily flows (AADF) are projected to be 7.26 million gallons per day (MGD) in the year 2032 and 8.84 MGD in the year 2040.

8.3 Six Standard Water Shortage Levels

10632(a)(3) (A) Six standard water shortage levels corresponding to progressive ranges of up to 10, 20, 30, 40, and 50 percent shortages and greater than 50 percent shortage. Urban water suppliers shall define these shortage levels based on the suppliers' water supply conditions, including percentage reductions in water supply, changes in groundwater levels, changes in surface elevation or level of subsidence, or other changes in hydrological or other local conditions indicative of the water supply available for use...

As required by CWC § 10632(a)(3), the WSCP must include six standard water shortage levels representing shortages compared with normal reliability. The shortage levels are standardized to provide consistency regionally and statewide in response to the severe statewide drought of 2011-2017 and the resulting uncertainty associated with many different local definitions of water shortage stages. The six standard water shortage levels correspond to Up to 10%, up to 20%, up to 30 percent, up to 40 percent, up to 50 percent, and greater than 50 percent shortage in water supplies compared to demands under normal conditions.

These shortage levels are defined based on the City's water supply conditions including percentage reductions in water supply, changes in groundwater levels, changes in surface elevation or level of subsidence, or other changes in hydrological or other local conditions indicative of the water supply available for use. Shortage levels also apply to catastrophic interruption of water supplies, including, but not limited to, power outages, earthquakes, and other potential emergencies.

In concept, the six shortage levels represent an increasing gap between normal water supplies and normal customer water use. For example, the City may meet its anticipated customer water use with 100 percent of its available supply. At a 10 percent shortage level, the City must show its normally available supply is reduced by 10 percent and then identify locally appropriate shortage response actions (detailed further in Section 8.4) that would address the resulting gap. The normally expected water supply and water use is characterized in Chapters 4 and 7 of the UWMP. Since use and supply typically vary monthly and seasonally, the shortage evaluation is on a monthly and/or seasonal basis.

An urban water supplier with an existing water shortage contingency plan that uses different water shortage levels may comply with the requirement by developing and including a cross-reference relating its existing categories to the six standard water shortage levels, also known as a "crosswalk". The City has elected to keep the previously established five water shortage phases from their WCP and add a sixth stage to classify supply shortage greater than 50%. A crosswalk between the City's stages and DWR's standard levels is shown in Figure 1.

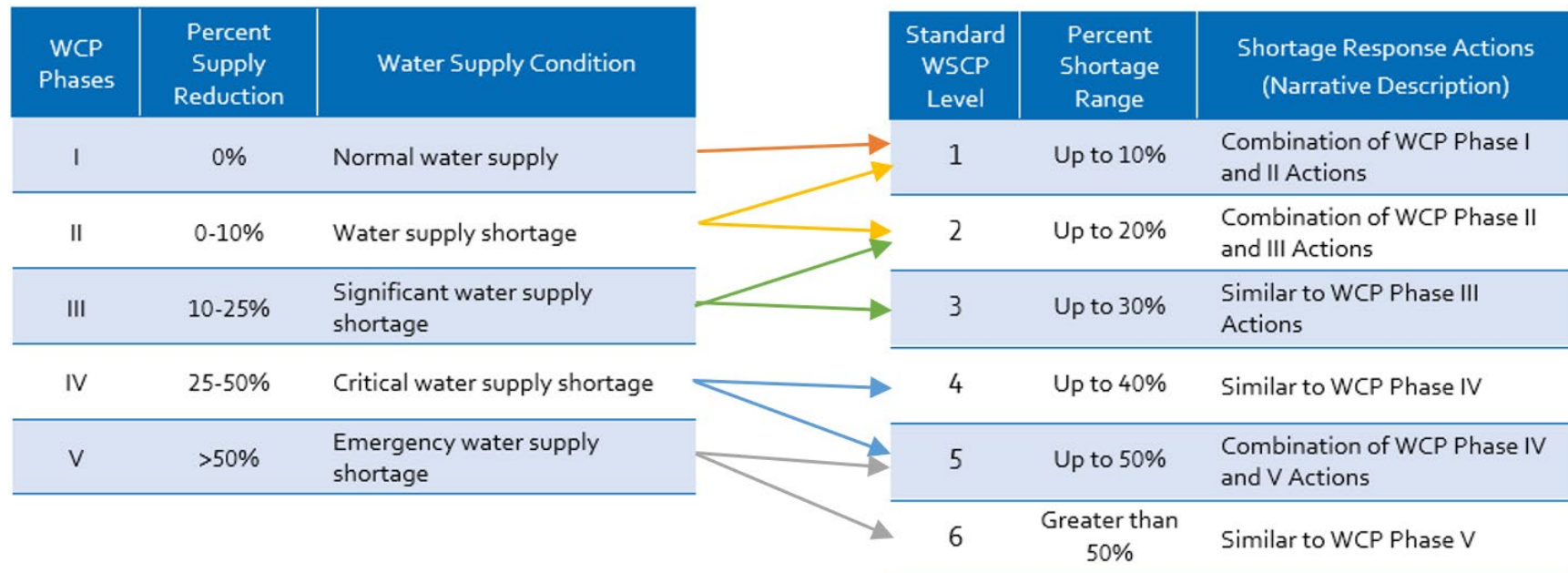


Figure 8.1 Crosswalk between WCP Phases and Standard WSCP Levels

8.4 Shortage Response Actions

10632(a)(4) Shortage response actions that align with the defined shortage levels and include, at a minimum, all of the following: (A) Locally appropriate supply augmentation actions. (B) Locally appropriate demand reduction actions to adequately respond to shortages. (C) Locally appropriate operational changes. (D) Additional, mandatory prohibitions against specific water use practices that are in addition to state-mandated prohibitions and appropriate to the local conditions. (E) For each action, an estimate of the extent to which the gap between supplies and demand will be reduced by implementation of the action.

CWC § 10632(a)(4) requires that the WSCP include locally appropriate shortage response actions that align with the six defined water shortage levels. The specific response actions depend on the severity of the shortage levels, local conditions, and are based on a quantitative analysis of the effectiveness of each action.

These shortage response actions must include at a minimum the following:

- Supply augmentation.
- Demand reduction.
- Operational changes.
- Additional mandatory restrictions (in addition to state-mandated prohibitions).
- Estimate of shortage response action effectiveness.

Table 8.2 lists the shortage response actions along with an estimate of the extent to which each shortage response action will reduce the gap between water supply and water demand. The expected magnitude of effectiveness or reduction benefit from a given action is based on water use changes that have occurred in response to implementing water shortage actions in the past. Additionally, throughout all the shortage response actions the City continues to augment their groundwater supply surface water allocations become available year round.

Table 8.2 WSCP Water Shortage Levels, Shortage Response Actions, and Estimated Magnitude of Benefit

Water Shortage Level	Percent Shortage Range	Shortage Response Actions (Narrative Description)	Estimated Magnitude of Benefit
1	Up to 10%	Operational Changes <u>City Watering Schedule</u> – City parks, median islands, and public facility landscaping will be watered during late night or early morning hours to the greatest extent possible and will be watered on alternating days rather than every day. <u>City Landscaping</u> – All new landscaping projects undertaken by the City will incorporate conservation design. <u>Non-Peak Fire Hydrant Testing</u> – The City's fire hydrant testing program will be scheduled during non-peak water usage times to the greatest extent possible without impairing the integrity of the City's fire protection service.	The City's standard practice to is to operate within Water Shortage Levels 3 and 4 to maintain water conservation throughout the year. The estimated magnitude of benefit for Levels 1 and 2 Shortage Response Actions is negligible because the Shortage Response Actions for Levels 3 and 4 generally supersede those of Levels 1 and 2.
		Demand Reduction Actions <u>Public Information Program</u> – Coordination with local news media; distribution of materials to residents, businesses, and industries; participation in Water Awareness Month (May); coordination with local schools; list of low-water trees and plants as well as Lawn and Landscape Water Guides made available upon request. <u>Project Review Committee</u> – The City's Project Review Committee (PRC) will evaluate the water conservation efforts of all new development projects. The goal is to encourage developers to voluntarily reduce water consumed in the project. In addition, City staff will familiarize the developer with the concept of xeriscaping, combining creative landscaping and efficient irrigation to save water and promote attractive alternatives to traditional, high water use landscapes. <u>Voluntary Three-Day Odd/Even Watering Schedule</u> – To minimize water usage, the public is encouraged to water their lawns and landscaping according to the following schedule. Addresses ending in an odd number water on Tuesday, Thursday, and Saturday, and addresses ending in an even number water on Wednesday, Friday, and Sunday. There is no watering on Monday. Watering should be avoided between the hours of 5:00 AM to 10:00 AM and 5:00 PM to 10:00 PM. <u>No Watering after Rainfall</u> – Advise against outdoor watering within forty-eight (48) hours of a measurable rainfall¹.	
		Mandatory Restrictions (in Additional to State-Mandated Prohibitions) No mandatory restrictions or prohibitions at Water Shortage Level 1.	
		Supply Augmentation Actions Ongoing surface water recharge from the Porter Slough Ditch Company, Pioneer Water Company, and allocation agreement with Porterville Irrigation District.	Surface water allocation is expected to be 100% at this level.

¹ Measurable rainfall is defined by the National Oceanic and Atmospheric Administration (NOAA) National Weather Service (NWS) as 1/100th of one inch.

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Water Shortage Level	Percent Shortage Range	Shortage Response Actions (Narrative Description)	Estimated Magnitude of Benefit
2	Up to 20%	Operational Changes - Continuation of all operational changes established in Water Shortage Level 1. <u>Three-Day City Watering Schedule</u> – A three-day water schedule will be adopted for all City parks, median islands, and public facility landscaping. <u>Water System Pressure Reduction</u> – Water use for nonessential activities may be deferred due to the pressure reduction in the City’s water system during high usage periods.	The City’s standard practice to is to operate within Water Shortage Levels 3 and 4 to maintain water conservation throughout the year. The estimated magnitude of benefit for Levels 1 and 2 Shortage Response Actions is negligible because the Shortage Response Actions for Levels 3 and 4 generally supersede those of Levels 1 and 2.
		Demand Reduction Actions - Continuation of all demand reduction actions established in Water Shortage Level 1. <u>Public Information Program</u> – The City will pursue a more aggressive distribution of information to promote awareness of the need to conserve water with an emphasis on the change from Water Shortage Level 1 (Voluntary) to 2 (Mandatory). Public education on the mandatory watering schedule. <u>Restaurants</u> – Notices will be sent to all restaurants within city limits requesting support of water conservation efforts by serving water to customers upon request only. <u>Leak and Water Waste Detection</u> – City staff will continue to audit water usage and report evidence of leaks or water waste for immediate action with an emphasis on coordinated community efforts to reduce water waste. <u>Waste of Water Notices</u> – City staff will be equipped to issue “Waste of Water” notices to consumers identified as misusing water.	
		Mandatory Restrictions (in Additional to State-Mandated Prohibitions) <u>Three-Day Odd/Even Watering Schedule</u> – The City of Porterville will enforce a three-day odd/even landscape watering schedule for all residents, businesses, and industries. Addresses ending in an odd number shall water on Tuesday, Thursday, and Saturday, and addresses ending in an even number shall water on Wednesday, Friday, and Sunday. There is no watering on Monday. Watering shall only occur on designated watering days. Watering is prohibited between the hours of 5:00 AM to 10:00 AM and 5:00 PM to 10:00 PM. <u>No Watering after Rainfall</u> – Outdoor watering within forty-eight (48) hours of a measurable rainfall² is prohibited. <u>Vehicle Washing</u> – Washing of automobiles, trucks, trailers, boats, & airplanes is only permitted on designated watering days. Such washing, when allowed, shall be done either by automatic car washes that recycle water or with a handheld bucket, or handheld hose equipped with a positive shutoff nozzle for quick rinses. <u>Sidewalk Hosing and Excessive Runoff Prohibited</u> – The washing of sidewalks, driveways, parking areas, patios or other paved areas is prohibited, unless it is necessary for the health and safety of the public. Per Section 25-32A.26 of the City Municipal Code, “...property owners and residents shall use reasonable care to prevent the waste of water. Water shall not be allowed to run or waste from a property onto streets or highways, and shall not be used to wash sidewalks, building entrances or lobbies or other properties to such excess that water shall flow in street gutters beyond the frontage of the properties occupied by them.” <u>Ornamental Water Features</u> – Filling or re-filling ornamental lakes or ponds is prohibited, except to the extent needed to sustain aquatic life. The operation of ornamental fountains or other structure making similar use of water is prohibited unless the fountain uses a recycling or recirculating system.	
		Supply Augmentation Actions Ongoing surface water recharge described in Water Shortage Level 1.	Surface water allocation is expected to be 100% at this level.

² Measurable rainfall is defined by the National Oceanic and Atmospheric Administration (NOAA) National Weather Service (NWS) as 1/100th of one inch.

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Water Shortage Level	Percent Shortage Range	Shortage Response Actions (Narrative Description)	Estimated Magnitude of Benefit
3	Up to 30%	Operational Changes - Continuation of all operational changes established in Water Shortage Levels 1 and 2 <u>Two-Day City Watering Schedule</u> – A two-day water schedule will be adopted for all City parks, median islands, and public facility landscaping. If it becomes necessary, watering of City parks and median islands will be suspended and evaluated each day. <u>Water Leaks</u> – All leaks must be treated as a priority upon discovery and repaired at the safest scheduled opportunity. <u>Citations and Fines</u> – Per Section 25-32A.24 of the City Municipal Code, Non-compliance with the City of Porterville’s water conservation regulations will result in one written warning from the City of Porterville before the issuance of a citation. A second violation within a 12-month period will result in the issuance of a citation with a fine of \$100.00; a second citation will result in a fine of \$200.00; a third citation will result in a fine of \$500.00. Willful and egregious violations will result in issuance of a citation without a warning. Each day that a violation continues shall be regarded as a new and separate offense.	The City operates at Level 3 during the dry season (approximately June 1 to November 30) and Level 4 during the wet season (approximately December 1 to May 30). The primary Shortage Response Action associated with the transition from Water Shortage Level 2 to 3 is a reduction in outdoor water use from three days per week to two days per week. The magnitude of benefit for the City’s Shortage Response Actions for Water Shortage Level 3 is approximately a 25% reduction in per-capita water use.
		Demand Reduction Actions - Continuation of all demand reduction actions established in Water Shortage Levels 1 and 2 <u>Public Information Program</u> – The utility billing system will begin to notify customers of restrictions on water use. The program to promote public awareness will be intensified with emphasis placed on communicating the mandatory water conservation requirements to the public.	
		Mandatory Restrictions (in Additional to State-Mandated Prohibitions) - Continuation of all mandatory restrictions established in Water Shortage Level 2 <u>Two-Day Odd/Even Watering Schedule</u> – The City of Porterville will enforce a two-day odd/even landscape watering schedule for all residents, businesses, and industries. Addresses ending in an odd number shall water on Tuesday and Saturday, and addresses ending in an even number shall water on Wednesday and Sunday. There is no watering on Monday. Watering shall only occur on designated watering days. Watering is prohibited between the hours of 5:00 AM to 10:00 AM and 5:00 PM to 10:00 PM.	
4	Up to 40%	Supply Augmentation Actions Ongoing surface water recharge described in Water Shortage Level 1.	Surface water allocation is expected to be 80% at this level.
		Operational Changes - Continuation of all operational changes established in Water Shortage Levels 1, 2, and 3 <u>One-Day City Watering Schedule</u> – A one-day water schedule will be adopted for all City parks, median islands, and public facility landscaping. If it becomes necessary, watering of City parks and median islands will be suspended and evaluated each day.	The City operates at Level 4 during the wet season (approximately from December 1 to May 30) and Level 3 during the dry season (approximately from June 1 to November 30). Reduced temperatures and increased rainfall lessen the need for landscape irrigation, thus decreasing water demand. The primary Shortage Response Action associated with the transition from Water Shortage Level 3 to 4 is a reduction in outdoor water use from two days per week to one day per week. The magnitude of benefit for the City’s Shortage Response Actions for Water Shortage Level 3 is approximately a 50% reduction from Level 3 per-capita water use.
		Demand Reduction Actions Continuation of all demand reduction actions established in Water Shortage Levels 1, 2, and 3	
		Mandatory Restrictions (in Additional to State-Mandated Prohibitions) - Continuation of all mandatory restrictions established in Water Shortage Level 2 <u>One-Day Odd/Even Watering Schedule</u> – The City of Porterville will enforce a one-day odd/even landscape watering schedule for all residents, businesses, and industries. Addresses ending in an odd number shall water on Tuesday, and addresses ending in an even number shall water on Sunday. Watering shall only occur on designated watering days. Watering is prohibited between the hours of 5:00 AM to 10:00 AM and 5:00 PM to 10:00 PM.	
		Supply Augmentation Actions Ongoing surface water recharge described in Water Shortage Level 1.	Surface water allocation is expected to be 75% at this level.

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Water Shortage Level	Percent Shortage Range	Shortage Response Actions (Narrative Description)	Estimated Magnitude of Benefit
5	Up to 50%	Operational Changes - Continuation of all operational changes established in Water Shortage Levels 1, 2, 3, and 4 <u>City Watering Suspended</u> – Water of all City parks, median islands, and public facility landscaping will be suspended and evaluated each day.	Suspending all outdoor water use results in a total reduction of 40 to 50% of supply ultimately reducing the overall total water demand. The per-capita water demand will decrease to approximately 40% less than Level 4 per capita demands
		Demand Reduction Actions Continuation of all demand reduction actions established in Water Shortage Levels 1, 2, 3, and 4.	
		Mandatory Restrictions (in Additional to State-Mandated Prohibitions) - Continuation of all mandatory restrictions established in Water Shortage Level 2 <u>Lawn and Landscaping Watering Prohibited</u> – The City of Porterville will enforce a prohibition on lawn and landscape watering for all residents, businesses, and industries.	
		Supply Augmentation Actions Ongoing surface water recharge described in Water Shortage Level 1.	Surface water allocation is expected to be 50% at this level.
6	Greater than 50%	Operational Changes - Continuation of all operational changes established in Water Shortage Levels 1, 2, 3, 4, and 5 <u>Rate Structure Enhancement</u> – A 20% water rate increase on all residential and landscape accounts will go into effect. This rate increase will encourage water conservation and will also serve as a provision to recover the lost revenues from water conservation.	The City has never implemented an emergency water rate increase as a result of a water shortage. Therefore, there is no data to support an estimated magnitude of benefit for Water Shortage Level 6. It is anticipated that with the significant reduction of water use from Levels 2 through 5, any reduced demand caused by increasing water rates would not provide a significant water use benefit compared to Levels 2 through 5.
		Demand Reduction Actions Continuation of all demand reduction actions established in Water Shortage Levels 1, 2, 3, 4, and 5	
		Mandatory Restrictions (in Additional to State-Mandated Prohibitions) Continuation of all mandatory restrictions established in Water Shortage Level 2	
		Supply Augmentation Actions - Ongoing surface water recharge described in Water Shortage Level 1. - In case of emergency Level 6 shortages, the City will consider the moving to full tertiary, adding advanced treatment, and a making a temporary connection to Friant water for non-potable supply.	Surface water allocation is expected to be 50% at this level.

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8.4.1 Eastern Tule Groundwater Sustainability Plan (GSP)

Chapter 6 of the UWMP references the Eastern Tule Groundwater Sustainability Plan (GSP) with respect to groundwater management actions to be taken by the City to meet groundwater sustainable yield goals in response to overdraft conditions. Supply augmentation, demand reduction, and operational changes are already integrated into the criteria that the City seeks to achieve in their pursuit of the GSP's sustainable yield goals. While Chapter 6 of the UWMP lists groups of management actions that the City will consider implementing to reach their sustainability goals, the WSCP lists specific actions with quantifiable benefits for each water shortage level.

8.4.2 Water Conservation Plan (WCP)

Section 25-32A.27 of the City Municipal Code states the following:

"The city council has adopted by resolution its water conservation plan which sets forth water conservation phases and conservation measures including mandatory restrictions on water usage by property owners and water consumers. Violation of the measures in effect, currently and as may be amended by resolution from time to time, pursuant to the applicable phase of the water conservation plan, shall be enforceable as set forth per any applicable remedy provisions in this code, including, but not limited to, sections 1-9 and 1-10 of this code, and chapter 2, article XIV of this code, and/or this division. The city's water conservation plan is deemed to be the city's "water shortage contingency plan" as per applicable state law. (Ord. 1830, 11-17-2015)"

The City's existing WCP lists actions to be taken by the City for different water conservation phases. To meet the requirements of CWC § 10632(a)(4), these are realigned by a crosswalk with the six standard water shortage levels and adapted to include the minimum shortage response actions listed in Table 8.2.

8.4.3 Emergency Response Plan

In addition to the Shortage Response Actions listed in Table 8.2, the WSCP includes a description of how catastrophic shortages are tied to the water shortage levels. Catastrophic shortages caused by temporary disruptions to water supply and the City's response actions to these shortages may already be adequately addressed in the City's Emergency Response Plan (ERP).

Although the City does not have its own formal Emergency Response Plan (ERP) to address catastrophic interruptions in water supply, the shortage response actions listed in Table 2 could be used to reduce consumption following a temporary disruption to water supply. In addition, the City has back-up generators for their supply wells that can be employed in the event of a power outage.

The City was a participant in the coordinated preparation of the March 2018 Tulare County Multi-Jurisdictional Local Hazard Mitigation Plan (MJLHMP). The MJLHMP assesses the natural, technological, and human-caused risks to participating communities and proposes mitigation strategies to reduce the potential impact of the hazards. The 5 goals of the MJLHMP are listed below:

- Goal 1: Protect life, property, and reduce potential injuries from natural, technological, and human-caused hazards.
- Goal 2: Improve public understanding, support and need for hazard mitigation measures.
- Goal 3: Promote disaster resistance for the County's natural, existing, and future built environment.
- Goal 4: Strengthen partnerships and collaboration to implement hazard mitigation activities.
- Goal 5: Enhance the County's ability to effectively and immediately respond to disasters.

In July 2021, the City submitted a Risk and Resilience Assessment (RRA) report to comply with America's Water Infrastructure Act (AWIA) requirements. The RRA report includes a summary of best practices for reducing risk, a list of critical assets with their identified risks from malevolent threats and natural hazards, and an assessment of the City's resilience level.

8.4.4 Seismic Risk Assessment and Mitigation Plan

Per CWC § 10632.5, a seismic risk assessment and mitigation plan is required to assess the vulnerability of the City's water system facilities to seismic risks and to mitigate those vulnerabilities.

The MJLHMP identifies vulnerabilities to earthquakes in Tulare County and provides mitigation goals and actions for seismic risks for participating communities. The seismic risk mitigation measures and corresponding hazard mitigation goals listed in the MJLHMP are detailed in Chapter 7 and Appendix H of the UWMP. The MJLHMP is included in Appendix L. The City's RRA report also assesses the vulnerability of the City's water supplies to seismic risk.

8.5 Communication Protocols

10632(a)(5) Communication protocols and procedures to inform customers, the public, interested parties, and local, regional, and state governments, regarding, at a minimum, all of the following: (A) Any current or predicted shortages as determined by the annual water supply and demand assessment described pursuant to Section 10632.1. (B) Any shortage response actions triggered or anticipated to be triggered by the annual water supply and demand assessment described pursuant to Section 10632.1. (C) Any other relevant communications.

As required in CWC § 10632(a)(5), the WSCP includes protocols and procedures for communicating with different stakeholders in the event of the different water shortage levels as part of the WSCP implementation. The communications protocols include the mechanisms used to inform customers, the general public, and interested parties as well as a local, regional, and state government entities. Communication mechanisms may include social media posts, bill stuffers or newsletters, press releases, radio spots, television coverage, and blog posts.

The decision-making process described in Section 8.2 triggers specific communications protocols to address each of the six standard shortage levels, with a focus on communicating the shortage response actions, which are derived from the results of the Annual Assessment. Emergency communications protocols are also included to address earthquakes, fires, infrastructure failures, civil unrest, and other catastrophic events. The City also participates in Reverse 911, an emergency alert system that sends text alerts directly to phones in Tulare County. Table 8.3 lists the communication protocols for the six standard water shortage levels.

Table 8.3 Communications Protocols

Water Shortage Level	Percent Shortage Range	Communication Protocol
1	Up to 10%	• Coordination with local news media on the water shortage level and ways that the public can conserve water • Distribution of materials to residents, businesses, and industries on the results of the Annual Assessment, Shortage Response Actions triggered by the Annual Assessment and WSAR, and ways that the public can conserve water • Participation in Water Awareness Month (May) • Coordination with local schools to educate students on local water issues and conditions and ways that they can conserve water • Coordination with local nurseries to provide list of low-water trees and plants • Lawn and Landscape Water Guides made available upon request • Communicate with developers on water conservation and xeriscaping • Advise against outdoor watering within forty-eight (48) hours of a measurable rainfall (1) • See the process for escalating the water shortage level in Section 8.2.1.
2	Up to 20%	• Continuation of all communication protocols in Water Shortage Level 1 • The City will pursue a more aggressive distribution of information to promote awareness of the need to conserve water with an emphasis on the change from Water Shortage Level 1 (Voluntary) to 2 (Mandatory). • Public education on the mandatory watering schedule and all other mandatory restrictions for Water Shortage Level 2. • Notices will be sent to all restaurants within city limits requesting support of water conservation efforts by serving water to customers upon request only. • City staff will report evidence of leaks or water waste for immediate action with an emphasis on coordinated community efforts to reduce water waste. • City staff will be equipped to issue "Waste of Water" notices to consumers identified as misusing water.
3	Up to 30%	• Continuation of all communication protocols in Water Shortage Levels 1 and 2 • The public information program will be intensified to promote awareness of the need to conserve water with an emphasis on the change from Water Shortage Level 2 to 3. • Public education on the mandatory watering schedule and all other mandatory restrictions for Water Shortage Level 3. • All water leaks will be treated as a priority upon discovery and repaired at the safest scheduled opportunity. • City staff will be equipped to issue citations and fines for non-compliance and violations.

Water Shortage Level	Percent Shortage Range	Communication Protocol
4	Up to 40%	- Continuation of all communication protocols in Water Shortage Levels 1, 2, and 3. - The public information program will be intensified to promote awareness of the need to conserve water with an emphasis on the change from Water Shortage Level 3 to 4. - Public education on the mandatory watering schedule and all other mandatory restrictions for Water Shortage Level 4. - Communicate with developers on mandatory water conservation and xeriscaping
5	Up to 50%	- Continuation of all communication protocols in Water Shortage Levels 1, 2, 3, and 4. - The public information program will be intensified to promote awareness of the need to conserve water with an emphasis on the change from Water Shortage Level 4 to 5. - Public education on the mandatory watering schedule and all other mandatory restrictions for Water Shortage Level 5.
6	Greater than 50%	- Continuation of all communication protocols in Water Shortage Levels 1, 2, 3, 4, and 5. - The public information program will be intensified to promote awareness of the need to conserve water with an emphasis on the change from Water Shortage Level 5 to 6. - Public education on the mandatory watering schedule and all other mandatory restrictions for Water Shortage Level 6.

Notes:

- (1) Measurable rainfall is defined by the National Oceanic and Atmospheric Administration (NOAA) National Weather Service (NWS) as 1/100th of one inch.

8.6 Compliance and Enforcement

10632(a)(6) For an urban retail water supplier, customer compliance, enforcement, appeal, and exemption procedures for triggered shortage response actions as determined pursuant to Section 10632.2.

As required by CWC § 10632(a)(6), the WSCP includes a description of actions the City will take to ensure compliance with and enforcement of the prescribed shortage response actions and mandatory restrictions detailed in the WSCP. This section describes the actions the City will take to ensure compliance with and enforcement of the prescribed shortage response actions and mandatory restrictions. Table 8.4 lists the compliance and enforcement actions for the six standard water shortage levels.

Table 8.4 Compliance and Enforcement Actions

Water Shortage Level	Percent Shortage Range	Compliance and Enforcement Actions
1	Up to 10%	- City operational changes and public information program only. No enforcement actions triggered for Water Shortage Level 1. - Voluntary watering schedule and advisement against outdoor watering within 48 hours of a measurable rainfall ⁽¹⁾. - PRC to coordinate with developers on voluntary water conservation and xeriscaping.
2	Up to 20%	- City staff will be equipped to issue "Waste of Water" notices to consumers identified as misusing water. - Mandatory restrictions for Water Shortage Level 2.
3	Up to 30%	- Continuation of compliance enforcement actions for Water Shortage Level 2. - Per Section 25-32A.24 of the City Municipal Code, Non-compliance with the City of Porterville's water conservation regulations will result in one written warning from the City of Porterville before the issuance of a citation. A second violation within a 12-month period will result in the issuance of a citation with a fine of \$100.00; a second citation will result in a fine of \$200.00; a third citation will result in a fine of \$500.00. Willful and egregious violations will result in issuance of a citation without a warning. Each day that a violation continues shall be regarded as a new and separate offense.
4	Up to 40%	- Continuation of compliance enforcement actions for Water Shortage Levels 2 and 3. - Mandatory restrictions for Water Shortage Level 4.
5	Up to 50%	- Continuation of compliance enforcement actions for Water Shortage Levels 2, 3, and 4 - Mandatory restrictions for Water Shortage Level 5.
6	Greater than 50%	- Continuation of compliance enforcement actions for Water Shortage Levels 2, 3, 4, and 5. - Mandatory restrictions for Water Shortage Level 6. <u>Rate Structure Enhancement</u> – A 20% water rate increase on all residential and landscape accounts will go into effect. This rate increase will encourage water conservation and will also serve as a provision to recover the lost revenues from water conservation.

Notes:

(1) Measurable rainfall is defined by the National Oceanic and Atmospheric Administration (NOAA) National Weather Service (NWS) as 1/100th of one inch.

8.7 Legal Authorities

10632(a)(7) (A) A description of the legal authorities that empower the urban water supplier to implement and enforce its shortage response actions specified in paragraph (4) that may include, but are not limited to, statutory authorities, ordinances, resolutions, and contract provisions. (B) A statement that an urban water supplier shall declare a water shortage emergency in accordance with Chapter 3 (commencing with Section 350) of Division 1. (C) A statement that an urban water supplier shall coordinate with any city or county within which it provides water supply services for the possible proclamation of a local emergency, as defined in Section 8558 of the Government Code.

This section lists all relevant statutory authorities, local ordinances, codes, resolutions, and water supply contract provisions that give the City legal authority to implement and enforce the shortage response actions listed in Table 8.2 and enforce them pursuant to the actions listed in Table 8.4.

Relevant Municipal Code sections:

- 25-32A.2 – Applicability to landscape projects.
- 25-32A.4 – Compliance with landscape documentation package.
- 25-32A.12 – Irrigation scheduling.
- 25-32A.13 – Landscape and irrigation maintenance schedule.
- 25-32A.23 – prescriptive compliance option.
- 25-32A.24 – penalties.
- 25-32A.26 – wasteful use of water prohibited.
- 25-32A.27 – WCP.
- 2-144 – Civil/Administrative Fines and Administrative Costs.

In the event of a water shortage emergency, the City shall declare a water shortage emergency in accordance with CWC Chapter 3 (commencing with Section 350) of Division 1 general provision regarding water shortage emergencies. The City shall coordinate with any city or county within which it provides water supply services for the possible proclamation of a local emergency under California Government Code, California Emergency Services Act (Article 2, Section 8558).

8.8 Financial Consequences of WSCP Activation

10632(a)(8) A description of the financial consequences of, and responses for, drought conditions, including, but not limited to, all of the following: (A) A description of potential revenue reductions and expense increases associated with activated shortage response actions described in paragraph (4). (B) A description of mitigation actions needed to address revenue reductions and expense increases associated with activated shortage response actions described in paragraph (4). (C) A description of the cost of compliance with Chapter 3.3 (commencing with Section 365) of Division 1.

The WSCP includes a description of potential reductions in revenue and increased expenses associated with the implementation of the shortage response actions described in Section 8.4 coupled with anticipated mitigation actions needed to address these financial impacts.

The City bills most of its customers on a volumetric basis. As a result, conservation measures, which aim to reduce water consumption, can also reduce revenue for the City. Significant water conservation during droughts can have a major impact on City revenues. Although the City would have lower water production costs with lower water deliveries, they also have considerable fixed and overhead costs that are the same for any volume of water delivered. As a result, conservation measures need to be coupled with rate adjustments to ensure that the water system is financially sustainable.

The City's current WCP includes a 20% water rate increase on all residential and landscape accounts for the Phase V, or critical water supply shortage scenario. The higher unit rate is intended to discourage use, but it will also help to offset the revenue lost from selling a lower volume of water. The suitability of this 20% increase is not yet known, and it needs to be tested during a single-year and multi-year drought. If, in the future, the 20% price increase is found to be inadequate, the City will reevaluate the increase and modify it accordingly.

It is anticipated that implementation of the WSCP will not have a large impact on expenditures or revenues. No additional costs are expected for billing or operations. Existing City staff will provide the personnel needed to implement the plan and enforce water conservation measures. It is likely that higher expenditures will be needed for public information programs, but these will probably be small compared to the total City water budget. Fines for water waste are a source of revenue, and they typically increase during droughts. However, the revenues from fines are also small compared to the overall City water budget.

The compliance and enforcement actions detailed in Section 8.6 include a description of the fines associated with non-compliance with the water shortage response actions.

8.9 Monitoring and Reporting

10632 (a)(9) For an urban retail water supplier, monitoring and reporting requirements and procedures that ensure appropriate data is collected, tracked, and analyzed for purposes of monitoring customer compliance and to meet state reporting requirements.

The WSCP includes a description of how the City will monitor and report on implementation of its WSCP. Monitoring and reporting is essential to ensure that the shortage response actions are achieving their intended water use reduction purposes. Monitoring can also help the City determine whether improvements or new actions need to be considered. Monitoring for customer compliance tracking is also useful in enforcement actions.

The State Water Board is preparing regulation for monthly reporting of water production, water uses, and enforcement metrics. When finalized, these will be summarized in the WSCP and incorporated by reference.

The City will be able to closely track groundwater pumping and any surface water deliveries on a daily basis. This data will be evaluated weekly to determine the effectiveness of the shortage response actions. Monthly water meter reading will help with compliance monitoring for individual customers.

8.10 WSCP Refinement Procedures

10632 (a) (10) Reevaluation and improvement procedures for systematically monitoring and evaluating the functionality of the water shortage contingency plan in order to ensure shortage risk tolerance is adequate and appropriate water shortage mitigation strategies are implemented as needed.

Per the requirements of CWC § 10632(a)(10), the WSCP includes a description of how the City will use the results of the monitoring and reporting to evaluate the need for revisions to the WSCP.

This WSCP is a dynamic tool that can be refined as needed to ensure that the shortage response actions are effective and are producing the desired results. Refinements or new actions may be identified and suggested by City staff, customers, or other interested parties. These suggestions will be evaluated by City administration for the possible incorporation into future revisions of the WSCP. If deemed necessary by City administration, these suggestions or revisions may be made to the current WSCP as an amendment so that they may be implemented quickly at the appropriate water shortage levels.

8.11 Special Water Feature Distinction

10632 (b) For purposes of developing the water shortage contingency plan pursuant to subdivision (a), an urban water supplier shall analyze and define water features that are artificially supplied with water, including ponds, lakes, waterfalls, and fountains, separately from swimming pools and spas, as defined in subdivision (a) of Section 115921 of the Health and Safety Code.

Because pools and spas must use potable water for health and safety considerations, pools and spas are analyzed and defined separately in the WSCP from other water features which may use recycled water. Water features that are not pools or spas are distinguished in the WSCP with the use of terminology such as “decorative water features” or “recreational water features”, and shortage response actions, enforcement actions, and monitoring are prepared for each respectively.

8.12 Plan Adoption, Submittal, and Availability

10632(c) The urban water supplier shall make available the water shortage contingency plan prepared pursuant to this article to its customers and any city or county within which it provides water supplies no later than 30 days after adoption of the water shortage contingency plan.

Chapter 10 of this UWMP describes the process for adoption, submittal, and implementation of the UWMP. These same processes and steps will be followed for the adoption of the City’s WSCP. The City’s WCP currently serves as their WSCP per their municipal code and previous adoption and may be periodically amended independently of the UWMP as needed. The City shall follow their standard amendment process, public adoption hearings, issuance of notices to affected cities, counties, and the public about the adoption process, submittal to DWR, the California State Library, local libraries, and others. The City can also describe how the plan has been made available to all of the cities and counties it serves no later than 30 days after it is adopted.

8.13 Resources and References

The City may use the following list of resources and references for developing its WSCP:

1. Alliance for Water Efficiency 2020. Use and Effectiveness of Municipal Irrigation Restrictions During Drought. Available at: <https://www.allianceforwaterefficiency.org/impact/our-work/useand-effectiveness-municipal-irrigation-restrictions-during-drought>
2. American Water Works Association (AWWA) 2011. AWWA M60: Drought Preparedness and Response Manual. The AWWA M60, 72 pages. Available at: <https://www.awwa.org/Store/M60-Drought-Preparedness-and-Response-Second-Edition/ProductDetail/75759388>
3. AWWA M19: Emergency Planning for Water and Wastewater Utilities. Outline link: Available at: <https://www.awwa.org/Portals/0/files/publications/documents/M19LookInside.pdf>
4. California Department of Water Resources. 2010. California Drought Contingency Plan. Available at: https://drought.unl.edu/archive/plans/Drought/state/CA_2010.pdf
5. California Department of Water Resources. Draft 2020. Handbook for Water Budget Development. Available at: <https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/GroundwaterManagement/Data-and-Tools/Files/Water-Budget-Handbook.pdf>
6. California State Water Resources Control Board. Emergency Response Plan Guidance for Public Drinking Water Systems. Available at: https://www.waterboards.ca.gov/drinking_water/certlic/drinkingwater/documents/security/ddw_emergency_guidelines_0215.pdf
7. California Water Efficiency Partnership (CalWEP) 2020. Model Water Shortage Contingency Plans. Available at: http://toolbox.calwep.org/wiki/Model_Water_Shortage_Contingency_Plans
8. California Public Utilities Commission Drought Procedures Standard Practice U-40-W. Summarized by CalWEP here: Available at: http://toolbox.calwep.org/wiki/Model_Water_Shortage_Contingency_Plans#CPUC_Drought_Procedures_Standard_Practice_U-40-W Current text of law available at: <http://www.leginfo.ca.gov/cgi-bin/displaycode?section=wat&group=00001-01000&file=350-359>
9. Vogt, J.V., Naumann, G., Masante, D., Spinoni, J., Cammalleri, C., Erian, W., Pischke, F., Pulwarty, R., Barbosa, P., Drought Risk Assessment. A conceptual Framework. EUR 29464 EN, Publications Office of the European Union, Luxembourg, 2018. ISBN 978-92-79-97469-4. doi:10.2760/057223, JRC113937; Available at: <https://publications.jrc.ec.europa.eu/repository/handle/JRC113937>
10. State of Washington 2011. Guidance Document: Preparing Water Shortage Response Plans. Available at: https://www.watersupplyforum.org/docs/6/773f6f0d95152843a051c624d028d80d5841da51/Dept.ofHealth_PreparingWaterShortageResponsePlans1.pdf
11. United Nations Development Programme. 2012. Drought Risk Management: Practitioner's Perspectives from Africa and Asia. Available at: https://catalogue.unccd.int/36_Drought_Risk_Management.pdf

12. U.S. Environmental Protection Agency. 2015. Planning for an Emergency Drinking Water Supply. Available at: https://www.epa.gov/sites/production/files/2015-03/documents/planning_for_an_emergency_drinking_water_supply.pdf
13. Whilhite, D. Sivakumar, M., Pulwarty, R. 2014. Managing Drought Risk in a Changing Climate: The role of national drought policy. Weather and Climate Extremes 3: 4-13. Available at: <https://doi.org/10.1016/j.wace.2014.01.002>

Chapter 9

DEMAND MANAGEMENT MEASURES

The UWMPA requires that the UWMP involve a comprehensive discussion of the agency's water conservation measures.

10631 (f)(A)...The narrative shall describe the water demand management measure that the supplier plans to implement to achieve its water use targets pursuant to Section 10608.30.

(B) The narrative pursuant to this paragraph shall include descriptions of the following water demand management measures:

(i) Water waste prevention ordinances

(ii) Metering

(iii) Conservation pricing

(iv) Public education and outreach

(v) Programs to assess and manage distribution system real loss

(vi) Water conservation program coordination and staffing support.

(vii) Other demand management measures that have a significant impact on water use as measured in gallons per capita per day, including innovative measure, if implemented.

This chapter presents details of the demand management measures (DMMs) contained in the UWMPA, as well as the City's existing and planned efforts to further develop their water conservation program. The City is committed to water conservation and has implemented several policies and on-going programs that promote and encourage water conservation.

The UWMPA was amended in 2014 to streamline DMMs from 14 specific measures to 6 more general requirements and an "other" category. Brief descriptions of the City's current and planned implementation of DMMs are included in the following sections.

9.1 Water Waste Prevention Ordinances

According to Section 25-32A.26 of the City Municipal Code, "the consumer shall use reasonable care to prevent the waste of water, shall not allow water to run or waste from his property onto streets or highways, shall not use water in washing sidewalks, building entrances or lobbies or other properties to such excess that water shall flow in street gutters beyond the frontage of properties occupied by them."

The City has a Water Conservation Plan (WCP) that serves as the City's WSCP as discussed in Chapter 8. The City has seen positive reduction in water consumption as a result of the water conservation plan. For example, as a result of the WCP implementation in the 2015 UWMP, Figure 7.1 shows the City has seen steady conservation efforts from water usage over the last five years and reduced usage by 27 percent. The WCP is implemented by a public hearing to discuss phase transitioning to Porterville City Council and then an official resolution by Council. Any change in Phase of the WCP requires council resolution.

For a number of years, the City has been operating between Phase III and Phase IV of the WCP. Phase III limits outdoor irrigation to twice a week and Phase IV to once a week. Typically, the City transitions to Phase III in May to allow 2-day watering during the summer months in order to maintain landscaping and will transition to 1-day watering schedules in December. In drier periods, the City tracks groundwater levels on a month to month basis and will recommend transitioning to WCP Phases earlier or later (e.g. 2 day watering schedule in late June and/or 1 day watering schedule in November) in the year to increase annual conservation efforts.

9.2 Metering

In 2020 the City has approximately 98.5 percent of their water connections metered. All metered customers are billed on a volumetric basis and therefore have incentives to conserve water and decrease monthly utility bills. The City continues to require water meters on all new connections for new development.

The City began adding water service meters to residents of East Porterville in 2016 and had a total of approximately 725 metered connections in 2020. The City tracks additional service connections separately in their water meter account.

The City is currently in the process of upgrading their water meter program to an advanced meter infrastructure (AMI) system which will create an integrated network that does not require physical efforts for meter data collection and will provide data to a City network at predetermined intervals.

9.3 Conservation Pricing

As of October 1st, 2020 the City has updated their water rates to include a flat rate of \$86.54, with a \$19.89 minimum and an additional \$1.91 per unit of water, where one (1) unit of water is equivalent to 100 cubic feet (748 gallons) of water. The City sewer rates are a flat rate of \$26.87 per connection with commercial connections cost dependent on type of use. Phase VI of the City's WCP includes a 20 percent water rate increase on all residential and landscape accounts to go into effect. This rate increase will encourage water conservation and will also serve as a provision to recover the lost revenues from water conservation. Since the adoption of the WCP and with the revised WCP to account for the WSCP, the City has never implemented the 20 percent rate increase as a conservation measure.

The City municipal Code Section 25-32A.24 includes citations and fines are issued for non-compliance of the City's water conservation regulations. Non-compliance with the City of Porterville's water conservation regulations will result in one written warning from the City of Porterville before the issuance of a citation. A second violation within a 12-month period will result in the issuance of a citation with a fine of \$100.00; a second citation will result in a fine of \$200.00; a third citation will result in a fine of \$500.00. Willful and egregious violations will result in issuance of a citation without a warning. Each day that a violation continues shall be regarded as a new and separate offense.

The City has continued to issue citations and fines since the implementation of the WCP since 2015 and plans to continue this activity in the future.

9.4 Public Education and Outreach

Historically the City uses the following water conservation public information programs since 2015:

- City participation in Water Awareness Month (May).
- Bill stuffers on water conservation.
- News programs on local channels, change in WCP phases advertised as necessary.
- Radio commercials in both English and Spanish.
- Booth at the Porterville City Fair and other city events (Iris Festival etc.)
- Water bills that compare current water usage to the previous year's usage.
- Facility tours of the City's wastewater treatment plants for students.
- Advertising through billboards, City transit vehicles, and flyers throughout City property.

The City plans to expand their public education and outreach efforts by including the following items:

- Social media outreach through the City Manager's office.
- Local Newspaper advertisements in addition to the WCP Phase changes.
- Advertise on transit vehicles on the Greenpower bus fleet.
- Local School district, interns, video shorts.
- City website advertisement.
- Mosquito abatement requirements and recommendations.

9.5 Programs to Assess and Manage Distribution System Real Loss

DWR encourages agencies to detect and resolve leaks when economically feasible through reporting and audit mechanisms performed on water distribution systems. Water system audits include an evaluation of the City's distribution system for leaks and other losses. System losses are quantified as water input minus metered and/or delivered water. The resultant loss is a good indication of a system's integrity.

The City has performed water systems audits as required and are included in section Chapter 3 of this UWMP. The 2020 AWWA Water Audit is due October 2021.

The City's water distribution system is completely operated under pressure and as a result older pipes and facilities tend to develop leaks through deteriorated gaskets, seals, and developed cracks. As stated in the 2015 UWMP, a physical system audit is not performed every year, since the production to metered water use is fairly consistent. In all newly constructed water and sewer infrastructure, facilities shall be pressure tested prior to completion to identify any leaks to reduce and cost of physical water system audits.

City staff does perform individual water surveys on individual single and multi-family services at the request of owner. Typically these surveys are requested when a customer feels their water bill is too high. A typical individual water survey includes the following:

1. Check indoor and outdoor plumbing for leaks.
2. Check irrigation system timers.
3. Evaluate Irrigation water schedule.
4. Flow tests for customer.
5. Recommend various water conservation measures to the customer, such as modifications to their irrigation schedule and retrofitting with water efficient fixtures and appliances.

Division 6 of the City's municipal code covers water conservation and efficiency measures required by the City. This section recognizes the importance of landscaped areas for the health of the City; however the management of such areas shall be done in an efficient and water conscious methods to ensure the availability of adequate supplies of water for future uses.

As mentioned in Section 9.2, the City is currently in the beginning stages of upgrading their existing water meter system to an AMI system. The AMI system will provide leak detection monitoring to notify City staff if a water meter is leaking or if a water system customer (residential, institutional, commercial, or industrial) has an onsite leak that can be fixed to both lower monthly water bills and prevent waste.

9.6 Water Conservation Program Coordination and Staffing Support

The City's water conservation program is an ongoing program of public education and being proactive in continuous monitoring, repairing, and managing the water supplies in conjunction with State regulations and surrounding agencies. The City also continues to monitor residential, commercial and industrial customers through their metering program to ensure all entities in the water service area are complying with conservation measures to assure that the system will have adequate supplies in the future. The implementation of the entire program wide is the assumed responsibility of the City's water superintendent, water systems specialist, and the public works director. This has been the case since the implementation of the WCP in 2015 and the City continues to operate their water conservation program under this structure.

9.7 Other Demand Management Measures

The City does not have any additional demand management measures scheduled to be included in their City-wide water conservation program at this time.

9.8 Planned Implementation to Achieve Water Use Targets

The City plans on continuing to implement and manage its existing water conservation program as described in the previous sections throughout the foreseeable future. In summary, adding to the existing program, the City plans to implement the following programs as mentioned in the previous sections:

- Upgrade of their existing water meter system to an AMI system.
- Significant increase in their public outreach and communication efforts.
- Continued implementation of the WCP through City staff involvement and leadership from management level staff.

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Chapter 10

PLAN ADOPTION, SUBMITTAL, AND IMPLEMENTATION

A completed UWMP checklist is included in Appendix A.

10.1 Inclusion of All 2020 Date

The 2020 UWMPs must include the water use and planning data for the entire year of 2020. The City is reporting on a calendar year basis and therefore, 2020 data includes the months of January to December 2020.

10.2 Notice of Public Hearing

A public hearing was held on February 15th, 2022, prior to adoption of the UWMP at Porterville Council Chambers, 291 N. Main Street, Porterville, CA 93257. Notices were provided to cities and counties, and the public. The public hearing provided an opportunity for the public to provide input to the plan before it is adopted. Additionally, the public hearing provided an opportunity for the customers, residents, and employees to learn and ask questions about the current and future water supply of the City.

10.2.1 Notice to Cities, Agencies, Organizations, and Counties

10621(b) Every urban water supplier required to prepare a plan shall... at least 60 days prior to the public hearing on the plan... notify any city or county within which the supplier provides water supplies that the urban water supplier will be reviewing the plan and considering amendments or changes to the plan.

10642... The urban water supplier shall provide notice of the time and place of hearing to any city or county within which the supplier provides water supplies. A privately owned water supplier shall provide an equivalent notice within its service area...

The agencies listed in Table 10.1, were provided 60-day notification (prior to the public hearing) that the City was in the process of preparing the 2020 UWMP. The 60 Day Notification letters are included in Appendix D. The cities and counties were provided a notice of public hearing, including the time and location. The notice of public hearing to the same agencies are included in Appendix D.

10.2.2 Notice to the Public

10642... Prior to adopting a plan, the urban water supplier shall make the plan available for public inspection... Prior to the hearing, notice of the time and place of hearing shall be published within the jurisdiction of the publicly owned water supplier pursuant to Section 6066 of the Government Code...

The UWMPA requires that the UWMP show the water agency solicited public participation. The notice to the public was included in a local newspaper as prescribed in Government Code 6066. This notice included the time and location of the public hearing, in addition to the location of where the UWMP was available for public inspection. The notice of public hearing to the public is included in Appendix D.

On February 1st, 2022 and February 8th, 2022, the City placed a notice in the Porterville Recorder (local newspaper) stating that its UWMP was being updated and that a public hearing was to be conducted to address comments and concerns from members of the community. The notice stated that a public review period would be scheduled through February 15th, 2022.

The Draft 2020 UWMP was available for public inspection at the Porterville City Hall at 241 N. Main Street, Porterville Ca 93257, as well as the City's website

10.3 Public Hearing and Adoption

10642...Prior to adopting a plan, the urban water supplier shall hold a public hearing thereon.

10608.26(a). In complying with this part, an urban retail water supplier shall conduct at least one public hearing to accomplish all of the following:

(1) Allow community input regarding the urban retail water supplier's implementation plan for complying with this part.

(2) Consider the economic impacts of the urban retail water supplier's implementation plan for complying with this part.

(3) Adopt a method, pursuant to subdivision (b) of Section 10608.20 for determining its urban water use target.

10642... After the hearing, the plan shall be adopted as prepared or as modified after the hearing.

The plan was adopted by the City of Porterville City Council at a public hearing on February 15th, 2022. The City Resolution is included in Appendix B. The hearing provided an opportunity for the City customers, residents, and employees to learn and ask questions about the current and future water supply of the City. At the hearing, the UWMP, water use targets, and conservation implementation plan were discussed.

10.3.1 Adoption

After the public hearing, the 2020 UWMP was adopted as prepared.

10.4 Plan Submittal

The public hearing will be followed by submittal of the UWMP to the DWR, the California State Library, and Cities and Counties (see Commitment to Distribute in Appendix A).

10.4.1 Submission to DWR

The 2020 UWMP will be submitted to DWR within 30 days of adoption.

10.4.2 Electronic Data Submission

The 2020 UWMP, in addition to tabular data, will be submitted using Water Use and Efficiency (WUE) data submittal tool.

10.4.3 Submission to the California State Library

The 2020 UWMP will be submitted in compact disc (CD) or hardcopy format to the California State Library within 30 days of adoption.

10.4.4 Submission to Cities and Counties

The 2020 UWMP, which includes the Water Shortage Contingency Plan, will be submitted in electronic format to cities and counties within 30 days of adoption.

10.5 Public Availability

Within 30 days of submitting the UWMP to DWR, the adopted UWMP will be available for public review during normal business hours at the locations specified herein.

10.6 Amending and Adopted UWMP

The plan may be updated at any time when the urban water supplier believes significant changes have occurred in population, land use, and/or water sources that may affect the contents of the plan. Copies of amendments or changes to the plan shall be submitted electronically to DWR and the California State Library within 30 days of adoption.

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Appendix A

COMPLETED URBAN WATER MANAGEMENT CHECKLIST

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Retail	Wholesale	2020 Guidebook Location	Water Code Section	Summary as Applies to UWMP	Complete?	Subject	2020 UWMP Location (Optional Column for Agency Review Use)
x	x	Chapter 1	10615	A plan shall describe and evaluate sources of supply, reasonable and practical efficient uses, reclamation and demand management activities	Yes	Introduction and Overview	Chapters 3, 4 and 6.
x	x	Chapter 1	10630.5	Each plan shall include a simple description of the supplier's plan including water availability, future requirements, a strategy for meeting needs, and other pertinent information. Additionally, supplier may also choose to include a simple description at the beginning of each chapter.	Yes	Summary	Chapter 1, 3, 4 and 6
x	x	Section 2.2	10620(b)	Every person that becomes an urban water supplier shall adopt an urban water management plan within one year after it has become an urban water supplier.	N/A	Plan Preparation	
x	x	Section 2.6	10620(d)(2)	Coordinate the preparation of its plan with other appropriate agencies in the area, including other water suppliers that share a common source, water management agencies, and relevant public agencies, to the extent practicable.	Yes	Plan Preparation	Chapters 1 and 10
x	x	Section 2.6.2	10642	Provide supporting documentation that the water supplier has encouraged active involvement diverse social, cultural, and economic elements of the population within the service area prior to and during the preparation of the plan and contingency plan.	yes via public outreach	Plan Preparation	Chapters 1, 10 and Appendix D - Public Notifications
x		Section 2.6, Section 6.1	10631(h)	Retail suppliers will include documentation that they have provided their wholesale supplier(s) - any - with water use projections from that source.	N/A	System Supplies	
x	x	Section 2.6	10631(h)	Wholesale suppliers will include documentation that they have provided their urban water supplier with identification and quantification of the existing and planned sources of water available from wholesale to the urban supplier during various water year type	N/A	System Supplies	
x	x	Section 3.1	10631(a)	Describe the water supplier service area.	Yes	System Description	Chapter 3
x	x	Section 3.3	10631(a)	Describe the climate of the service area of the supplier.	Yes	System Description	Chapter 3
x	x	Section 3.4	10631(a)	Provide population projections for 2025, 2030, 2035, 2040 and optionally 2045	Yes	System Description	Chapter 3
x	x	Section 3.4.2	10631(a)	Describe other social, economic, and demographic factors affecting the supplier's water management planning	Yes	System Description	Chapter 3
x	x	Sections 3.4 and 5.4	10631(a)	Indicate the current population of the service area.	Yes	System Description and Baselines and Targets	Chapter 3 and Appendix K
x	x	Section 3.5	10631(a)	Describe the land uses within the service area.	Yes	System Description	Chapter 3
x	x	Section 4.2	10631(d)(1)	Quantify past, current, and projected water use, identifying the uses among water use sectors.	Yes	System Water Use	Chapter 3
x	x	Section 4.2.4	10631(d)(3)(C)	Retail suppliers shall provide data to show the distribution loss standards were not exceeded in projected water use, include estimates of water savings from adopted codes, plans and other policies or laws.	Yes	System Water Use	Chapter 4
x	x	Section 4.2.6	10631(d)(4)(B)	Provide citations of codes, standards, ordinances, or plans used to make water use projections.	Yes	System Water Use	Chapter 4
x	optional	Section 4.3.2.4	10631(d)(3)(A)	Report the distribution system water loss for each of the 5 years preceding the plan update.	Yes	System Water Use	Chapter 4
x	optional	Section 4.4	10631.1(a)	Include projected water use needed for lower income housing projected in the service area of the supplier.	Yes	System Water Use	Chapter 4
x	x	Section 4.5	10635(b)	Demands under climate change considerations must be included as part of the drought risk assessment.	Yes	System Water Use	Chapter 7 and Appendix H
x		Chapter 5	10608.20(e)	Retail suppliers shall provide baseline daily per capita water use, urban water use target, inter urban water use target, and compliance daily per capita water use, along with the bases for determining those estimates, including references to supporting data.	Yes	Baselines and Targets	Chapter 5 and Appendix F
x		Chapter 5	10608.24(a)	Retail suppliers shall meet their water use target by December 31, 202	Yes	Baselines and Targets	Chapter 5 and Appendix F
x	x	Section 5.1	10608.36	Wholesale suppliers shall include an assessment of present and proposed future measures, programs, and policies to help their retail water suppliers achieve targeted water use reductions.	N/A	Baselines and Targets	
x		Section 5.2	10608.24(d)(2)	If the retail supplier adjusts its compliance GPCD using weather normalization, econometric adjustment, or extraordinary events, it shall provide the basis for, and data supporting the adjustment.	N/A	Baselines and Targets	
x		Section 5.5	10608.22	Retail suppliers' per capita daily water use reduction shall be no less than 5 percent of base daily per capita water use of the 5 year baseline. This does not apply if the suppliers base GPCD is at or below 100	Yes	Baselines and Targets	Chapter 5 and Appendix F
x		Section 5.5 and Appendix E	10608.4	Retail suppliers shall report on their compliance in meeting their water use targets. The data shall be reported using a standardized form in the SBX7-7 2020 Compliance Form	Yes	Baselines and Targets	Chapter 5 and Appendix F
x	x	Sections 6.1 and 6.2	10631(b)(1)	Provide a discussion of anticipated supply availability under a normal, single dry year, and a drought lasting five years, as well as more frequent and severe periods of drought.	Yes	System Supplies	Chapter 7
x	x	Sections 6.1	10631(b)(1)	Provide a discussion of anticipated supply availability under a normal, single dry year, and a drought lasting five years, as well as more frequent and severe periods of drought including changes in supply due to climate change.	Yes	System Supplies	Chapter 7
x	x	Section 6.1	10631(b)(2)	When multiple sources of water supply are identified, describe the management of each supply relationship to other identified supplier.	Yes	System Supplies	Chapter 6
x	x	Section 6.1.1	10631(b)(3)	Describe measures taken to acquire and develop planned sources of water.	Yes	System Supplies	Chapter 6
x	x	Section 6.2.8	10631(b)	Identify and quantify the existing and planned sources of water available for 2020, 2025, 2030, 2035, 2040 and optionally 2045	Yes	System Supplies	Chapter 6
x	x	Section 6.2	10631(b)	Indicate whether groundwater is an existing or planned source of water available to the supplier.	Yes	System Supplies	Chapter 6
x	x	Section 6.2.2	10631(b)(4)(A)	Indicate whether a groundwater sustainability plan or groundwater management plan has been adopted by the water supplier or if there is any other specific authorization for groundwater management. Include a copy of the plan or authorization.	Yes	System Supplies	Chapter 6 and Appendix G
x	x	Section 6.2.2	10631(b)(4)(B)	Describe the groundwater basin.	Yes	System Supplies	Chapter 6
x	x	Section 6.2.2	10631(b)(4)(B)	Indicate if the basin has been adjudicated and include a copy of the court order or decree and a description of the amount of water the supplier has the legal right to pump.	N/A	System Supplies	
x	x	Section 6.2.2.1	10631(b)(4)(B)	For unadjudicated basins, indicate whether or not the department has identified the basin as a high or medium priority. Describe efforts by the supplier to coordinate with sustainability or groundwater agencies to achieve sustainable groundwater conditions.	Yes	System Supplies	Chapter 6 and Appendix G
x	x	Section 6.2.2.4	10631(b)(4)(C)	Provide a detailed description and analysis of the location, amount, and sufficiency of groundwater pumped by the urban water supplier for the past five years.	Yes	System Supplies	Chapter 6
x	x	Section 6.2.2	10631(b)(4)(D)	Provide a detailed description and analysis of the amount and location of groundwater that is projected to be pumped.	Yes	System Supplies	Chapter 6
x	x	Section 6.2.7	10631(c)	Describe the opportunities for exchanges or transfers of water on a short-term or long-term basis.	Yes	System Supplies	Chapter 6
x	x	Section 6.2.5	10633(b)	Describe the quantity of treated wastewater that meets recycled water standards, is being discharged, and is otherwise available for use in a recycled water project.	Yes	System Supplies (Recycled Water)	Chapter 6
x	x	Section 6.2.5	10633(c)	Describe the recycled water currently being used in the supplier's service area.	Yes	System Supplies (Recycled Water)	Chapter 6
x	x	Section 6.2.5	10633(d)	Describe and quantify the potential uses of recycled water and provide a determination of the technical and economic feasibility of those uses.	Yes	System Supplies (Recycled Water)	Chapter 6
x	x	Section 6.2.5	10633(e)	Describe the projected use of recycled water within the supplier's service area at the end of 5, 15, and 20 years, and a description of the actual use of recycled water in comparison to uses previously projected.	Yes	System Supplies (Recycled Water)	Chapter 6
x	x	Section 6.2.5	10633(f)	Describe the actions which may be taken to encourage the use of recycled water and the projected results of these actions in terms of acre-feet of recycled water used per year.	Yes	System Supplies (Recycled Water)	Chapter 6
x	x	Section 6.2.5	10633(g)	Provide a plan for optimizing the use of recycled water in the supplier's service area.	Yes	System Supplies (Recycled Water)	Chapter 6
x	x	Section 6.2.6	10631(g)	Describe desalinated water project opportunities for long-term supply.	N/A	System Supplies	
x	x	Section 6.2.5	10633(a)	Describe the wastewater collection and treatment systems in the supplier's service area with quantified amount of collection and treatment and the disposal method.	Yes	System Supplies (Recycled Water)	Chapter 6
x	x	Section 6.2.8, Section 6.3.7	10631(f)	Describe the expected future water supply projects and programs that may be undertaken by the water supplier to address water supply reliability in average, single-dry, and for a period of drought lasting 5 consecutive water years.	Yes	System Supplies	Chapter 6 and Chapter 7
x	x	Section 6.4 and Appendix O	10631.2(a)	The UWMP must include energy information, as stated in the code, that a supplier can readily obtain.	N/A	System Supplies, Energy Intensity	Not included in UWMP
x	x	Section 7.2	10634	Provide information on the quality of existing sources of water available to the supplier and the manner in which water quality affects water management strategies and supply reliability.	Yes	Water Supply Reliability Assessment	Chapter 6 and Appendix J
x	x	Section 7.2.4	10620(f)	Describe water management tools and options to maximize resources and minimize the need to import water from other regions.	N/A	Water Supply Reliability Assessment	Chapter 9
x	x	Section 7.3	10635(a)	Service Reliability Assessment: Assess the water supply reliability during normal, dry, and a drought lasting five consecutive water years by comparing the total water supply sources available to the water supplier with the total projected water use over the next 20 years.	Yes	Water Supply Reliability Assessment	Chapter 7 and Appendix J
x	x	Section 7.3	10635(b)	Provide a drought risk assessment as part of information considered in developing the demand management measures and water supply project.	Yes	Water Supply Reliability Assessment	Appendix J
x	x	Section 7.3	10635(b)(1)	Include a description of the data, methodology, and basis for one or more supply shortage conditions that are necessary to conduct a drought risk assessment for a drought period that lasts 5 consecutive years.	Yes	Water Supply Reliability Assessment	Chapter 7, Chapter 8 and Appendix J
x	x	Section 7.3	10635(b)(2)	Include a determination of the reliability of each source of supply under a variety of water shortage conditions.	Yes	Water Supply Reliability Assessment	Chapter 7, Chapter 8 and Appendix J
x	x	Section 7.3	10635(b)(3)	Include a comparison of the total water supply sources available to the water supplier with the total projected water use for the drought period.	Yes	Water Supply Reliability Assessment	Chapter 7, Chapter 8 and Appendix J
x	x	Section 7.3	10635(b)(4)	Include considerations of the historical drought hydrology, plausible changes on projected supply and demands under climate change conditions, anticipated regulatory changes, and other locally applicable criteria.	Yes	Water Supply Reliability Assessment	Chapter 7, Chapter 8 and Appendix J
x	x	Chapter 8	10632(a)	Provide a water shortage contingency plan (WSCP) with specified elements below.	Yes	Water Shortage Contingency Planning	Chapter 8 and Appendix I
x	x	Chapter 8	10632(a)(1)	Provide the analysis of water supply reliability (from Chapter 7 of Guidebook) in the WSCP.	Yes	Water Shortage Contingency Planning	Chapter 8 and Appendix I
x	x	Section 8.10	10632(a)(10)	Describe reevaluation and improvement procedures for monitoring and evaluation of the water shortage contingency plan to ensure risk tolerance is adequate and appropriate water shortage mitigation strategies are implemented.	Yes	Water Shortage Contingency Planning	Chapter 8 and Appendix I

x	x	Section 8.2	10632(a)(2)(A)	Provide the written decision-making process and other methods that the supplier will use each year to determine its water reliability.	Yes	Water Shortage Contingency Planning	Chapter 8 and Appendix I
x	x	Section 8.2	10632(a)(2)(B)	Provide data and methodology to evaluate the supplier's water reliability for the current year and one dry year pursuant to factors in the code.	Yes	Water Shortage Contingency Planning	Chapter 8 and Appendix I
x	x	Section 8.3	10632(a)(3)(A)	Define six standard water shortage levels of 10, 20, 30, 40, 50 percent shortage and greater than 50 percent shortage. These levels shall be based on supply conditions, including percent reductions in supply, changes in groundwater levels, changes in surface elevation, or other conditions. The shortage levels shall also apply to a catastrophic interruption of supply.	Yes	Water Shortage Contingency Planning	Chapter 8 and Appendix I
x	x	Section 8.3	10632(a)(3)(B)	Suppliers with an existing water shortage contingency plan that uses different water shortage levels must cross reference their categories with the six standard categories.	Yes	Water Shortage Contingency Planning	Chapter 8 and Appendix I
x	x	Section 8.4	10632(a)(4)(A)	Suppliers with water shortage contingency plans that align with the defined shortage levels must specify locally appropriate supply augmentation actions.	Yes	Water Shortage Contingency Planning	Chapter 8 and Appendix I
x	x	Section 8.4	10632(a)(4)(B)	Specify locally appropriate demand reduction actions to adequately respond to shortages.	Yes	Water Shortage Contingency Planning	Chapter 8 and Appendix I
x	x	Section 8.4	10632(a)(4)(C)	Specify locally appropriate operational changes.	Yes	Water Shortage Contingency Planning	Chapter 8 and Appendix I
x	x	Section 8.4	10632(a)(4)(D)	Specify additional mandatory prohibitions against specific water use practices that are in addition to state-mandated prohibitions are appropriate to local condition.	Yes	Water Shortage Contingency Planning	Chapter 8 and Appendix I
x	x	Section 8.4	10632(a)(5)(E)	Estimate the extent to which the gap between supplies and demand will be reduced by implementation of the action.	Yes	Water Shortage Contingency Planning	Chapter 8 and Appendix I
x	x	Section 8.4.6	10632.5	The plan shall include a seismic risk assessment and mitigation plan.	Yes	Water Shortage Contingency Plan	Chapter 8 and Appendix I
x	x	Section 8.5	10632(a)(5)(A)	Suppliers must describe that they will inform customers, the public and others regarding any current or predicted water shortages.	Yes	Water Shortage Contingency Planning	Chapter 8 and Appendix I
x	x	Section 8.5 and 8.6	10632(a)(5)(B) 10632(a)(5)(C)	Suppliers must describe that they will inform customers, the public and others regarding a shortage response actions triggered or anticipated to be triggered and other relevant communications.	Yes	Water Shortage Contingency Planning	Chapter 8 and Appendix I
x		Section 8.6	10632(a)(6)	Retail supplier must describe how it will ensure compliance with and enforce provisions of the WSCP.	Yes	Water Shortage Contingency Planning	Chapter 8 and Appendix I
x		Section 8.7	10632(a)(7)(A)	Describe the legal authority that empowers the supplier to enforce shortage response actions.	Yes	Water Shortage Contingency Planning	Chapter 8 and Appendix I
x	x	Section 8.7	10632(a)(7)(B)	Provide a statement that the supplier will declare a water shortage emergency Water Code Chapter 3.	Yes	Water Shortage Contingency Planning	Chapter 8 and Appendix I
x	x	Section 8.7	10632(a)(7)(C)	Provide a statement that the supplier will coordinate with any city or county within which it provides water for the possible proclamation of a local emergency.	N/A	Water Shortage Contingency Planning	
x	x	Section 8.8	10632(a)(8)(A)	Describe the potential revenue reductions and expense increases associated with activated shortage response actions.	Yes	Water Shortage Contingency Planning	Chapter 8 and Appendix I
x	x	Section 8.8	10632(a)(8)(B)	Provide a description of mitigation actions needed to address revenue reductions and expense increases associated with activated shortage response action.	Yes	Water Shortage Contingency Planning	Chapter 8 and Appendix I
x		Section 8.8	10632(a)(8)(C)	Retail suppliers must describe the cost of compliance with Water Code Chapter 3.3: Excessive Residential Water Use During Drought.	Yes	Water Shortage Contingency Planning	Chapter 8 and Appendix I
x		Section 8.9	10632(a)(9)	Retail suppliers must describe the monitoring and reporting requirements and procedures to ensure appropriate data is collected, tracked, and analyzed for purposes of monitoring customer compliance.	Yes	Water Shortage Contingency Planning	Chapter 8 and Appendix I
x		Section 8.11	10632(b)	Analyze and define water features that are artificially supplied with water, including ponds, lakes, waterfalls, and fountains, separately from swimming pools and spas.	Yes	Water Shortage Contingency Planning	Chapter 8 and Appendix I
x	x	Sections 8.12 and 10.4	10635(c)	Provide supporting documentation that Water Shortage Contingency Plan has been, or will be provided to any city or county within which it provides water, no later than 30 days after the submission of the plan to DWR.	Yes	Plan Adoption, Submittal, and Implementation	Chapter 8 and Appendix I
x	x	Section 8.12	10632(c)	Make available the Water Shortage Contingency Plan to customers and any city or county where it provides water within 30 after adopted the plan.	N/A	Water Shortage Contingency Planning	
	x	Sections 9.1 and 9.3	10631(e)(2)	Wholesale suppliers shall describe specific demand management measures listed in code, their distribution system asset management program, and supplier assistance program.	N/A	Demand Management Measures	
x		Sections 9.2 and 9.3	10631(e)(1)	Retail suppliers shall provide a description of the nature and extent of each demand management measure implemented over the past five years. The description will address specific measures listed in code.	Chapter 9	Demand Management Measures	Yes
x		Chapter 10	10608.26(a)	Retail suppliers shall conduct a public hearing to discuss adoption, implementation, and economic impact of water use targets (recommended to discuss compliance).	Yes	Plan Adoption, Submittal, and Implementation	Chapter 1, Chapter 10 and Appendix D
x	x	Section 10.2.1	10621(b)	Notify, at least 60 days prior to the public hearing, any city or county within which the supplier provides water that the urban water supplier will be reviewing the plan and considering amendments or changes to the plan. Reported in Table 10-	Yes	Plan Adoption, Submittal, and Implementation	Chapter 10
x	x	Section 10.4	10621(f)	Each urban water supplier shall update and submit its 2020 plan to the department by July 1, 2021.	Uploaded In January 2022	Plan Adoption, Submittal, and Implementation	Chapter 1 and Chapter 10
x	x	Sections 10.2.2, 10.3, and 10.5	10642	Provide supporting documentation that the urban water supplier made the plan and contingency plan available for public inspection, published notice of the public hearing, and held a public hearing about the plan and contingency plan.	Yes	Plan Adoption, Submittal, and Implementation	Chapter 10
x	x	Section 10.2.2	10642	The water supplier is to provide the time and place of the hearing to any city or county within which the supplier provides water.	Yes	Plan Adoption, Submittal, and Implementation	Chapter 10
x	x	Section 10.3.2	10642	Provide supporting documentation that the plan and contingency plan has been adopted as prepared or modified.	Yes	Plan Adoption, Submittal, and Implementation	Chapter 10
x	x	Section 10.4	10644(a)	Provide supporting documentation that the urban water supplier has submitted this UWMP to the California State Library.	Yes	Plan Adoption, Submittal, and Implementation	Chapter 10
x	x	Section 10.4	10644(a)(1)	Provide supporting documentation that the urban water supplier has submitted this UWMP to any city or county within which the supplier provides water no later than 30 days after adoption.	N/A	Plan Adoption, Submittal, and Implementation	
x	x	Sections 10.4.1 and 10.4.2	10644(a)(2)	The plan, or amendments to the plan, submitted to the department shall be submitted electronically.	Yes	Plan Adoption, Submittal, and Implementation	Chapter 10
x	x	Section 10.5	10645(a)	Provide supporting documentation that, not later than 30 days after filing a copy of its plan with the department, the supplier has or will make the plan available for public review during normal business hours.	Yes	Plan Adoption, Submittal, and Implementation	Chapter 10
x	x	Section 10.5	10645(b)	Provide supporting documentation that, not later than 30 days after filing a copy of its water shortage contingency plan with the department, the supplier has or will make the plan available for public review during normal business hours.	Yes	Plan Adoption, Submittal, and Implementation	Chapter 10
x	x	Section 10.6	10621(c)	If supplier is regulated by the Public Utilities Commission, include its plan and contingency plan as part of its general rate case filings.	N/A	Plan Adoption, Submittal, and Implementation	
x	x	Section 10.7.2	10644(b)	If revised, submit a copy of the water shortage contingency plan to DWR within 30 days of adoption.	N/A	Plan Adoption, Submittal, and Implementation	

Appendix B

2020 URBAN WATER MANAGEMENT PLAN ADOPTION RESOLUTION

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Appendix C

2015 URBAN WATER MANAGEMENT PLAN AND DATA SOURCES

https://cms9files.revize.com/PortervilleCA/Document_Center/Department/Public%20Works/Water%20Conservation/2015UWMPUpdate-Final.pdf

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Appendix D

PUBLIC NOTIFICATIONS

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June 18, 2021



Tule River Association
2904 W. Main St.
Visalia, CA 93291

Attention: R.L. Schafer

Subject: **Notice of Preparation of the 2020 City of Porterville Urban Water Management Plan**

Dear R.L. Schafer:

Pursuant to the requirements of the California Water Code, Division 6, Part 2.6 Urban Water Management Planning, Section 10621 (b), every urban water supplier required to prepare a plan pursuant to this part shall, at least 60 days prior to the public hearing on the plan required by Section 10642, notify any city or county within which the supplier provides water supplies that the urban water supplier will be reviewing the plan and considering amendments or changes to the plan.

This letter is intended to notify your agency that the City of Porterville (City) is in process of preparing the 2020 Urban Water Management Plan (UWMP). Based on the City's current schedule, we expect to have a public review draft of the 2020 UWMP available for review in August 2021, at which point your agency will receive a notification letter that the draft UWMP is available for public review.

If your agency would like to submit comments or provide input to the City in anticipation of the development of the 2020 UWMP, please submit written copies to:

Michael Knight
City of Porterville
Public Works Director
291 North Main Street
Porterville, CA 93257

Sincerely,

CITY OF PORTERVILLE

Michael Knight
Public Works Director

cc: Anthony Cemo, Carollo Engineers, Inc.

June 18, 2021



Porter Vista Public Utilities District
1124 E. Success Dr.
Porterville, CA 93257

Attention: Jeannie Chavez

Subject: Notice of Preparation of the 2020 City of Porterville Urban Water Management Plan

Dear Jeannie Chavez:

Pursuant to the requirements of the California Water Code, Division 6, Part 2.6 Urban Water Management Planning, Section 10621 (b), every urban water supplier required to prepare a plan pursuant to this part shall, at least 60 days prior to the public hearing on the plan required by Section 10642, notify any city or county within which the supplier provides water supplies that the urban water supplier will be reviewing the plan and considering amendments or changes to the plan.

This letter is intended to notify your agency that the City of Porterville (City) is in process of preparing the 2020 Urban Water Management Plan (UWMP). Based on the City's current schedule, we expect to have a public review draft of the 2020 UWMP available for review in August 2021, at which point your agency will receive a notification letter that the draft UWMP is available for public review.

If your agency would like to submit comments or provide input to the City in anticipation of the development of the 2020 UWMP, please submit written copies to:

Michael Knight
City of Porterville
Public Works Director
291 North Main Street
Porterville, CA 93257

Sincerely,

CITY OF PORTERVILLE

Michael Knight
Public Works Director

cc: Anthony Cemo, Carollo Engineers, Inc.

June 18, 2021



Tea Pot Dome Irrigation District
357 E. Olive Ave
Tipton, CA 93272

Attention: Eric Limas

Subject: **Notice of Preparation of the 2020 City of Porterville Urban Water Management Plan**

Dear Eric Limas:

Pursuant to the requirements of the California Water Code, Division 6, Part 2.6 Urban Water Management Planning, Section 10621 (b), every urban water supplier required to prepare a plan pursuant to this part shall, at least 60 days prior to the public hearing on the plan required by Section 10642, notify any city or county within which the supplier provides water supplies that the urban water supplier will be reviewing the plan and considering amendments or changes to the plan.

This letter is intended to notify your agency that the City of Porterville (City) is in process of preparing the 2020 Urban Water Management Plan (UWMP). Based on the City's current schedule, we expect to have a public review draft of the 2020 UWMP available for review in August 2021, at which point your agency will receive a notification letter that the draft UWMP is available for public review.

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Michael Knight
City of Porterville
Public Works Director
291 North Main Street
Porterville, CA 93257

Sincerely,

CITY OF PORTERVILLE

Michael Knight
Public Works Director

cc: Anthony Cemo, Carollo Engineers, Inc.

June 18, 2021



Vandalia Irrigation District
357 E. Olive Ave
Tipton, CA 93272

Attention: Eric Limas

Subject: **Notice of Preparation of the 2020 City of Porterville Urban Water Management Plan**

Dear Eric Limas:

Pursuant to the requirements of the California Water Code, Division 6, Part 2.6 Urban Water Management Planning, Section 10621 (b), every urban water supplier required to prepare a plan pursuant to this part shall, at least 60 days prior to the public hearing on the plan required by Section 10642, notify any city or county within which the supplier provides water supplies that the urban water supplier will be reviewing the plan and considering amendments or changes to the plan.

This letter is intended to notify your agency that the City of Porterville (City) is in process of preparing the 2020 Urban Water Management Plan (UWMP). Based on the City's current schedule, we expect to have a public review draft of the 2020 UWMP available for review in August 2021, at which point your agency will receive a notification letter that the draft UWMP is available for public review.

If your agency would like to submit comments or provide input to the City in anticipation of the development of the 2020 UWMP, please submit written copies to:

Michael Knight
City of Porterville
Public Works Director
291 North Main Street
Porterville, CA 93257

Sincerely,

CITY OF PORTERVILLE

Michael Knight
Public Works Director

cc: Anthony Cemo, Carollo Engineers, Inc.

June 18, 2021



Lower Tule River Irrigation District
357 E. Olive Ave
Tipton, CA 93272

Attention: Eric Limas

Subject: **Notice of Preparation of the 2020 City of Porterville Urban Water Management Plan**

Dear Eric Limas:

Pursuant to the requirements of the California Water Code, Division 6, Part 2.6 Urban Water Management Planning, Section 10621 (b), every urban water supplier required to prepare a plan pursuant to this part shall, at least 60 days prior to the public hearing on the plan required by Section 10642, notify any city or county within which the supplier provides water supplies that the urban water supplier will be reviewing the plan and considering amendments or changes to the plan.

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If your agency would like to submit comments or provide input to the City in anticipation of the development of the 2020 UWMP, please submit written copies to:

Michael Knight
City of Porterville
Public Works Director
291 North Main Street
Porterville, CA 93257

Sincerely,

CITY OF PORTERVILLE

Michael Knight
Public Works Director

cc: Anthony Cemo, Carollo Engineers, Inc.

June 18, 2021



Saucelito Irrigation District
20712 Avenue 120
Porterville, CA 93257

Attention: Sean Geivet

Subject: **Notice of Preparation of the 2020 City of Porterville Urban Water Management Plan**

Dear Sean Geivet:

Pursuant to the requirements of the California Water Code, Division 6, Part 2.6 Urban Water Management Planning, Section 10621 (b), every urban water supplier required to prepare a plan pursuant to this part shall, at least 60 days prior to the public hearing on the plan required by Section 10642, notify any city or county within which the supplier provides water supplies that the urban water supplier will be reviewing the plan and considering amendments or changes to the plan.

This letter is intended to notify your agency that the City of Porterville (City) is in process of preparing the 2020 Urban Water Management Plan (UWMP). Based on the City's current schedule, we expect to have a public review draft of the 2020 UWMP available for review in August 2021, at which point your agency will receive a notification letter that the draft UWMP is available for public review.

If your agency would like to submit comments or provide input to the City in anticipation of the development of the 2020 UWMP, please submit written copies to:

Michael Knight
City of Porterville
Public Works Director
291 North Main Street
Porterville, CA 93257

Sincerely,

CITY OF PORTERVILLE

Michael Knight
Public Works Director

cc: Anthony Cemo, Carollo Engineers, Inc.

June 18, 2021



Terra Bella Irrigation District
24790 Avenue 95
Terra Bella, CA 93270

Attention: Sean Geivet

Subject: **Notice of Preparation of the 2020 City of Porterville Urban Water Management Plan**

Dear Sean Geivet:

Pursuant to the requirements of the California Water Code, Division 6, Part 2.6 Urban Water Management Planning, Section 10621 (b), every urban water supplier required to prepare a plan pursuant to this part shall, at least 60 days prior to the public hearing on the plan required by Section 10642, notify any city or county within which the supplier provides water supplies that the urban water supplier will be reviewing the plan and considering amendments or changes to the plan.

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If your agency would like to submit comments or provide input to the City in anticipation of the development of the 2020 UWMP, please submit written copies to:

Michael Knight
City of Porterville
Public Works Director
291 North Main Street
Porterville, CA 93257

Sincerely,

CITY OF PORTERVILLE

Michael Knight
Public Works Director

cc: Anthony Cemo, Carollo Engineers, Inc.

June 18, 2021



Porterville Irrigation District
220860 Avenue 160
Porterville, CA 93257

Attention: Sean Geivet

Subject: **Notice of Preparation of the 2020 City of Porterville Urban Water Management Plan**

Dear Sean Geivet:

Pursuant to the requirements of the California Water Code, Division 6, Part 2.6 Urban Water Management Planning, Section 10621 (b), every urban water supplier required to prepare a plan pursuant to this part shall, at least 60 days prior to the public hearing on the plan required by Section 10642, notify any city or county within which the supplier provides water supplies that the urban water supplier will be reviewing the plan and considering amendments or changes to the plan.

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If your agency would like to submit comments or provide input to the City in anticipation of the development of the 2020 UWMP, please submit written copies to:

Michael Knight
City of Porterville
Public Works Director
291 North Main Street
Porterville, CA 93257

Sincerely,

CITY OF PORTERVILLE

Michael Knight
Public Works Director

cc: Anthony Cemo, Carollo Engineers, Inc.

June 18, 2021



Eastern Tule Groundwater Sustainability Agency
881 W. Morton Avenue, Suite D.
Porterville, CA 93257

Attention: Rogelio Claudillo

Subject: **Notice of Preparation of the 2020 City of Porterville Urban Water Management Plan**

Dear Rogelio Claudillo:

Pursuant to the requirements of the California Water Code, Division 6, Part 2.6 Urban Water Management Planning, Section 10621 (b), every urban water supplier required to prepare a plan pursuant to this part shall, at least 60 days prior to the public hearing on the plan required by Section 10642, notify any city or county within which the supplier provides water supplies that the urban water supplier will be reviewing the plan and considering amendments or changes to the plan.

This letter is intended to notify your agency that the City of Porterville (City) is in process of preparing the 2020 Urban Water Management Plan (UWMP). Based on the City's current schedule, we expect to have a public review draft of the 2020 UWMP available for review in August 2021, at which point your agency will receive a notification letter that the draft UWMP is available for public review.

If your agency would like to submit comments or provide input to the City in anticipation of the development of the 2020 UWMP, please submit written copies to:

Michael Knight
City of Porterville
Public Works Director
291 North Main Street
Porterville, CA 93257

Sincerely,

CITY OF PORTERVILLE

Michael Knight
Public Works Director

cc: Anthony Cemo, Carollo Engineers, Inc.

June 18, 2021



County of Tulare
5961 S. Mooney Boulevard
Visalia, CA 93277

Attention: Denise England

Subject: **Notice of Preparation of the 2020 City of Porterville Urban Water Management Plan**

Dear Denise England:

Pursuant to the requirements of the California Water Code, Division 6, Part 2.6 Urban Water Management Planning, Section 10621 (b), every urban water supplier required to prepare a plan pursuant to this part shall, at least 60 days prior to the public hearing on the plan required by Section 10642, notify any city or county within which the supplier provides water supplies that the urban water supplier will be reviewing the plan and considering amendments or changes to the plan.

This letter is intended to notify your agency that the City of Porterville (City) is in process of preparing the 2020 Urban Water Management Plan (UWMP). Based on the City's current schedule, we expect to have a public review draft of the 2020 UWMP available for review in August 2021, at which point your agency will receive a notification letter that the draft UWMP is available for public review.

If your agency would like to submit comments or provide input to the City in anticipation of the development of the 2020 UWMP, please submit written copies to:

Michael Knight
City of Porterville
Public Works Director
291 North Main Street
Porterville, CA 93257

Sincerely,

CITY OF PORTERVILLE

Michael Knight
Public Works Director

cc: Anthony Cemo, Carollo Engineers, Inc.

Appendix E

AWWA WATER AUDIT DOCUMENTS

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AWWA Free Water Audit Software: Reporting Worksheet

WAS v5.0
American Water Works Association
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? Click to access definition
+ Click to add a comment

Water Audit Report for: **City of Porterville (54-10010)**
Reporting Year: **2016** 1/2016 - 12/2016

Please enter data in the white cells below. Where available, metered values should be used; if metered values are unavailable please estimate a value. Indicate your confidence in the accuracy of the input data by grading each component (n/a or 1-10) using the drop-down list to the left of the input cell. Hover the mouse over the cell to obtain a description of the grades

All volumes to be entered as: MILLION GALLONS (US) PER YEAR

To select the correct data grading for each input, determine the highest grade where the utility meets or exceeds all criteria for that grade and all grades below it.

WATER SUPPLIED

Volume from own sources: + ? 4 3,222.000 MG/Yr
Water imported: + ? n/a 0.000 MG/Yr
Water exported: + ? n/a 0.000 MG/Yr

Master Meter and Supply Error Adjustments

Pcnt: Value: MG/Yr
+ ? 3 0 0 MG/Yr
+ ? 0 0 0 MG/Yr
+ ? 0 0 0 MG/Yr

Enter negative % or value for under-registration
Enter positive % or value for over-registration

WATER SUPPLIED: 3,222.000 MG/Yr

AUTHORIZED CONSUMPTION

Billed metered: + ? 5 2,776.000 MG/Yr
Billed unmetered: + ? 10 95.576 MG/Yr
Unbilled metered: + ? n/a MG/Yr
Unbilled unmetered: + ? 40.275 MG/Yr

Default option selected for Unbilled unmetered - a grading of 5 is applied but not displayed

AUTHORIZED CONSUMPTION: 2,911.851 MG/Yr

Click here: ?
for help using option
buttons below

Pcnt: Value: MG/Yr
1.25% 0 0 MG/Yr

Use buttons to select
percentage of water
supplied
OR
value

WATER LOSSES (Water Supplied - Authorized Consumption)

310.149 MG/Yr

Apparent Losses

Unauthorized consumption: + ? 8.055 MG/Yr

Default option selected for unauthorized consumption - a grading of 5 is applied but not displayed

Customer metering inaccuracies: + ? 3 0.000 MG/Yr
Systematic data handling errors: + ? 6.940 MG/Yr

Default option selected for Systematic data handling errors - a grading of 5 is applied but not displayed

Apparent Losses: 14.995 MG/Yr

Pcnt: Value: MG/Yr
0.25% 0 0 MG/Yr

0.25% 0 0 MG/Yr

Real Losses (Current Annual Real Losses or CARL)

Real Losses = Water Losses - Apparent Losses: ? 295.154 MG/Yr

WATER LOSSES: 310.149 MG/Yr

NON-REVENUE WATER

NON-REVENUE WATER: 350.424 MG/Yr

= Water Losses + Unbilled Metered + Unbilled Unmetered

SYSTEM DATA

Length of mains: + ? 9 234.9 miles
Number of active AND inactive service connections: + ? 5 15,760
Service connection density: ? 67 conn./mile main

Are customer meters typically located at the curbside or property line? Yes

Average length of customer service line: + ? (length of service line, beyond the property boundary, that is the responsibility of the utility)

Average length of customer service line has been set to zero and a data grading score of 10 has been applied

Average operating pressure: + ? 9 60.0 psi

COST DATA

Total annual cost of operating water system: + ? 10 \$5,525,799 \$/Year
Customer retail unit cost (applied to Apparent Losses): + ? 9 \$1.75 \$/100 cubic feet (ccf)
Variable production cost (applied to Real Losses): + ? 5 \$583.08 \$/Million gallons ☐ Use Customer Retail Unit Cost to value real losses

WATER AUDIT DATA VALIDITY SCORE:

***** YOUR SCORE IS: 57 out of 100 *****

A weighted scale for the components of consumption and water loss is included in the calculation of the Water Audit Data Validity Score

PRIORITY AREAS FOR ATTENTION:

Based on the information provided, audit accuracy can be improved by addressing the following components:

1: Volume from own sources

2: Customer metering inaccuracies

3: Billed metered



AWWA Free Water Audit Software: Reporting Worksheet

WAS v5.0
American Water Works Association
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[?](#) Click to access definition
[+](#) Click to add a comment

Water Audit Report for: **City of Porterville (54-10010)**
Reporting Year: **2017** 1/2017 - 12/2017

Please enter data in the white cells below. Where available, metered values should be used; if metered values are unavailable please estimate a value. Indicate your confidence in the accuracy of the input data by grading each component (n/a or 1-10) using the drop-down list to the left of the input cell. Hover the mouse over the cell to obtain a description of the grades

All volumes to be entered as: MILLION GALLONS (US) PER YEAR

To select the correct data grading for each input, determine the highest grade where the utility meets or exceeds all criteria for that grade and all grades below it.

WATER SUPPLIED

Volume from own sources: [+](#) [?](#) 7 3,345.000 MG/Yr
Water imported: [+](#) [?](#) n/a 0.000 MG/Yr
Water exported: [+](#) [?](#) n/a 0.000 MG/Yr

Master Meter and Supply Error Adjustments

Pcnt: [+](#) [?](#) 3 Value: [?](#) MG/Yr
[+](#) [?](#) [?](#) [?](#) MG/Yr
[+](#) [?](#) [?](#) [?](#) MG/Yr

Enter negative % or value for under-registration
Enter positive % or value for over-registration

WATER SUPPLIED: 3,345.000 MG/Yr

AUTHORIZED CONSUMPTION

Billed metered: [+](#) [?](#) 5 2,891.000 MG/Yr
Billed unmetered: [+](#) [?](#) 10 59.430 MG/Yr
Unbilled metered: [+](#) [?](#) n/a MG/Yr
Unbilled unmetered: [+](#) [?](#) 41.813 MG/Yr

Default option selected for Unbilled unmetered - a grading of 5 is applied but not displayed

AUTHORIZED CONSUMPTION: [?](#) 2,992.243 MG/Yr

Click here: [?](#)
for help using option
buttons below

Pcnt: 1.25% Value: [?](#) MG/Yr

Use buttons to select
percentage of water
supplied
OR
value

Pcnt: 0.25% Value: [?](#) MG/Yr

1.50% [?](#) [?](#) MG/Yr
0.25% [?](#) [?](#) MG/Yr

WATER LOSSES (Water Supplied - Authorized Consumption)

Apparent Losses

Unauthorized consumption: [+](#) [?](#) 8.363 MG/Yr

Default option selected for unauthorized consumption - a grading of 5 is applied but not displayed

Customer metering inaccuracies: [+](#) [?](#) 4 44.025 MG/Yr
Systematic data handling errors: [+](#) [?](#) 7.228 MG/Yr

Default option selected for Systematic data handling errors - a grading of 5 is applied but not displayed

Apparent Losses: [?](#) 59.615 MG/Yr

Real Losses (Current Annual Real Losses or CARL)

Real Losses = Water Losses - Apparent Losses: [?](#) 293.142 MG/Yr

WATER LOSSES: 352.758 MG/Yr

NON-REVENUE WATER

NON-REVENUE WATER: [?](#) 394.570 MG/Yr

= Water Losses + Unbilled Metered + Unbilled Unmetered

SYSTEM DATA

Length of mains: [+](#) [?](#) 9 273.4 miles
Number of active AND inactive service connections: [+](#) [?](#) 9 16,206
Service connection density: [?](#) 59 conn./mile main

Are customer meters typically located at the curbside or property line? [?](#) Yes

Average length of customer service line: [+](#) [?](#) (length of service line, beyond the property boundary, that is the responsibility of the utility)

Average length of customer service line has been set to zero and a data grading score of 10 has been applied

Average operating pressure: [+](#) [?](#) 9 60.0 psi

COST DATA

Total annual cost of operating water system: [+](#) [?](#) 10 \$6,221,146 \$/Year
Customer retail unit cost (applied to Apparent Losses): [+](#) [?](#) 9 \$1.79 \$/100 cubic feet (ccf)
Variable production cost (applied to Real Losses): [+](#) [?](#) 8 \$537.68 \$/Million gallons ☐ Use Customer Retail Unit Cost to value real losses

WATER AUDIT DATA VALIDITY SCORE:

*** YOUR SCORE IS: 71 out of 100 ***

A weighted scale for the components of consumption and water loss is included in the calculation of the Water Audit Data Validity Score

PRIORITY AREAS FOR ATTENTION:

Based on the information provided, audit accuracy can be improved by addressing the following components:

1: Volume from own sources

2: Billed metered

3: Customer metering inaccuracies

AWWA Free Water Audit Software:
Reporting Worksheet

WAS v5.0

?
+

Click to access **Water Audit Report for:**
City of Porterville (54-10010)

Click to add a comment **Reporting Year:**
2018
1/2018 - 12/2018

Please enter data in the white cells below. Where available, metered values should be used; if metered values are unavailable please estimate a value. Indicate your confidence in the accuracy of the

All volumes to be entered as: MILLION GALLONS (US) PER YEAR

WATER SUPPLIED

To select the correct data grading for each input, determine the highest grade where the utility meets or

----- Enter grading in column 'E' and 'J' ----->

Volume from own sources:	+	7	3,514.000	MG/Yr
Water imported:	+	n/a	0.000	MG/Yr
Water exported:	+	n/a	0.000	MG/Yr

WATER SUPPLIED:
3,514.000
MG/Yr

Master Meter and Supply Error Adjustments

Pcnt:	3	Value:	MG/Yr
			MG/Yr
			MG/Yr

Enter negative % or value for under-registration
Enter positive % or value for over-registration

AUTHORIZED CONSUMPTION

Billed metered:	+	6	3,078.800	MG/Yr
Billed unmetered:	+	10	30.406	MG/Yr
Unbilled metered:	+	n/a	0.000	MG/Yr
Unbilled unmetered:	+		43.925	MG/Yr

Default option selected for Unbilled unmetered - a grading of 5 is applied but not displayed

AUTHORIZED CONSUMPTION:
3,153.131
MG/Yr

Click for help using option buttons

Pcnt: Value: MG/Yr

1.25% MG/Yr

Use buttons to select percentage of water supplied OR value

Pcnt: Value: MG/Yr

0.25% MG/Yr

1.50% MG/Yr

0.25% MG/Yr

WATER LOSSES (Water Supplied - Authorized Consumption)

360.869
MG/Yr

Apparent Losses

Unauthorized consumption: + 8.785 MG/Yr

Default option selected for unauthorized consumption - a grading of 5 is applied but not displayed

Customer metering inaccuracies: + 4 46.885 MG/Yr

Systematic data handling errors: + 7.697 MG/Yr

Default option selected for Systematic data handling errors - a grading of 5 is applied but not displayed

Apparent Losses: 63.367 MG/Yr

Pcnt: Value: MG/Yr

0.25% MG/Yr

1.50% MG/Yr

0.25% MG/Yr

Real Losses (Current Annual Real Losses or CARL)

Real Losses = Water Losses - Apparent Losses:

297.502
MG/Yr

WATER LOSSES: 360.869 MG/Yr

NON-REVENUE WATER

NON-REVENUE WATER: 404.794 MG/Yr

= Water Losses + Unbilled Metered + Unbilled Unmetered

SYSTEM DATA

Length of mains: + 9 274.3 miles

Number of active AND inactive service connections: + 9 16,687

Service connection density: 61 conn./mile main

Are customer meters typically located at the curbside or property line? Yes

Average length of customer service line: + (length of service line, beyond the property boundary, that is the responsibility of the)

Average length of customer service line has been set to zero and a data grading score of 10 has been applied

Average operating pressure: + 9 60.0 psi

COST DATA

Total annual cost of operating water system: + 10 \$6,195,223 \$/Year

Customer retail unit cost (applied to Apparent Losses): + 9 \$1.83 \$/100 cubic feet (ccf)

Variable production cost (applied to Real Losses): + 9 \$555.00 \$/Million gallons

☐ Use Customer Retail Unit Cost to value real

*** YOUR SCORE IS: 73 out of 100 ***

A weighted scale for the components of consumption and water loss is included in the calculation of the Water Audit Data Validity Score

PRIORITY AREAS FOR ATTENTION:

Based on the information provided, audit accuracy can be improved by addressing the following components:

1: Volume from own sources

2: Customer metering inaccuracies

3: Billed metered

AWWA Free Water Audit Software v5.0

Reporting Worksheet 1



AWWA Free Water Audit Software: Reporting Worksheet

WAS v5.0

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?	Click to access definition
+	Click to add a comment

Water Audit Report for: **City of Porterville (54-10010)**
Reporting Year: **2019** 1/2019 - 12/2019

Please enter data in the white cells below. Where available, metered values should be used; if metered values are unavailable please estimate a value. Indicate your confidence in the accuracy of the input data by grading each component (n/a or 1-10) using the drop-down list to the left of the input cell. Hover the mouse over the cell to obtain a description of the grades

All volumes to be entered as: **MILLION GALLONS (US) PER YEAR**

To select the correct data grading for each input, determine the highest grade where the utility meets or exceeds all criteria for that grade and all grades below it.

WATER SUPPLIED

Volume from own sources: 7 3,422.000 MG/Yr
Water imported: n/a 0.000 MG/Yr
Water exported: n/a 0.000 MG/Yr

WATER SUPPLIED: 3,422.000 MG/Yr

Master Meter and Supply Error Adjustments

Pcnt: 3 MG/Yr
 MG/Yr
 MG/Yr

Enter negative % or value for under-registration
Enter positive % or value for over-registration

AUTHORIZED CONSUMPTION

Billed metered: 6 2,990.000 MG/Yr
Billed unmetered: 10 23.000 MG/Yr
Unbilled metered: n/a 0.000 MG/Yr
Unbilled unmetered: 42.775 MG/Yr

Default option selected for Unbilled unmetered - a grading of 5 is applied but not displayed

AUTHORIZED CONSUMPTION: 3,055.775 MG/Yr

Click here: ?
for help using option
buttons below

Pcnt: 1.25% MG/Yr

Use buttons to select
percentage of water
supplied
OR
value

Pcnt: 0.25% MG/Yr

3.00% MG/Yr
 0.25% MG/Yr

WATER LOSSES (Water Supplied - Authorized Consumption)

366.225 MG/Yr

Apparent Losses

Unauthorized consumption: 8.555 MG/Yr

Default option selected for unauthorized consumption - a grading of 5 is applied but not displayed

Customer metering inaccuracies: 5 92.474 MG/Yr
Systematic data handling errors: 7.475 MG/Yr

Default option selected for Systematic data handling errors - a grading of 5 is applied but not displayed

Apparent Losses: 108.504 MG/Yr

Real Losses (Current Annual Real Losses or CARL)

Real Losses = Water Losses - Apparent Losses: 257.721 MG/Yr

WATER LOSSES: 366.225 MG/Yr

NON-REVENUE WATER

NON-REVENUE WATER: 409.000 MG/Yr

= Water Losses + Unbilled Metered + Unbilled Unmetered

SYSTEM DATA

Length of mains: 9 275.8 miles
Number of active AND inactive service connections: 9 16,863
Service connection density: 61 conn./mile main

Are customer meters typically located at the curbside or property line? Yes

Average length of customer service line: (length of service line, beyond the property boundary, that is the responsibility of the utility)

Average length of customer service line has been set to zero and a data grading score of 10 has been applied

Average operating pressure: 9 60.0 psi

COST DATA

Total annual cost of operating water system: 10 \$6,195,222 \$/Year
Customer retail unit cost (applied to Apparent Losses): 9 \$1.87 \$/100 cubic feet (ccf)
Variable production cost (applied to Real Losses): 8 \$569.93 \$/Million gallons ☐ Use Customer Retail Unit Cost to value real losses

WATER AUDIT DATA VALIDITY SCORE:

*** YOUR SCORE IS: 73 out of 100 ***

A weighted scale for the components of consumption and water loss is included in the calculation of the Water Audit Data Validity Score

PRIORITY AREAS FOR ATTENTION:

Based on the information provided, audit accuracy can be improved by addressing the following components:

1: Volume from own sources

2: Billed metered

3: Customer metering inaccuracies



AWWA Free Water Audit Software: Reporting Worksheet

WAS v5.0
American Water Works Association
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[?](#) Click to access definition
[+](#) Click to add a comment

Water Audit Report for: **City of Porterville (54-10010)**
Reporting Year: **2020** 1/2020 - 12/2020

Please enter data in the white cells below. Where available, metered values should be used; if metered values are unavailable please estimate a value. Indicate your confidence in the accuracy of the input data by grading each component (n/a or 1-10) using the drop-down list to the left of the input cell. Hover the mouse over the cell to obtain a description of the grades

All volumes to be entered as: **MILLION GALLONS (US) PER YEAR**

To select the correct data grading for each input, determine the highest grade where the utility meets or exceeds all criteria for that grade and all grades below it.

WATER SUPPLIED

Volume from own sources: [+](#) [?](#) 7 3,647.000 MG/Yr
Water imported: [+](#) [?](#) n/a 0.000 MG/Yr
Water exported: [+](#) [?](#) n/a 0.000 MG/Yr

Master Meter and Supply Error Adjustments

Pcnt: [+](#) [?](#) 3 Value: [⊖](#) [⊕](#) MG/Yr
[+](#) [?](#) [⊖](#) [⊕](#) MG/Yr
[+](#) [?](#) [⊖](#) [⊕](#) MG/Yr

Enter negative % or value for under-registration
Enter positive % or value for over-registration

WATER SUPPLIED: 3,647.000 MG/Yr

AUTHORIZED CONSUMPTION

Billed metered: [+](#) [?](#) 6 3,243.000 MG/Yr
Billed unmetered: [+](#) [?](#) 10 21.000 MG/Yr
Unbilled metered: [+](#) [?](#) n/a 0.000 MG/Yr
Unbilled unmetered: [+](#) [?](#) 45.588 MG/Yr

Default option selected for Unbilled unmetered - a grading of 5 is applied but not displayed

AUTHORIZED CONSUMPTION: 3,309.588 MG/Yr

Click here: [?](#)
for help using option
buttons below

Pcnt: 1.25% Value: [⊖](#) [⊕](#) MG/Yr

Use buttons to select
percentage of water
supplied
OR
value

Pcnt: 0.25% Value: [⊖](#) [⊕](#) MG/Yr

3.00% [⊖](#) [⊕](#) MG/Yr
0.25% [⊖](#) [⊕](#) MG/Yr

WATER LOSSES (Water Supplied - Authorized Consumption)

Apparent Losses

Unauthorized consumption: [+](#) [?](#) 9.118 MG/Yr

Default option selected for unauthorized consumption - a grading of 5 is applied but not displayed

Customer metering inaccuracies: [+](#) [?](#) 5 100.299 MG/Yr
Systematic data handling errors: [+](#) [?](#) 8.108 MG/Yr

Default option selected for Systematic data handling errors - a grading of 5 is applied but not displayed

Apparent Losses: 117.524 MG/Yr

Real Losses (Current Annual Real Losses or CARL)

Real Losses = Water Losses - Apparent Losses: [?](#) 219.889 MG/Yr

WATER LOSSES: 337.413 MG/Yr

NON-REVENUE WATER

NON-REVENUE WATER: 383.000 MG/Yr

= Water Losses + Unbilled Metered + Unbilled Unmetered

SYSTEM DATA

Length of mains: [+](#) [?](#) 9 291.3 miles
Number of active AND inactive service connections: [+](#) [?](#) 9 17,063
Service connection density: [?](#) 59 conn./mile main

Are customer meters typically located at the curbside or property line? [?](#) Yes

Average length of customer service line: [+](#) [?](#) (length of service line, beyond the property boundary, that is the responsibility of the utility)

Average length of customer service line has been set to zero and a data grading score of 10 has been applied

Average operating pressure: [+](#) [?](#) 9 60.0 psi

COST DATA

Total annual cost of operating water system: [+](#) [?](#) 9 \$6,951,412 \$/Year
Customer retail unit cost (applied to Apparent Losses): [+](#) [?](#) 9 \$1.87 \$/100 cubic feet (ccf)
Variable production cost (applied to Real Losses): [+](#) [?](#) 9 \$534.76 \$/Million gallons ☐ Use Customer Retail Unit Cost to value real losses

WATER AUDIT DATA VALIDITY SCORE:

*** YOUR SCORE IS: 73 out of 100 ***

A weighted scale for the components of consumption and water loss is included in the calculation of the Water Audit Data Validity Score

PRIORITY AREAS FOR ATTENTION:

Based on the information provided, audit accuracy can be improved by addressing the following components:

1: Volume from own sources

2: Billed metered

3: Customer metering inaccuracies

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Appendix F

SBX7-7 VERIFICATION FORMS

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SB X7-7 Table 0: Units of Measure Used in 2020 UWMP**(select one from the drop down list)*

Million Gallons

**The unit of measure must be consistent throughout the UWMP, as reported in Submittal Table 2-3.*

NOTES:

SB X7-7 Table 2: Method for 2020 Population Estimate**Method Used to Determine 2020 Population**

(may check more than one)

**1. Department of Finance (DOF) or
(ACS)****American Community Survey****2. Persons-per-Connection Method****X****3. DWR Population Tool****4. Other**

DWR recommends pre-review

NOTES:

SB X7-7 Table 3: 2020 Service Area Population**2020 Compliance Year Population****2020**

74,907

NOTES:

SB X7-7 Table 4: 2020 Gross Water Use

Compliance Year 2020	2020 Volume Into Distribution System <i>This column will remain blank until SB X7-7 Table 4-A is completed.</i>	2020 Deductions					2020 Gross Water Use
		Exported Water *	Change in Dist. System Storage* (+/-)	Indirect Recycled Water <i>This column will remain blank until SB X7-7 Table 4-B is completed.</i>	Water Delivered for Agricultural Use*	Process Water <i>This column will remain blank until SB X7-7 Table 4-D is completed.</i>	
	3,647	-	-	-	-	-	3,647

* **Units of measure (AF, MG , or CCF)** must remain consistent throughout the UWMP, as reported in SB X7-7 Table 0 and Submittal Table 2-3.

NOTES:

SB X7-7 Table 4-A: 2020 Volume Entering the Distribution System(s), Meter Error Adjustment

Complete one table for each source.

Name of Source	Tule Subbasin Groundwater		
This water source is (check one):			
X	The supplier's own water source		
	A purchased or imported source		
Compliance Year 2020	Volume Entering Distribution System ¹	Meter Error Adjustment ² <i>Optional (+/-)</i>	Corrected Volume Entering Distribution System
	3,647	-	3,647

¹ **Units of measure (AF, MG , or CCF)** must remain consistent throughout the UWMP, as reported in SB X7-7 Table 0 and Submittal Table 2-3.

² **Meter Error Adjustment** - See guidance in

Methodology 1, Step 3 of Methodologies Document

NOTES

SB X7-7 Table 5: 2020 Gallons Per Capita Per Day (GPCD)

2020 Gross Water SB X7-7 Table 4	Fm	2020 Population Fm SB X7-7 Table 3	2020 GPCD
3,647		74,907	133

NOTES:

SB X7-7 Table 9: 2020 Compliance

Actual 2020 GPCD ¹	Optional Adjustments to 2020 GPCD					2020 Confirmed Target GPCD ^{1, 2}	Did Supplier Achieve Targeted Reduction for 2020?
	Enter "0" if Adjustment Not Used			TOTAL Adjustments ¹	Adjusted 2020 GPCD ¹ <i>(Adjusted if applicable)</i>		
	Extraordinary Events ¹	Weather Normalization ¹	Economic Adjustment ¹				
133	-	-	-	-	133	156	YES

¹ All values are reported in GPCD

² **2020 Confirmed Target GPCD** is taken from the Supplier's SB X7-7 Verification Form Table SB X7-7, 7-F.

NOTES:

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Appendix G

EASTERN TULE GSA GROUNDWATER SUSTAINABILITY PLAN

A copy of the Eastern Tule Groundwater Sustainability Agency's Groundwater Sustainability Plan can be downloaded at the link below:

<https://www.easterntulegsa.com/gsp>

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Appendix H

2020 WATER QUALITY CCR

City of Porterville Consumer Confidence Reports can be downloaded at the link below:

https://www.ci.porterville.ca.us/departments/public_works/field_services_division/water_sewer_maintenance.php#outer-161

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Appendix I

WATER CONSERVATION PLAN

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WATER CONSERVATION PLAN

EVERY DROP COUNTS.

PRESENTED BY: FIELD SERVICES DIVISION
PUBLIC WORKS DEPARTMENT

CITY OF PORTERVILLE
555 N. PROSPECT ST., PORTERVILLE, CA 93257

REVISED BY:

JOHN LOLLIS,
CITY MANAGER

MICHAEL K. REED,
ACTING PUBLIC WORKS DIRECTOR

BRYAN B. STYLES,
DEPUTY PUBLIC WORKS DIRECTOR
& FIELD SERVICES MANAGER

MICHAEL KNIGHT,
WATER UTILITIES SUPERINTENDENT

ROMAN FERRO,
WATER SYSTEMS SPECIALIST

DENYS THOMPSON,
ADMINISTRATIVE AIDE

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PREFACE

The City of Porterville water system is municipally-owned with more than 15,299 service connections, 97% of which are metered, serving a population of 55,490, with approximately 1,100 service connections outside the city limits. Water supplies for the City system are produced entirely from groundwater underlying the city, which is recharged from rainfall and runoff of the Western Sierra Nevada. The major stream contributing to the recharge of the Tule Basin Aquifer underlying Porterville is the Tule River.

Storage capacity represents over ten million gallons within the distribution system and five hillside reservoirs, three with a capacity of three million gallons, one with a capacity of three hundred and five thousand gallons, one with the capacity of five hundred and fifty thousand gallons.

A telemetry system controls the operation of 23 of the City's 35 active well pumps to maintain system pressure under varying loads. The water levels in the reservoirs are also monitored and controlled by the computerized telemetry control system.

Water conservation and awareness have always been areas of concern for the Porterville community. Less than normal rainfall and runoff makes efforts to promote water conservation a high priority. In addition to the benefits of conserving water as a limited natural resource, additional benefits accrue to the community in the form of a reduced impact on the Wastewater Treatment Plant and a reduction in energy costs when water supplies are conserved.

It is vitally important that the Water Conservation Plan be a joint partnership between the City and the General Public in order to achieve optimal effect. The Plan has been developed in five phases with each phase defined in terms of the available water supply.

Well Storage Levels and Drought Phase Triggers

Water Conservation Phase I	Water Conservation Phase I: Applies during periods when a normal water supply is available.
Drought Response Phase II	Drought Response Phase II: Applies during period when there is a water supply storage.
Drought Response Phase III	Drought Response Phase III: Applies during period when there is a significant water supply storage.
Drought Response Phase IV	Drought Response Phase IV: Applies during period when there is a more significant water supply storage.
Emergency Response Phase V	Emergency Response Phase V: Applies during periods when there is a critical water supply shortage.

Actions within each phase have been defined as either actions to be undertaken by the City or by the General Public. Due to the number of variables which affect the water conditions in existence at any one point in time, a City staff analysis of those variables will be utilized in determining the transition of the City from one phase to a more (or less) stringent phase. At such time as staff determines that water supply conditions warrant a phase change, staff will present the request to the City Council for their approval.

This plan differs from other valley community plans because the city of Porterville is in a more favorable position of having almost all of its water customers metered, which allows the City to basically control the water conservation program.

CITY WATER SYSTEM

The City has always been diligent in its efforts to provide sufficient safe and affordable drinking water to the residents of the community. Water conservation has long been a permanent part of the City's water resource management program. Efforts to that end include:

- **NEW WELLS:**

Over the past five years new wells have been added to the City water system in order to serve the needs of the community. Additional wells are planned for completion within the next few years.

- **TELEMETRY SYSTEM:**

This system controls the operation of the well pumps to maintain system pressure under varying loads. Water levels in the reservoirs are also monitored and controlled by the computerized telemetry control system. Water is usually pumped to the reservoirs during the off peak usage hours for later use by consumers. This system was designed to

operate the City wells in the most efficient and productive way possible with additional benefits of energy cost savings.

- **RESERVOIRS:**

The City currently operates and maintains five (5) hillside reservoirs, three (3) with a capacity of three million gallons, one (1) with a capacity of 305,000 gallons, and one (1) with a capacity of 550,000. The three largest reservoirs are usually filled during off peak hours and then release water during the high usage hours. There is also a 300,000 gallon reservoir located at the Airport which is also part of the City system. The reservoirs increase the City's ability to maintain system pressure during peak demand and fire flow situations.

- **METERIZATION PROGRAM:**

With over 97% of all service connections metered, the City has a goal of 100% meterization. All new connections are required to have meters.

- **UTILITY BILLING NOTICE:**

The City's computerized utility billing system provides consumers with their current and past water usage history for comparison purposes. While variations may be attributable to a change known to the consumer (i.e. additional persons in the home, addition of a swimming pool), it may also be the result of an undetected leak or other controllable occurrence.

- **WATER AUDIT/LEAKAGE DETECTION & REPAIR PLAN:**

The City will continue in its proactive plan to audit water supply usage. Upon detection of the source of any leakage, corrective action will be taken immediately in order to promote the efficient use of the existing water supply and in turn reduce the energy required to operate the system.

- **NEW WATER LINE TESTING:**

The City requires full pressure and leak testing of all newly constructed water lines.

- **FIRE HYDRANT TESTING:**

The City Fire Department schedules their annual fire hydrant testing program during the early spring and late fall to avoid the peak water use season. Such testing is required to maintain the integrity of the fire protection system.

CONSERVATION PHASING

The effectiveness of any voluntary plan ultimately depends on the public's awareness of the need for the plan. Local residents have a history of commitment to their community and support of the public welfare. It is a reliance upon this tradition that makes the distribution of public information the cornerstone of the City's Water Conservation Plan.

● WATER CONSERVATION PHASE I: NORMAL WATER SUPPLY

The Water Conservation Phase I applies during periods when a normal water supply is available.

ACTIONS BY THE CITY:

Public Information Program	• Distribution of suggestions for residential, commercial, and industrial water conservation and awareness. • Coordination of public information with the local news media. • City participation in Water Awareness Month (May). • Lawn and Landscape Watering Guides will be made available upon request. • City staff will coordinate with local nurseries to compile a list of low water using trees and plants. The list will be made available at City Hall, the Corporation Yard, and the Parks & Leisure Services Department for local residents. • Coordination with local schools to encourage young people to become aware of local water issues and conditions. • Advise against outdoor watering within forty-eight (48) hours of a measurable rainfall. Measurable rainfall is defined by the National Oceanic and Atmospheric Administration (NOAA) National Weather Service (NWS) as 1/100th of one inch.
Project Review Committee	• The City's Project Review Committee (PRC) will include the evaluation of all submitted projects for water use and conservation efforts. The goal of City staff in cooperation with the developer will be to voluntarily reduce consumption of water used in the project. • City staff will assist the developer in familiarization with the Xeriscape Concept, combining creative landscaping and efficient irrigation to save water and promote attractive alternatives to traditional, high water use landscapes.
City Landscapes and Watering Schedules	• City parks, median islands, and landscaped public facilities will be watered during late night or early morning hours to the greatest extent possible. • All new landscaping projects undertaken by the City will incorporate conservation design.

Retrofit Bathroom Facilities	Water saving kits which contain toilet water conservation and low flow shower head devices will be made available to City water consumers, both residential and commercial, upon request, as funds are available.
Fire Hydrant Testing	The City's fire hydrant testing program will be scheduled during non-peak water usage times to the greatest extent possible without impairing the integrity of the City's fire protection service.

ACTIONS BY THE GENERAL PUBLIC:

Mindful Water Use	The general public will be encouraged to utilize those water conservation measures contained within the City's Public Information Program.
Voluntary Odd/Even Watering Schedule	- This schedule is encouraged, but not mandated. This plan is designed to minimize water usage and requests that the public water their lawn and shrubs according to their street address, per Exhibit 1 below. - Addresses ending in an odd number (1, 3, 5, 7, or 9) water on Tuesday, Thursday, and Saturday. Addresses ending in an even number (0, 2, 4, 6, or 8) water on Wednesday, Friday, and Sunday. There is no watering on Monday. Watering should be avoided between the hours of 5:00 AM to 10:00 AM and 5:00 PM to 10:00 PM.

Voluntary Odd/Even Water Schedule						
MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
DO NOT WATER	OK TO WATER	OK TO WATER	OK TO WATER	OK TO WATER	OK TO WATER	OK TO WATER
	ODD	EVEN	ODD	EVEN	ODD	EVEN
Odd Address Even Address						

Exhibit 1

● DROUGHT RESPONSE PHASE II: WATER SUPPLY SHORTAGE

Drought Response Phase II applies during periods when there is a water supply shortage. When water supply conditions start to deteriorate, the City is mandated to implement more stringent water conservation provisions for the benefit of its community. In addition to upholding the programs and provisions outlined in Phases I, the City must be diligent in its water conservation efforts by issuing penalties for non-compliance.

ACTIONS BY THE CITY:

Adoption and Enforcement of Stricter Water Regulations and Restrictions	- The City of Porterville will enforce an odd/even watering schedule for all residents. Watering is prohibited between the hours of 5:00 AM to 10:00 AM and 5:00 PM to 10:00 PM. Watering shall only occur on designated watering days. Excessive run-off is prohibited, as is outdoor watering within forty-eight (48) hours of a measurable rainfall. Measurable rainfall is defined by the National Oceanic and Atmospheric Administration (NOAA) National Weather Service (NWS) as 1/100th of one inch. - Per Section 25-5.1 of the City Municipal Code, Non-compliance with the City of Porterville's water conservation regulations will result in one written warning from the City of Porterville before the issuance of a citation. A second violation within a 12 month period will result in the issuance of a citation with a fine of \$100.00; a second citation will result in a fine of \$200.00; a third citation will result in a fine of \$500.00. Willful and egregious violations will result in issuance of a citation without a warning. Each day that a violation continues shall be regarded as a new and separate offense. - Per Section 25-5 of the City Municipal Code, "The consumer shall use reasonable care to prevent the waste of water, shall not allow water to run or waste from his property onto streets or highways, shall not use water in washing sidewalks, building entrances or lobbies or other properties to such excess that water shall flow in street gutters beyond the frontage of the properties occupied by them."
Public Information Program	The City will pursue a more aggressive distribution of information than its efforts initiated in the initial Water Conservation Phase to promote public awareness of the need to conserve water with a stronger emphasis on the water shortage condition.
Water System Pressure Reduction	The City's water system may experience reduced water pressures during high usage periods. This may deter water use for nonessential activities and encourage scheduling of landscape watering to late nights or early mornings.
City Landscapes and Watering Schedules	All City parks, median islands, and public facility landscapes will be watered during the late night or early morning hours to reduce impact on the water system during peak usage hours.
Leak Detection Water Waste	The City will continue in its proactive plan to audit water supply usage. All City staff will be reminded of the necessity of reporting any evidence of

	leaks or water waste for immediate action. There will be an emphasis on coordinated community efforts to reduce water waste.
"Waste of Water" Notices	City staff will be equipped to issue "Waste of Water" notices to consumers identified as misusing water.
Mandatory Odd/Even Watering days	Increase public education on the mandatory watering schedule program. Public outreach will emphasize changes from the Water Conservation Phase I (Voluntary) to Phase II (Mandatory).
Continuation of all Conservation Programs Established in Phase I	See Phase I

ACTIONS BY THE GENERAL PUBLIC:

Mandatory Odd/Even Watering Schedule	- Addresses ending in an odd number (1, 3, 5, 7, or 9) water on Tuesday, Thursday and Saturday. Addresses ending in an even number (0, 2, 4, 6, or 8) water on Wednesday, Friday and Sunday. There is no watering on Monday. See Exhibit 2 below. - Watering is prohibited between the hours of 5:00 AM to 10:00 AM and 5:00 PM to 10:00 PM. Watering shall only occur on designated watering days. - Excessive runoff is prohibited.
Ornamental Water Features	- Filling or re-filling ornamental lakes or ponds is prohibited, except to the extent needed to sustain aquatic life. - The operation of ornamental fountains or other structure making similar use of water is prohibited unless the fountain uses a recycling system.
Conservation Efforts	The general public will be strongly encouraged to utilize those water conservation measures contained within the City's public information program.
Restaurants	Notices will be sent to all restaurants within the city limits requesting support of water conservation efforts by serving water to customers upon request only.
Lawn and Landscaping Watering	Mandatory implementation of the Odd/Even Watering Program initiated in the Water Conservation Phase I, all residential, commercial, and industrial landscape watering scheduled times.

Vehicle Washing and Sidewalk Hosing	• The washing of sidewalks, driveways, parking areas, patios or other paved areas is prohibited, unless it is necessary for the health and safety of the public. • The washing of automobiles, trucks, trailers, boats, and airplanes is only permitted on designated watering days. Such washing, when allowed, shall be done either by automatic car washes that recycle water or with a hand held bucket, or hand held hose equipped with a positive shutoff nozzle for quick rinses. • Per Section 25-5 of the City Municipal Code, "The consumer shall use reasonable care to prevent the waste of water, shall not allow water to run or waste from his property onto streets or highways, shall not use water in washing sidewalks, building entrances or lobbies or other properties to such excess that water shall flow in street gutters beyond the frontage of the properties occupied by them."
--	--

Mandatory Odd/Even Water Schedule						
MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
DO NOT WATER	OK TO WATER	OK TO WATER	OK TO WATER	OK TO WATER	OK TO WATER	OK TO WATER
---	ODD	EVEN	ODD	EVEN	ODD	EVEN
Odd Address Even Address						

Exhibit 2

● DROUGHT RESPONSE PHASE III: SIGNIFICANT WATER SUPPLY SHORTAGE

Drought Response Phase III applies during periods when there is a significant water supply shortage. In addition to upholding the programs and provisions outlined in Phases I and II, the City must be diligent in its water conservation efforts by issuing penalties for non-compliance.

ACTIONS BY THE CITY:

Adoption and Enforcement of Stricter Water Regulations and Restrictions	- The City of Porterville will enforce a two day a week odd/even watering schedule for all residents. Watering is prohibited between the hours of 5:00 AM to 10:00 AM and 5:00 PM to 10:00 PM. Watering shall only occur on designated watering days. Excessive run-off is prohibited, as is outdoor watering within forty-eight (48) hours of a measurable rainfall. Measurable rainfall is defined by the National Oceanic and Atmospheric Administration (NOAA) National Weather Service (NWS) as 1/100th of one inch. - Per Section 25-5.1 of the City Municipal Code, Non-compliance with the City of Porterville's water conservation regulations will result in one written warning from the City of Porterville before the issuance of a citation. A second violation within a 12 month period will result in the issuance of a citation with a fine of \$100.00; a second citation will result in a fine of \$200.00; a third citation will result in a fine of \$500.00. Willful and egregious violations will result in issuance of a citation without a warning. Each day that a violation continues shall be regarded as a new and separate offense. - Per Section 25-5 of the City Municipal Code, "The consumer shall use reasonable care to prevent the waste of water, shall not allow water to run or waste from his property onto streets or highways, shall not use water in washing sidewalks, building entrances or lobbies or other properties to such excess that water shall flow in street gutters beyond the frontage of the properties occupied by them."
Public Information Program	The utility billing system will begin to notify customers of restrictions on water use. The program to promote public awareness will be intensified with emphasis placed on communicating the mandatory water conservation requirements to the public.
City Landscapes and Watering Schedules	All City parks, median islands, and public facility landscapes will adopt a two-day watering schedule. If it becomes necessary, watering of City parks and median islands will be suspended and evaluated each day.
Continuation of all Conservation Programs and Regulations Established in Phases I and II	See Phases I and II

ACTIONS BY THE GENERAL PUBLIC:

Mandatory Reduction in Watering Days Durations	- Addresses ending in an odd number (1, 3, 5, 7, or 9) water on Tuesday and Saturday. Addresses ending in an even number (0, 2, 4, 6, or 8) water on Wednesday and Sunday. There is no watering on Monday, Thursday, or Friday. See Exhibit 3 below. - Watering is prohibited between the hours of 5:00 AM to 10:00 AM and 5:00 PM to 10:00 PM. Watering shall only occur on designated watering days. - Excessive runoff is prohibited.
Ornamental Water Features	- Filling or re-filling ornamental lakes or ponds is prohibited, except to the extent needed to sustain aquatic life. - The operation of ornamental fountains or other structure making similar use of water is prohibited unless the fountain uses a recycling system.
Vehicle Washing and Sidewalk Hosing	- The washing of sidewalks, driveways, parking areas, patios or other paved areas is prohibited, unless it is necessary for the health and safety of the public. - The washing of automobiles, trucks, trailers, boats, and airplanes is only permitted on designated watering days. Such washing, when allowed, shall be done with a hand held bucket, or hand held hose equipped with a positive shutoff nozzle for quick rinses. - Per Section 25-5 of the City Municipal Code, "The consumer shall use reasonable care to prevent the waste of water, shall not allow water to run or waste from his property onto streets or highways, shall not use water in washing sidewalks, building entrances or lobbies or other properties to such excess that water shall flow in street gutters beyond the frontage of the properties occupied by them."
Water Leaks	All leaks must be treated as a priority upon discovery and repaired at the safest scheduled opportunity.

Mandatory Odd/Even Water Schedule

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
DO NOT WATER	OK TO WATER	OK TO WATER	DO NOT WATER	DO NOT WATER	OK TO WATER	OK TO WATER
---	ODD	EVEN	---	---	ODD	EVEN

Odd Address
 Even Address

Exhibit 3

● DROUGHT RESPONSE PHASE IV: SIGNIFICANT WATER SUPPLY SHORTAGE

Drought Response Phase IV applies during periods when there is a significant water supply shortage. In addition to upholding the programs and provisions outlined in Phases I, II and III, the City must be diligent in its water conservation efforts by issuing penalties for non-compliance.

ACTIONS BY THE CITY:

Adoption and Enforcement of Stricter Water Regulations and Restrictions	- The City of Porterville will enforce a one day a week odd/even watering schedule for all residents. Watering is prohibited between the hours of 5:00 AM to 10:00 AM and 5:00 PM to 10:00 PM. Watering shall only occur on designated watering days. Excessive run-off is prohibited, as is outdoor watering within forty-eight (48) hours of a measurable rainfall. Measurable rainfall is defined by the National Oceanic and Atmospheric Administration (NOAA) National Weather Service (NWS) as 1/100th of one inch. - Per Section 25-5.1 of the City Municipal Code, Non-compliance with the City of Porterville's water conservation regulations will result in one written warning from the City of Porterville before the issuance of a citation. A second violation within a 12 month period will result in the issuance of a citation with a fine of \$100.00; a second citation will result in a fine of \$200.00; a third citation will result in a fine of \$500.00. Willful and egregious violations will result in issuance of a citation without a warning. Each day that a violation continues shall be regarded as a new and separate offense. - Per Section 25-5 of the City Municipal Code, "The consumer shall use reasonable care to prevent the waste of water, shall not allow water to run or waste from his property onto streets or highways, shall not use water in washing sidewalks, building entrances or lobbies or other properties to such excess that water shall flow in street gutters beyond the frontage of the properties occupied by them."
Public Information Program	The utility billing system will begin to notify customers of restrictions on water use. The program to promote public awareness will be intensified with emphasis placed on communicating the mandatory water conservation requirements to the public.
City Landscapes and Watering Schedules	All City parks, median islands, and public facility landscapes will adopt a two-day watering schedule. If it becomes necessary, watering of City parks and median islands will be suspended and evaluated each day.
Continuation of all Conservation Programs and Regulations Established in Phases I, II and III	See Phases I, II and III

ACTIONS BY THE GENERAL PUBLIC:

Mandatory Reduction in Watering Days Durations	- Addresses ending in an odd number (1, 3, 5, 7, or 9) water on Saturday. Addresses ending in an even number (0, 2, 4, 6, or 8) water on Sunday. There is no watering Monday through Friday. See Exhibit 3 below. - Watering is prohibited between the hours of 5:00 AM to 10:00 AM and 5:00 PM to 10:00 PM. Watering shall only occur on designated watering days. - Excessive runoff is prohibited.
Ornamental Water Features	- Filling or re-filling ornamental lakes or ponds is prohibited, except to the extent needed to sustain aquatic life. - The operation of ornamental fountains or other structure making similar use of water is prohibited unless the fountain uses a recycling system.
Vehicle Washing and Sidewalk Hosing	- The washing of sidewalks, driveways, parking areas, patios or other paved areas is prohibited, unless it is necessary for the health and safety of the public. - The washing of automobiles, trucks, trailers, boats, and airplanes is only permitted on designated watering days. Such washing, when allowed, shall be done with a hand held bucket, or hand held hose equipped with a positive shutoff nozzle for quick rinses. - Per Section 25-5 of the City Municipal Code, "The consumer shall use reasonable care to prevent the waste of water, shall not allow water to run or waste from his property onto streets or highways, shall not use water in washing sidewalks, building entrances or lobbies or other properties to such excess that water shall flow in street gutters beyond the frontage of the properties occupied by them."
Water Leaks	All leaks must be treated as a priority upon discovery and repaired at the safest scheduled opportunity.

Mandatory Odd/Even Water Schedule

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
DO NOT WATER	DO NOT WATER	DO NOT WATER	DO NOT WATER	DO NOT WATER	OK TO WATER	OK TO WATER
-	-	-	-	-	ODD	EVEN

Odd Address
 Even Address

Exhibit 4

● EMERGENCY RESPONSE PHASE V: CRITICAL WATER SUPPLY SHORTAGE

Applies during periods when there is a severe water supply shortage as determined by California State mandate, City Manager, system outage, equipment failure, contamination of water supply, or other emergency. In addition to upholding the programs and provisions outlined in Phases I, II, III and IV, the City must be diligent in its water conservation efforts by issuing penalties for non-compliance.

ACTIONS BY THE CITY:

Rate Structure Enhancement	A 20% water rate increase on all residential and landscape accounts will go into effect. This rate increase will encourage water conservation and will also serve as a provision to recover the lost revenues from water conservation.
City Landscapes and Watering Schedules	Watering of City parks and median islands will be suspended and evaluated each day.
Continuation of all Conservation Programs and Regulations Established in Phases I, II, III and IV	See Phases I, II, III and IV

ACTIONS BY THE GENERAL PUBLIC:

Lawn and Landscaping Watering	Lawn and landscaping watering is prohibited.
Vehicle Washing	Vehicle washing should be accomplished either by automatic car washes that recycle water or with buckets and hoses equipped with a shut-off nozzle.
Continuation of all Conservation Programs and Regulations Established in Phases I, II, III and IV	See Phases I, II, III and IV

Appendix J

DROUGHT RISK ASSESSMENT

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City of Porterville
2020 Urban Water Management Plan

DROUGHT RISK ASSESSMENT

DRAFT FINAL | JANUARY 2022





City of Porterville
2020 Urban Water Management

DROUGHT RISK
ASSESSMENT

DRAFT FINAL | JANUARY 2022

This document is released for the purpose of information exchange review and planning only under the authority of Anthony M. Cemo, JANUARY 2022, State of California, P.E. No. 87929.

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Appendix A Risk and Vulnerability Assessment

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Abbreviations

AB	California Assembly Bill
ac-ft	acre-feet
AFY	acre-feet per year
BG	block group
CDFA	California Department of Food and Agriculture
CEC	California Energy Commission
CPUC	California Public Utilities Commission
DRA	Drought Risk Assessment
DWR	California Department of Water Resources
ETGSA	Eastern Tule Groundwater Sustainability Agency
°F	Fahrenheit
FKC	Friant-Kern Canal
gpcd	gallons per capita day
GQ	Group Quarters
GSAs	groundwater sustainability agencies
GSPs	groundwater sustainability plans
IMP	2020 Integrated Master Plan
FKC	Friant-Kern Canal
MG	million gallons
MHI	Median Household Income
MJLHMP	Multi-Jurisdictional Local Hazard Mitigation Plan
RC	Risk Component
SB	California Senate Bill
SGMA	Sustainable Groundwater Management Act
State Water Board	State Water Resources Control Board
UWMP	Urban Water Management Plan
WCP	water conservation plan
WSCP	water shortage contingency plan

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DROUGHT RISK ASSESSMENT

1.0 Purpose and Objectives

As part of the latest guidance under Water Code Section 10635(b), suppliers are required to prepare a Drought Risk Assessment (DRA) with descriptions of data and methods used, basis for supply shortage conditions, determination of the reliability of sources, and a comparison of the total water supplies and uses during the drought. The key sections of the DRA are a combination of sections from the Urban Water Management Plan (UWMP) and the Water Shortage Contingency Plan (WSCP). The DRA will be submitted every five years with the UWMP and will assist the City of Porterville with future annual water supply and demand reporting. At this time, the California Department of Water Resources (DWR) has not established the annual reporting requirements.

The DRA contains the following:

1. New legislation that triggered the need for the DRA.
2. Water system overview, which includes a summary of the population, demand, and supply forecast through the year 2040.
3. Drought risk assessment and vulnerability considerations.
4. Response actions during supply shortage conditions.
5. Next steps.

2.0 New Legislation for Drought Resilience

As a result of the historic California drought from 2012 through 2016, Executive Order B-37-16 was issued by Governor Brown to establish a long-term framework for water conservation and drought planning. The initial framework to implement Executive Order B-37-16 was prepared in 2017 by DWR, the State Water Resources Control Board (State Water Board), the California Public Utilities Commission (CPUC), the California Department of Food and Agriculture (CDFA), and the California Energy Commission (CEC). It outlined actions that could be implemented by existing authorities as well new actions that could be expanded with a new legislature. The framework focused on using water more wisely, eliminating water waste, strengthening local drought resilience, and improving agricultural water use efficiency and drought planning. The framework also informed the development of Senate Bill (SB) 606 (Hertzberg) and Assembly Bill (AB) 1668 (Friedan) in 2018.

The key elements from the new legislation that impact the UWMP are eliminating water waste and strengthening local drought resilience. As part of the new requirements for strengthening local drought resilience, a DRA must be performed every 5-years in addition to conducting an annual water supply and demand assessment. The annual reporting will start in July 2022 and will include information relating to anticipated shortages, triggered actions, compliance and enforcement actions, and communication actions as outlined in the WSCP as outlined in Chapter 8.

An overview of the events that led to the new legislation is shown on Figure 1.



Source: (DWR - Making Water Conservation a California Way of Life, 2018)

Figure 1 New Legislation Resulting from California Drought

3.0 Water System Overview

The City's water service area encompasses approximately 18.6 square miles, which includes, the airport, agricultural/conservation land in the south east and the limits of the City proper. The City is located in central California on the east side of the San Joaquin Valley. The City is adjacent to the Sequoia National Forest and the Sierra Nevada Foothills in Tulare County. Porterville is approximately 70 miles southeast of the City of Fresno and 50 miles north of the City of Bakersfield. The City's service area climate is a semi-arid, Mediterranean environment with cold winters, warm summers, and moderate rainfall (11.6 inches/year average). Temperatures average mid 50's in the winter and high 90's in the summer months with peaks upward to 110 degrees Fahrenheit (°F). The City's urban development boundary is primarily residential land use contributes approximately 60 percent of the total water demand with the remaining water demand made up by commercial, institutional, industrial, and landscape irrigation demands throughout the City.

The City's water distribution system consists of approximately 258 miles of pipelines ranging in diameters from 4 to 16-inches, 36 active wells (2 of which are stand-by), and six active water storage tanks totaling 10.15 million gallons (MG).

3.1 Historical and Projected Population

The water service population from 2001 to 2010 was taken from the City's 2015 UWMP. At the time, the growth rate was calculated at approximately 2.5 percent. As identified in the 2015 UWMP, the future growth rate from 2005 to 2020 is consistent over time and continues to be approximately 2.3 percent on average which is shown in Figure 2. The water service population from 2015 to 2018 was prepared by the 2020 Integrated Master Plan (IMP). The projected water service populations were calculated using a growth rate of 2.5 percent. The historical and projected population is shown in Figure 2. The water service population in 2020 is estimated at 77,692 from the City's IMP. Table 1 shows the current and projected water service population for the City. The Porterville IMP shows a population of 127,307 at 2040 based on the 2020 water service population

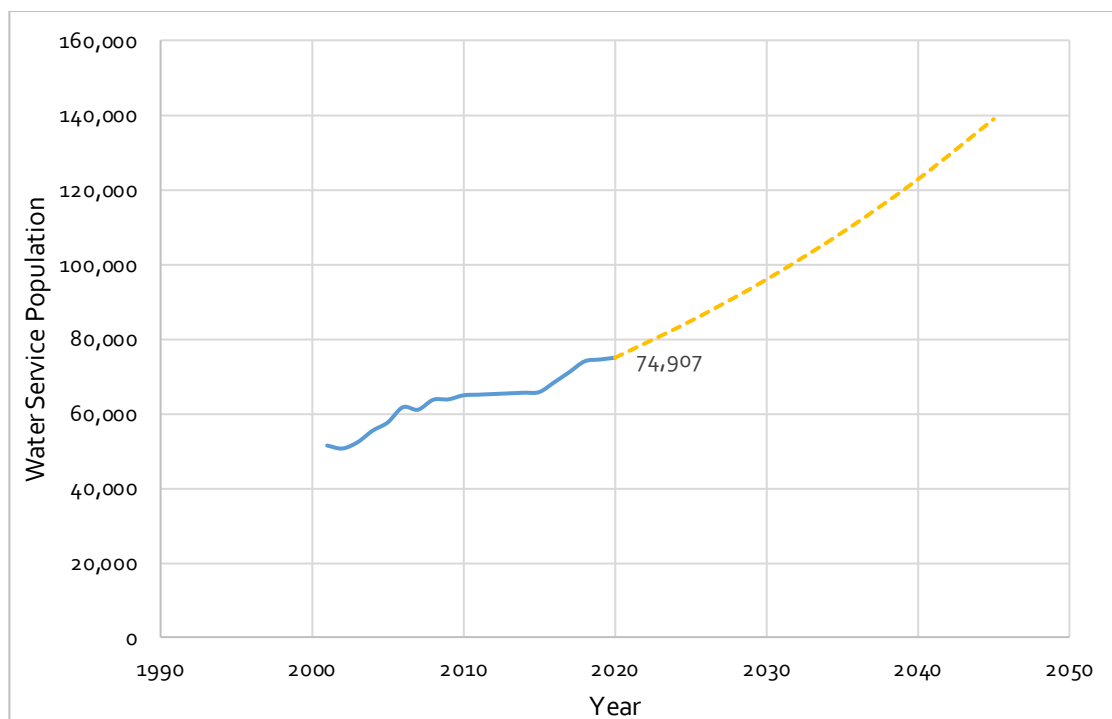


Figure 2 Historical and Projected Water Service Population

Table 1 Water Service Population – Current and Projected

	2020	2025	2030	2035	2040
Population Served ⁽¹⁾	74,907	87,901	99,452	112,521	127,307

Notes:

(1) Growth rate set at 2.5 percent, consistent with City's 2020 Integrated Master Plan.

3.2 Local Water Supply

The City drinking water supply is solely from groundwater extraction wells. The City's groundwater supply is extracted using 36 active wells scattered throughout the water service area that pump directly into the water distribution system and surrounding above ground water storage tanks. Extracted groundwater is chlorinated at the wellheads to provide disinfectant residual in the distribution system.

The City's groundwater system is supplied from the east side of the Tule Sub-basin. The Tule sub-basin sits on a series of overlapping alluvial fan sedimentary deposits sourced from runoff from the Sierra Nevada mountain range east of the City. Near the City, the natural waterways that promote supply to the groundwater basin are Deer Creek and the Tule River. Tule River flow is managed by Lake Success for flood control and recreation at Lake Success located just east of the City. The Sustainable Groundwater Management Act (SGMA) classifies groundwater basins into four various categories of prioritization (very low, low, medium, and high. Basins that are classified as medium or high priority are required to develop groundwater sustainability agencies (GSAs), develop groundwater sustainability plans (GSPs) and manage groundwater for long-term sustainability. The Tule Subbasin is considered high priority basin within SGMA and the Eastern Tule Groundwater Sustainability Agency (ETGSA) completed their GSP in 2019. DWR records indicate that the groundwater elevation is approximately 300 feet below ground surface.

3.3 Existing and Projected Demands

The City's water demand is primarily residential which consist of both single family and multi-family residential land uses. The City currently has a total of 17,063 water service connections with 97 percent of those connections metered. The 2020 water use was 3,647 MG (11,192 acre-feet [ac-ft]), this demand was approximately 1,200 MG less than what was projected in the 2015 UWMP. The City's projected demands to 2040 are included in Table 2. The 2025 - 2040 demands take into consideration, population growth, development by land use within the City's UDB, capital improvement developments, as well as consumer consumption behavior.

Table 2 Water Service Population – Current and Projected

Use type	Projected Water Use (MG)				
	2020	2025	2030	2035	2040
Single Family Residential	2,025	3,182	3,607	4,074	4,621
Multi-Family Residential	390	612	694	784	889
Commercial/Institutional	448	704	798	901	1022
Industrial	10	16	18	20	23
Landscape Irrigation	223	351	398	449	509
Other	148	232	263	297	337
Losses	403	634	719	811	920
Agricultural Irrigation	0	0	0	0	0
Total	3,647	5,731	6,497	7,337	8,322

The supply and demand balance for the multi-dry year scenario considers the fluctuation in demands reacting to dry conditions in the first three years and then significantly reduce demands to reflect conservation efforts for the third, fourth, and fifth consecutive drought years. It is assumed that the surface water allocations via the Friant-Kern Canal (FKC) are 100 percent the first year, 75 percent the second year, 50 percent the third year, and 25 percent the fourth and fifth years. As discussed, the City will meet their entire demand with groundwater.

3.4 Supply and Demand Balance

The City's sustainable yield from the Tule groundwater basin is estimated to be 5,655 MG (17,355 acre-feet per year [AFY]). The City presently and historically meets all water demand, regardless of hydrologic conditions, with groundwater, however during periods of drought, the City does implement water conservation efforts in addition to passive savings from consumer behavior over the last five years. Table 3 lists the supply and demand balance under normal hydrologic conditions and utilizing conservative per capita demand estimates as indicated in the City's IMP.

Table 3 Normal Year Supply and Demand Balance

Use Type	Projected Water Use (MG)			
	2025	2030	2035	2040
Demand Total	5,731	6,497	7,337	8,322
Water Supply	8,549	8,841	9,173	9,546
Difference	2,819	2,344	1,836	1,224

The supply and demand balance for the multi-dry year scenario is shown in Table 4. Chapter 7 of the UWMP describes in detail the demands for the consecutive dry-years in addition to the fluctuation in demand over the course of the period. Compared to Table 3, the groundwater recharge volume progressively decreases throughout the drought due in part to reduced annual surface water allocations to FKC contractors and the City, therefore available surface water for groundwater recharge is reduced.

Table 4 Multi-Dry Year Water Balance

Consecutive Dry-Year	Use Type	Projected Water Use (MG)			
		2025	2030	2035	2040
First Year	Demand	4430	4961	5556	6223
	Sustainable Yield	5655	5655	5655	5655
	Groundwater Recharge	2230	2522	2854	3227
	Surface Water Exchange	664	664	664	664
	Total Supply	8550	8842	9174	9546
	Difference	4120	3881	3617	3323
Second Year	Demand	4726	5294	5929	6640
	Sustainable Yield	5655	5655	5655	5655
	Groundwater Recharge	1784	2018	2283	2581
	Surface Water Exchange	580	580	580	580
	Total Supply	8019	8253	8518	8816
	Difference	3293	2959	2589	2176
Third Year	Demand	4789	5364	6007	6728
	Sustainable Yield	5655	5655	5655	5655
	Groundwater Recharge	1673	1892	2141	2420
	Surface Water Exchange	559	559	559	559
	Total Supply	7886	8105	8354	8634
	Difference	3097	2741	2347	1905
Fourth Year	Demand	4342	4863	5447	6101
	Sustainable Yield	5655	5655	5655	5655
	Groundwater Recharge	1115	1261	1427	1613
	Surface Water Exchange	453	453	453	453
	Total Supply	7223	7369	7535	7721
	Difference	2881	2505	2088	1620
Fifth Year	Demand	3491	3910	4379	4905
	Sustainable Yield	5655	5655	5655	5655
	Groundwater Recharge	1115	1261	1427	1613
	Surface Water Exchange	453	453	453	453
	Total Supply	7223	7369	7535	7721
	Difference	3732	3459	3156	2816

3.5 Commitment to Water Use Efficiency

The City of Porterville has been successful at implementing conservation measures to reduce water use within their service area. Figure 3 shows the City's per capita demand from 2000 to 2020. The City has reduced water demands by approximately 27 percent between 2010 and 2015 and have maintained an average 130 gallons per capita per day (gpcd) demand between 2015 and 2020. The most significant reduction in demand was between 2013 and 2015 from 179 gpcd to 130 gpcd.

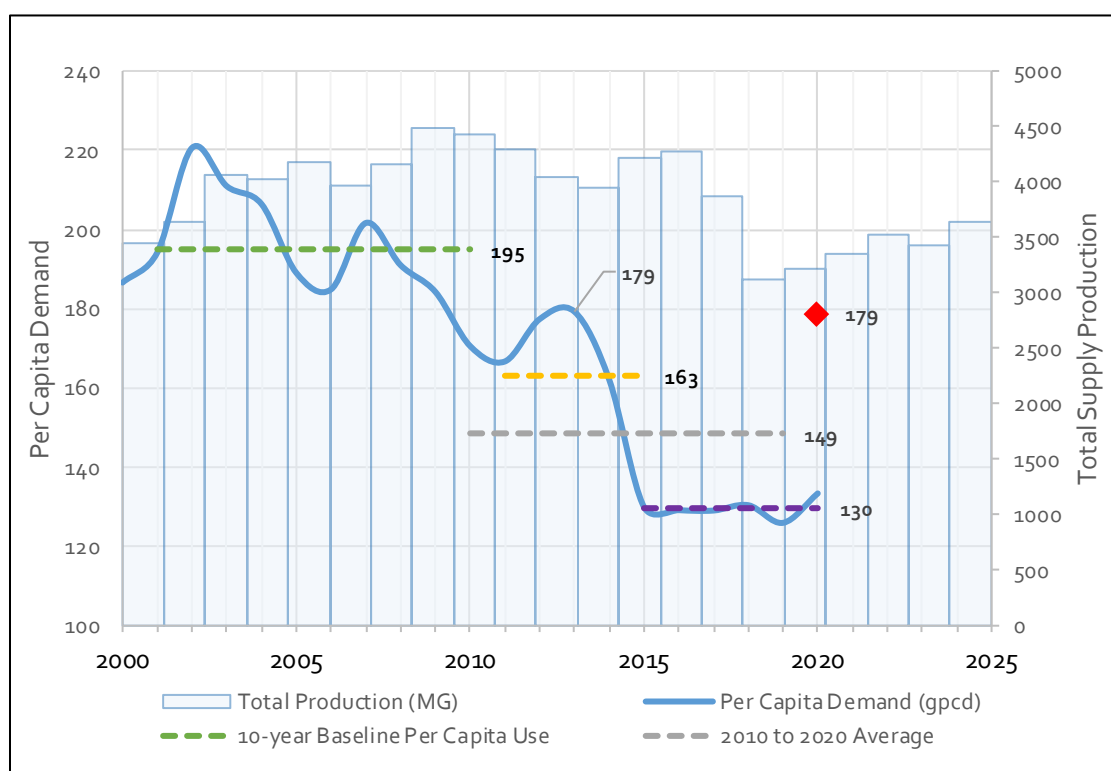


Figure 3 Historical Per Capita Demand

Water conservation measures are included in the City's existing water conservation plan (WCP) adopted in 2015. The WCP is included in Appendix I and the Water Shortage Contingency plan water shortage response actions are outlined in Chapter 8 of this UWMP. Chapter 8 crosswalks the five WCP water supply shortage levels to the six WSCP levels listed in Chapter 8. The WCP water use policies have been implemented in the recent past to prevent water waste and to encourage conservation measures throughout the City. The following water supply shortage response measures are included in the WSCP.

- Public Information Program:
 - City staff organize and provide communication between public and City Council to effectively communicate water conservation phasing, awareness, landscape irrigation techniques, system changes, and coordination with City forces throughout each shortage response action.

- Upgrade and Maintenance of Distribution System:
 - Since the WCP was adopted in 2015, the City has installed additional new wells to augment the water supply in order to meet drought demands. The continually monitors, well pump pressure and flow and water storage reservoir volumes to operate the City wells in the most efficient and productive way possible with additional benefits of energy cost savings. Additionally, the City has continued to upgrade its water distribution system with the recent completion of capital improvement plan.
- Conservation Measures:
 - The most effective conservation measure the City utilizes is their water meter program. The majority of the City's water services are metered and all new water service connections are required to be metered. As water shortage response actions of the WSCP are implemented, watering schedules are implemented to promote effective landscape irrigation for City parks, median islands, landscaped public facilities. Additionally, landscape irrigation schedules are implemented for residents based on even/odd addresses. Stricter conservation efforts prohibit ornamental water features, vehicle washing, sidewalk hosing is restricted. For the Critical water supply shortage, the City implements a 20 percent rate increase on all residential and landscape water service accounts. This increase both encourages water conservation as well as serves as a mean to recover loss revenues from water conservation.
- Water Audit/Leakage Detection and Repair Plan:
 - The City continues a proactive to audit water supply usage. Upon detection of any leakage, corrective action is immediately taken by City forces. This promotes efficient use of the existing water supply, protects the distribution system components, maintains the water quality, and reduces energy to operate the system. As new water lines are installed, the City requires full pressure and leak testing of all newly constructed water lines.

4.0 Drought Risk Assessment

4.1 Five-Year Drought Risk Assessment

A summary of the City's water supply drought risk assessment from 2021 through 2025 is summarized in Table 5. The City presently and historically has met all of their demands from groundwater and actively uses surface water allocations for groundwater recharge throughout the year. Groundwater recharge is not assumed to be a WSCP planned action since it's the City's status quo. Additionally, the City is still well below their sustainable yield value as indicated in the ETGSP therefore, there is sufficient supply to meet projected demands within the next five years.

Table 5 Five-Year Drought Risk Assessment Tables to Address CWC Section 10635(b)

2021	Total
Gross Water Use	3,738
Total Supplies	7,890
Surplus/Shortfall without WSCP Action	4,151
Planned WSCP Actions (use reduction and supply augmentation)	
WSCP - supply augmentation benefit	N/A
WSCP - use reduction savings benefit	N/A
Revised Surplus/(shortfall)	N/A
Resulting percent Use Reduction from WSCP action	4,151
2022	Total
Gross Water Use [Use Worksheet]	3,832
Total Supplies [Supply Worksheet]	7,844
Surplus/Shortfall without WSCP Action	4,012
Planned WSCP Actions (use reduction and supply augmentation)	
WSCP - supply augmentation benefit	N/A
WSCP - use reduction savings benefit	N/A
Revised Surplus/(shortfall)	N/A
Resulting percent Use Reduction from WSCP action	4,012
2023	Total
Gross Water Use [Use Worksheet]	3,927
Total Supplies [Supply Worksheet]	7,863
Surplus/Shortfall w/o WSCP Action	3,936
Planned WSCP Actions (use reduction and supply augmentation)	
WSCP - supply augmentation benefit	N/A
WSCP - use reduction savings benefit	N/A
Revised Surplus/(shortfall)	N/A
Resulting percent Use Reduction from WSCP action	3,936
2024	Total
Gross Water Use [Use Worksheet]	4,026
Total Supplies [Supply Worksheet]	7,798
Surplus/Shortfall without WSCP Action	3,773
Planned WSCP Actions (use reduction and supply augmentation)	
WSCP - supply augmentation benefit	N/A
WSCP - use reduction savings benefit	N/A
Revised Surplus/(shortfall)	N/A
Resulting percent Use Reduction from WSCP action	3,773
2025	Total
Gross Water Use [Use Worksheet]	4,126
Total Supplies [Supply Worksheet]	7,223
Surplus/Shortfall without WSCP Action	3,096
Planned WSCP Actions (use reduction and supply augmentation)	
WSCP - supply augmentation benefit	N/A
WSCP - use reduction savings benefit	N/A
Revised Surplus/(shortfall)	N/A
Resulting percent Use Reduction from WSCP action	3,096

4.2 Drought and Water Shortage Risk and Vulnerability Assessment

Water Code Division 6 Part 2.55 Section 8 Chapter 10 (Assembly Bill 1668) requires DWR, in consultation with other agencies and an advisory group, to identify small water suppliers and rural communities that are at risk of drought and water shortage. DWR defines the City of Porterville as a rural community that is self-supplied since its supply is solely from groundwater. This assessment is the first statewide effort to systematically consider water shortage risks to rural communities and should be continuously observed as better datasets and scoring methods become available. Findings are to be shared within counties, GSA's, the public, and other relevant regional groups.

Using the rural community risk scores public dataset provided by DWR, Porterville was examined and received a numeric risk score, which is derived from a set of indicators developed from a stakeholder process. Indicators include five components relating to risk of drought and water shortage vulnerability. These five components are classified into three general categories representing vulnerability, as seen in Figure 4 and discussed below. The output risk score ranges from 0 to 100, where 100 is the highest risk. This is a rescaled risk score, which means that all numeric scores are relative to the other communities examined in California.

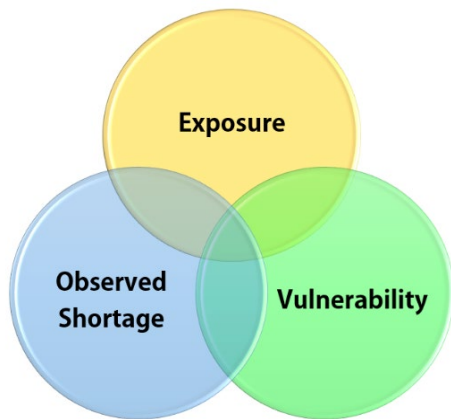


Figure 4 Grouping of Risk Indicators

4.2.1 Exposure to Hazard

As defined by DWR for the dataset provided, exposure represents the degree to which a water supplier's service area and/or a community is exposed to various hazardous environmental conditions and events that could lead to drought and/or water shortage. The risk scoring includes the likelihood of the intensity, severity, duration, and frequency for water shortage and drought in a given location. For the purpose of this DRA, this includes risks based on modeled future projections with climate change impacts (Risk Component 1, RC1) and recent hazardous conditions and

events (Risk Component 2, RC2). Appendix A provides a detailed description and score specifically for Porterville for each risk indicator listed below:

- Climate change vulnerability uses three primary risk factors as indicators for scoring:
 - Temperature Shift: Projected change in heat by mid century
 - Wildfire: Projected severe or high severe risk for each system boundary or community
 - Saline Intrusion Risk: Susceptibility to seawater intrusion
- Recent hazardous conditions and events use ten primary risk factors as indicators for scoring:
 - Drought Early Warning: Annual updated early drought risk warning.
 - Wildfire Risk: Modelled current risk maximum for each census block group.
 - Fractured Rock Area: Fractured rock area (within the groundwater basin).
 - Population Growth: Projected population growth

- Water Quality Index: Domestic well water quality risk (includes areas outside of alluvial basins).
- Subsidence Presence: Record of subsidence.
- Salt Presence: Record of salts in groundwater basin.
- Over drafted Basin: Critically over drafted groundwater basin.
- Declining Water Levels: Declining groundwater levels.
- Surrounding Irrigated Agriculture: Presence of irrigated agriculture in surrounding basin.

The City of Porterville Scored a 26 for climate change vulnerability, RC1, which is equivalent to the average score for rural communities. The City scored a Recent Hazardous Conditions Score, RC2, of 47 which is just slightly below the statewide average score of 48.

4.2.2 Vulnerability

As defined by DWR for the dataset provided, vulnerability is the propensity or predisposition to be adversely affected. Such predisposition constitutes an internal characteristic of the affected element, whereas exposure to a hazard is a condition or event to which the affected element (i.e., a water supplier) is subjected. Vulnerability is quantified by a series of social and physical factors as they relate to groups of self-supplied residences. These groupings spatially are represented by US Census Block Groups. As done for the small water supplier vulnerability, self-supplied community vulnerability is quantified using (Risk Component 3, RC3) physical and (Risk Component 4, RC4) organizational vulnerability factors.

Self-supplied community vulnerability uses two risk indicators for scoring:

- Well Depth Flag: Portion of groundwater unit(s) that intersect with the census block group have relative shallow domestic wells.
- Well Depth Proportion: Proportion of Public Lands Survey Sections in block group where the max depth of domestic wells is 10 percent of more shallow than max of public wells.

Organizational vulnerability is a single aggregate indicator including 14 separate indicators, which are listed in Appendix A with description and individual average score. This risk indicator in summary considers demographic variables, population characteristics including age, residence type, income, and education.

The City did not receive a score for the self-supplied community vulnerability which represents the City's wells are not considered shallow with respect to the Census Block Group. Additionally, the City provides water to most areas within their water service area. The statewide average for self-supplied community vulnerability is 87. The City's organization vulnerability risk score is 77 whereas the statewide average score is 45.

4.2.3 Water Shortage Record

Recent history of shortage and drought impacts are incorporated into the vulnerability assessment (Risk Component 5, RC5), which include risk indicators of reported household outages in domestic wells and private wells. Records of these recent outages are kept by the State and managed by DWR. This is used to identify vulnerable areas that are prone to repeat outages due to well level fluctuation or other sensitivities.

Water Shortage Record vulnerability uses two risk indicators for scoring:

- Reported Household Outages on Domestic Wells: Presence of one or more households with reported outages (supplies from domestic well) in Census Block Group.
- Reported Household outages on Private Well: Proportion of households with reported outages (supplied from private well) in Census Block Group.

The average score for water shortage record vulnerability for self-supplied communities is 81, whereas the City scored a 56.

4.2.4 Drought and Water Shortage Risk Score

Calculations provided in the public dataset for risk scores and indicators are in accordance with California Water Code Section 10609.42 and completed through a stakeholder evaluation process between the years 2018 and 2020. Approximately 5,000 Census Block Groups were analyzed for the method of aggregation for scoring communities. For each selection, variables or components were rescaled between 0 and 100 then combined using the equation provided in Appendix A. Scores are then calculated for each component and added together, allowing for identification of the risk level and weight of risk factors. Additional details regarding the risk scoring and methodology used to assess the BBLDWP service area are located in Appendix A.

A total of eleven census blocks or “geoids” were identified in the rural and self-supplied communities’ dataset that include City’s service area. These eleven geoids were averaged to provide a summary of each component representing the City’s system and are as follows:

- Score RC1: 26 = Exposure to climate change.
- Score RC2: 47 = Exposure to recent hazardous conditions and episodic events.
- Score RC3: 0 = Physical vulnerability.
- Score RC4: 77 = Organizational vulnerability.
- Score RC5: 56 = Record of drought impacts.

The final risk score assessed for all five components equated to 60.4 out of 100 for Porterville. This score is above average the rural and self-supplied communities final score of 41.8. This demonstrates that the City is considered to have a higher-than-normal drought and water shortage risk.

4.3 Climate Change Considerations

Cal-Adapt Extended Drought tool displays hydrologic data projected to specific date ranges of this upcoming century. Early Century is considered 2023 to 2042 and late century 2051 to 2070. This tool explores data for two 20-year drought scenarios, earlier and latter part of the century, derived from meteorological and hydrological simulations. Cal Adapt includes projected max/min temperatures, precipitation, evapotranspiration, snow water equivalent, and runoff values for a period of an extended drought period of up to 20 years. Data from the Cal-Adapt Extended Drought Tool was analyzed to summarize the potential impacts on water supplies related to climate change with respect to historical data. A summary of the tool outputs is summarized in Table 6 below.

As mentioned, the City and much of the California Central Valley is completely reliant upon groundwater from the Tule subbasin for its drinking water supply. The California Water Resiliency Portfolio summarizes the effects of climate change on these supplies as listed below:

- Rising winter temperature will reduce mountain snowpack in the Sierra Nevada mountain range, thus reducing spring/summer runoff and increasing winter floods.
- Increasing temperatures will mean higher risk of wildfire to fire-prone areas, decreasing watershed health and habitat thus reducing water runoff quality in reservoirs, streams, and rivers.
- Increased frequency and intensity of periods of drought.
- Stresses on existing infrastructure may not meet supply expectations of communities and agriculture.
- Current health of natural ecosystems tends to force species to migration potentially affecting other habitats.
- Increased demand with decreasing supplies from both population and economic growth.

Maximum temperatures are shown to increase approximately 5.8 percent and 9.8 percent from the observed historical for both the early and late century drought conditions, respectively. The precipitation depth is shown to decrease approximately 43 to 45 percent for the entire extended drought condition, therefore reduce runoff between 48 percent to 59 percent between both the early and late drought conditions, respectively. The snow water equivalent is 0-inches since it rarely snows in Porterville, therefore this is not a measured value.

Table 6 **Extended Drought Scenario Projections**

Hydrologic Parameter	Early Century Drought	Late Century Drought	Observed Historical
Max. Temperatures (°F)	82.0	85.6	77.2
Min. Temperatures (°F)	53.1	56.3	49.0
Precipitation (inches)	7.7	7.6	11.0
Evapotranspiration (inches)	5.5	6.6	9.4
Snow Water Equivalent (inches)	0.0	0.0	0.0
Runoff (inches)	0.5	0.5	0.8

4.4 Seismic Risk Assessment and Mitigation Plan

The City of Porterville is included in the Tulare County Multi-Jurisdictional Local Hazard Mitigation Plan (MJLHMP). Chapter 7 describes in detail the mitigation actions and goals the County is striving towards specifically for earthquake hazards. The entire County MJLHMP is included in Appendix L of the UWMP for reference.

5.0 Water Shortage Response Action

The City municipal code section 25-32A.27: City Water Conservation Plan states, "The City's Water Conservation Plan is deemed to be the City's "water shortage contingency plan" as per applicable state law". As discussed in Chapter 8 of this UWMP, the City's current WCP five water supply shortage levels correspond to the six water shortage levels outlined in the water code by a crosswalk authorized by Water Code Section 10632(a)(3)(B). Therefore, the City's WCP levels are further expanded to meet the DWR guidelines and provide water shortage response actions to the six levels identified in the water code.

The goal of water shortage response actions outlined in Chapter 8 are to have a procedure for managing and mitigating shortages that allow the City to adequately respond in an efficient and effective manner. A summary of the shortage levels and response actions are included in Chapter 8 of this UWMP. If there is a shortfall of supply while performing the drought risk assessment, the City should consult the water shortage response actions to use as a baseline to identify possible water conservation measures to mitigate supply shortages.

6.0 Conclusion and Recommended Next Steps

The City's DRA outlines the performance of the City's water supply during multiple hydrologic conditions; normal, single-dry, and multi-dry year period. It's concluded that the City has sufficient supplies to meet the anticipated demands to the year 2040. Using the dataset provided by the DWR to assess the City's vulnerability for rural and self-supplied communities, Porterville is considered as an above average risk for drought and water shortage when compared to other water supplies statewide. The City continues to diligently secure and expand future groundwater augmentation supplies in the near future to meet anticipated demand and continues to investigate diverse water supplies to diversify their supply portfolio.

As part of the new 2018 legislation for UWMPs, annual water shortage reporting will be required starting July 2022. Therefore, the information listed in Table 5 should be reviewed, updated, and revised on an annual basis and for significant changes in the City's water system supply and demand.

Appendix A

RISK AND VULNERABILITY ASSESSMENT

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Table A.1 RC1 – Exposure to Climate Change

Risk Factor	Risk Factor Measure Description	City of Porterville Average Score	Self-Supplies Communities Average Score
RC1a - Temperature Shift	Projected change in max temperatures by mid-century (averaged across models)	59	49
RC1b - Wildfire Risk	Projected area burned (averaged across all GCMs) by 2035-2064, RCP8.5; spatial join with Block groups	0	1
RC1c - Saline Intrusion Risk	Spatial extent of projected SLR under RCP 8.5 by 2040 (1 m) into coastal aquifers; spatial join with Block groups	18	23
Total Component Score		26	24

Notes:

- (1) Risk Factor descriptions and codes are provided in Part 2: Appendix 1 Drought and Water Shortage Risk Scoring: California's Small Water Supplier and Self-Supplied Communities (DWR).
- (2) Average of the 28 Geoids located within Porterville and East Porterville/

Table A.2 RC2 – Exposure to Recent Hazardous Conditions and Episodic Events

Risk Factor	Risk Factor Measure Description	City of Porterville Average Score	Self-Supplies Communities Average Score
RC2a - Drought Early Warning	Annual Updated Early Drought Risk Warning: Less than 70 percent of average precipitation by January 31st for that water year = high risk of drought	100	100
RC2b - Wildfire Risk	Modelled current risk maximum for each Census Block Group: Use CalFire Scoring HAZ_CODE: Moderate (1)= .33; High (2)= .67; Very High (3) =1; no score =0 (no or low risk); Took max for each Census BG with spatial join in ArcGIS	13	85
RC2c - Geology	Communities in Fractured Rock Areas (1) or not (0)	14	100
RC2d - Basin Subsidence	Documented Impacts #7.b Subsidence Points; recoded to 0,.5,1 from original points of 0,3,10, then associated to Block groups	4	4
RC2e - Basin Salts	Documented Impacts #7.c Salt Intrusion Points	0	100
RC2f – Over Drafted Basin	Yes (1)/no (0) of whether area is in critical over drafted basin	100	100
RC2g - Chronic Declining Water Levels	Declining groundwater levels: Documented Impacts #7.a - Declining GW levels Points	100	100
Rc2h - Projected Population Growth	Census data estimates of growth rate between 2016 to 2021, estimated by service area	16	23
RC2i - Water Quality in Shallow Aquifer	Domestic well water quality risk (includes areas outside of alluvial basins): Indication of likelihood that groundwater likely accessed by domestic wells may contain concentrations of constituents above regulatory levels.	50	53
RC2j - Surrounding Land use	Presence of irrigated agriculture in surrounding basin: Irrigated Acres Priority Points	26	43
Total Component Score		49	48

Notes:

- (1) Risk Factor descriptions and codes are provided in Part 2: Appendix 1 Drought and Water Shortage Risk Scoring: California's Small Water Supplier and Self-Supplied Communities (DWR).
- (2) Average of the 28 Geoids located within Porterville and East Porterville

Table A.3 RC3 – Physical Vulnerability

Risk Factor	Risk Factor Measure Description	City of Porterville Average Score	Self-Supplies Communities Average Score
RC3a - Well Depth Flag	Well-depth flag – if any portion of the groundwater unit(s) that intersect with the Census BG has relatively shallow domestic wells, marked whole BG as '1' (high risk) (0,1)	0.00	75
RC3b - Well Depth Proportion	Proportion of Public Land Survey Sections in Block Group where the max depth of domestic wells is 10 percent or more shallow than max of public wells (0-1)	0	100
Total Component Score		0	87

Notes:

- (1) Risk Factor descriptions and codes are provided in Part 2: Appendix 1 Drought and Water Shortage Risk Scoring: California's Small Water Supplier and Self-Supplied Communities (DWR).
- (2) Average of the 28 Geoids located within Porterville and East Porterville

Table A.4 RC4 – Organization Vulnerability

Risk Factor	Risk Factor Measure Description	City of Porterville Average Score	Self-Supplies Communities Average Score
Per Capita Income 2016	Average per capita income for all block groups (BG).	16,730	33,623
Mean Household Income	Average Median Household Income (MHI) for all BGs.	43,439	72,335
Percent Persons 65 years of age or older	Percentage of population of 65 and older of all BGs.	12	17
Percent persons 5 year of age or younger	Percentage of population of under 5 years age of all BGs.	0	6
percent renters	Percentage of households that are renters.	44	34
percent mobile homes	Percentage of mobile households of all BGs.	9	15
No vehicle available	Percentage of households with no vehicles of all BGs.	6	6
Percent of Population with single parent	Percentage of population with single parent with children under 18 years old of all BGs.	1	42
Percent of Population unemployed	Percentage of population of civilian unemployed of all BGs	11	10
Percent of population who speak English less than well	Percentage of population who speak English less than well of all BGs	16	8
Percent of Population in poverty	Percentage of population living at or below poverty level	28	12
Percent of population in group quarters	Percentage of all census block group population with Group Quarters (GQ).	1	5
Total Component Score		77	45

Notes:

- (1) Risk Factor descriptions and codes are provided in Part 2: Appendix 1 Drought and Water Shortage Risk Scoring: California's Small Water Supplier and Self-Supplied Communities (DWR).
- (2) Average of the 28 Geoids located within Porterville and East Porterville

Table A.5 RC5—Record of Drought Impacts

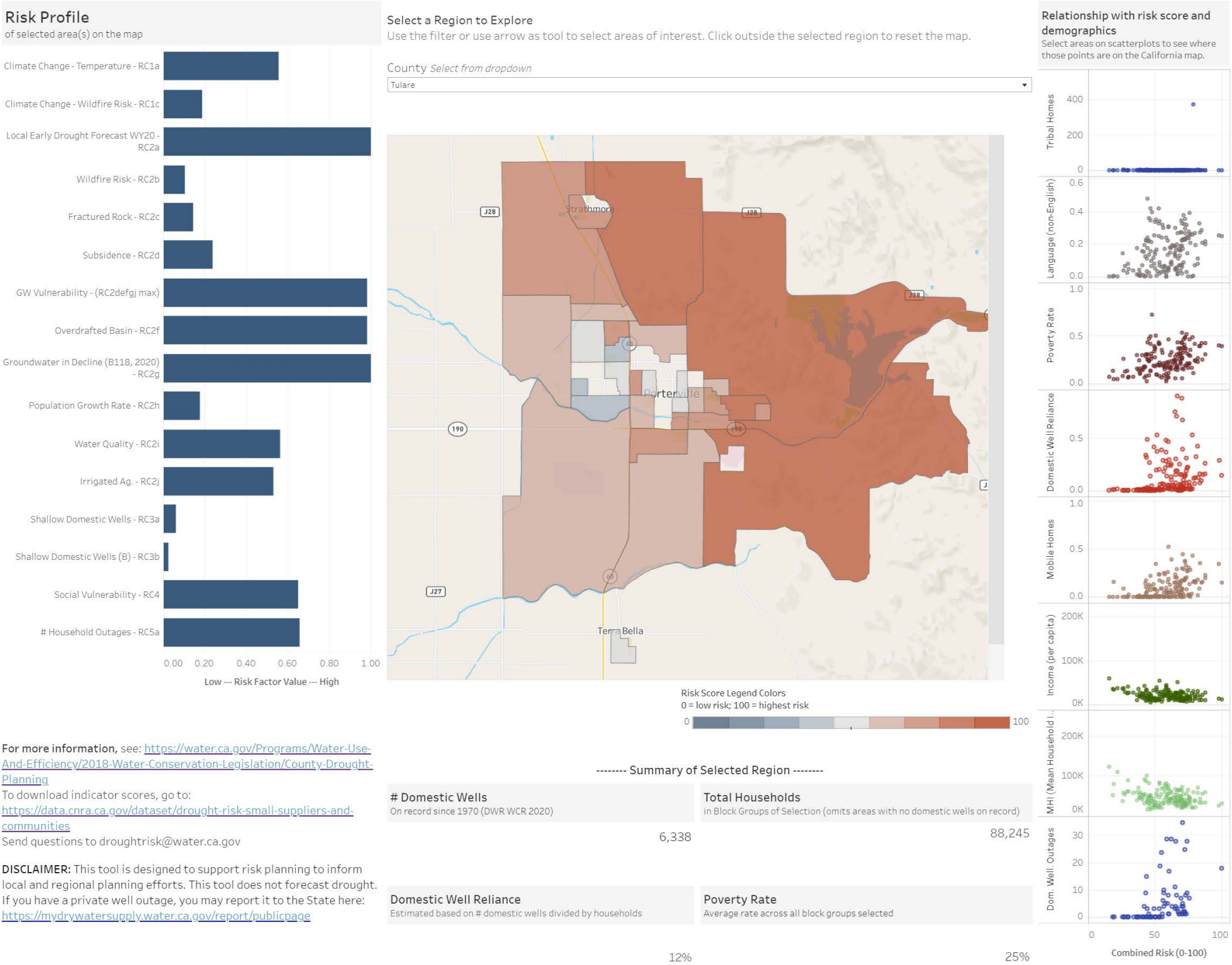
Risk Factor	Risk Factor Measure Description	City of Porterville Average Score	Self-Supplies Communities Average Score
RC5a - Reported Household Outages on Domestic Well	Presence of one or more households with reported outages in Census Block Group	75	100
RC5b - Reported Household Outages on Private Well	Proportion of households with reported outages in Census BG (compared to total households in BG) (0-1 scalar)	5	1
Total Component Score		64	81

Notes:

- (1) Risk Factor descriptions and codes are provided in Part 2: Appendix 1 Drought and Water Shortage Risk Scoring: California's Small Water Supplier and Self-Supplied Communities (DWR).
- (2) Average of the 28 Geoids located within Porterville and East Porterville

Table A.6 RC5 – Record of Drought Impacts

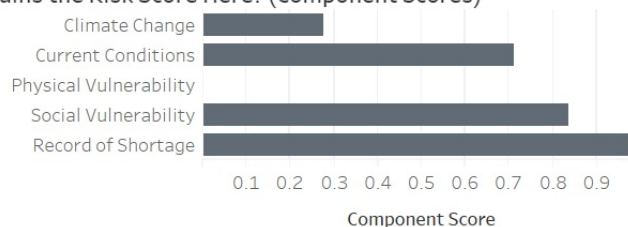
Geoid ID	Place Name
061070039022	East Porterville
061070039021	East Porterville
061070039015	East Porterville
061070039023	East Porterville
061070039014	East Porterville
061070039013	East Porterville
061070039012	East Porterville
061070033001	Porterville City
061070034005	Porterville City
061070041021	Porterville City
061070041014	Porterville City
061070035022	Porterville City
061070033005	Porterville City
061070038011	Porterville City
061070035011	Porterville City
061070034003	Porterville City
061070037001	Porterville City
061070034004	Porterville City
061070035021	Porterville City
061070041011	Porterville City
061070035024	Porterville City
061070041013	Porterville City
061070038023	Porterville City
061070036021	Porterville City
061070038012	Porterville City
061070036023	Porterville City
061070036013	Porterville City
061070035023	Porterville City



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GEOID: 061070039022**Risk Score (0-100): 87**US Census ID (Block Group):: **061070039022**Surrounding or Nearby Place: **East Porterville**This area is located in: **Tulare County****Tribal Homes: 0****Domestic Well Reliance: 16%**

This community has 449 households, according to the US Census estimates (ACS 2012-2016). State records indicate 16% of households rely on domestic wells in this area.

What Explains the Risk Score Here? (Component Scores)

Indicators used to estimate drought and water shortage risk were grouped in the categories in the bar chart. The bars are longer for those components that contribute more to the risk score. Bars are shorter (or closer to zero) for those that contribute less to the risk score. Those bars that are absent indicate they do not drive risk for this area (based on available data) or no data was available.

For more details on the individual indicators, click the map to view the results on the right chart. For more details on the methods and data sources, view Appendix 1 of Part 2 of the report here: <https://water.ca.gov/Programs/Water-Use-And-Efficiency/2018-Water-Conservation-Legislation/County-Drought-Planning>.

All information reported according to state and federal data records and may not be as updated as local records.

✓ Keep Only ⌕ Exclude ☰

GEOID: 061070039021

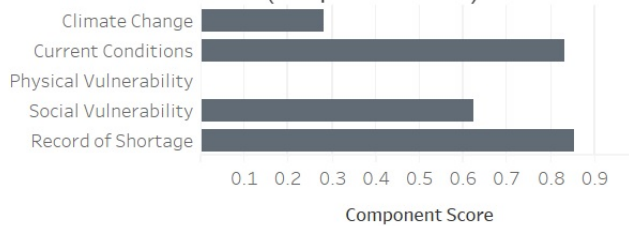
✓ Keep Only ○ Exclude ☰

Risk Score (0-100): 82

US Census ID (Block Group):: 061070039021

Surrounding or Nearby Place: **East Porterville**This area is located in: **Tulare County****Tribal Homes: 1****Domestic Well Reliance: 12%**

This community has 731 households, according to the US Census estimates (ACS 2012-2016). State records indicate 12% of households rely on domestic wells in this area.

What Explains the Risk Score Here? (Component Scores)

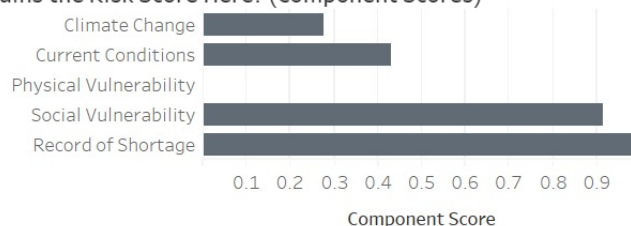
Indicators used to estimate drought and water shortage risk were grouped in the categories in the bar chart. The bars are longer for those components that contribute more to the risk score. Bars are shorter (or closer to zero) for those that contribute less to the risk score. Those bars that are absent indicate they do not drive risk for this area (based on available data) or no data was available.

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GEOID: 061070039015**Risk Score (0-100): 76**US Census ID (Block Group):: **061070039015**Surrounding or Nearby Place: **East Porterville**This area is located in: **Tulare County****Tribal Homes: 2****Domestic Well Reliance: 4%**

This community has 581 households, according to the US Census estimates (ACS 2012-2016). State records indicate 4% of households rely on domestic wells in this area.

What Explains the Risk Score Here? (Component Scores)

Indicators used to estimate drought and water shortage risk were grouped in the categories in the bar chart. The bars are longer for those components that contribute more to the risk score. Bars are shorter (or closer to zero) for those that contribute less to the risk score. Those bars that are absent indicate they do not drive risk for this area (based on available data) or no data was available.

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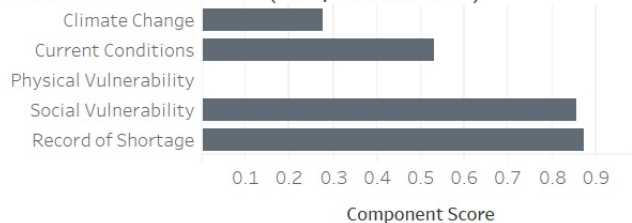
✓ Keep Only ⌕ Exclude ☰

GEOID: 061070039023**Risk Score (0-100): 76**

US Census ID (Block Group):: 061070039023

Surrounding or Nearby Place: **East Porterville**This area is located in: **Tulare County****Tribal Homes: 0****Domestic Well Reliance: 1%**

This community has 333 households, according to the US Census estimates (ACS 2012-2016). State records indicate 1% of households rely on domestic wells in this area.

What Explains the Risk Score Here? (Component Scores)

Indicators used to estimate drought and water shortage risk were grouped in the categories in the bar chart. The bars are longer for those components that contribute more to the risk score. Bars are shorter (or closer to zero) for those that contribute less to the risk score. Those bars that are absent indicate they do not drive risk for this area (based on available data) or no data was available.

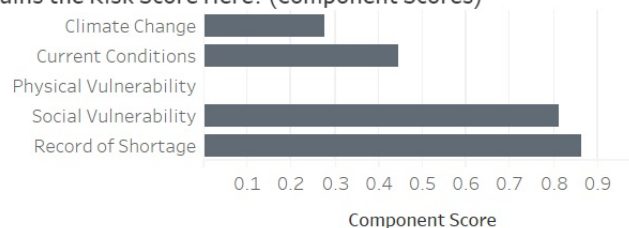
For more details on the individual indicators, click the map to view the results on the right chart. For more details on the methods and data sources, view Appendix 1 of Part 2 of the report here: <https://water.ca.gov/Programs/Water-Use-And-Efficiency/2018-Water-Conservation-Legislation/County-Drought-Planning>.

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GEOID: 061070039014**Risk Score (0-100): 69**US Census ID (Block Group):: **061070039014**Surrounding or Nearby Place: **East Porterville**This area is located in: **Tulare County****Tribal Homes: 0****Domestic Well Reliance: 6%**

This community has 561 households, according to the US Census estimates (ACS 2012-2016). State records indicate 6% of households rely on domestic wells in this area.

What Explains the Risk Score Here? (Component Scores)

Indicators used to estimate drought and water shortage risk were grouped in the categories in the bar chart. The bars are longer for those components that contribute more to the risk score. Bars are shorter (or closer to zero) for those that contribute less to the risk score. Those bars that are absent indicate they do not drive risk for this area (based on available data) or no data was available.

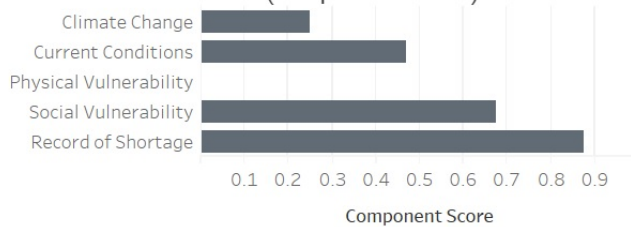
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GEOID: 061070039013**Risk Score (0-100): 65**US Census ID (Block Group):: **061070039013**Surrounding or Nearby Place: **East Porterville**This area is located in: **Tulare County****Tribal Homes: 0****Domestic Well Reliance: 1%**

This community has 229 households, according to the US Census estimates (ACS 2012-2016). State records indicate 1% of households rely on domestic wells in this area.

What Explains the Risk Score Here? (Component Scores)

Indicators used to estimate drought and water shortage risk were grouped in the categories in the bar chart. The bars are longer for those components that contribute more to the risk score. Bars are shorter (or closer to zero) for those that contribute less to the risk score. Those bars that are absent indicate they do not drive risk for this area (based on available data) or no data was available.

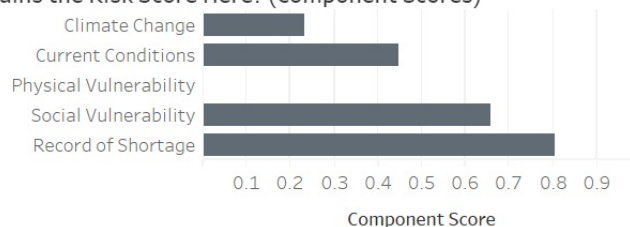
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✓ Keep Only ⌕ Exclude ☰

GEOID: 061070039012**Risk Score (0-100): 61**US Census ID (Block Group):: **061070039012**Surrounding or Nearby Place: **East Porterville**This area is located in: **Tulare County****Tribal Homes: 0****Domestic Well Reliance: 1%**

This community has 215 households, according to the US Census estimates (ACS 2012-2016). State records indicate 1% of households rely on domestic wells in this area.

What Explains the Risk Score Here? (Component Scores)

Indicators used to estimate drought and water shortage risk were grouped in the categories in the bar chart. The bars are longer for those components that contribute more to the risk score. Bars are shorter (or closer to zero) for those that contribute less to the risk score. Those bars that are absent indicate they do not drive risk for this area (based on available data) or no data was available.

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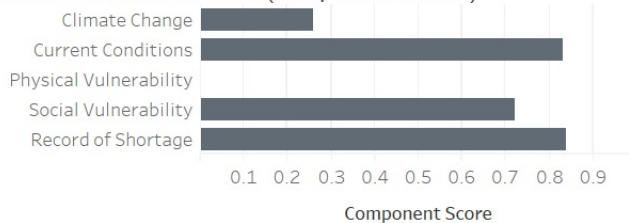
✓ Keep Only ⌕ Exclude ☰

GEOID: 061070033001**Risk Score (0-100): 85**

US Census ID (Block Group):: 061070033001

Surrounding or Nearby Place: **Porterville city**This area is located in: **Tulare County****Tribal Homes: 0****Domestic Well Reliance: 15%**

This community has 435 households, according to the US Census estimates (ACS 2012-2016). State records indicate 15% of households rely on domestic wells in this area.

What Explains the Risk Score Here? (Component Scores)

Indicators used to estimate drought and water shortage risk were grouped in the categories in the bar chart. The bars are longer for those components that contribute more to the risk score. Bars are shorter (or closer to zero) for those that contribute less to the risk score. Those bars that are absent indicate they do not drive risk for this area (based on available data) or no data was available.

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GEOID: 061070034005**Risk Score (0-100): 82**

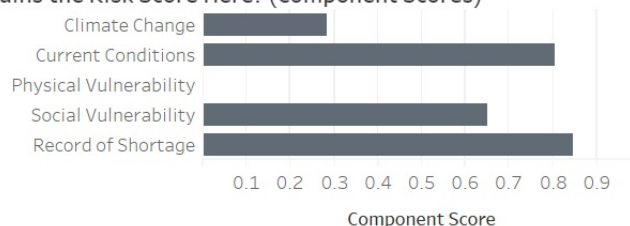
US Census ID (Block Group):: 061070034005

Surrounding or Nearby Place: Porterville city

This area is located in: Tulare County

Tribal Homes: 4**Domestic Well Reliance: 43%**

This community has 176 households, according to the US Census estimates (ACS 2012-2016). State records indicate 43% of households rely on domestic wells in this area.

What Explains the Risk Score Here? (Component Scores)

Indicators used to estimate drought and water shortage risk were grouped in the categories in the bar chart. The bars are longer for those components that contribute more to the risk score. Bars are shorter (or closer to zero) for those that contribute less to the risk score. Those bars that are absent indicate they do not drive risk for this area (based on available data) or no data was available.

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[GEOID: 061070041021](#)**Risk Score (0-100): 74**

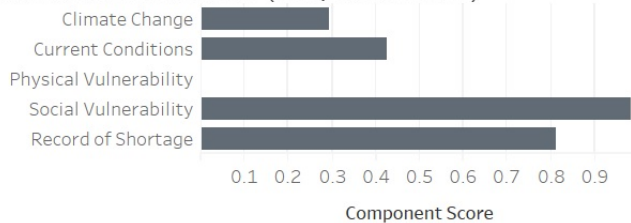
US Census ID (Block Group):: 061070041021

Surrounding or Nearby Place: Porterville city

This area is located in: Tulare County

Tribal Homes: 1**Domestic Well Reliance: 2%**

This community has 600 households, according to the US Census estimates (ACS 2012-2016). State records indicate 2% of households rely on domestic wells in this area.

What Explains the Risk Score Here? (Component Scores)

Indicators used to estimate drought and water shortage risk were grouped in the categories in the bar chart. The bars are longer for those components that contribute more to the risk score. Bars are shorter (or closer to zero) for those that contribute less to the risk score. Those bars that are absent indicate they do not drive risk for this area (based on available data) or no data was available.

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GEOID: 061070041014**Risk Score (0-100): 72**

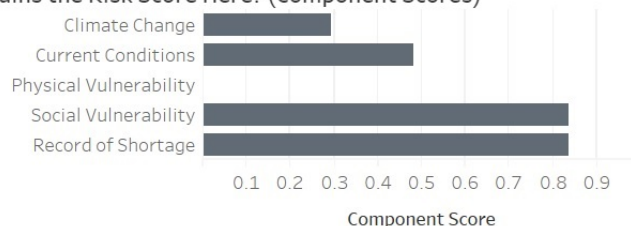
US Census ID (Block Group):: 061070041014

Surrounding or Nearby Place: Porterville city

This area is located in: Tulare County

Tribal Homes: 0**Domestic Well Reliance: 1%**

This community has 546 households, according to the US Census estimates (ACS 2012-2016). State records indicate 1% of households rely on domestic wells in this area.

What Explains the Risk Score Here? (Component Scores)

Indicators used to estimate drought and water shortage risk were grouped in the categories in the bar chart. The bars are longer for those components that contribute more to the risk score. Bars are shorter (or closer to zero) for those that contribute less to the risk score. Those bars that are absent indicate they do not drive risk for this area (based on available data) or no data was available.

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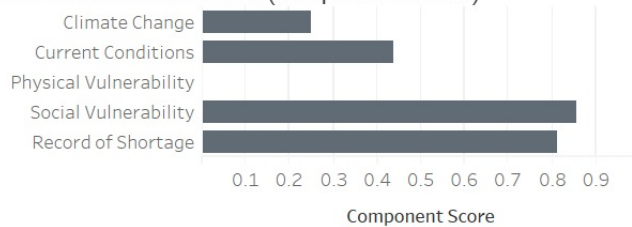
✓ Keep Only ⌕ Exclude ☰

GEOID: 061070035022**Risk Score (0-100): 69**

US Census ID (Block Group):: 061070035022

Surrounding or Nearby Place: **Porterville city**This area is located in: **Tulare County****Tribal Homes: 0****Domestic Well Reliance: 0%**

This community has 614 households, according to the US Census estimates (ACS 2012-2016). State records indicate 0% of households rely on domestic wells in this area.

What Explains the Risk Score Here? (Component Scores)

Indicators used to estimate drought and water shortage risk were grouped in the categories in the bar chart. The bars are longer for those components that contribute more to the risk score. Bars are shorter (or closer to zero) for those that contribute less to the risk score. Those bars that are absent indicate they do not drive risk for this area (based on available data) or no data was available.

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✓ Keep Only ⌕ Exclude ☰

GEOID: 061070033005**Risk Score (0-100): 68**

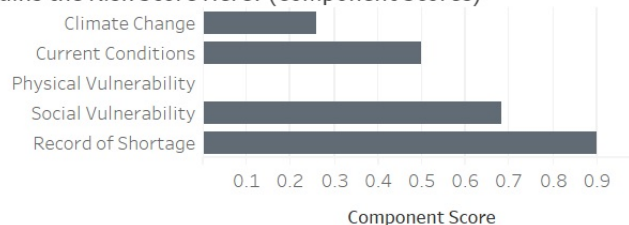
US Census ID (Block Group):: 061070033005

Surrounding or Nearby Place: Porterville city

This area is located in: Tulare County

Tribal Homes: 0**Domestic Well Reliance: 25%**

This community has 385 households, according to the US Census estimates (ACS 2012-2016). State records indicate 25% of households rely on domestic wells in this area.

What Explains the Risk Score Here? (Component Scores)

Indicators used to estimate drought and water shortage risk were grouped in the categories in the bar chart. The bars are longer for those components that contribute more to the risk score. Bars are shorter (or closer to zero) for those that contribute less to the risk score. Those bars that are absent indicate they do not drive risk for this area (based on available data) or no data was available.

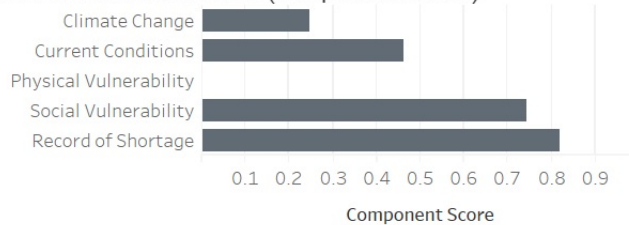
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✓ Keep Only ⌕ Exclude ☰

GEOID: 061070035011**Risk Score (0-100): 66**US Census ID (Block Group):: **061070035011**Surrounding or Nearby Place: **Porterville city**This area is located in: **Tulare County****Tribal Homes: 0****Domestic Well Reliance: 4%**

This community has 944 households, according to the US Census estimates (ACS 2012-2016). State records indicate 4% of households rely on domestic wells in this area.

What Explains the Risk Score Here? (Component Scores)

Indicators used to estimate drought and water shortage risk were grouped in the categories in the bar chart. The bars are longer for those components that contribute more to the risk score. Bars are shorter (or closer to zero) for those that contribute less to the risk score. Those bars that are absent indicate they do not drive risk for this area (based on available data) or no data was available.

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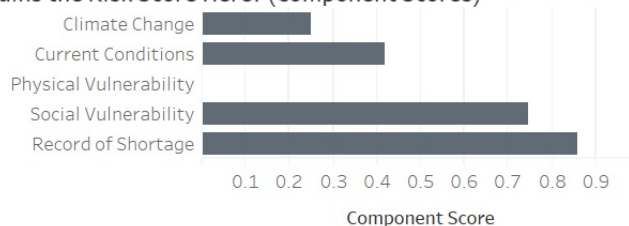
✓ Keep Only ⌕ Exclude 📄

GEOID: 061070034003**Risk Score (0-100): 65**

US Census ID (Block Group):: 061070034003

Surrounding or Nearby Place: **Porterville city**This area is located in: **Tulare County****Tribal Homes: 0****Domestic Well Reliance: 30%**

This community has 250 households, according to the US Census estimates (ACS 2012-2016). State records indicate 30% of households rely on domestic wells in this area.

What Explains the Risk Score Here? (Component Scores)

Indicators used to estimate drought and water shortage risk were grouped in the categories in the bar chart. The bars are longer for those components that contribute more to the risk score. Bars are shorter (or closer to zero) for those that contribute less to the risk score. Those bars that are absent indicate they do not drive risk for this area (based on available data) or no data was available.

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✓ Keep Only ⌕ Exclude ☰

GEOID: 061070037001**Risk Score (0-100): 64**

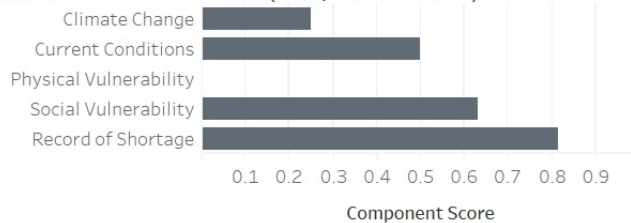
US Census ID (Block Group):: 061070037001

Surrounding or Nearby Place: Porterville city

This area is located in: Tulare County

Tribal Homes: 0**Domestic Well Reliance: 5%**

This community has 458 households, according to the US Census estimates (ACS 2012-2016). State records indicate 5% of households rely on domestic wells in this area.

What Explains the Risk Score Here? (Component Scores)

Indicators used to estimate drought and water shortage risk were grouped in the categories in the bar chart. The bars are longer for those components that contribute more to the risk score. Bars are shorter (or closer to zero) for those that contribute less to the risk score. Those bars that are absent indicate they do not drive risk for this area (based on available data) or no data was available.

For more details on the individual indicators, click the map to view the results on the right chart. For more details on the methods and data sources, view Appendix 1 of Part 2 of the report here: <https://water.ca.gov/Programs/Water-Use-And-Efficiency/2018-Water-Conservation-Legislation/County-Drought-Planning>.

All information reported according to state and federal data records and may not be as updated as local records.

✓ Keep Only ⌕ Exclude ☰

GEOID: 061070034004**Risk Score (0-100): 62**

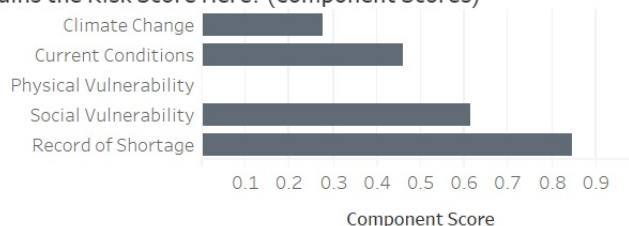
US Census ID (Block Group):: 061070034004

Surrounding or Nearby Place: Porterville city

This area is located in: Tulare County

Tribal Homes: 0**Domestic Well Reliance: 13%**

This community has 605 households, according to the US Census estimates (ACS 2012-2016). State records indicate 13% of households rely on domestic wells in this area.

What Explains the Risk Score Here? (Component Scores)

Indicators used to estimate drought and water shortage risk were grouped in the categories in the bar chart. The bars are longer for those components that contribute more to the risk score. Bars are shorter (or closer to zero) for those that contribute less to the risk score. Those bars that are absent indicate they do not drive risk for this area (based on available data) or no data was available.

For more details on the individual indicators, click the map to view the results on the right chart. For more details on the methods and data sources, view Appendix 1 of Part 2 of the report here: <https://water.ca.gov/Programs/Water-Use-And-Efficiency/2018-Water-Conservation-Legislation/County-Drought-Planning>.

All information reported according to state and federal data records and may not be as updated as local records.

✓ Keep Only ⌕ Exclude ☰

GEOID: 061070035021

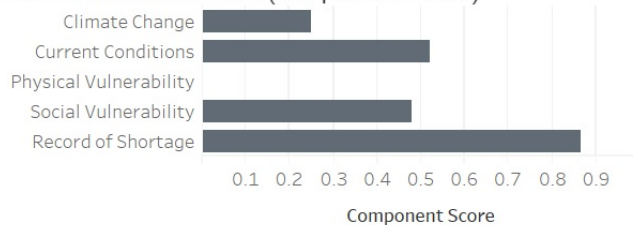
✓ Keep Only ⌵ Exclude ☰

Risk Score (0-100): 60

US Census ID (Block Group):: 061070035021

Surrounding or Nearby Place: **Porterville city**This area is located in: **Tulare County****Tribal Homes: 0****Domestic Well Reliance: 29%**

This community has 263 households, according to the US Census estimates (ACS 2012-2016). State records indicate 29% of households rely on domestic wells in this area.

What Explains the Risk Score Here? (Component Scores)

Indicators used to estimate drought and water shortage risk were grouped in the categories in the bar chart. The bars are longer for those components that contribute more to the risk score. Bars are shorter (or closer to zero) for those that contribute less to the risk score. Those bars that are absent indicate they do not drive risk for this area (based on available data) or no data was available.

For more details on the individual indicators, click the map to view the results on the right chart. For more details on the methods and data sources, view Appendix 1 of Part 2 of the report here: <https://water.ca.gov/Programs/Water-Use-And-Efficiency/2018-Water-Conservation-Legislation/County-Drought-Planning>.

All information reported according to state and federal data records and may not be as updated as local records.

GEOID: 061070041011**Risk Score (0-100): 60**

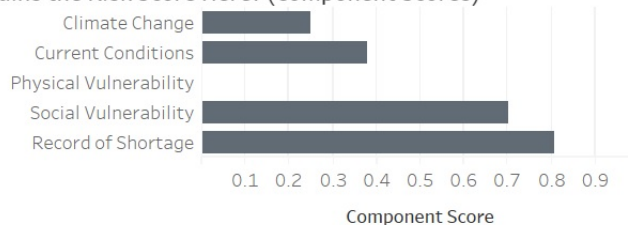
US Census ID (Block Group):: 061070041011

Surrounding or Nearby Place: Porterville city

This area is located in: Tulare County

Tribal Homes: 1**Domestic Well Reliance: 1%**

This community has 848 households, according to the US Census estimates (ACS 2012-2016). State records indicate 1% of households rely on domestic wells in this area.

What Explains the Risk Score Here? (Component Scores)

Indicators used to estimate drought and water shortage risk were grouped in the categories in the bar chart. The bars are longer for those components that contribute more to the risk score. Bars are shorter (or closer to zero) for those that contribute less to the risk score. Those bars that are absent indicate they do not drive risk for this area (based on available data) or no data was available.

For more details on the individual indicators, click the map to view the results on the right chart. For more details on the methods and data sources, view Appendix 1 of Part 2 of the report here: <https://water.ca.gov/Programs/Water-Use-And-Efficiency/2018-Water-Conservation-Legislation/County-Drought-Planning>.

All information reported according to state and federal data records and may not be as updated as local records.

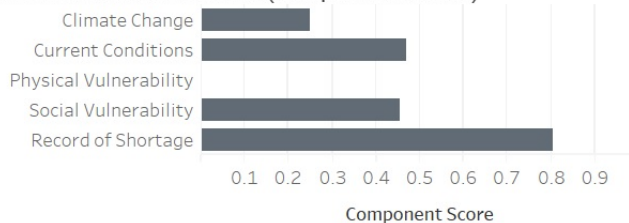
✓ Keep Only ⌕ Exclude ☰

GEOID: 061070035024**Risk Score (0-100): 55**

US Census ID (Block Group):: 061070035024

Surrounding or Nearby Place: **Porterville city**This area is located in: **Tulare County****Tribal Homes: 0****Domestic Well Reliance: 1%**

This community has 1,621 households, according to the US Census estimates (ACS 2012-2016). State records indicate 1% of households rely on domestic wells in this area.

What Explains the Risk Score Here? (Component Scores)

Indicators used to estimate drought and water shortage risk were grouped in the categories in the bar chart. The bars are longer for those components that contribute more to the risk score. Bars are shorter (or closer to zero) for those that contribute less to the risk score. Those bars that are absent indicate they do not drive risk for this area (based on available data) or no data was available.

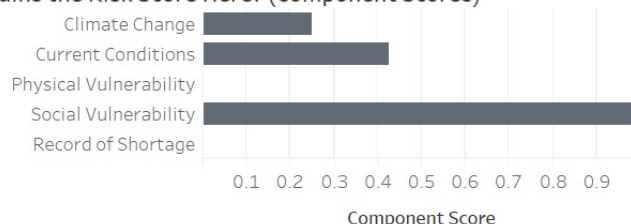
For more details on the individual indicators, click the map to view the results on the right chart. For more details on the methods and data sources, view Appendix 1 of Part 2 of the report here: <https://water.ca.gov/Programs/Water-Use-And-Efficiency/2018-Water-Conservation-Legislation/County-Drought-Planning>.

All information reported according to state and federal data records and may not be as updated as local records.

✓ Keep Only ⌕ Exclude ☰

GEOID: 061070041013**Risk Score (0-100): 53**US Census ID (Block Group):: **061070041013**Surrounding or Nearby Place: **Porterville city**This area is located in: **Tulare County****Tribal Homes: 0****Domestic Well Reliance: 2%**

This community has 545 households, according to the US Census estimates (ACS 2012-2016). State records indicate 2% of households rely on domestic wells in this area.

What Explains the Risk Score Here? (Component Scores)

Indicators used to estimate drought and water shortage risk were grouped in the categories in the bar chart. The bars are longer for those components that contribute more to the risk score. Bars are shorter (or closer to zero) for those that contribute less to the risk score. Those bars that are absent indicate they do not drive risk for this area (based on available data) or no data was available.

For more details on the individual indicators, click the map to view the results on the right chart. For more details on the methods and data sources, view Appendix 1 of Part 2 of the report here: <https://water.ca.gov/Programs/Water-Use-And-Efficiency/2018-Water-Conservation-Legislation/County-Drought-Planning>.

All information reported according to state and federal data records and may not be as updated as local records.

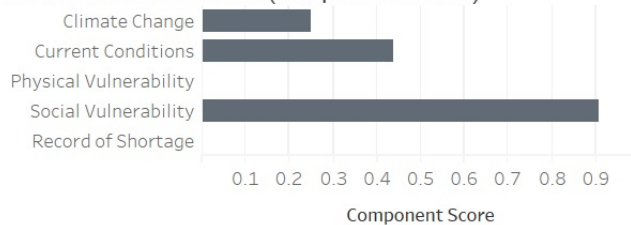
✓ Keep Only ⌕ Exclude ☰

GEOID: 061070038023**Risk Score (0-100): 50**

US Census ID (Block Group):: 061070038023

Surrounding or Nearby Place: **Porterville city**This area is located in: **Tulare County****Tribal Homes: 1****Domestic Well Reliance: 1%**

This community has 511 households, according to the US Census estimates (ACS 2012-2016). State records indicate 1% of households rely on domestic wells in this area.

What Explains the Risk Score Here? (Component Scores)

Indicators used to estimate drought and water shortage risk were grouped in the categories in the bar chart. The bars are longer for those components that contribute more to the risk score. Bars are shorter (or closer to zero) for those that contribute less to the risk score. Those bars that are absent indicate they do not drive risk for this area (based on available data) or no data was available.

For more details on the individual indicators, click the map to view the results on the right chart. For more details on the methods and data sources, view Appendix 1 of Part 2 of the report here: <https://water.ca.gov/Programs/Water-Use-And-Efficiency/2018-Water-Conservation-Legislation/County-Drought-Planning>.

All information reported according to state and federal data records and may not be as updated as local records.

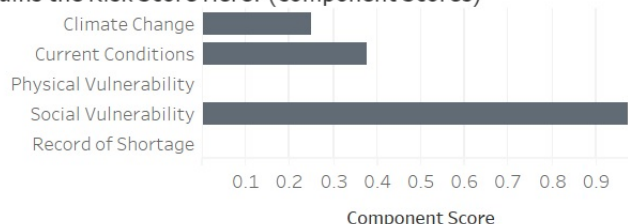
✓ Keep Only ⌕ Exclude ☰

GEOID: 061070036021**Risk Score (0-100): 49**

US Census ID (Block Group):: 061070036021

Surrounding or Nearby Place: **Porterville city**This area is located in: **Tulare County****Tribal Homes: 1****Domestic Well Reliance: 0%**

This community has 639 households, according to the US Census estimates (ACS 2012-2016). State records indicate 0% of households rely on domestic wells in this area.

What Explains the Risk Score Here? (Component Scores)

Indicators used to estimate drought and water shortage risk were grouped in the categories in the bar chart. The bars are longer for those components that contribute more to the risk score. Bars are shorter (or closer to zero) for those that contribute less to the risk score. Those bars that are absent indicate they do not drive risk for this area (based on available data) or no data was available.

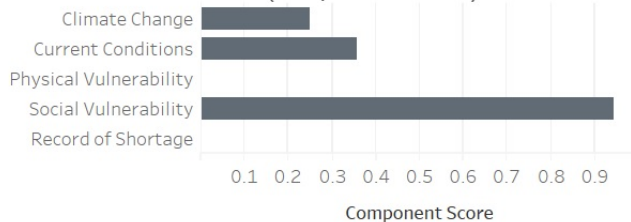
For more details on the individual indicators, click the map to view the results on the right chart. For more details on the methods and data sources, view Appendix 1 of Part 2 of the report here: <https://water.ca.gov/Programs/Water-Use-And-Efficiency/2018-Water-Conservation-Legislation/County-Drought-Planning>.

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✓ Keep Only ○ Exclude ☰

GEOID: 061070038012**Risk Score (0-100): 47**US Census ID (Block Group):: **061070038012**Surrounding or Nearby Place: **Porterville city**This area is located in: **Tulare County****Tribal Homes: 2****Domestic Well Reliance: 1%**

This community has 582 households, according to the US Census estimates (ACS 2012-2016). State records indicate 1% of households rely on domestic wells in this area.

What Explains the Risk Score Here? (Component Scores)

Indicators used to estimate drought and water shortage risk were grouped in the categories in the bar chart. The bars are longer for those components that contribute more to the risk score. Bars are shorter (or closer to zero) for those that contribute less to the risk score. Those bars that are absent indicate they do not drive risk for this area (based on available data) or no data was available.

For more details on the individual indicators, click the map to view the results on the right chart. For more details on the methods and data sources, view Appendix 1 of Part 2 of the report here: <https://water.ca.gov/Programs/Water-Use-And-Efficiency/2018-Water-Conservation-Legislation/County-Drought-Planning>.

All information reported according to state and federal data records and may not be as updated as local records.

✓ Keep Only ⌕ Exclude ☰

GEOID: 061070036023**Risk Score (0-100): 42**

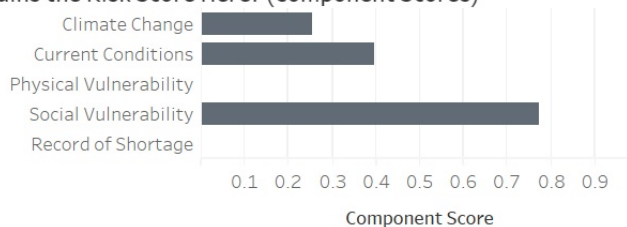
US Census ID (Block Group):: 061070036023

Surrounding or Nearby Place: Porterville city

This area is located in: Tulare County

Tribal Homes: 0**Domestic Well Reliance: 0%**

This community has 1,091 households, according to the US Census estimates (ACS 2012-2016). State records indicate 0% of households rely on domestic wells in this area.

What Explains the Risk Score Here? (Component Scores)

Indicators used to estimate drought and water shortage risk were grouped in the categories in the bar chart. The bars are longer for those components that contribute more to the risk score. Bars are shorter (or closer to zero) for those that contribute less to the risk score. Those bars that are absent indicate they do not drive risk for this area (based on available data) or no data was available.

For more details on the individual indicators, click the map to view the results on the right chart. For more details on the methods and data sources, view Appendix 1 of Part 2 of the report here: <https://water.ca.gov/Programs/Water-Use-And-Efficiency/2018-Water-Conservation-Legislation/County-Drought-Planning>.

All information reported according to state and federal data records and may not be as updated as local records.

✓ Keep Only ⌕ Exclude ☰

[GEOID: 061070036013](#)**Risk Score (0-100): 41**

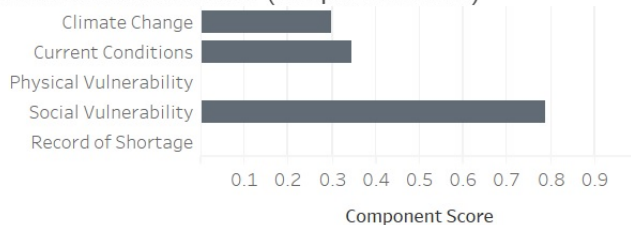
US Census ID (Block Group):: 061070036013

Surrounding or Nearby Place: Porterville city

This area is located in: Tulare County

Tribal Homes: 1**Domestic Well Reliance: 0%**

This community has 307 households, according to the US Census estimates (ACS 2012-2016). State records indicate 0% of households rely on domestic wells in this area.

What Explains the Risk Score Here? (Component Scores)

Indicators used to estimate drought and water shortage risk were grouped in the categories in the bar chart. The bars are longer for those components that contribute more to the risk score. Bars are shorter (or closer to zero) for those that contribute less to the risk score. Those bars that are absent indicate they do not drive risk for this area (based on available data) or no data was available.

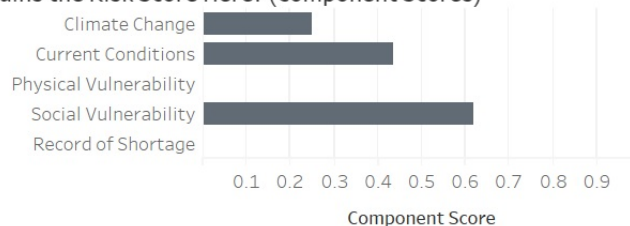
For more details on the individual indicators, click the map to view the results on the right chart. For more details on the methods and data sources, view Appendix 1 of Part 2 of the report here: <https://water.ca.gov/Programs/Water-Use-And-Efficiency/2018-Water-Conservation-Legislation/County-Drought-Planning>.

All information reported according to state and federal data records and may not be as updated as local records.

☒ Keep Only ☐ Exclude

GEOID: 061070035023**Risk Score (0-100): 38**US Census ID (Block Group):: **061070035023**Surrounding or Nearby Place: **Porterville city**This area is located in: **Tulare County****Tribal Homes: 0****Domestic Well Reliance: 1%**

This community has 587 households, according to the US Census estimates (ACS 2012-2016). State records indicate 1% of households rely on domestic wells in this area.

What Explains the Risk Score Here? (Component Scores)

Indicators used to estimate drought and water shortage risk were grouped in the categories in the bar chart. The bars are longer for those components that contribute more to the risk score. Bars are shorter (or closer to zero) for those that contribute less to the risk score. Those bars that are absent indicate they do not drive risk for this area (based on available data) or no data was available.

For more details on the individual indicators, click the map to view the results on the right chart. For more details on the methods and data sources, view Appendix 1 of Part 2 of the report here: <https://water.ca.gov/Programs/Water-Use-And-Efficiency/2018-Water-Conservation-Legislation/County-Drought-Planning>.

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Appendix K

POPULATION TOOL MODIFICATION PRINTOUT

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The population tool calculates the 2020 Persons per Connection by creating a trend line of the Persons per Connection from 2000 to 2010 and continues that trend to the year 2020. For example, if there were a decline in the Persons per Connection from 2000 to 2010, the tool continues that declining trend to the year 2020. If this does not represent the actual trend for your water supplier, the calculated population for 2020 may not be accurate.

ACCEPTABLE MODIFICATION

The user will use the results from the population tool, but will modify the Persons per Connection and population for the year 2020. Instead of using the Persons per Connection for 2020 as calculated by the tool, the user will use the Persons per Connection that the tool calculated for the year 2010. The user will then multiply the 2010/2020 Persons per Connection by the number of connections for 2020 to arrive at their 2020 population. ***THE UWMP PREPARER MUST INCLUDE THE TABLES FROM THE POPULATION TOOL AND DOCUMENT THE MODIFICATION IN THE 2020 UWMP.***

$$4.39 \frac{\text{Persons}}{\text{Connection}} \times 17,063 \text{ connections} = 74,907 \text{ persons}$$

[Back](#)

DWR Population Tool - Calculate Persons per Connection

[Next](#)

This page performs the following actions:

- Displays the population for each census year**, based on the electronic maps uploaded to the tool and US Census data at the block level AND
- Calculates the persons per connection for every non-census year**, based on "Number of Connections" data input by the user. Persons-per-connection is used to estimate population for the non-census years, including 2020.

Enter "Number of Connections" for each of the census years available. The minimum connection data required is number of connections for the year 2010. If connection data is available for the year 1990 and 2000, it must be entered to obtain the most accurate population estimate. The tool will automatically calculate the Persons per Connection for all other years.

NOTE: This page will be included when the user selects "Print Confirmation" or "Export to Excel" on the next page.

Year	Census Block Level	Number of Connections *	Persons per Connection
	Total Population		
1990	45,050	Not Available	3.20
1991	-	-	3.26
1992	-	-	3.32
1993	-	-	3.38
1994	-	-	3.44
1995	-	-	3.50
1996	-	-	3.56
1997	-	-	3.62
1998	-	-	3.67
1999	-	-	3.73
2000	57,004	15027	3.79
2001	-	-	3.85
2002	-	-	3.91
2003	-	-	3.97
2004	-	-	4.03
2005	-	-	4.09
2006	-	-	4.15
2007	-	-	4.21
2008	-	-	4.27
2009	-	-	4.33
2010	66,760	15217	4.39
2011	-	-	3.79
2012	-	-	3.79
2013	-	-	3.79
2014	-	-	3.79
2015	-	-	3.79
2020	-	-	4.98 **

* Number of Connections may be either All Residential Connections (Single Family and Multi-Family combined) or All Service Connections. This will depend on the data available from the water supplier's records, but must remain consistent throughout the table.

** If the 2020 Persons per Connection or 2020 Total Population seems inaccurate, please [click here](#).

Appendix L

TULARE COUNTY MULT-JURISDICTIONAL LOCAL HAZARD MITIGATION PLAN

The Tulare County MJLHMP can be downloaded at the link below:

<https://oes.tularecounty.ca.gov/oes/index.cfm/mitigation/tulare-county-mjlhmp/>

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CITY COUNCIL AGENDA – MARCH 1, 2022

SUBJECT: Consideration of the Brookside Subdivision Project

SOURCE: Community Development

BACKGROUND: The City of Porterville Project Review committee began its assessment of PRC 2020-44 on December 16, 2020. Subsequently, PRC 2020-44 was also discussed at the PRC meeting on March 24, 2021. The project consists of several development entitlements: an amendment to the General Plan Land Use Diagram, a change of rezoning, a conditional use permit, a tentative subdivision map, and annexation. The project, if approved, would result in the annexation and development of a portion of approximately 56.06 acres of APN 245-010-087 located southeast of the Friant-Kern Canal (FKC). APN 245-010-092 (Summit Charter Academy) and APNs 245-010-037 & 041 (rural residences) would also be annexed. The overall project site is largely bounded by Westwood Street, Westfield Avenue, Lombardi Street, the Friant-Kern Canal (FKC), and the Castle Avenue alignment. Development of the project site generally includes subdivision of APN 245-010-087 into 229 lots for single-family use, construction of a 2.99-acre park, construction of interior local streets and necessary onsite infrastructure, and improvements within abutting major street rights-of-way. The annexation area totals approximately 69.65 acres.

The parcels are currently identified in the 2030 General Plan Land Use Element as a variety of land uses: Low Density Residential, Medium Density Residential, Neighborhood Commercial, Parks and Recreation, and Education. The project area is currently zoned AE-20 (Exclusive Agriculture, 20-Acre Minimum) by the County of Tulare and rezoned RS-1 (Very Low Density Residential) by the City of Porterville. The site is also within a Residential Neighborhood Center, to which the Residential Neighborhood Zone District might normally apply if the project were to proceed in accordance with the existing General Planned Land Uses. Since the project includes an amendment to the General Plan, and implementation of a Residential Neighborhood Plan is optional in any case, the provisions of the RN District will not apply.

COMMENT: To facilitate the project, the applicant has proposed to amend the General Plan Land Use and rezoning as follows:

PARCEL	GENERAL PLAN	ZONING (EXISTING)*	GENERAL PLAN	ZONING (PROPOSED)
--------	-----------------	-----------------------	-----------------	----------------------

	(EXISTING)		(PROPOSED)	
245-010-087	Low Density Residential Medium Density Residential Neighborhood Commercial Parks and Recreation	AE-20/RS-1 AE-20/RS-1 AE-20/RS-1 AE-20/RS-1	Low Density Residential	RS-2
245-010-037	Low Density Residential	AE-20/RS-1	Low Density Residential	RS-2
245-010-041	Parks and Recreation	AE-20/RS-1	Low Density Residential	RS-2
245-040-092	Educaiton	AE-20/PS	Education	PS

AE-20 = Exclusive Agriculture, 20-Acre Minimum

RS-1 = Very Low Density Residential

RS-2 = Low Density Residential

PS = Public and Semi-Public

* The identifier before the slash indicates the existing County of Tulare zoning. The identifier after the Slash indicates the existing City of Porterville prezoning.

The proposed tentative subdivision map would provide new single-family residential housing on lots ranging from 5,000 SF to 12,000 SF. Circulation is provided through the planned internal streets, which include parkway strips, streetlights, and sidewalks. The subdivision provides external connections to Westwood Street, Westfield Avenue, and Lombardi Street, as well as to the existing private street along the southern property line of Summit Charter Academy. Longer blocks within the subdivision are broken by paseos to enhance pedestrian connectivity. In order to meet the requirement for park space, the project includes a centrally-located park of 2.99 acres, which will be improved prior to dedication to the City and included in the Lighting and Landscape Maintenance District. The project will also dedicate a well site.

ANALYSIS:

The project's 229 single-family dwellings provide a development density of approximately 4.08 units per acre, well below the maximum of 6.0 units per acre allowed in the Low Density Residential Land Use designation. The areas to the west, south, and east of the site are already developed with single-family residences. The project, while proposing lots with a smaller minimum size than the existing surrounding neighborhoods, still results in a development pattern that is compatible with the area and that falls within the prescribed density mandated by the General Plan. For reference, the four proximal subdivisions—Orchard Ridge, Williams Ranch, North Creek, and Porter Creek—have built-out densities of 4.32, 3.75, 3.81, and 3.78

units per acre, respectively, with a total of 586 lots on 149.12 acres. If Brookside were built at the average density of the surrounding projects (3.92 u/a), that would equate to a 219-lot project, which is not significantly lower than the 229 lots proposed. If the site were developed consistent with the existing General Plan land uses, it would support as many as 336 dwellings in a mix of single- and multifamily development along with up to 41,000 square feet of commercial space. While the amended land use and zoning would provide the opportunity for a similar number of units (339), the project as proposed by the applicant results in a less intensive, and therefore likely less impactful, project than what would be permitted without the proposed land use and zoning changes. Further, depending upon the specific multifamily and commercial uses proposed, it is likely that the development would not be subject to discretionary review or, therefore, CEQA.

Prior to approval of any amendment to a General Plan, Government Code Section 65352.2 requires that the City notify any California Native American Tribe identified by the California Native American Heritage Commission (NAHC) as having an historical or cultural affiliation with the area and provides those Tribes 90 days to comment on the proposal. Following receipt of a Tribal contact list from NAHC, the City notified nine Tribal contacts about the project between May 14, 2021 and May 24, 2021 to solicit comments. No comments were received.

The RS-2 zone has a minimum lot size of 6,000 SF. To facilitate a slightly smaller minimum lot size of 5,000 SF (with a corresponding minimum width of 50 feet), the project proposes a conditional use permit (CUP). Development Code Section 201.4(C) provides that an applicant may request a lot size as low as 3,000 SF subject to City Council approval of a CUP, if it finds that the lot size and configuration are consistent with the General Plan and will not adversely affect adjoining uses. This project is not requesting lots of that size. Additional design elements, including but not limited to enhanced street trees and varied lot widths along with optional elements such as traffic calming facilities and park space are required, and the project includes them. As described above, the project would fall within the prescribed General Plan density and is not out of character with surrounding development. Prior to approval of a conditional use permit, the Council must make the following findings pursuant to Development Code Section 604.04:

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. Following amendment of the General Plan as proposed, the project will result in development at a density consistent with the provisions of the Low Density Residential designation. The project will serve to implement Policies LU-G-6, LU-G-7, LU-G-9, LU-G-10, LU-I-13, LU-I-14, LU-I-15, LU-I-18, LU-I-19, LU-G-17, and LU-G-19. There are no other applicable plans.

The location, size, design, 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, this development ordinance and with any other applicable plan adopted by the city council. The characteristics of the project are compatible with the standards of the RS-2 district (as modified by this conditional use permit). The development conforms to the density of the Low Density Residential designation and serves to implement numerous policies of the General Plan. There are no other applicable plans.

The California Subdivision Map Act (Government Code Section 66410, et seq.) establishes most of the procedures for subdivision of land. Other components are contained within Series 400 (Land Division) of the Porterville Development Ordinance. Generally, a tentative and final map are required in order to subdivide land into five or more parcels. Pursuant to both the Map Act and Series 400, tentative maps are valid for 24 months following approval, with various mechanisms available to extend the life of the tentative map. Subject to approval of the conditional use permit allowing lots with a minimum size of 5,000 and minimum width of 50 feet, all lots within the subdivision comply with area, width, and depth requirements. The project would be responsible for the dedication and improvement of the abutting major streets along with payment of specified fair-share costs to other capital improvements (signalization, transit stop) and development impact fees as applicable. The project is illustrated in two phases, although the Map Act precludes the City from requiring or disallowing phasing and from dictating the configuration of any proposed phases. The City can, however, impose reasonable conditions upon phases that are proposed.

Pursuant to Development Code Section 400.04, the City Council must deny a tentative map if it makes any of the following findings:

- 1) That the proposed map is not consistent with applicable general and specific plans. Most of the project site is designated Low Density Residential, which has a maximum density of 6.00 units per acre. The project proposes to amend the General Plan Land Use for the remainder of the site to Low Density Residential as well. The tentative map proposes 229 single-family residential lots on 56.06 acres for a density of 4.08 units per acre and therefore is consistent with the General Plan as proposed for amendment. There is no applicable specific plan.

- 2) That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans. The design and improvement of the project are in accordance with the Circulation Element of the General Plan as well as with the development standards contained within the Development Code, which is itself the primary tool for implementation of the General Plan. There is no applicable specific plan.

- 3) That the site is not physically suitable for the type of development.

The site is generally flat and level, making it physically optimal for the development as proposed.

4) That the site is not physically suitable for the proposed density of development. The site is generally flat and level, making it physically optimal for the development as proposed.

5) That the design of the subdivisions or the proposed improvements is likely to cause substantial environmental damage or substantially and unavoidably injure fish or wildlife or their habitat. An environmental impact report was prepared for the project. With inclusion of mitigation, the project will not result in any significant effects to the environment or to fish or wildlife or their habitat.

6) That the design of the subdivision or type of improvements is likely to cause serious public health problems. An environmental impact report was prepared for the project. With inclusion of mitigation, the project will not result in any serious public health problems.

7) That the design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision. With the possible exception of easements dedicated for major street right-of-way, which will be further dedicated and improved for the benefit of the public at large, there are no easements for access through or use of the property.

Based on a fair reading of the record, including the environmental impact report (described in further detail below), there is no indication that any of the findings requiring denial of the tentative map can be made.

As previously described, the project site is not within the city limits. However, Government Code Section 66454 allows the City to approve a tentative map on land outside the city limits with the provision that the final map cannot be approved until annexation of the site is complete. Annexation would require action by the Tulare County Local Agency Formation Commission (LAFCo).

The proposed land division and subsequent development of the site into a residential subdivision will provide needed housing in conformance with the City's General Plan Land Use and Housing Elements, as well as to help meet our Regional Housing Needs Allocation quota. Staff and the applicants' agents have worked through the design details to ensure adherence to the General Plan and Development Ordinance, as well as to ensure compliance with the Map Act and applicable codes.

In addition to enhanced notification provided related to CEQA (see below), public notice of this hearing was provided in accordance with Government Code Sections 65090 and 65091 and Development Code Section 609.06. The procedures prescribed therein are the standard for hearings involving amendments to the General Plan or zoning and for conditional use permits

and tentative maps. Additionally, as described in the Background section above, this project was the subject of two Project Review Committee meetings over the span of several months. Information regarding PRC is readily available on the City's website: PRC meetings are held on a regular basis, are agendaized, and are accessible to the public.

ENVIRONMENTAL REVIEW: During early review of the project, the City contracted with Crawford & Bowen Planning, Inc. to prepare an initial study (IS) to analyze the potential for environmental effects that could result from the project. Pending the results of technical studies being prepared in conjunction with the IS, the City made the determination that an environmental impact report (EIR) would be required. On July 9, 2021 the City issued a notice of preparation (NOP) of an environmental impact report indicating a comment period starting on July 10, 2021 and ending on August 9, 2021. Along with the IS, which identified the potential for impacts to Biological Resources and Cultural Resources (and included relevant mitigation), the NOP identified the potential for impacts in the areas of Air Quality, Greenhouse Gas Emissions, Energy Resources, and Transportation. The NOP was provided to several public agencies as well as to the owners of real property within 500 feet of the project site, and a duly noticed scoping meeting was conducted on July 27, 2021. Several comments were received in response to the NOP.

Upon completion of the Draft EIR, the notices of availability and completion were filed in accordance with CEQA. Again, owners of property within 500 feet of the project site were notified of the availability of the document. The Draft EIR was circulated for a period of 45 days starting on November 6, 2021, and ending on December 21, 2021. As circulated, the Draft EIR addressed impacts to Air Quality, Biological Resources, Cultural Resources, Greenhouse Gas Emissions, and Transportation; the project was determined to not have a potentially significant effect in the area of Energy Resources and no mitigation was required. For the other resource categories, mitigation was identified that would reduce all potentially significant effects to a less-than-significant level (i.e., no significant and unavoidable impacts were identified). Several comments were received: some in writing (including email) and some orally as part of unscheduled communication at City Council meetings. As required under CEQA, the City has provided formal responses to all comments received; the comments and their responses are a mandatory component of the Final EIR. All parties submitting comments were provided either printed or electronic copies (at their discretion) of the Final EIR at least 10 days prior to this hearing (The City is not required to provide the Final EIR to private entities, only to public agencies). As a result of the comments received, minor clarifications and revisions were made to the EIR. Most importantly, certain comments appropriately requested that the traffic impact study be revised to account for increased in-person attendance at Summit Charter Academy commensurate with the relaxing of COVID-19-based restrictions; this resulted in preparation of an

addendum letter to the traffic impact study. Of note is that, while the existing conditions were identified as being noticeably worse than originally identified in the traffic study, the addendum did not result in any changes to the required mitigation or to the level of impact following that mitigation.

A common theme throughout many of the comments was that there exists an untenable traffic situation, both near the project site and at other locations in the vicinity. It appears that there may be a misconception among some of the commenters that a development project can be held responsible to correct or mitigate an existing situation. On the contrary, a project can only be required to mitigate the impacts, or effects that it causes. Conditions of approval, whether specifically put in place as part of CEQA or tied to a separate component of project approval, must both be linked to (i.e. the essential nexus) and commensurate (roughly proportional) with the effects the project causes. In this case, the project obviously did not cause the existing traffic situations on (for example) Lombardi Street near Summit Charter Academy or at the Westwood Street crossing of the Porter Slough. The traffic impact study (and its addendum) did not identify sufficient traffic from the project at the Westwood crossing to require mitigation at that facility. Similarly, there is no indication that the project results in the need to construct Castle Avenue to the northeast as a point of connection to Lombardi Street. While completion of Castle Avenue would likely alleviate traffic congestion in the vicinity of the project, there is no established connection (or nexus) between the project itself and the need to construct Castle Avenue. The study did, however, identify sufficient effects at the intersection of Lombardi Street and Westfield Avenue to require mitigation in the form of payment of fair-share costs (41.19% of the cost) of signalizing that intersection. Fair-share costs for two other intersections are also included. For this reason, to the extent the project would have otherwise made the existing problem worse, it will have mitigated its own impacts and met its obligations under CEQA.

RECOMMENDATION:

That the City Council hold the public hearing to receive comments on the Brookside-Laurelwood Development Project, and then:

1. Adopt the Draft Resolution certifying the EIR and adopting the mitigation monitoring and reporting program;
2. Adopt the Draft Resolution amending the General Plan to reflect the Land Use designation of the site as Low Density Residential;
3. Introduce and waive the first reading of the Draft Ordinance, rezoning the respective portions of the site to the RS-2 Low Density Residential District and the PS Public and Semi-Public District;
4. Adopt Draft Resolution approving the conditional use permit;
5. Adopt Draft Resolution approving the tentative subdivision

map with conditions; and

6. Adopt Draft Resolution requesting that Tulare LAFCo initiates proceedings for annexation.

ATTACHMENTS:

1. Locator Map
2. Tentative Subdivision Map
3. Final Environmental Impact Report
4. Draft Environmental Impact Report
5. Draft Resolution - CEQA
6. Draft Resolution - GPLU
7. Draft Ordinance - Zoning
8. Draft Resolution - CUP
9. Draft Resolution - Tentative Subdivision Map
10. Draft Resolution - LAFCo

Appropriated/Funded:

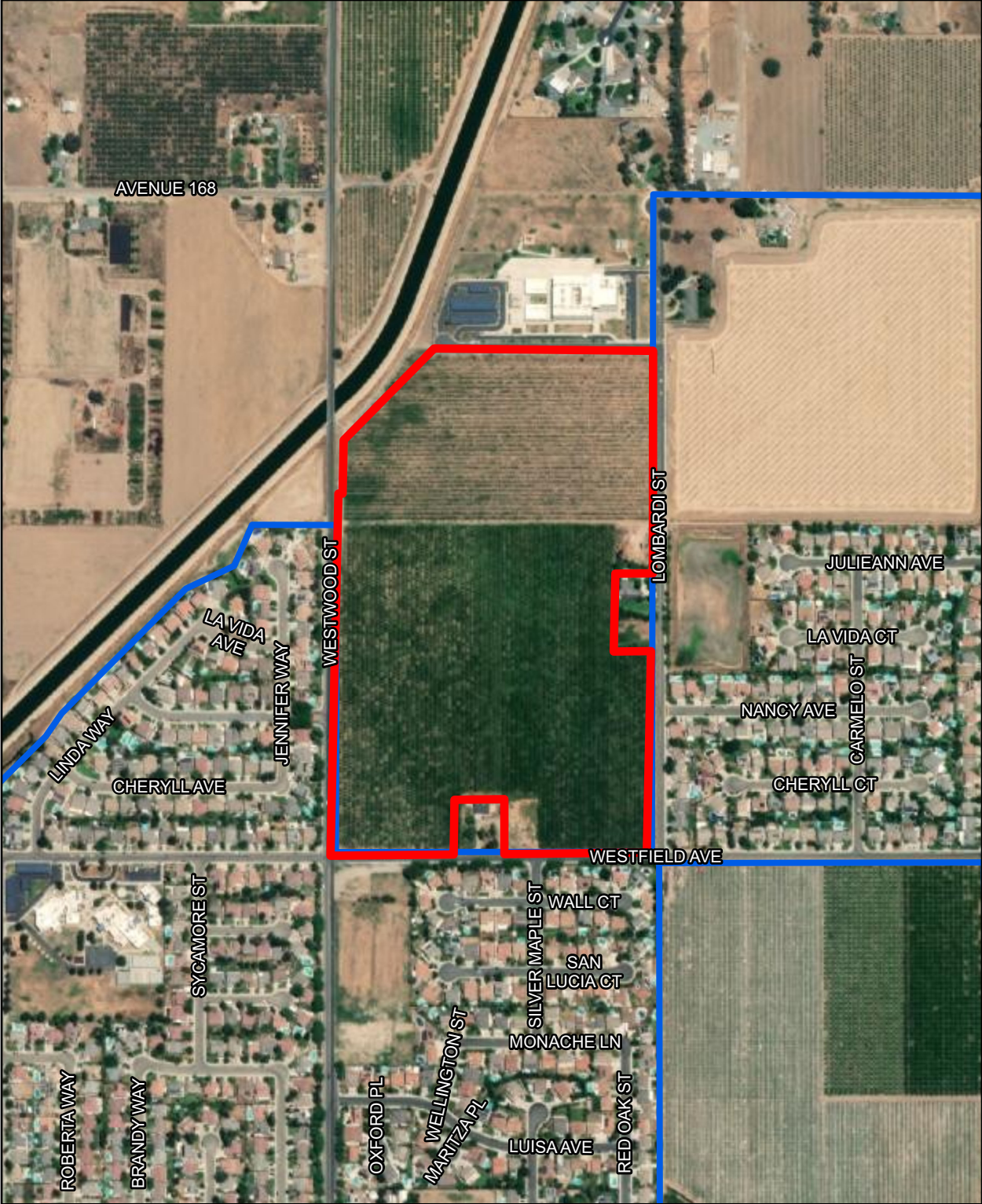
Review By:

Department Director:

Jason Ridenour, Community Development Director

Final Approver: Patrice Hildreth, Deputy City Manager

**Locator Map
PRC 2020-044**



**San Joaquin Valley Homes
Lombardi Parcel**

-  Project Location
-  City Limits

1 in = 600 feet



TENTATIVE SUBDIVISION MAP BROOKSIDE

BEING PARCEL 87, RECORDED IN BOOK 245 OF PARCEL MAPS, AT PAGE 1, TULARE COUNTY RECORDS. LOCATED IN THE WEST HALF OF THE NORTHWEST 1/4 CORNER, SECTION 21, TOWNSHIP 21 SOUTH, RANGE 27 EAST, MOUNT DIABLO BASE & MERIDIAN.

FOR:
SAN JOAQUIN VALLEY HOMES
5607 AVENIDA DE LOS ROBLES
VISALIA, CA 93291
(559) 732-2660



LEGEND

○-PP	EXISTING POWER POLE
■	EXISTING DOMESTIC WELL
△	EXISTING FIRE HYDRANT
○	EXISTING TREE
●	PROPOSED SANITARY SEWER MANHOLE
DN	DOCUMENT NUMBER PER OFFICIAL RECORDS OF TULARE COUNTY
APN	ASSESSOR'S PARCEL NUMBER
T.C.R.	TULARE COUNTY RECORDS
---	SUBDIVISION BOUNDARY
---	PROPOSED PARCEL LINE
---	PROPOSED CENTER LINE
---	PROPOSED RIGHT OF WAY LINE
---	PHASE LINE
---	EXISTING RIGHT OF WAY LINE
---	ADJACENT PARCEL LINES
---	LANDSCAPE EASEMENT
---	PROPOSED SANITARY SEWER LINE
---	PROPOSED WATER LINE
---	PROPOSED STORM DRAIN LINE
---	EXISTING CONTOUR
---	EXISTING EDGE OF DIRT ROAD
---	EXISTING EDGE OF PAVEMENT
---	EXISTING OVERHEAD ELECTRIC LINE
---	EXISTING SANITARY SEWER LINE
---	EXISTING WATER LINE
---	EXISTING STORM DRAIN LINE

NOTES

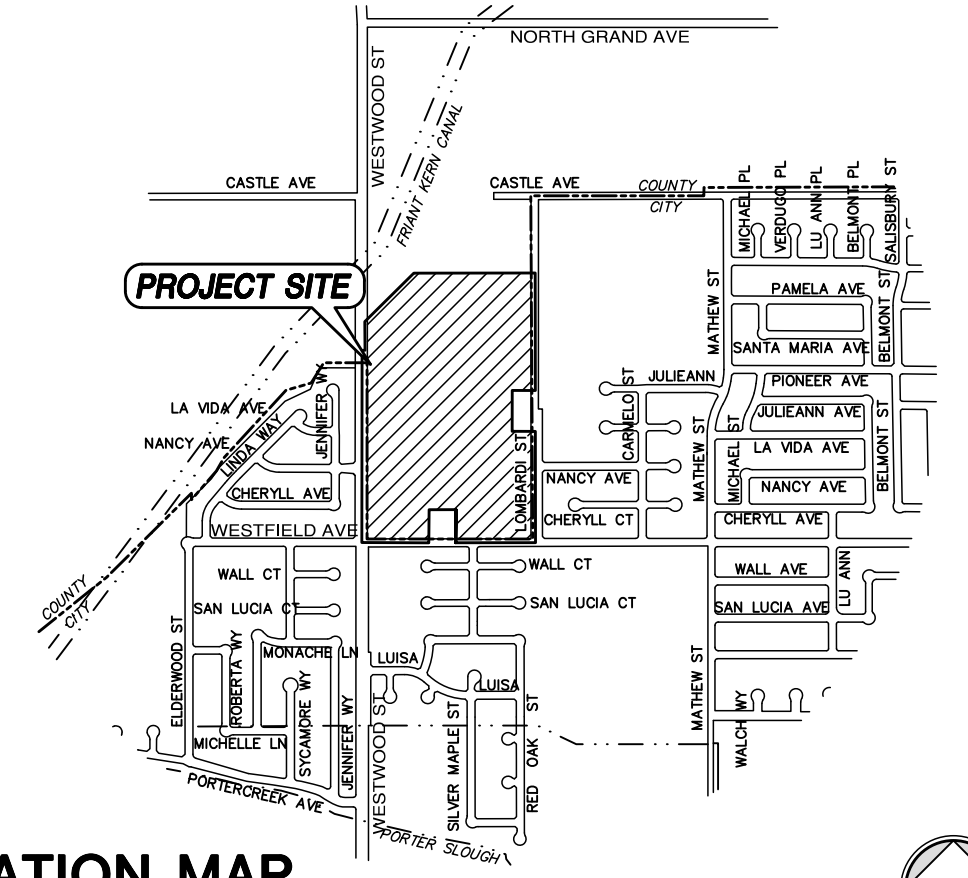
1. DATE OF PREPARATION: OCTOBER 12, 2021
2. ZONE: RS-2.
3. ALL DISTANCES SHOWN ARE IN FEET & DECIMALS THEREOF AND ARE APPROXIMATE
4. GROSS PARCEL AREA = 56.06 ACRES; GROSS DENSITY = 4.09 UNIT/AC; NET PARCEL AREA = 38.35 AC
5. EXISTING LAND USE: VACANT
6. PROPOSED LAND USE: SINGLE FAMILY RESIDENTIAL (100% OF SITE)
7. IMPROVEMENTS TO CONFORM TO APPLICABLE ORDINANCES & STATUTES
8. EASEMENTS FOR PUBLIC UTILITIES TO BE PROVIDED AS REQUIRED
9. NOT SUBJECT TO INUNDATION OR OVERFLOW, UNLESS OTHERWISE NOTED
10. NATURAL GAS BY: THE GAS COMPANY
11. TELEPHONE BY: SBC
12. POWER BY: SOUTHERN CALIFORNIA EDISON CO
13. CABLE T.V. BY: CHARTER COMMUNICATIONS
14. DOMESTIC WATER BY: CITY OF PORTERVILLE
15. SEWAGE DISPOSAL BY: CITY OF PORTERVILLE
16. REFUSE COLLECTION BY: CITY OF PORTERVILLE
17. DRAINAGE: SURFACE FLOW AND EXTENSION OF EXISTING STORM DRAIN SYSTEM
18. WATER QUANTITY: AS PER CITY STANDARDS
19. OFF STREET PARKING: NONE+
20. UTILITY LOCATIONS ARE ESTIMATED AND BASED ON CITY OF PORTERVILLE GIS.
21. ENTITLEMENTS: TENTATIVE PARCEL MAP, RE-ZONE, ANNEXATION & CONDITIONAL USE PERMIT

OWNER'S STATEMENT

WE HEREBY APPLY FOR APPROVAL OF THE DIVISION OF REAL PROPERTY SHOWN ON THIS PLAT AND STATE THAT WE ARE THE LEGAL OWNERS THEREOF AND THAT THE INFORMATION SHOWN HEREON IS TRUE AND CORRECT TO THE BEST OF OUR KNOWLEDGE AND BELIEF.

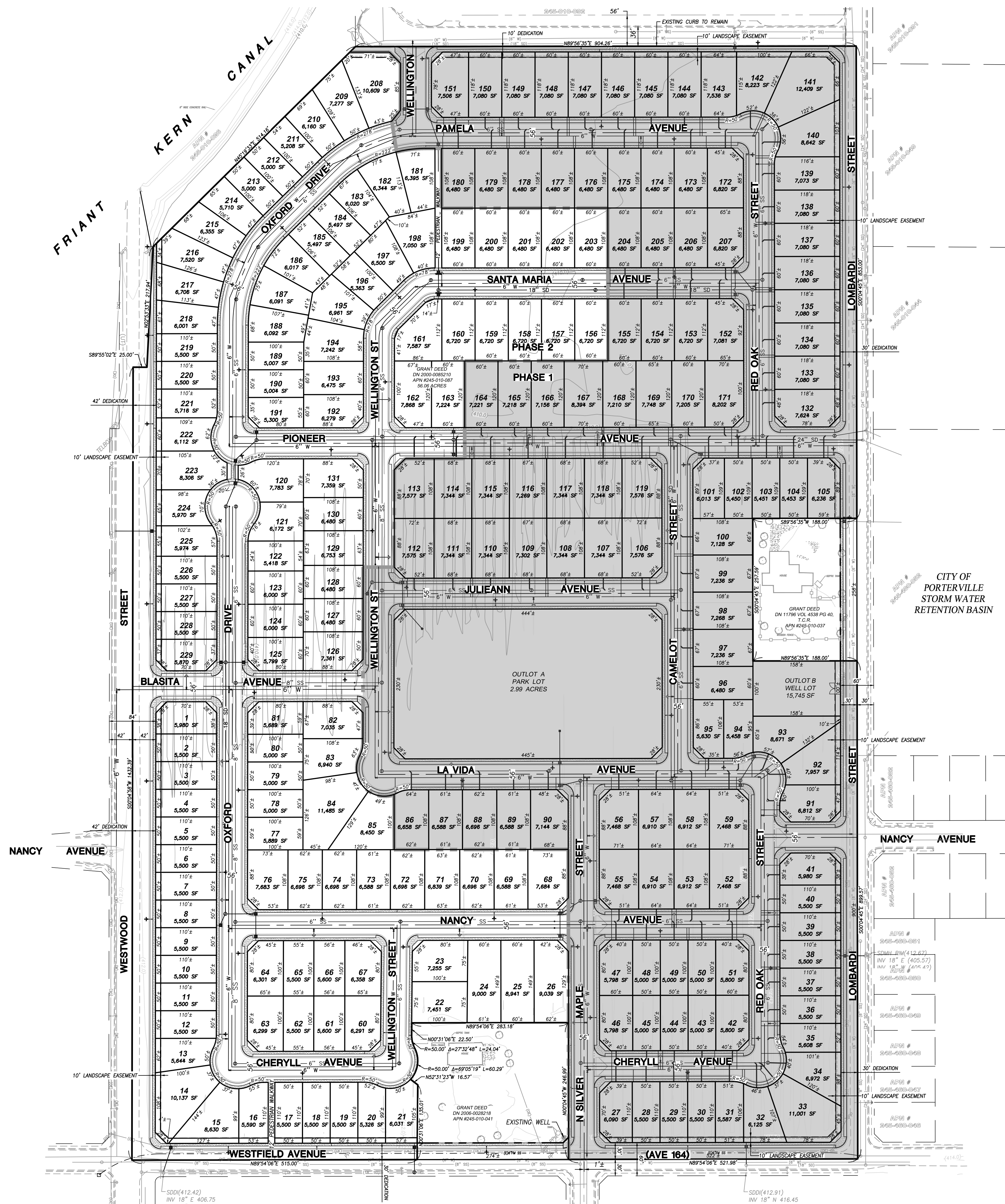
JAMES NEIL LOMBARDI

GUIDO ALLAN LOMBARDI



LOCATION MAP

NOT TO SCALE



AREA

INTERIOR STREET DEDICATION:	14.18 AC
EXTERIOR STREET DEDICATION:	3.53 AC
TOTAL STREET DEDICATION:	17.71 AC NET

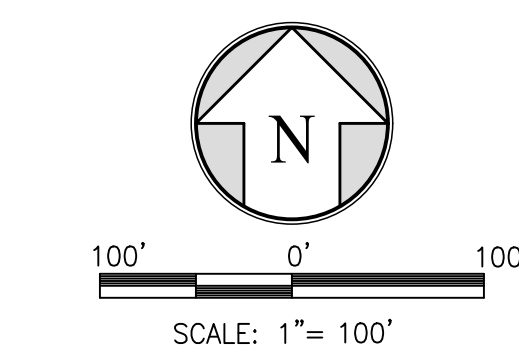
LOT COUNTS

60' X 108' LOTS
PHASE 1 - 80
PHASE 2 - 57
TOTAL 137

60' X 100' LOTS
PHASE 1 - 32
PHASE 2 - 60
TOTAL 92

100' X 158' WELL LOT
PHASE 1 - 1

GROSS LOT COUNT
230





FINAL ENVIRONMENTAL IMPACT REPORT

Lombardi Development Project

February 2022

PREPARED FOR:



City of Porterville
291 N. Main Street
Porterville, CA 93257

PREPARED BY:



Crawford & Bowen Planning, Inc.
113 N. Church Street, Suite 302
Visalia, CA 93291

Final Environmental Impact Report
Lombardi Development Project

Prepared for:



291 North Main Street
Porterville, California 93257
(559) 782-7460
Contact: Jason Ridenour, Community Development Director

Prepared by:



113 N. Church Street, Suite 302
Visalia, CA 93291
(559) 840-4414

Contact: Emily Bowen

February 2022

State Clearinghouse Number: 2021070158

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CHAPTER ONE - Introduction

Introduction

This Final Environmental Impact Report (EIR) contains the public and agency comments received during the public review period for the Lombardi Development Project (proposed Project) and responses to each of those comments.

This EIR is an informational document intended to disclose to the decision makers of the City of Porterville (City) and the public the environmental consequences of approving and implementing the Lombardi Development Project or one of the alternatives to the proposed Project, which are described in the Draft EIR. All written comments received during the public review period (November 6, 2021, through December 21, 2021) of the Draft EIR along with transcriptions of oral comments received at the December 7, 2021 City Council meeting are addressed in this Final EIR.

The responses in the Final EIR clarify, correct, and/or amplify text in the Draft EIR. Also included in the Final EIR are minor text changes made at the initiative of the City (the Lead Agency) and in response to comments. The Final EIR was prepared in accordance with the California Environmental Quality Act (CEQA; Public Resources Code Sections 21000, et seq.) and the State CEQA Guidelines (Code of Regulations Title 14, Chapter 3, Section 15000, et seq.).

Project Description

The proposed Project consists of an Annexation, General Plan Amendment, Rezone and a Tentative Subdivision Map to allow for the construction of up to 230 single-family residential units. Parcels to be annexed include 245-010-087, -092, -037 and -041 for a total of approximately 69.65 acres. The 56-acre subdivision would be developed on Assessor Parcel Number 245-010-087. The Project site is located between N. Westwood Street and N. Lombardi Street, bounded to the south by W. Westfield Avenue. Specifically, Project components include:

- Construction of up to 230 single family residential units.
- Development of a 130,244 square foot park in the center of the residential development.
- Construction of local roads with five points of ingress/egress; one on the southern boundary of the property off W. Westfield Avenue, one on the western boundary off N. Westwood Street, one on the northern boundary off an unnamed street adjacent to the

Summit Charter Academy, Lombardi Campus, and two on the eastern boundary off N. Lombardi Street.

- Improvement of all streets in or adjacent to the subdivision, in accordance with the approved improvements plan, per Section 407.02(h) of the Porterville Development Ordinance.
- Development of a subdivision tree and landscaping design that will be approved by the City. At least one tree will be planted on each residential lot and street trees will be planted at 35 feet on center along all parkways within and/or bordering the subdivision.
- Development of a Landscape plan, in accordance with Chapter 303 of the Porterville Development Ordinance.
- Change the zone on APN 245-010-087 from the prezoned RS-1 to RS-2 (Very Low Density Residential to Low Density Residential).
- Annexation of APNs 245-010-087 (56.32 acres), -041 (1.00 acre), -037 (1.06 acres) and -092 (11.27 acres). Summit Charter Academy, Lombardi Campus, is on APN 245-010-087, and rural houses are on -037 and -041. Aside from construction of public improvements (curb, gutter, and sidewalk improvements) within existing and proposed rights-of-way, the only physical changes proposed with this Project will occur on APN 245-010-087.
- Cancellation of Williamson Act contract Number 05126 and disestablishment of Ag Preserve 2034

Upon Annexation, General Plan Amendment to change the land use designation, and Rezone, the proposed Project would be in be within city limits and compliant with land use requirements. Water, sewage disposal, and refuse collection services will be provided by the City of Portville and the applicant will be required to connect to the City's existing facilities. The proposed Project would require gas, telephone, cable, and electrical improvements. Natural gas would be provided by The Gas Company; telephone services would be provided by AT&T; electric power would be provided by Southern California Edison Company; and cable television would be provided by Charter Communication. The extent of work required for utilities and gas would be determined during final project design.

Project Location

The City of Porterville is located in Tulare County in the southern part of the San Joaquin Valley. The approximately 69.65-acre Project site is located in northwest Porterville, bounded to the west by N. Westwood Street, to the south by W. Westfield Avenue, and to the east by N. Lombardi Street. Residential subdivisions lie to the west, east, and south. Summit Charter Academy,

Lombardi Campus lies directly north, with a diagonal of the Friant-Kern Canal along the northwest corner. See Figure 1. Porterville is bisected north-south by State Route (SR) 65 and SR 190 runs east-west in the southern portion of the City.

The proposed Project site is currently in use with primarily agricultural activities. Two rural residences associated with the agricultural activities reside in the Project area; one along W. Westfield Avenue and one along N. Lombardi Street. Both residences are adjacent to vacant areas utilized for storage and staging heavy equipment.

Project Objectives

The following are the primary goals of the City of Porterville's Lombardi Development Project (Project):

- To provide housing opportunities with a range of densities, styles, sizes and values that will be designed to satisfy existing and future demand for quality housing in the area.
- To provide a sense of community and walkability within the development through the use of street patterns, a park, landscaping and other project amenities.
- To provide a residential development that is compatible with surrounding land uses and is near major services.
- To provide an economically feasible residential development that assists the City in meeting its General Plan and Housing Element requirements and objectives.

Summary of Environmental Impacts

As described in Chapter 3 of the Draft EIR, it was determined that all impacts were either less than significant or could be mitigated to a less than significant level. Mitigation measures are listed in Chapter Four – Mitigation Monitoring and Reporting Program of this Final EIR.

Background

Notice of Preparation

In accordance with CEQA Guidelines Section 15082, the City released a Notice of Preparation (NOP) on July 10, 2021 for a review period that closed on August 9, 2021. The purpose of the NOP was to provide notification that an EIR for the proposed Project was being prepared and to solicit

guidance on the scope and content of the document. In addition to the recipients prescribed by Section 15082, subdivision (a), the City provided notice to property owners within 500 feet of the Project site. The City received seven written comment letters during the NOP review period and several oral comments during the Scoping Meeting. NOP letters were received from:

- Edward McKervy – inquiring about traffic flow at the intersection of Henderson and Westwood.
- Ben Ennis – expressing concerns regarding Lombardi Street traffic issues, specifically, congestion.
- California Department of Fish and Wildlife – providing recommendations for Swainson’s hawk, tricolored blackbird, burrowing owl, and nesting bird mitigation.
- California Department of Toxic Substances Control – providing guidance for hazards and hazardous materials analysis in the draft EIR.
- California Department of Conservation – providing recommendations regarding potential agricultural land conversion analysis, feasible alternatives and feasible mitigation measures.
- California Native American Heritage Commission – providing guidance on consultation with locally affiliated California Native American tribes, in compliance with AB 52 and SB 18.
- California Department of Transportation – providing comments consistent with the State’s smart mobility goals to support a vibrant economy and sustainable community.

Draft EIR

The Draft EIR was properly noticed and circulated for public review and comment for 45 days, from November 6, 2021, through December 21, 2021. The Notice of Availability was published in the *Porterville Recorder* on November 6, 2021. The Draft EIR and Appendices were uploaded to the State Clearinghouse website for distribution and notices were mailed to local agencies, property owners within 500 feet of the Project site, and other interested individuals. The City received five comment letters on the Draft EIR. These letters are reproduced in their entirety in Chapter Two of this Final EIR and responses are provided after each letter.

These comments and responses that make up the Final EIR, in combination with the Draft EIR, constitute the EIR that will be considered for certification by the of Porterville City Council.

CEQA Requirements

Under CEQA, the Lead Agency must prepare and certify a Final EIR prior to a proposed project being approved. The contents of a Final EIR are specified in Guidelines Section 15132, which states that a Final EIR must consist of the following:

- a) The Draft EIR or a revision of the Draft EIR.
- b) Comments and recommendations received on the Draft EIR either verbatim or in summary.
- c) A list of persons, organizations, and public agencies commenting on the Draft EIR.
- d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process.
- e) Any other information added by the Lead Agency.

The Lead Agency must provide each agency that commented on the Draft EIR with a copy of the Lead Agency's response to such comments a minimum of 10 days before certifying the Final EIR.

Use of the Final EIR

The Final EIR allows the public and the City an opportunity to review revisions to the Draft EIR and the responses to comments received during the Draft EIR public review period. The Final EIR serves as the environmental document to inform the City of the environmental consequences of the proposed project, either in whole or in part, or one of the alternatives to the project discussed in the Draft EIR.

As required by Guidelines Section 15090, subdivisions (a)(1)-(3), a lead agency, in certifying a Final EIR, must make the following three determinations:

- 1) The Final EIR has been completed in compliance with CEQA.
- 2) The Final EIR was presented to the decision-making body of the lead agency (i.e., the City Council), and the decision-making body reviewed and considered the information in the Final EIR prior to approving the project.
- 3) The Final EIR reflects the lead agency's independent judgment and analysis.

As required by Section 15091 of the CEQA Guidelines, a public agency cannot approve or carry out a project for which an EIR has been certified that identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings (Findings of Fact) for each of those significant effects, accompanied by a brief explanation of the

rationale to reach findings supported by substantial evidence in the record. The possible findings are as follows:

- 1) Changes or alterations have been required in or incorporated into the project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
- 2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
- 3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

Additionally, pursuant to Guidelines Section 15093 subdivision (b), when a Lead Agency approves a project that would result in significant unavoidable impacts that are disclosed in the Final EIR, the agency must state in writing the reasons supporting the approval. The Statement of Overriding Considerations must be supported by substantial evidence in the Lead Agency's administrative record.

For this proposed Project, because it would not result in significant and unavoidable impacts (assuming the City finds all mitigation measures included in the Draft EIR to be feasible), the City is not required to adopt a Statement of Overriding Considerations prior to approving the proposed project (see also Public Resources Code Section 21081).

If as part of certifying the EIR the City requires inclusion of mitigation measures, it will also adopt a Mitigation Monitoring and Reporting Program (see Public Resources Code Section 21081.6).

CHAPTER TWO – Comments and Responses

Introduction

This chapter of the Final EIR contains a copy of each of the written comments received from the public and other agencies with jurisdiction over the proposed Project, followed by responses to each comment. A total of five written comment letters were received from the following groups and agencies:

<u>Comment Letter 1</u> Ben Ennis 1540 North Lombardi Street Porterville, CA 93257 November 12, 2021	<u>Comment Letter 2</u> Ben Ennis 1540 North Lombardi Street Porterville, CA 93257 December 17, 2021
<u>Comment Letter 3</u> Jason Pommier Public Information Officer Porterville Unified School District 600 West Grand Avenue Porterville, CA 93257 November 8, 2021	<u>Comment Letter 4</u> Ed McKervey 2154 W. San Lucia Ct Porterville, CA 93257 November 18, 2021 and December 14, 2021
<u>Comment Letter 5</u> Brian Clements Director of Permit Services San Joaquin Valley Air Pollution Control District 1990 E. Gettysburg Avenue, Fresno, CA 93726 – 0244 December 20, 2021	

In addition to the written comments, four residents of Porterville provided oral communication at the City Council meeting on December 7, 2021. Oral comments were received from the following residents and have been transcribed and will be addressed below:

- Renee Kirtley
- Brock Neeley
- Jenny Cox
- David Cox

Written Comment Letters

Comment Letter 1:



Comment 1-A: *The traffic study was done while Burton School Lombardi Campus was closed due to Covid restrictions and cannot possible be correct. For instance, 3 times a day, traffic is backed up from the school to Westfield and even around the corner onto Westfield at times and they have it designated as a Level B – short delays – intersection when I have spent 35 minutes in the traffic trying to get to my house.*

Response to Comment 1-A: As stated on page 5 of the Traffic Study, provided as Appendix C of the Draft EIR, the AM and PM traffic peak hours were taken in May of 2021. At that time, the Summit Charter Academy, Lombardi Campus was operating with approximately 30% of the students on campus, with the remaining students attending class remotely. Accordingly, an Addendum to the traffic study was prepared, and is included as Appendix A of this Final EIR.

Traffic studies base the peak hour of analysis on the peak hour of adjacent street traffic. These peak hours generally coincide with the AM and PM commute hours. As described in the study, 2- hour counts were taken in the AM and PM hours (in 15-minute increments) and the peak hour was determined to be within the 2-hour window. The school AM peak hour corresponds with the peak hour of adjacent street traffic and is therefore reflected in the analysis. The PM peak hour for schools is typically earlier than the PM peak hour of adjacent street traffic, which is the case for the Summit Charter Academy. Therefore, the PM peak hour analysis was not adjusted.

An investigation was made to better represent the existing (pre-pandemic) traffic volumes on Lombardi Street in the AM peak hour. Although the campus is now operational with most students on campus, there still may be remote attendees. Therefore, a trip generation calculation based on the Institute of Transportation Engineers Trip Generation Manual was made for the school using a 600-student population. The trip generation was added to the existing counts taken in May of 2021 with a reduction to account for the student population that was attending in-person at the time. It is also assumed that once the project is built out, there will be students that will attend Summit Charter Academy. The adjusted 2021 traffic is shown on the attached revised Figure 4 of Appendix A. Figures 5 through 8 of Appendix A show the adjusted volumes with and without project traffic in the existing and future conditions.

Level of service (LOS) analysis was performed using the revised volumes. The LOS analysis indicates a LOS F for the existing condition. With the project added the delay increases by 13.3 seconds in the existing condition. The future scenario with anticipated background growth indicates that the delay is outside of the range of the analysis and is at an unstable condition and therefore the project traffic impact on the intersection is not definable.

Intersection	Control Type	2021	2021 + Project	2041	2041 + Project	2041+ Project with Mitigation
Lombardi St & Westfield Ave	SB	F (119.0)	F (132.3)	F (>300)	F (>300)	C

A project cannot be made to mitigate, offset, or otherwise correct an existing condition; it can only be made to address its own impacts. The mitigation and recommendations contained in the Traffic Study reflect appropriate mitigation for the intersection of Lombardi Street and Westfield Avenue and other affected intersections and segments and are still valid for the adjusted analysis.

Comment 1-B: *Neil Ward's house is such that it does not allow 2 lanes of traffic going south. And yet the Circulation Element shows Lombardi Street as being a future collector from an extension of Castle coming through our property and then back south on Lombardi. The collector street should come through our property and through the proposed annexation and connect to Westwood at the Nancy Lane intersection with a street other than Lombardi going to the school.*

Response 1-B: This comment appears to propose that the Project should be responsible for construction of a new collector street not currently identified within the General Plan Circulation Element and concomitantly should not construct N. Lombardi Street, itself a collector street identified in the General Plan Circulation Element. Short of processing an amendment to the General Plan Circulation Element to add and remove (respectively) the two collector streets as suggested, the City cannot simply require a project to 1) ignore policy-driven improvements to an existing major street right-of-way and 2) dedicate and improve another. Such an amendment is neither proposed as part of the Project nor identified as an option or requirement within the traffic analysis prepared for the Project. Additionally, the comment incorrectly asserts that there is insufficient distance between the existing N. Lombardi Street right-of-way and the existing dwelling on APN 245-010-037 to accommodate dedication of right-of-way for, and construction of, southbound street improvements. Those dedications and improvements are a required part of the Project contained within the conditions of approval for the tentative map. Following dedication, the western right-of-way of N. Lombardi Street would be approximately 50 feet from the existing home, and approximately 35 feet from the existing septic tank in front of the home. Construction of street improvements may require relocation of an existing wood fence.

Comment 1-C: *Also, I have some concerns about this annexation creating county islands with the 2 residences being left out of the annexation.*

Response to Comment 1-C: This comment incorrectly asserts that two residential parcels within the overall Project area (to wit: APNs 245-010-037 and -041) would not be included in the proposed annexation. To the contrary, those parcels will be annexed into the City as described on Pages 1-2 and 2-5 of the Draft EIR and illustrated in Figure 2 – Site Aerial on page 2-4 of the Draft EIR.

Comment Letter 2:

pamennis@kw.com

From: benennis@enniscp.com
Sent: Friday, December 17, 2021 1:37 PM
To: pam.ennis@hotmail.com; pamennis@kw.com
Subject: Traffic Study component of EIR

RECEIVED

DEC 20 2021

To Council Members and City Staff

Community Development Department

Having paid for numerous Environmental Impact Reports and Traffic Studies in my career as a developer, I am rather shocked at the deficiencies in the one for the Lombardi Project and how it would affect the surrounding neighborhoods with traffic, especially on Westfield and Lombardi Streets. I might also make known that I live on Lombardi Street so I am very aware of the traffic issues that now exist and will be much greater if this project should be approved as now proposed.

An EIR is explained as being the process of evaluation the likely environmental impacts of a proposed project or development, taking into account inter-related socio-economic, cultural and human-health impact, both beneficial and adverse. Very little of the benefits of the project, other than helping the city meet their housing quota, and none of the adverse were addressed in this EIR, as well as any steps of mitigation other than TRA-1 and TRA-2. The social aspects are painfully missing completely.

Since my concern is the traffic issues, I will concentrate on the traffic study. Basically, there was no traffic study. Just figures compiled from existing data. To address the traffic issues, one would have to do a study during the time that Burton School Lombardi Campus was in session (The traffic study consists of an existing peak hour turning movement counts that was taken in May of 2021, when Burton School was not in session) and when traffic is backed up on Lombardi

Street to Westfield 3 times a day when students were being dropped off or picked up, this being a Charter School where students are driven from other points in the County by automobile, which is the main source of transportation to the school. . It is impossible for the intersection at Lombardi and Westfield to have a Level of Service rating a “B” as per the traffic study. This traffic to the school is as much or more that the proposed project and yet was not even taken into consideration. I would suggest that the traffic on Lombardi by itself would exceed the estimated figures for the Lombardi-Westfield intersection. Of the students that attend the Lombardi campus, I realize a small number walk and some are transported by the 3 busloads (total of 65 kids according to staff), so if 50 kids walked or rode bikes (they don’t at that age, kindergarden through 5th grade, and I have counted them numerous days) that means that 490 kids are brought to school by automobile. Other than one side street, they all have to come down Westfield to Lombardi. Consequently, there is a daily traffic jam.

As a point of reference, show me where the traffic study even considered the traffic generated by the school with the 605 current enrollment of students, with being delivered to the school each day traveling on Westfield and Lombardi Streets when in session and also for all of the extra curricular activities when cars are parked up to ½ mile away.

The traffic report part of the study on page 127 says “As such, cumulative impacts are also considered less than significant with mitigation incorporation”. That is with the incorporation of TRA-1 mitigation and TRA-2 mitigation. Are you kidding me? TRA-1 is the standard fees for capital improvements to the infrastructure based on a Level of Service in 2041 to existing intersections and there is no assurance that any of it will end up addressing traffic issues with this project, or if it should, when. TRA-2 is for the improvement of the bus stop that is very seldom used and if it was, it would have no bearing on traffic issues on the adjacent streets.

Besides not addressing the traffic issues with Burton School Lombardi Campus, the 2 lane bridge that bottlenecks the traffic on Westwood south of this project is not addressed. The City's Traffic Circulation Plan incorporated in the General Plan is totally ignored. How can this be? Is it because it calls for a collector street from the extension of Castle to Lombardi south to Westfield and Lombardi Street cannot be widened to 4 lanes because of the existing house that would be in the south bound lanes, so it would be nothing more than a bottleneck and even worse when it comes to Westfield. No planning is better than bad planning.

With regards to the EIR, my concerns and that of the neighborhoods adjacent to this project is that the social component has been completely ignored which is a major component of the environmental issues. This impact report basically ignores any impacts of any type to the surrounding neighborhoods which would increase with this project. The EIR determined that the Reduced Project Alternative would be the environmentally superior alternative, although it would not fully meet the project's objectives. That seems to be the one point that we all agree on. The density and traffic on adjoining streets is such that a lot more work needs to be done in this EIR to protect the public. The General Plan identifies the Project site as being within the Low Medium Density Residential, Medium Density Residential, Neighborhood Commercial, and Parks and Recreation designations as well as within a neighborhood center. The zoning map shows the site as rezoned to the RS-1 (Very Low Density Residential) zone with the Residential Neighborhood (RN) Overlay District. The RN Overlay District is intended to implement neighborhood town centers and neighborhood design guidelines by requiring that development conforms to the underlying land uses illustrated on the Land Use Diagram. In some places in the EIR, it states 230 homes and in other places, it states 261 homes. Which is it? In either case, it is a large increase in the number of residences from the "Very Low Residential" General Plan designation.

An EIR should accomplish the following;

1-Potentially screens out environmentally unsound projects

2-Propose modified designs to reduce environmental impacts

3-Identify feasible alternatives

4-Predict significant adverse impacts

5-Identify mitigation measures to reduce, offset, or eliminate major impacts

6-Engage and inform potentially affected communities and individuals

7-Influence decision making and the development of terms and conditions

We believe that at this point, the EIR has not addressed numbers 2-3-4-5-at all and the timing has not happened on the balance.

We are of the opinion that the project's social elements are much more important and complex than addressed in this report. Most of the EIR's social-related information is limited to purely descriptive input without any serious effort to analyze its significance or determine its relevance for the specific project to which it pertains. As stated in the State CEQA Guidelines, an EIR is an "informational document" intended to inform public agency decision makers and the public of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.

The EIR only analyzed the proposed project and the no project alternative, although it states that it did a "Reduced Project Alternative" I have not found it in the EIR. They have neglected to give an in depth study as to how the traffic would affect the surrounding neighborhoods and also the school. There is no part of the traffic study that shows how much traffic might be generated on each surrounding street at full build out of the project, only traffic into and out of the subdivision. It only gives enough information from data for future traffic available to anyone. It is basically tailored to meet the proposed project objectives without any consideration given to the environmental impact to the neighboring subdivisions. We believe that the projects impact is not stated and/or is grossly misleading. Furthermore, it appears that the baseline for air quality

was taken from the monitoring station at the airport instead of actual monitoring closer to the project. A lot of this study is cut and pasted using available data and prediction models instead of doing a comprehensive study, leading to an insufficient level of analysis of the information gathered by studies.

Allowing a zone change to very small lots from the General Plan designation would be a step backwards taking into consideration the traffic issues as they exist and will only get worse as there is not a plan to lessen the congestion of traffic that already exists on the streets surrounding the project. I know that there is a large group of residents in the neighborhoods surrounding this project that are, like I am, concerned about the traffic issues that now exists and how adding another 230 homes to the mix without solving what already exists would be a major concern, along with solving the access to Burton School Lombardi Campus.

We all depend on the City to adopt policies and procedures that safeguards the rights to neighborhoods that we can access our homes reasonably well on city streets without traffic gridlock which then becomes to a quality of life issue, and there is no doubt that those folks that have invested most of their savings into a home for their family do not want to see their families lifestyle degraded due to a flawed EIR. These are issues that the citizens have a right to and should not have to be brought to the City's attention. They voted on you to protect them and the future design of this city. Any consideration of the EIR and it's accompanying traffic study should be sent back for corrections and rejected in it's present form. It should incorporate the alternatives to the proposed project which are considered the "heart" of an EIR. Appropriate mitigating measures should be incorporated. Insufficient or outdated prediction models are now being used. Most of all, it should have included correct traffic studies and the current effect on the surrounding neighborhoods and way to minimize the effects and a description of reasonable alternatives. Unfortunately, this study is more to meet the

project objectives instead of addressing the significant impacts, especially the traffic issues.

Ben Ennis

1540 North Lombardi Street

Porterville, CA 93257

Comment 2-A: *Having paid for numerous Environmental Impact Reports and Traffic Studies in my career as a developer, I am rather shocked at the deficiencies in the one for the Lombardi Project and how it would affect the surrounding neighborhoods with traffic, especially on Westfield and Lombardi Streets. I might also make known that I live on Lombardi Street so I am very aware of the traffic issues that now exist and will be much greater if this project should be approved as now proposed.*

Response to Comment 2-A: Comment noted, no response necessary.

Comment 2-B: *An EIR is explained as being the process of evaluation the likely environmental impacts of a proposed project or development, taking into account inter-related socio-economic, cultural and human-health impact, both beneficial and adverse. Very little of the benefits of the project, other than helping the city meet their housing quota, and none of the adverse were addressed in this EIR, as well as any steps of mitigation other than TRA-1 and TRA-2. The social aspects are painfully missing completely.*

Response to Comment 2-B: The comment purports to explain the purpose of an EIR; however, the statement within the comment appears to be copied and pasted from one of several websites that provide general information about the environmental review process (specifically, the “Environmental Impact Assessment”) used in the Republic of India, the People’s Republic of Bangladesh, and other foreign states or from the website of the Convention on Biological Diversity (to which the United States is not a party and which would be irrelevant in the context of CEQA, regardless). As is relevant to the California Environmental Quality Act, California Public Resources Code Section 21002.1, subdivision (a) states: “The purpose of an environmental impact report is to identify the significant effects on the environment of a project, to identify alternatives to the project, and to indicate the manner in which those significant effects can be mitigated or avoided.” The EIR does identify the potential for significant effects to air quality, biological resources, cultural resources, and transportation/traffic and includes appropriate,

feasible mitigation measures that will reduce those effects to a less than significant level. Further, while the comment asserts that “social aspects are painfully missing,” it fails to illustrate any example of such missing aspects. In any event, Guidelines Section 15131 subdivision (a) states, “Economic or social effects of a project shall not be treated as significant effects on the environment.” While an EIR may consider economic or social effects of a project as they may relate to physical changes, no such effects are identified in the EIR or by the commenter. Importantly, PRC Section 21082.2, subdivision (c) notes, “Argument, speculation, unsubstantiated opinion or narrative, evidence which is clearly inaccurate or erroneous, or evidence of social or economic impacts which do not contribute to, or are not caused by, physical impacts on the environment, is not substantial evidence.” That clause of the statute is further elaborated upon in Guidelines Section 15064, subdivisions (f)(4)-(f)(6). As presented in the Initial Study and associated EIR, all potential impacts resulting from the Lombardi Development Project are either less than significant or less than significant with mitigation incorporated. Mitigation measures are presented in the Air Quality, Biological Resources, Cultural Resources, and Traffic and Transportation sections of the EIR. The alternatives analysis is contained in Chapter 4 of the EIR.

Comment 2-C:

Since my concern is the traffic issues, I will concentrate on the traffic study. Basically, there was no traffic study. Just figures compiled from existing data. To address the traffic issues, one would have to do a study during the time that Burton School Lombardi Campus was in session (The traffic study consists of an existing peak hour turning movement counts that was taken in May of 2021, when Burton School was not in session) and when traffic is backed up on Lombardi Street up to 3 times a day when students were being dropped off or picked up, this being a Charter School where students are driven from other points in the County by automobile, which is the main source of transportation to the school. It is impossible for the intersection at Lombardi and Westfield to have a Level of Service rating a “B” as per the traffic study. This traffic to the school is as much or more that the proposed project and yet was not even taken into consideration. I would suggest that the traffic on Lombardi by itself would exceed the estimated figures for the Lombardi-Westfield intersection. Of the students that attend the Lombardi campus, I realize a small number walk and some are transported by the 3 busloads (total of 65 kids according to staff), so if 50 kids walked or rode bikes (they don’t at that age, kindergarten through 5th grade, and I have counted them numerous days) that means that 490 kids are brought to school by automobile. Other than one side street, they all have to come down Westfield to Lombardi. Consequently, there is a daily traffic jam.

Response to Comment 2-C: This comment asserts inadequacy of the traffic analysis prepared for the Project, although it provides no evidence to substantiate that claim. Additionally, under the provisions of Senate Bill 743 (2013), CEQA and (ultimately) the CEQA Guidelines were amended to reflect a paradigm change in how California public agencies are required to analyze transportation impacts for projects. Historically, level of service (LOS), which assesses transportation impacts as measured by traffic congestion and delay, had been used as the primary threshold for determining project traffic impacts. In response to concerns about air quality and greenhouse gas emissions from vehicles, the State determined that vehicle miles traveled (VMT) was a more suitable method than LOS for assessing project effects. Accordingly, since July 1, 2020, lead agencies have been required to utilize VMT as the primary consideration in their analyses and project review; CEQA is essentially no longer concerned with congestion and traffic delay. However, because the General Plan still uses LOS as a method for determining infrastructure needs and the City must examine whether a project would “conflict with a program, plan, ordinance, or policy addressing the circulation system,” LOS analysis is still completed. As noted in the traffic study and its addendum and with implementation of Mitigation Measure TRA-1, no such policy would be violated. Also, see Response to Comment 1-A.

Comment 2-D: *As a point of reference, show me where the traffic study even considered the traffic generated by the school with the 605 current enrollment of students, with being delivered to the school each day traveling on Westfield and Lombardi Streets when in session and also for all of the extra-curricular activities when cars are parked up to ½ mile away.*

Response to Comment 2-D: Please see Response to Comment 1-A and Response to Comment 2-C. Also, note that the Project cannot be made to mitigate or alleviate existing circumstances.

Comment 2-E: *The traffic report part of the study on page 127 says “As such, cumulative impacts are also considered less than significant with mitigation incorporation”. That is with the incorporation of TRA-1 mitigation and TRA-2 mitigation. Are you kidding me? TRA-1 is the standard fees for capital improvements to the infrastructure based on a level of Service in 2041 to existing intersections and there is no assurance that any of it will end up addressing traffic issues with this project,*

or if it should, when. TRA-2 is for the improvement of the bus stop that is very seldom used and if it was, it would have no bearing on traffic issues on the adjacent streets.

Response to Comment 2-E: This comment misrepresents the provisions of Mitigation Measure TRA-1 and demonstrates an apparent misunderstanding of Mitigation Measure TRA-2. The location-specific fair-share costs identified in TRA-1 are required irrespective of any fees that the Project may be responsible for under the City's Development Impact Fee program. Projects for which a traffic study are not prepared would generally simply be responsible for payment of such fees. Since a traffic study was prepared for this Project and that study identified impacts to specific components of the City's infrastructure, fair-share costs for improving those components were assigned. If those fair-share costs are less than the impact fees that would otherwise be due, the project will be responsible for both the specified costs and the difference between those costs and its fee responsibility. If the fair-share costs exceed the impact fees, the project is responsible for paying the higher amount. The City is precluded both from making a project mitigate an existing condition (as noted in Response to Comment 2-D) and from requiring a project to fully fund capital improvements that are not strictly necessary for the function of that project. By requiring the Project to pay a fair-share cost towards specified improvements and to meet its impact fee obligation as described above, the Project will have mitigated its specific impacts and will not conflict with a policy related to the circulation system. Consistent with the details contained in Response to Comment 2-C, TRA-2 is not intended to address traffic issues on adjacent streets, because those issues are no longer expressly of concern under CEQA. As noted on Page 3-109 of the Draft EIR, the City adopted the County of Tulare SB 743 Guidelines on September 21, 2021. Included within those Guidelines are the methods for mitigating VMT-related impacts. Based on the trip-based costs shown in the Guidelines, by funding the identified improvement the Project will have mitigated its potential impacts to VMT.

Comment 2-F:

Besides not addressing the traffic issues with Burton School Lombardi Campus, the 2 lane bridge that bottlenecks the traffic on Westwood south of this project is not addressed, The City's Traffic Circulation Plan incorporated in the General Plan is totally ignored. How can this be? Is it because it calls for a collector street from the extension of Castle to Lombardi south to Westfield and Lombardi Street cannot be widened to 4 lanes because of the existing house that would be in the south bound lanes, so it would be nothing more than a bottleneck and even worse when it comes to Westfield. No planning is better than bad planning.

Response to Comment 2-F: The comment again implies that the Project should be responsible for alleviating existing conditions and, contrary to the substantial evidence provided in the traffic

study and addendum, asserts significant impacts to certain offsite facilities. It also again incorrectly refers to the proximity of N. Lombardi Street to the existing dwelling on APN 245-010-037. Please see Response to Comment 1-A, Response to Comment 1-B, Response to Comment 2-C, and Response to Comment 2-D.

Comment 2-G: *With regards to the EIR, my concerns and that of the neighborhoods adjacent to this project is that the social component has been completely ignored which is a major component of the environment issues. This impact report basically ignores any impacts of any type to the surrounding neighborhoods which would increase with this project.*

Response to Comment 2-G: As described in Section 1.1 of the EIR – Purpose of the EIR (page 1-1), the document was prepared in accordance with CEQA and the CEQA Guidelines. Also, please see Response to Comment 2-B.

Comment 2-H: *The EIR determined that the Reduced Project Alternative would be the environmentally superior alternative, although it would not fully meet the project's objectives. That seems to be the one point that we all agree on.*

Response to Comment 2-H: The Executive Summary mistakenly summarized that the Reduced Project Alternative would be the environmentally superior alternative. The full alternatives analysis is provided in Chapter 4 of the EIR where it describes that the No Project alternative will avoid both the adverse and beneficial effects of the project. Please refer to Chapter Three – Text Changes to the Draft EIR for the textual changes in the Executive Summary.

Comment 2-I: *The density and traffic on adjoining streets is such that a lot more work needs to be done in this EIR to protect the public.*

Response to Comment 2-I: This project cannot be required to mitigate or correct an existing situation. Please see Response to Comment 2-F.

Comment 2-J: *The General Plan identifies the Project site as being within the Low Medium Density Residential, Medium Density Residential, Neighborhood Commercial, and Parks and Recreation designations as well as within a neighborhood center.*

The zoning map shows the site as rezoned to the RS-1 (Very Low Density Residential) zone with the Residential Neighborhood (RN) Overlay District. The RN Overlay District is intended to implement neighborhood town centers and neighborhood design guidelines by requiring that development conforms to the underlying land uses illustrated on the Land Use Diagram.

Response to Comment 2-J: Comment noted, no response necessary.

Comment 2-K: *In some places in the EIR, it states 230 homes and in other places, it states 261 homes. Which is it? In either case, it is a large increase in the number of residences from the 'Very Low Residential' General Plan designation.*

Response to Comment 2-K: The EIR analyzed impacts from the development of 230 homes. Technical analysis in the Air Quality Study, the Traffic Study, and the Initial Study assessed impacts from the development of 261 homes, which has presented a more intensive environmental impact than the Project itself.

Comment 2-L: *An EIR should accomplish the following;*

- 1-Potentially screens out environmentally unsound projects*
- 2-Propose modified designs to reduce environmental impacts*
- 3- Identify feasible alternatives*
- 4- Predict significant adverse impacts*
- 5- Identify mitigation measures to reduce, offset, or eliminate major impacts*
- 6-Engage and inform potentially affected communities and individuals*
- 7-Influence decision making and the development of terms and conditions*

We believe at this point, the EIR has not addressed numbers 2-3-4-5-at all and the timing has not happened on the balance.

Response to Comment 2-L: Similar to the statement contained in Comment 2-B, the commenter has copied and pasted information from an online source regarding the “Environmental Impact Statement”, which is not related to CEQA, and expresses an opinion that the City has not

complied with the “requirements.” Insofar as the list included in the comment is not misaligned with the regulatory and procedural aspects of CEQA, the City puts forth, as described in Chapter 2 of the Draft EIR, Response to Comment 1-A, Response to Comment 2-B, Response to Comment 2-C, Response to Comment 2-E, Response to Comment 2-G, Response to Comment 2-P, Response to Comment 2-R, Response to Comment 2-T, Response to Comment 2-U, Response to Comment 2-U, Response to Comment 3-B, Response to Renee Kirtley, and Response to Jenny Cox, that it has adequately addressed the items on the list. Further, as described in Response to Comment 2-N, as the Project would not result in any significant environmental impacts after mitigation, no alternative development scenarios were evaluated.

Comment 2-M: *We are of the opinion that the project’s social elements are much more important and complex than addressed in this report. Most of the EIR’s social-related information is limited to purely descriptive input without any serious effort to analyze its significance or determine its relevance for the specific project to which it pertains. As stated in the State CEQA Guidelines, an EIR is an “informational document” intended to inform public agency decision makers and the public of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.*

Response to Comment 2-M: The commentor again asserts that profound social effects would result from the Project but fails to identify any. Please see the Response to Comment 2-B and Response to Comment 2-N.

Comment 2-N: *The EIR only analyzed the proposed project and the no project alternative, although it states that it did a “Reduced Project Alternative” I have not found it in the EIR.*

Response to Comment 2-N: Please see the Response to Comment 2-H. As described on Page 4-1 of the EIR, “Based on the rule of reason as set forth in the CEQA Guidelines Section 15126.6, the only alternatives that should be analyzed in the EIR are those that are capable of eliminating or substantially reducing significant adverse environmental impacts. The results of the analysis in this EIR and accompanying IS indicate that the proposed Project would not result in any significant environmental impacts; therefore, no alternative development scenarios are evaluated.”

Comment 2-O: *They have neglected to give an in depth study as to how the traffic would affect the surrounding neighborhoods and also the school. There is no part of the traffic study that shows how much traffic might be generated on each surrounding street at full build out of the project, only traffic into and out of the subdivision. It only gives enough information from data for future traffic available to anyone. It is basically tailored to meet the proposed project objectives without any consideration given to the environmental impact to the neighboring subdivisions. We believe that the projects impact is not stated and/or is grossly misleading.*

Response to Comment 2-O: The comment provides the commenter’s admitted opinion that the traffic study is inadequate. The City of Porterville utilizes the “Caltrans Guide for the Preparation of Traffic Impact Studies” (Guidelines) to analyze potential impacts resulting from development projects. With regard to surrounding local roadways, the Guidelines state that the intersections and streets where project traffic is expected to reach 50 trips be analyzed. The surrounding neighborhoods do not have enough attractors (destinations) for project traffic to reach the 50-trip threshold on surrounding neighborhood local roads. See Response to Comment 1-A.

Comment 2-P: *Furthermore, it appears that the baseline for air quality was taken from the monitoring station at the airport instead of actual monitoring closer to the project. A lot of this study is cut and pasted using available data and prediction models instead of doing a comprehensive study, leading to an insufficient level of analysis of the information gathered by studies, leading to an insufficient level of analysis of the information gathered by studies.*

Response to Comment 2-P: The San Joaquin Valley Air Pollution Control District operates one air quality monitoring station in Porterville, at the airport. Accordingly, this station provides the appropriate baseline data for development projects in the Porterville area. Drawing conclusions from available data and prediction models is a comprehensive study.

Comment 2-Q: *Allowing a zone change to very small lots from the General Plan designation would be a step backwards taking into consideration the traffic issues as they exist and will only get worse as there is not a plan to lessen the congestion of traffic that already exists on the streets surrounding the project. I know that there is a large group of residents in the neighborhoods surrounding this project that are, like I am, concerned about the traffic issues that now exists and how adding another 230 homes to the mix without solving what already exists would be a major concern, along with solving the access to Burton School Lombardi Campus.*

Response to Comment 2-Q: The comment, not strictly confined to CEQA, demonstrates a misunderstanding of the distinction between the General Plan Land Use and the zoning of a site as well as how they correlate to the overall intensity of development that could occur on that site. First, while the proposed RS-2 zoning would accommodate lots with a minimum size of 5,000 square feet, an examination of the map shows that 155 of the proposed lots are 6,000 square feet or greater, including 78 lots of at least 7,000 square feet. Thus, while the Project does include smaller lots than other neighborhoods in the vicinity, the overall development is not at a noticeably higher density than the surrounding area *and* is accommodated by the Low Density Residential land use, consistent with the surrounding area. Second, although the City acknowledges that it cannot use planned land use as a baseline for determining impacts under CEQA (see *Woodward Park Homeowners Assn., Inc. v. City of Fresno* (2007) 150 Cal.App.4th 683) and has not done so in this EIR, we shall note for the sake of discussion that under the current planned land use and corresponding zoning, the Project site could accommodate up to 336 dwellings (including smaller lots than proposed within the Medium Density Residential area and/or attached multifamily dwellings), along with 41,000 square feet of commercial development, much of which would not be subject to discretionary review (or, therefore, CEQA). Additionally, if residential development were proposed at the intensity identified in the General Plan, the City would be prohibited from requiring a reduction in the number of proposed dwellings under the provisions of the Housing Crisis Act of 2019 (Government Code Section 66300, et seq.). Accordingly, while the City properly examined Project impacts by comparing the Project as proposed to the existing baseline (agriculture) as opposed to the development potential under the planned land uses, for illustrative purposes it is evident that the planned land uses could support a substantially more intense development than the Project is actually proposing, and that the City would likely have less discretionary oversight in that circumstance. Also, please see Response to Comment 1-A, Response to Comment, 2-C, Response to Comment 2-D, and Response to Comment 2-F.

Comment 2-R:

We all depend on the City to adopt policies and procedures that safeguards the rights to neighborhoods that we can access our homes reasonably well on city streets without traffic gridlock which then becomes to a quality of life issue, and there is no doubt that those folks that have invested most of their savings into a home for their family do not want to see their families lifestyle degraded due to a flawed EIR. These are issues that the citizens have a right to and should not have to be brought to the City's attention. They voted on you to protect them and the future design of this city. Any consideration of the EIR and it's accompanying traffic study should be sent back for corrections and rejected in it's present form.

Response to Comment 2-R: Please see the Response to Comment 1-A.

Comment 2-S: *It should incorporate the alternatives to the proposed project which are considered the “heart” of an EIR.*

Response to Comment 2-S: While in *County of Inyo v. Yorti* (1973) 32 Cal.App.3d 795 the 3rd District Court of Appeal noted that “in many respects the EIR is the heart of CEQA”, the City is not aware of any source describing alternatives analysis as “the ‘heart’ of an EIR.” Also, please see the Response to Comment 2-N.

Comment 2-T: *Appropriate mitigating measures should be incorporated.*

Response to Comment 2-T: Please see the Response to Comment 2-B.

Comment 2-U: *Insufficient or outdated prediction models are not being used.*

Response to Comment 2-U: Modeling conducted by both the Air Quality and Traffic Study experts were both appropriate and industry-standard.

Comment 2-V: *Most of all, it should have included correct traffic studies and the current effect on the surrounding neighborhoods and way to minimize the effects and a description of reasonable alternatives. Unfortunately, this study is more to meet the project objectives instead of addressing the significant impacts, especially the traffic issues.*

Response to Comment 2-V: Please see all Responses to Comment 2.

Comment Letter 3:

From: Pommier, Jason <jason.pommier@portervilleschools.org>
 Sent: Monday, November 8, 2021 6:35 PM
 To: Planning <planning@cityofporterville.ca.us>
 Subject: Public Comment for Proposed Lombardi Development Project

Good evening, Mr. Ridenour:

As you are aware, the proposed Lombardi Development Project creates several interesting situations for me personally. A year ago, I purchased a house that will be directly impacted by the new project and yet understand the new homes will be located within the Burton School District boundaries, which does provide a potential increase in their student population that would impact my current employer, Porterville Unified School District. However, I am aware of several new housing projects that will add inventory to the PUSD boundaries and as long as it is an equitable distribution within the city of Porterville, I hold no objections to the Lombardi project.

I do have a few concerns around the road infrastructure for the project. I do believe the current area with the Nancy Ave. entrance where a west entrance four lots north will not be an issue as there is enough space for traffic to pass for those heading southbound and turning east for that new entrance, but I could see some potential issues with northbound traffic if there are no plans to expand the street. While I do not live in that area, I'm sure there are some concerns on Lombardi Street unless of course a new west-east street is being built north of Westfield that would alleviate some of the traffic. With a right-hand turn available at Westfield for northbound traffic on Westwood, I would hope the same right-hand lane would be available for westbound traffic on Westfield for those reaching Westwood.

Despite these concerns, as a resident of Porterville for over six years, I feel change is always important even if some in the community disagree. As the former board chairman for the Porterville Chamber of Commerce and current commissioner on the Porterville Parks and Leisure Commission, I fully understand the need for more housing in the area. I appreciate the thoughtfulness of the developer to provide a new park for the project.

With the relocation of Eagle Mountain Casino, we need to create more housing to add more businesses in the area, which will create more job opportunities for residents. One positive thing and perhaps one that a lot of people did not realize through the COVID-19 pandemic is that Porterville will be able to provide a low-cost community for those who are now able to work from home. Housing will be available for low-to-middle class residents who might not otherwise be able to afford housing in the urban areas of the state.

In closing, I think this project will be a benefit for Porterville and the surrounding community. This email serves as notice that I am writing this public comment on my own and has not been endorsed by any member of the PUSD Governing Board or my direct supervisor. I am solely writing this public comment as a proud resident of Porterville. Thank you.

—
 Jason Pommier
 Public Information Officer
 Porterville Unified School District
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 Porterville, CA 93257
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 Right...

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Comment 3-A:

As you are aware, the proposed Lombardi Development Project creates several interesting situations for me personally. A year ago, I purchased a house that will be directly impacted by the new project and yet understand the new homes will be located within the Burton School District boundaries, which does provide a potential increase in their student population that would impact my current employer, Porterville Unified School District. However, I am aware of several new housing projects that will add inventory to the PUSD boundaries and as long as it is an equitable distribution within the city of Porterville, I hold no objections to the Lombardi project.

Response to Comment 3-A: Comment noted. No response necessary, the City appreciates your time.

Comment 3-B:

I do have a few concerns around the road infrastructure for the project. I do believe the current area with the Nancy Ave. entrance where a west entrance four lots north will not be an issue as there is enough space for traffic to pass for those heading southbound and turning east for that new entrance, but I could see some potential issues with northbound traffic if there are no plans to expand the street. While I do not live in that area, I'm sure there are some concerns on Lombardi Street unless of course a new west-east street is being built north of Westfield that would alleviate some of the traffic. With a right-hand turn available at Westfield for northbound traffic on Westwood, I would hope the same right-hand lane would be available for westbound traffic on Westfield for those reaching Westwood.

Response to Comment 3-B: It should be noted that access to the development would be via Westwood Street, Westfield Avenue, and Lombardi Street, so future residents of the Project would be able to avoid Lombardi Street during school pickup/dropoff times.

Comment 3-C:

Despite those concerns, as a resident of Porterville for over six years, I feel change is always important even if some in the community disagree. As the former board chairman for the Porterville Chamber of Commerce and current commissioner on the Porterville Parks and Leisure Commission, I fully understand the need for more housing in the area. I appreciate the thoughtfulness of the developer to provide a new park for the project. With the relocation of Eagle Mountain Casino, we need to create more housing to add more businesses in the area, which will create more job opportunities for residents. One positive thing and perhaps one that a lot of people did not realize through the COVID-19 pandemic is that Porterville will be able to provide a low-cost community for those who are now able to work from home. Housing will be available for low-to-middle class residents who might not otherwise be able to afford housing in the urban areas of the state. In closing, I think this project will be a benefit for Porterville and the surrounding community. This email serves as notice that I am writing this public comment on my own and has not been endorsed by any member of the PUSD Governing Board or my direct supervisor. I am solely writing this public comment as a proud resident of Porterville. Thank you.

Response to Comment 3-C: Comment noted. No response necessary, the City appreciates your time.

Comment Letter 4:

Open Letter to the City Council - Responsible Growth?

Subject: Lombardi Project (Brookside Subdivision)

The city continues to expand facing challenges of balancing the growth, with incentives for developers which always raises some ethical dilemmas for our city leaders. Our city continues to collect below average park fees from developers which hurt growth and maintenance in other areas as we expand. Other cities collect more money from developers so that trade-offs make for more responsible growth like collecting a half million dollars in developer fees to fund the lighting at our sports complex for example.

We have seen over the years the multi-year plans don't always line up with projections and our traffic studies while meeting minimal requirements often lead to longer term traffic problems when the public is not informed about change timely and alternatives are not presented or pursued that make sense for the residents in the areas being developed. After all who wants to tell the folks on Westfield Avenue they can expect a 4 lane road in front of their house in the near future so we can fast track a housing development in the area? If folks are not paying close attention they may or not even know a housing project in the area was underway and how it might affect their neighborhoods nearby with increased traffic. **If local residents don't engage the city in January the project will likely get the green light with little or no discussion.** I'm certain our elected officials are working hard to make sure we have responsible growth as we balance our priorities and incentives but it is worth asking some basic questions about such things to make sure residents are properly represented before we give these projects the green light when there are many hundreds of pages of data to consider lets ZOOM OUT and look at the bigger picture and review overall impact on our residents.

Summit charter is a great school added in our efforts to grow but much like the addition of Granite Hills H.S. in years past the remote unique location exacerbates traffic to/from the school due to location. Summit Charter is on the north end of Lombardi which is a dead end road where all traffic needs to go north to school and then back south every morning and every evening, to deliver and pick up 600+ students, from other parts of town outside this neighborhood. All that traffic adds to the bottlenecks on Westfield East & West. This also contributes to the 2 lane bridge bottleneck just north of CVS on Westwood where the expansion to 4 lanes with new bridge remains incomplete while it has direct connections to Westfield and the Brookside Subdivision that will exacerbate the bottleneck if not completed soon. This section around the bridge is very dangerous at peak times backing up traffic through the light and left turns hold traffic on the bridge. These 2 lane residential roads were not meant for this much traffic so something has to give. The city is considering 4 lanes for Westfield and several traffic lights in the area as a solution, but I don't think the residents in this area are aware that they only have a month or two to weigh in on the project. Moreover the current proposed traffic solutions don't address the REAL bottlenecks in the area. The proposed solutions may make things worse.

An alternative route not in the plan is to extend Castle street West to Lombardi to solve the dead end issue and move traffic in/out of the area Eastward to Newcomb reducing the traffic on Westfield and **improving the emergency service access to**

this new housing project and to the school. Castle street expansion west to the School will also open up north/south traffic on Matthew where the new traffic light will be to get traffic to Henderson to the south and traffic to the north via the proposed Castle extension without adding traffic to Westfield. The Castle street extension would help the traffic flows significantly in the entire area and would diminish the need to make Westfield 4 lanes for the foreseeable future. The Castle alternative may be desirable for the Westfield street residents that would be made to trade their front yards for a 4 lane thoroughfare and the **additional city expense for eminent domain to make Westfield 4 lanes.** This will also mitigate traffic bottlenecks on North/South Newcomb which is already 4 lanes and designed for more traffic.

Additional things to consider for the project to ensure responsible growth. The lot sizes proposed are smaller than all of the lot sizes in the surrounding neighborhoods. Smaller lots mean more residents, more traffic, more pollution & more water. Larger lots consistent with surrounding neighborhood will protect the integrity and consistency of past projects and help maintain the values of the homes in the previous developments. **Larger Lots will reduce the traffic demand with fewer residents. Larger lots will reduce the pollution that is a significant concern in the environmental study. Larger Lots will translate into fewer connections to the water system.** IF we allow smaller lots the developer makes more money and we have to suffer with more traffic, more pollution, more water hookup's and a neighborhood with smaller houses in the middle of a neighborhood with larger houses. In Toto the integrity and consumption in the area demands we remain consistent with past development in this area of town adjacent to the canal in northwest Porterville.

Sincerely,

Ed McKervey
2154 W. San Lucia ct
Porterville, Ca 93257

Comment 4-A: *The city continues to expand facing challenges of balancing the growth, with incentives for developers which always raises some ethical dilemmas for our city leaders. Our city continues to collect below average park fees from developers which hurt growth and maintenance in other areas as we expand. Other cities collect more money from developers so that trade-offs make for more responsible growth like collecting a half million dollars in developer fees to fund the lighting at our sports complex for example.*

Response to Comment 4-A: The comment refers to “incentives for developers” and “ethical dilemmas” and states that that the City collects “below average” development impact fees (without indicating what the average might be). The City is unaware of any incentives that the developer may have received that may lead to any ethical dilemmas, as the development is required to comply with all City standards, regulations, policies, etc. and is responsible for funding and/or installation of on- and offsite improvements (including a 2.99-acre improved park within the project) and payment of development fees as would be any other similar project—the Project will also dedicate a wellsite. Development impact fees are based on a nexus study prepared pursuant to the Mitigation Fee Act

(Gov. Code Section 66000, et seq.). Unless a project-specific study is prepared that illustrates the project would have a greater effect on certain facilities—such as the fair-share for street improvements based on the traffic study—a project can only be made to pay the fees that are in place when it's deemed accepted for processing, and those fees have to be based on the adopted fee schedule. What the City of Porterville charges for its fees is unrelated to what any other public agency charges, as each agency has prepared its own study based upon various factors such as development potential within the urban development boundary and (in the case of parks) the desired ratio of parks per population identified in the General Plan and/or the presence or absence of a Quimby Act ordinance (specific to parkland dedication), and the willingness of residents to fund maintenance activities. Importantly, it should be noted that “park fees from developers” cannot be used for maintenance. Non-standard incentives, fees, improvement requirements, and related components (such as installation of lighting at a non-project-related facility) *can be* included in a project as part of a development agreement (Gov. Code Section 65864, et seq.); however, a development agreement must be requested by the developer and no such agreement is part of this project.

Comment 4-B: After all who wants to tell the folks on Westfield Avenue they can expect a 4 lane road in front of their house in the near future so we can fast track a housing development in the area?

Response to Comment 4-B: The comment erroneously states that the Project would expand W. Westfield Avenue to four lanes. Not only is such an expansion not a part of the Project, but it should also be noted that the General Plan Circulation Element does not identify W. Westfield Avenue as having more than two through lanes at any location in the City.

Comment 4-C: *Summit Charter is on the north end of Lombardi which is a dead end road where all traffic needs to go north to school and then back south every morning and every evening, to deliver and pick up 600+ students, from other parts of town outside this neighborhood. All that traffic adds to the bottlenecks on Westfield East & West. This also contributes to the 2 lane bridge bottleneck just north of CVS on Westwood where the expansion to 4 lanes with new bridge remains incomplete while it has direct connections to Westfield and the Brookside Subdivision that will exacerbate the bottleneck if not completed soon. This section around the bridge is very dangerous at peak times backing up traffic through the light and left turns hold traffic on the bridge. These 2 lane residential roads were not meant for this*

much traffic so something has to give. The city is considering 4 lanes for Westfield and several traffic lights in the area as a solution, but I don't think the residents in this area are aware that they only have a month or two to weigh in on the project. Moreover the current proposed traffic solutions don't address the REAL bottlenecks in the area. The proposed solutions may make things worse.

Response to Comment 4-C: Please see Response to Comment 2-F and Response to Comment 4-B.

Comment 4-D: *An alternative route not in the plan is to extend Castle street West to Lombardi to solve the dead end issue and move traffic in/out of the area Eastward to Newcomb reducing the traffic on Westfield and **improving the emergency service access to this new housing project and to the school.** Castle street expansion west to the School will also open up north/south traffic on Matthew where the new traffic light will be to get traffic to Henderson to the south and traffic to the north via the proposed Castle extension without adding traffic to Westfield. The Castle street extension would help the traffic flows significantly in the entire area and would diminish the need to make Westfield 4 lanes for the foreseeable future. The Castle alternative may be desirable for the Westfield street residents that would be made to trade their front yards for a 4 lane thoroughfare and the **additional city expense for eminent domain to make Westfield 4 lanes.** This will also mitigate traffic bottlenecks on North/South Newcomb which is already 4 lanes and designed for more traffic.*

Response to Comment 4-D: See Response to Comment 1-B, Response to Comment 2-D, and Response to Comment 3-B.

Comment 4-E: *Additional things to consider for the project to ensure responsible growth. The lot sizes proposed are smaller than all of the lot sizes in the surrounding neighborhoods. Smaller lots mean more residents, more traffic, more pollution & more water. Larger lots consistent with surrounding neighborhood will protect the integrity and consistency of past projects and help maintain the values of the homes in the previous developments. **Larger Lots will reduce the traffic demand with fewer residents. Larger lots will reduce the pollution that is a significant***

concern in the environmental study. Larger Lots will translate into fewer connections to the water system. IF we allow smaller lots the developer makes more money and we have to suffer with more traffic, more pollution, more water hookup's and a neighborhood with smaller houses in the middle of a neighborhood with larger houses. In Toto the integrity and consumption in the area demands we remain consistent with past development in this area of town adjacent to the canal in northwest Porterville.

Response to Comment 4-E: See Response to Comment 2-Q.

Comment Letter 5:

December 20, 2021

Jason Ridenour
City of Porterville
Department
291 N Main Street
Porterville, CA 93257

Project: Draft Environmental Impact Report for Lombardi Development Project

District CEQA Reference No: 20211273

Dear Mr. Ridenour:

The San Joaquin Valley Air Pollution Control District (District) has reviewed the Draft Environmental Impact Report (DEIR) for the project referenced above from the City of Porterville (City). The project consists of the construction of 230 single-family residential units on a 56-acre site (Project). The Project is located west of N Westwood Street, south of W Westfield Avenue, and east of N Lombardi Street in Porterville, CA (APN 245-010-087, -092, -037, and -041).

The District offers the following comments:

1) Project Related Emissions

At the federal level under the National Ambient Air Quality Standards (NAAQS), the District is designated as extreme nonattainment for the 8-hour ozone standards and serious nonattainment for the particulate matter less than 2.5 microns in size (PM_{2.5}) standards. At the state level under California Ambient Air Quality Standards (CAAQS), the District is designated as nonattainment for the 8-hour ozone, PM₁₀, and PM_{2.5} standards.

Based on information provided to the District, Project specific annual emissions from construction and operation emissions of criteria pollutants are not expected to exceed any of the following District significance thresholds: 100 tons per year of carbon monoxide (CO), 10 tons per year of oxides of nitrogen (NO_x), 10 tons per year of reactive organic gases (ROG), 27 tons per year of oxides of sulfur (SO_x), 15 tons per year of particulate matter of 10 microns or less in size (PM₁₀), or 15 tons per year of particulate matter of 2.5 microns or less in size (PM_{2.5}).

Samir Sheikh
Executive Director/Air Pollution Control Officer

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2) Health Risk Screening/Assessment

The District has reviewed the Project's Health Risk Assessment (HRA) and has the following comments:

- Per Appendix B (Air Quality, Greenhouse Gas, and Energy Impact Assessment), diesel exhaust PM_{2.5} was used to estimate construction-related diesel particulate matter (DPM) emissions in the HRA. As such, the pollutant type, "PM_{2.5}", was used in AERMOD for the HRA. However, the District recommends the HRA be revised to ensure annual PM₁₀ diesel exhaust emissions and the pollutant type, "PM₁₀", in AERMOD are used to estimate the Project's construction-related emissions and ground level concentrations of nearby sensitive receptors.
- Non-default daily breathing rates were used to calculate the daily inhalation dose associated with the Project. Please include a discussion in the DEIR justifying the use of non-default daily breathing rates for the cancer health risk calculation.

3) Solar Deployment

It is the policy of the State of California that renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers by December 31, 2045. While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, the production of solar energy is contributing to improving air quality and public health. The District suggests that the City consider the feasibility of incorporating solar power systems, as an emission reduction strategy for the Project.

4) Clean Lawn and Garden Equipment in the Community

Since the Project consists of residential development, gas-powered residential lawn and garden equipment have the potential to result in an increase of NOx and PM_{2.5} emissions. Utilizing electric lawn care equipment can provide residents with immediate economic, environmental, and health benefits. The District recommends the Project proponent consider the District's Clean Green Yard Machines (CGYM) program which provides incentive funding for replacement of existing gas powered lawn and garden equipment. More information on the District CGYM program and funding can be found at: <http://www.valleyair.org/grants/cgym.htm> and <http://valleyair.org/grants/cgym-commercial.htm>.

5) Charge Up! Electric Vehicle Charger

To support further installation of electric vehicle charging equipment and development of such infrastructure, the District offers incentives to public agencies,

businesses, and property owners of multi-unit dwellings to install electric charging infrastructure (Level 2 and 3 chargers). The purpose of this incentive program is to promote clean air alternative-fuel technologies and the use of low or zero-emission vehicles. The District suggests that the City and Project proponent consider the feasibility of installing electric vehicle chargers for the Project.

Please visit www.valleyair.org/grants/chargeup.htm for more information.

6) District Rules and Regulation

The District issues permits for many types of air pollution sources and regulates some activities not requiring permits. A project subject to District rules and regulation would reduce its impacts on air quality through compliance with regulatory requirements. In general, a regulation is a collection of rules, each of which deals with a specific topic. For example, *Regulation II - Permits* encompasses multiple rules associated with the permitting of emission sources such as Rule 2010 (Permits Required), Rule 2201 (New and Modified Stationary Source Review), and others.

6a) District Rule 9510 (Indirect Source Review)

The purpose of District Rule 9510 (Indirect Source Review) is to reduce the growth in both NOx and PM10 emissions associated with development and transportation projects from mobile and area sources associated with construction and operation of development projects. The rule encourages clean air design elements to be incorporated into the development project. In case the proposed project clean air design elements are insufficient to meet the targeted emission reductions, the rule requires developers to pay a fee used to fund projects to achieve off-site emissions reductions.

The proposed Project is subject to District Rule 9510 because it will receive a project-level discretionary approval from a public agency and will equal or exceed 50 residential units. When subject to the rule, an Air Impact Assessment (AIA) application is required no later than applying for project-level approval from a public agency. In this case, if not already done, please inform the project proponent to immediately submit an AIA application to the District to comply with District Rule 9510.

An AIA application is required and the District recommends that demonstration of compliance with District Rule 9510, before issuance of the first building permit, be made a condition of Project approval.

Information about how to comply with District Rule 9510 can be found online at: <http://www.valleyair.org/ISR/ISRHome.htm>.

The AIA application form can be found online at:
<http://www.valleyair.org/ISR/ISRFormsAndApplications.htm>

6b) District Rule 4002 (National Emissions Standards for Hazardous Air Pollutants)

In the event an existing building will be renovated, partially demolished or removed, the Project may be subject to District Rule 4002. This rule requires a thorough inspection for asbestos to be conducted before any regulated facility is demolished or renovated. Information on how to comply with District Rule 4002 can be found online at:
<http://www.valleyair.org/busind/comply/asbestosbultn.htm>.

6c) District Regulation VIII (Fugitive PM10 Prohibitions)

The project proponent may be required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to commencing any earthmoving activities as described in Regulation VIII, specifically Rule 8021 – *Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities*.

The application for both the Construction Notification and Dust Control Plan can be found online at:
<https://www.valleyair.org/busind/comply/PM10/forms/DCP-Form.docx>

Information about District Regulation VIII can be found online at:
http://www.valleyair.org/busind/comply/pm10/compliance_pm10.htm

6d) Other District Rules and Regulations

The Project may also be subject to the following District rules: Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations).

The list of rules above is neither exhaustive nor exclusive. Current District rules can be found online at: www.valleyair.org/rules/1ruleslist.htm. To identify other District rules or regulations that apply to this Project or to obtain information about District permit requirements, the applicant is strongly encouraged to contact the District's SBA Office at (661) 392-5665.

7) Potential Air Quality Improvement Measures

The District encourages the following air quality improvement measures to further reduce Project related emissions from construction and operation. A complete list of

potential air quality improvement measures can be found online at:
<http://www.valleyair.org/ceqaconnected/aqimeasures.aspx>.

- a. Improve Walkability Design – This measure is to improve design elements to enhance walkability and connectivity. Improved street network characteristics within a neighborhood include street accessibility, usually measured in terms of average block size, proportion of four-way intersections, or number of intersections per square mile. Design is also measured in terms of sidewalk coverage, building setbacks, street widths, pedestrian crossings, presence of street trees, and a host of other physical variables that differentiate pedestrian-oriented environments from auto-oriented environments.
- b. Improve Destination Accessibility – This measure is to locate the project in an area with high accessibility to destinations. Destination accessibility is measured in terms of the number of jobs or other attractions reachable within a given travel time, which tends to be highest at central locations and lowest at peripheral ones. The location of the project also increases the potential for pedestrians to walk and bike to these destinations and therefore reduces the (vehicle miles traveled) VMT.
- c. Increase Transit Accessibility – This measure is to locate the project with high density near transit which will facilitate the use of transit by people traveling to or from the Project site. The use of transit results in a mode shift and therefore reduced VMT. A project with a residential/commercial center designed around a rail or bus station, is called a transit-oriented development (TOD). The project description should include, at a minimum, the following design features:
 - A transit station/stop with high-quality, high-frequency bus service located within a 5-10 minute walk (or roughly ¼ mile from stop to edge of development), and/or
 - A rail station located within a 20 minute walk (or roughly ½ mile from station to edge of development)
 - Fast, frequent, and reliable transit service connecting to a high percentage of regional destinations
 - Neighborhood designed for walking and cycling

Comment 5-A: **Project Related Emissions**

At the federal level under the National Ambient Air Quality Standards (NAAQS), the District is designated as extreme nonattainment for the 8-hour ozone standards and serious nonattainment for the particulate matter less than 2.5 microns in size

(PM2.5) standards. At the state level under California Ambient Air Quality Standards (CAAQS), the District is designated as nonattainment for the 8-hour ozone, PM10, and PM2.5 standards.

Based on information provided to the District, Project specific annual emissions from construction and operation emissions of criteria pollutants are not expected to exceed any of the following District significance thresholds: 100 tons per year of carbon monoxide (CO), 10 tons per year of oxides of nitrogen (NOx), 10 tons per year of reactive organic gases (ROG), 27 tons per year of oxides of sulfur (SOx), 15 tons per year of particulate matter of 10 microns or less in size (PM10), or 15 tons per year of particulate matter of 2.5 microns or less in size (PM2.5).

Response to Comment 5-A: The City appreciates the District's concurrence with the EIR conclusion that Project specific annual emissions will not exceed significance thresholds.

Comment 5-B: *Health Risk Screening/Assessment*

The District has reviewed the Project's Health Risk Assessment (HRA) and has the following comments:

- *Per Appendix B (Air Quality, Greenhouse Gas, and Energy Impact Assessment), diesel exhaust PM2.5 was used to estimate construction-related diesel particulate matter (DPM) emissions in the HRA. As such, the pollutant type, "PM2.5", was used in AERMOD for the HRA. However, the District recommends the HRA be revised to ensure annual PM10 diesel exhaust emissions and the pollutant type, "PM10", in AERMOD are used to estimate the Project's construction-related emissions and ground level concentrations of nearby sensitive receptors.*
- *Non-default daily breathing rates were used to calculate the daily inhalation dose associated with the Project. Please include a discussion in the DEIR justifying the use of non-default daily breathing rates for the cancer health risk calculation.*

Response to Comment 5-B: The District recommended that the Health Risk Assessment (HRA) for the project be revised to use PM₁₀ exhaust as a proxy for diesel particulate matter (DPM) instead of the PM_{2.5} exhaust that was used.

PM_{2.5} exhaust emissions were chosen to serve as a proxy for DPM emissions because according to the California Air Resources Board (CARB), 90 percent of DPM is less than 1µm (about 1/70th the diameter of a human hair), and thus is a subset of particulate matter less than 2.5 microns in diameter (PM_{2.5}). See: <https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health>. Therefore, the use of PM_{2.5} as a proxy for DPM is supported through substantial evidence and is consistent with standard professional practice.

Using PM₁₀ as the proxy would overestimate risks associated with construction equipment. The difference in PM₁₀ emissions and PM_{2.5} emissions is 16.8 pounds for the duration of construction, which is approximately a 7 percent increase. Increasing the reported cancer risk by 7 percent would still result in a mitigated cancer risk of less than 20 in a million at 3.88 in a million for the maximally exposed sensitive receptor (infant). The impact would remain less than significant.

Comment 5-C: *Health Risk Screening/Assessment*

The District has reviewed the Project's Health Risk Assessment (HRA) and has the following comments:

- *Non-default daily breathing rates were used to calculate the daily inhalation dose associated with the Project. Please include a discussion in the DEIR justifying the use of non-default daily breathing rates for the cancer health risk calculation.*

Response to Comment 5-C: The District noted that non-default breathing rates were used to calculate the daily inhalation dose associated with the Project and requested that the DEIR include a discussion justifying using a non-default daily breathing rate for cancer risk calculation.

As shown in Appendix B of the Air Quality Study, the HRA used the 95 percent breathing rate for infant (1090), 80 percent breathing rate for the child (572), and 80 percent breathing rate for the adult. There was a typographical error made in the unmitigated calculations, whereby the HRA used the 30-year breathing rate for the adult of 261 but had used the 70-year breathing rate of 233 for the mitigated adult.

Cancer Risk Results:**Dose (Equation 5.4.1.1)**

Exposure Age	Concentration (ug/m3)	Breathing Rate L/kg body weight-day)	Inhalation Absorption Factor	EF	Multiplier	DOSE (mg/kg/day)
<i>Unmitigated</i>						
Infant	0.078	1090	1	0.95890411	0.000001	8.1526E-05
Child	0.078	572	1	0.95890411	0.000001	4.27825E-05
Adult	0.078	261	1	0.95890411	0.000001	1.95214E-05
<i>Mitigated</i>						
Infant	0.01106	1090	1	0.95890411	0.000001	1.156E-05
Child	0.01106	572	1	0.95890411	0.000001	6.06633E-06
Adult	0.01106	233	1	0.95890411	0.000001	2.47108E-06

The values used are consistent with SJVAPCD Final Staff Report, “Update to District’s Risk Management Policy to Address OEHHA’s Revised Risk Assessment Guidance Document” (see p.9 <http://valleyair.org/busind/pto/staff-report-5-28-15.pdf>)

Updating the child breathing rate to 95 percent (745) would increase the unmitigated child construction risk to 5.25 in one million (from 4.03 in one million) and would increase the mitigated child construction risk to 0.75 in one million (from 0.58 in one million). Then updating the adult breathing rate to more conservative 30-year one would increase the mitigated adult risk during construction to 0.09 in one million. It should be noted that the significance determination was based on the infant risk which used the 95 percent breathing rate, as such this clarification does not alter the prior impact determination of less than significant with mitigation. Please see Chapter 3 – Text Changes to the DEIR for the textual revisions.

Comment 5-D: *Solar Deployment*

It is the policy of the State of California that renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use

customers by December 31, 2045. While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, the production of solar energy is contributing to improving air quality and public health. The District suggests that the City consider the feasibility of incorporating solar power systems, as an emission reduction strategy for the Project.

Response to Comment 5-D: The developer will be installing solar panels on the residential units consistent with the current California Building Code.

Comment 5-E: *Clean Lawn and Garden Equipment in the Community*

Since the Project consists of residential development, gas-powered residential lawn and garden equipment have the potential to result in an increase of NOx and PM2.5 emissions. Utilizing electric lawn care equipment can provide residents with immediate economic, environmental, and health benefits. The District recommends the Project proponent consider the District's Clean Green Yard Machines (CGYM) program which provides incentive funding for replacement of existing gas powered lawn and garden equipment. More information on the District CGYM program and funding can be found at:

<http://www.valleyair.org/grants/cgym.htm>

and <http://valleyair.org/grants/cgym-commercial.htm>.

Response to Comment 5-E: The City appreciates the information and will pass on the information to the Project developer.

Comment 5-F: *Charge Up! Electric Vehicle Charger*

To support further installation of electric vehicle charging equipment and development of such infrastructure, the District offers incentives to public agencies, businesses, and property owners of multi-unit dwellings to install electric charging infrastructure (Level 2 and 3 chargers). The purpose of this incentive program is to promote clean air alternative-fuel technologies and the use of low or zero-emission vehicles. The District suggests that the City and Project

proponent consider the feasibility of installing electric vehicle chargers for the Project.

Please visit www.valleyair.org/grants/chargeup.htm for more information.

Response to Comment 5-F: The Project includes the development of single-family housing and therefore does not qualify for the incentive program.

Comment 5-G: *District Rules and Regulation*

The District issues permits for many types of air pollution sources and regulates some activities not requiring permits. A project subject to District rules and regulation would reduce its impacts on air quality through compliance with regulatory requirements. In general, a regulation is a collection of rules, each of which deals with a specific topic. For example, Regulation II - Permits encompasses multiple rules associated with the permitting of emission sources such as Rule 2010 (Permits Required), Rule 2201 (New and Modified Stationary Source Review), and others.

Response to Comment 5-G: The City recognizes that the Project is subject to District Rule 9510, District Regulation VIII, and potentially Rule 4102, Rule 4601, and Rule 4641.

Comment 5-H: *Potential Air Quality Improvement Measures*

The District encourages the following air quality improvement measures to further reduce Project related emissions from construction and operation. A complete list of potential air quality improvement measures can be found online at:

<http://www.valleyair.org/ceqaconnected/aqimeasures.aspx>.

Response to Comment 5-H: The City appreciates the information. Comment is noted and no response is necessary.

Comment 5-I: *District Comment Letter*

The District recommends that a copy of the District's comments be provided to the Project proponent.

Response to Comment 5-I: The City will provide the applicant with a copy of the comment letter.

Oral Comments

Renee Kirtley

Renee Kirtley

Is this a done deal, you are going to make my street 4 lanes. what about extra fire, extra police, extra hospital space, extra city services and water. There is nothing on the agenda I have been following this. How did this get past us? And the police? You are going to add 250 houses, well let's round it off 500 people, is our city prepared for 500 more people? and why do you have to make Westfield four lanes. Do you know how much that is going to cost you. why can't you just help the burton school district out by buying the rest of the Lombardi project that will help the people get in and out of the school at this point you made one way in and one way out what were you thinking and now you have a backup and now you want to shove all that space out onto Westfield and here's the picture you've got a canal you landlocked this who decided who thought this was a wonderful idea.

Response to Renee Kirtley: The City appreciates the comment. There is no proposal, currently or in the future, to expand W. Westfield Avenue to four lanes (see Response to Comment 4-B); additionally, any improvements to major street rights-of-way associated with development are paid for by the development, not by the City. It should be further noted that the Project would be developed in multiple phases over multiple years; it will not result in an immediate population increase. As it relates to the EIR, the City has exceeded the notification requirements prescribed by State law by providing the notice of preparation and the notice of availability of the EIR to property owners within 500 feet of the Project site, which notification is not required under CEQA. Notice of public hearing for the discretionary project components is accomplished in compliance with Government Code Sections 65090 and 65091, as applicable, along with Porterville Municipal Code Section 609.06. Impacts to public services, such as fire, police, utilities and water are analyzed in the Initial Study prepared for the EIR. Less than significant impacts resulting from Project development are anticipated. Donating land to the Burton School District is not within the scope of the Lombardi Development Project and in any case not is not feasible for the City to accomplish.

Brock Neeley

Brock Neeley

What you're looking at here are some pictures of the intersection of mulberry and Newcomb currently there's one no parking sign on Newcomb that at any time at 3:15 there's usually 15 or 20 cars parked in that no parking area. The lane is not wide enough for parked cars and cars to traverse, you're having to veer into the other lane. Also, somebody has taken that no parking sign and physically turned the pole to where it's hard to see from the street. on the second page you can see a photograph of a fire lane no parking sign, well that's what it's supposed to say when it didn't fade and you can see in the very bottom picture on the second page the cars are parked along that fire lane on the red curve. Third and the fourth picture show from the map from google maps basically where things are in relationship to the intersection. Probably what needs to happen there is maybe take and put a two signs at each end of the no parking area that says no parking between signs or paint the curve red I've talked to the officers in the back and suggested maybe three o'clock they parked one of their extra fire or police units at the very end of that no parking area you know do that for a couple of weeks where there's a cop car sitting there doesn't cost anything to park a copper there that's not being used it could be a good deterrent because I have actually asked some of the parents do you know you're parking in a no parking zones well everybody else does it I'm thinking wow we're really teaching our kids really good morals here do that or jake's people can write a lot of parking tickets which he doesn't have the people to do that with I presume but anyway something to look at also with the one sign that's you can't read it anymore Michael said that they're going around doing an audit of the science but city employees when they're driving through town if they see something like that most of them have a radio into dispatch that you know there's a sign here that needs to be looked at let's make our town a whole lot safer and a lot better looking thank you

Response to Brock Neeley: The commenter appears to be referring to a parking situation at a location approximately one mile to the east of the proposed Project. This comment does not appear to relate to the Lombardi Development Project. Comment noted.

Jenny Cox:

Jenny Cox

I wanted to address you today regarding water and the growth patterns in our community and for a city with no water and no new wells or very few new wells we sure are building a lot of new homes and commercial development the San Joaquin valley water.org posted an article on June 30th 2021 with the headlines including will residents go dry again talking about three wells that

were pledged to our town back in 2015 it quoted five years have gone by the state is in the grip of another drought and portable is walking a tightrope as they connected more than 755 new homes to the city's water system but only in one new well we wish those three wells were done said John Lawless city manager of Porterville it could make this summer a lot more bearable according to the city council agenda tonight there have been over 600 new permits approved for more development while we continue to use water data that was gathered back in 2015 since 2015 we've had multiple annexations and new developments in our city the updated water study was scheduled to be completed back in July of 2021 however month after month there is a delay in releasing the new and updated water information for our area we are continually using old data to make current decisions I can't imagine the load that your city council members have to undergo it seems impossible to read through each document cover to cover however after reading hundreds of pages myself of city documents and plans I would just ask and implore you to halt all approvals and development until we can have a more accurate and current water study for the residents that already reside here residents are tired of fee increases and conservation updates due to lack of water adding stress to an already severely strained area is irresponsible until we have proper data to make educated decisions moving forward I've lived in Porterville since 1975 and I've seen lots of growth and changes in our community over the years I'm not anti-development I'm simply stating that we should make responsible decisions ensuring that we can take care of our current community members before continuing to expand to the needs beyond its already extended and strained capacity thank you for your time.

Response to Jenny Cox: The City appreciates your comment. Potential impacts to water supply as a result of Project development were analyzed on Page 70 of the Initial Study to the EIR. The Initial Study concluded that since the site is currently and has historically been in agricultural production with plums, the residential development will utilize approximately 24.15 acre/feet per year less of water than if the site were to continue in agricultural production.

David Cox:

David Cox

Good evening, David Cox address on a record. Um on page 12 of the introduction to our 2030 general plan we are told that the city's population has grown at an average annual rate of 3.7 percent per year and it's but had slowed to a 2.8 percent over the last 15 years now I'm a math teacher so I'd like to kind of dive a little deeper into these numbers census data from the years 2000 and 2020 show that Porterville has grown from thirty nine thousand six hundred and fifteen in the year two thousand to sixty two thousand six hundred and twenty three in the year twenty which is an increase of twenty three thousand and eight residents it sounds like Porterville's population has had an average increase of about one 1 150 people per year that would only be about 2.3 percent so I'm not sure where the 2.8 number comes from the general plan but it that is still quite an error but that doesn't even tell the whole story from the Porterville recorder December 8, 2005 and I quote in a feat on par with the Harry Houdini magic trick Porterville's population grew by nearly 6,000 people in less than 90 minutes on Wednesday no it wasn't that 6,000 Porterville women by chance had children in the same hour and a half span it was by annexation end quote and then the staff report from the July 7th LAFCO meeting this past summer stated that 3,754 new residents were added to Porterville between the years of 2013 and 2019 through annexation so these population stats mean that at least 9,754 of these 23,000 quote new residents were added through annexation these people already lived here over 40 percent of Porterville's growth over the last 20 years wasn't actually growth we simply started counting the people that were already residents so our growth isn't 2.8 percent per year it's more like one and a half percent it's actually less than that that's nearly a 50 percent difference than what our general plan states that's a huge error so out of curiosity I took a look at the enrollment numbers for both Porterville unified and Burton school districts and the student growth is about one to one and a half percent over the last 10 years I realize student enrollment isn't quite the entire population but it is a nice sample that one would expect to be in

line with the actual growth numbers so to be fair to the council I realize you all don't have the time to research everything yourselves and must rely on city staff for recommendations however it seems to me that we need to take a hard look at the direction we are going as a city. On tonight's agenda alone we have two items that are in tension with one another on one hand the staff will recommend to you to quote amend the Porterville development ordinance and the general plan to increase the density of high-density residential parcels and on the other hand staff will recommend to you to quote receive the report of status and review of the declaration of local water emergency and determine the need exist to continue said declaration in other words, so let's put more people on a parcel without the ability to supply them with the necessary water it just doesn't make sense I realize we have RHNA we now have sb 9 and 10 coming from the state however we all know that these policies weren't written with communities like Porterville in mind according to the mercury news 97 percent of California cities are failing to issue the required arena permits we don't have the same issues as the bay area or the la basin in fact we don't have the same issues as Tulare or Visalia because we're not located next to a main freeway. I'll wrap it up I promise we need to embrace the unique nature of Porterville and continue to nurture this wonderful community in closing there are a few questions that need to be asked what is the benefit of using a 2.8 percent growth model as opposed to excuse me ten more seconds thank you are these growth numbers being inflated on purpose if so why uh the Lombardi project says we're going to grow the population by one and a half percent so are we building to grow the city are we trying to attract new residents, are we continuing to prove new housing and looking to increase the density of our park.

Response to David Cox: The City appreciates the comment, which largely attempts to illustrate how growth projections should or should not be used when the City Council considers development proposals. Please note that pursuant to Government Code Section 66300, subdivision (b)(1)(D), the City is prohibited from “establishing or implementing any provision that i) limits the number of land use approvals or permits necessary for the approval and construction of housing; ii) acts as a cap on the number of housing units that can be approved or constructed; or iii) limits the population of the...city.” Consistent with these provisions, the City cannot consider either historical growth rates or future growth projections when considering whether to approve housing development projects, although these rates may still be used for assessing the need for public facilities, infrastructure, etc. The comment also appears to assert that the City should disregard State mandates regarding housing production because those mandates were not developed in consideration of communities like Porterville. This comment is not strictly related to CEQA, although it does touch on the issue of water availability. In that regard, please refer to Response to Jenny Cox.

CHAPTER THREE – Text Changes to the Draft EIR

Revisions and clarifications to the Draft EIR made in response to comments and information received on the Draft EIR are indicated by strikethrough text (e.g., ~~strikethrough~~), indicating deletions, and underline text (e.g., underline), indicating additions.

These updates and revisions do not constitute significant new information requiring recirculation of the Draft EIR because they do not disclose that a new significant environmental impact would result from the Project or from a new mitigation measure proposed to be implemented; that a substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance; that a feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the Project proponent decline to adopt it; or that the Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded (Guidelines Section 15088.5, subdivision (a)). Instead, the information merely clarifies or amplifies the information in the Draft EIR and does not result in any change in impact conclusion.

Text Changes to the Draft EIR:

Executive Summary

Page 1-3

Alternatives Evaluated

The EIR analyzed the No Project Alternative, which would avoid both the adverse and beneficial effects of the Project but would not meet the Project's objectives. As the proposed Project would not result in any significant environmental impacts, no alternative development scenarios were evaluated. and a Reduced Project Alternative. The Reduced Project Alternative consists of decreasing the size of the proposed project. The EIR determined that the Reduced Project Alternative would be the environmentally superior alternative, although it would not fully meet the project's objectives.

Chapter 3 – Environmental Setting, Impacts & Mitigation

Page 3-46

Table 9: Health Risks from Project Construction at the Maximally Exposed Sensitive Receptor (Unmitigated)

Health Impact Metric	Carcinogenic Inhalation Health Risk in One Million	Chronic Inhalation Hazard Index
Risks and Hazards at the maximally exposed sensitive receptor¹		
Risks and Hazards: Infant	25.6	0.016
Risks and Hazards: Child	4.03 5.25	0.016
Risks and Hazards: Adult	0.61	0.016
Threshold	20	1
Exceeds Threshold?	Yes	No
Notes: ¹ The maximally exposed sensitive receptor is located at an existing residence located approximately 100 feet west of the project site. ² Chronic non-cancer hazard index was estimated by dividing the annual DPM concentration (as PM _{2.5} exhaust) by the REL of 5 µg/m ³ . Source: Appendix B.		

Table 10: Health Risks from Project Construction at the Maximally Exposed Sensitive Receptor (Mitigated)

Health Impact Metric	Carcinogenic Inhalation Health Risk in One Million	Chronic Inhalation Hazard Index
Risks and Hazards at the maximally exposed sensitive receptor¹		
Risks and Hazards: Infant	3.63	0.002
Risks and Hazards: Child	0.57 0.75	0.002
Risks and Hazards: Adult	0.08 0.09	0.002
Threshold	20	1
Exceeds Threshold?	No	No
Notes: ¹ The maximally exposed sensitive receptor is located at an existing residence located approximately 100 feet west of the project site. ² Chronic non-cancer hazard index was estimated by dividing the annual DPM concentration (as PM _{2.5} exhaust) by the REL of 5 µg/m ³ . Source: Appendix B.		

CHAPTER FOUR – Mitigation Monitoring and Reporting Program

CEQA and the CEQA Guidelines require that a public agency adopts a monitoring program for mitigation measures that have been incorporated into the approved project to reduce or avoid significant effects on the environment. The purpose of the monitoring program is to ensure compliance with environmental mitigation during project implementation and operation. Since there are potentially significant impacts requiring mitigation associated with the project, a Mitigation Monitoring and Reporting Program is included herein on the following pages.

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

Mitigation Measure	Party responsible for Implementing Mitigation	Implementation Timing	Party responsible for Monitoring	Verification (name/date)
AIR-1: Clean Construction Fleet. The Project Applicant and/or their respective contractors shall submit documentation to the City of Porterville demonstrating that all off-road diesel-powered construction equipment greater than 50 horsepower meets EPA or ARB Tier 5 off-road emission standards.	Project Applicant / Construction Contractor	Prior to and during construction	Project Applicant / City of Porterville	
IS-BIO-1: Within 30 days prior to ground disturbance activities associated with construction or grading that would occur during the nesting/breeding season of native bird species potentially nesting on the site (typically March through August in the project region, or as determined by a qualified biologist), the applicant shall have weekly surveys conducted by a qualified biologist to determine if active nests of bird species protected by the Migratory Bird Treaty Act and/or the California Fish and Game Code are present in the disturbance zone or within 300 feet (500 feet for raptors and special-status species) of the disturbance zone. The surveys shall continue on a weekly basis with the last survey being conducted no more than seven days prior to initiation of disturbance work. If ground disturbance activities are delayed, then additional pre-disturbance surveys shall be conducted such that no more than seven days will have elapsed between the survey and ground disturbance activities. If active nests are found, clearing and construction within 300 feet of the nest (500 feet for raptors and special-status species) shall be postponed or halted, at the discretion of the biologist, until the nest is vacated and juveniles have fledged, as determined by the biologist, and there is no evidence of a second attempt at nesting. Limits of construction to avoid an active nest shall be established in the field with flagging, fencing, or other appropriate barriers and construction personnel shall be instructed on the sensitivity of nest areas. The biologist shall serve as a construction monitor during those periods when construction activities will occur near active nest areas to ensure that no inadvertent impacts on these nests occur. Results	Project Applicant	Prior to and during construction	Project Applicant / City of Porterville	

Mitigation Measure	Party responsible for Implementing Mitigation	Implementation Timing	Party responsible for Monitoring	Verification (name/date)
of the surveys shall be provided to CDFG in the Annual Mitigation Status Report.				
BIO-1: A qualified wildlife biologist shall conduct surveys for nesting SWHA following the entire survey methodology developed by the SWHA Technical Advisory Committee prior to Project implementation within 0.5-miles from the limits of Project-associated disturbance.	Project Applicant	Prior to and during construction	Project Applicant / City of Porterville	
BIO-2: If Project-specific activities take place during the SWHA nesting season (March 1 through September 15), and active SWHA nests are present, a minimum 0.5-mile no-disturbance buffer should be delineated and maintained around each nest, regardless if when it was detected by surveys or incidentally, until the breeding season has ended or until a qualified biologist has determined that the birds have fledged and are no longer reliant upon the nest or parental care for survival, to prevent nest abandonment and unauthorized take of SWHA as a result of Project activities.	Project Applicant	Prior to and during construction	Project Applicant / City of Porterville	
BIO-3: In the event an active SWHA nest is detected, and a 0.5-mile no-disturbance buffer is not feasible, consultation with CDFW shall occur to discuss how to implement the project and avoid take. If take cannot be avoided, take authorization through the acquisition of an Incidental Take Permit (ITP), pursuant to Fish and Game Code section 2081 subdivision (b) is necessary to comply with CESA.	Project Applicant	Prior to and during construction	Project Applicant / City of Porterville	

Mitigation Measure	Party responsible for Implementing Mitigation	Implementation Timing	Party responsible for Monitoring	Verification (name/date)
BIO-4: The removal of known SWHA nest trees, even outside of the nesting season shall be replaced with an appropriate native tree species planting at a ratio of 3:1 at or near the Project area or in another area that will be protected in perpetuity.	Project Applicant	Prior to and during construction	Project Applicant / City of Porterville	
BIO-5: Project activities should be timed to avoid the normal bird breeding season (February 1 through September 15). However, if Project activities must take place during that time, a qualified wildlife biologist shall conduct surveys for nesting TRBL no more than 10 days prior to the start of implementation to evaluate presence/absence of TRBL nesting colonies in proximity to Project activities and to evaluate potential Project-related impacts.	Project Applicant	Prior to and during construction	Project Applicant / City of Porterville	
BIO-6: If an active TRBL nesting colony is found during preconstruction surveys, a minimum 300-foot no-disturbance buffer in accordance with CDFW's "Staff Guidance Regarding Avoidance of Impacts to Tricolored Blackbird Breeding Colonies on Agriculture Fields in 2015" shall be implemented. This buffer shall remain in place until the breeding season has ended or until a qualified biologist has determined that nesting has ceased, the birds have fledged, and are no longer reliant upon the colony or parental care for survival. It is important to note that TRBL colonies can expand over time and for this reason, the colony shall be reassessed to determine the extent of the breeding colony within 10 days for Project initiation.	Project Applicant	Prior to and during construction	Project Applicant / City of Porterville	

Mitigation Measure	Party responsible for Implementing Mitigation	Implementation Timing	Party responsible for Monitoring	Verification (name/date)
BIO-7: If a TRBL nesting colony is detected during surveys, consultation with CDFW shall occur to discuss how to implement the Project and avoid take, or if avoidance is not feasible, to acquire an ITP, pursuant to Fish and Game Code section 2081 subdivision (b), prior to any ground-disturbing activities.	Project Applicant	Prior to and during construction	Project Applicant / City of Porterville	
BIO-8: If small mammal burrows are present within the Project site, a qualified biologist shall conduct surveys to assess presence/absence following the California Burrowing Owl Consortium's " <i>Burrowing Owl Survey Protocol and Mitigation Guidelines</i> " and CDFW's " <i>Staff Report on Burrowing Owl Mitigation</i> " (CDFG 2012). Specifically, if suitable habitat is present at an individual Project site, three or more surveillance surveys shall be conducted during daylight with each visit occurring at least three weeks apart during the peak breeding season (April 15 to July 15), when BUOW are most detectable.	Project Applicant	Prior to and during construction	Project Applicant / City of Porterville	

Mitigation Measure	Party responsible for Implementing Mitigation	Implementation Timing	Party responsible for Monitoring	Verification (name/date)																							
BIO-9: No-disturbance buffers, as outlined in the “<i>Staff Report on Burrowing Owl Mitigation</i>” (CDFG 2012), shall be implemented prior to and during any ground-disturbing activities. Specifically, impacts to occupied burrows shall be avoided in accordance with the following table unless a qualified biologist approved by CDFW verifies through non-invasive methods that either: 1) the birds have not begun egg laying and incubation; or 2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival. <table border="1"> <thead> <tr> <th rowspan="2">Location</th><th rowspan="2">Time of Year</th><th colspan="3">Level of Disturbance</th></tr> <tr> <th>Low</th><th>Med</th><th>High</th></tr> </thead> <tbody> <tr> <td>Nesting sites</td><td>April 1-Aug 15</td><td>200 m*</td><td>500 m</td><td>500 m</td></tr> <tr> <td>Nesting sites</td><td>Aug 16-Oct 15</td><td>200 m</td><td>200 m</td><td>500 m</td></tr> <tr> <td>Nesting sites</td><td>Oct 16-Mar 31</td><td>50 m</td><td>100 m</td><td>500 m</td></tr> </tbody> </table> * meters (m)	Location	Time of Year	Level of Disturbance			Low	Med	High	Nesting sites	April 1-Aug 15	200 m*	500 m	500 m	Nesting sites	Aug 16-Oct 15	200 m	200 m	500 m	Nesting sites	Oct 16-Mar 31	50 m	100 m	500 m	Project Applicant	Prior to and during construction	Project Applicant / City of Porterville	
Location			Time of Year	Level of Disturbance																							
	Low	Med		High																							
Nesting sites	April 1-Aug 15	200 m*	500 m	500 m																							
Nesting sites	Aug 16-Oct 15	200 m	200 m	500 m																							
Nesting sites	Oct 16-Mar 31	50 m	100 m	500 m																							
BIO-10: If BUOW are found within these recommended buffers and avoidance is not possible, burrow exclusion shall be conducted by qualified biologists and only during the non-breeding season, before breeding behavior is exhibited and after the burrow is confirmed empty through non-invasive methods, such as surveillance. Replacement of occupied burrows shall happen with artificial burrows at a ratio of 1 burrow collapsed to 1 artificial burrow constructed (1:1) as mitigation for the potentially significant impact of evicting BUOW. BUOW may attempt to colonize or re-colonize an area that will be impacted; thus, ongoing surveillance shall occur, at a rate that is sufficient to detect BUOW if they return and determined by a qualified biologist.	Project Applicant	Prior to and during construction	Project Applicant / City of Porterville																								
CUL-1: Before initiation of construction or ground-disturbing activities associated with the Project, the City shall require all construction	Project Applicant	Prior to and during construction	Project Applicant																								

Mitigation Measure	Party responsible for Implementing Mitigation	Implementation Timing	Party responsible for Monitoring	Verification (name/date)
personnel to be alerted to the possibility of buried cultural resources, including historic, archeological and paleontological resources; - The general contractor and its supervisory staff shall be responsible for monitoring the construction Project for disturbance of cultural resources; and - If a potentially significant historical, archaeological, or paleontological resource, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains or trash deposits are encountered during subsurface construction activities (i.e., trenching, grading), all construction activities within a 100-foot radius of the identified potential resource shall cease until a qualified archaeologist evaluates the item for its significance and records the item on the appropriate State Department of Parks and Recreation (DPR) forms. The archaeologist shall determine whether the item requires further study. If, after the qualified archaeologist conducts appropriate technical analyses, the item is determined to be significant under California Environmental Quality Act, the archaeologist shall recommend feasible mitigation measures, which may include avoidance, preservation in place or other appropriate measure, as outlined in Public Resources Code section 21083.2. The City of Porterville shall implement said measures.				
CUL-2: The Project applicant will incorporate into the construction contract(s) a provision that in the event a fossil or fossil formations are discovered during any subsurface construction activities for the proposed Project (i.e., trenching, grading), all excavations within 100 feet of the find shall be temporarily halted until the find is examined by a qualified paleontologist, in accordance with Society of Vertebrate Paleontology standards. The paleontologist shall notify the appropriate representative	Project Applicant	Prior to and during construction	Project Applicant	

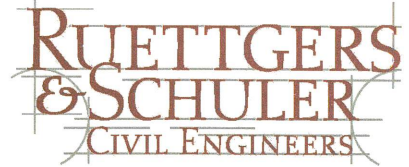
Mitigation Measure	Party responsible for Implementing Mitigation	Implementation Timing	Party responsible for Monitoring	Verification (name/date)
at the City of Porterville, who shall coordinate with the paleontologist as to any necessary investigation of the find. If the find is determined to be significant under CEQA, the City shall implement those measures, which may include avoidance, preservation in place, or other appropriate measures, as outlined in Public Resources Code section 21083.2.				
TRA-1: The Applicant shall pay the City of Porterville for their Fair Share Portion of the intersection and roadway segment improvements described in Tables 27 and 28, in order to maintain or improve the operational level of service of the street system in the project vicinity.	Project Applicant	During project design and construction	Project Applicant	
TRA-2: The project developer shall pay a total of \$50,260 in improvement fees, prior to issuance of building permits, to the City of Porterville to improve the existing bus stop at Westfield Avenue and Lombardi Street.	Project Applicant	During project design and construction	Project Applicant	

Appendix A

Traffic Addendum Letter

1800 30th Street, Suite 260
Bakersfield, California 93301

Phone (661) 327-1969
Fax (661) 327-1993



February 14, 2022

524-15
Electronic Mail

Emily Bowen
Crawford & Bowen
113 N. Church Street, Suite 302
Visalia, CA 93291

REF: Addendum to Traffic Study Prepared for a Proposed Residential Development at
Westwood Street and Westfield Avenue in the City of Porterville

Dear Ms. Bowen:

This document is a technical addendum to the original transportation impact analysis conducted by our office for the above referenced development and included in the Draft EIR for the project. Subsequent to the circulation of the DEIR, there were comments received that related to the existing traffic counts on Lombardi Street. The counts were taken in May of 2021. Upon further investigation, the Summit Charter Academy, Lombardi Campus was operating with approximately 30% of the students were on campus, with the remaining students attending class remotely. This addendum summarizes an update to the transportation impact analysis as a result of revisions to the existing traffic on Lombardi Street.

Peak Hour of Analysis

Traffic studies base the peak hour of analysis on the peak hour of adjacent street traffic. These peak hours generally fall between the AM and PM commute hours. As described in the study, 2-hour counts were taken in the AM and PM hours (in 15-minute increments) and the peak hour was determined within the 2-hour window. The school AM peak hour corresponds with the peak hour of adjacent street traffic and is therefore reflected in the analysis. The PM peak hour for schools is typically earlier than the PM peak hour of adjacent street traffic, which is the case for the Summit Charter Academy. Therefore, the PM peak hour analysis was not adjusted.

Summit Charter Academy Lombardi Campus Trips

An investigation was made to better represent the existing (pre-Covid) traffic volumes on Lombardi Street in the AM peak hour. Although the campus is now operational with most students on campus, there still may be remote attendees. Therefore, a trip generation calculation, based on the Institute of Transportation Engineers Trip Generation Manual was made for the school using a 600-student population. The trip generation was added to the existing counts

Ms. Bowen
February 14, 2022

524-15

taken in May of 2021 with a reduction to account for the student population that was attending in-person at the time. It is also assumed that once the project is built out, there will be students that will attend Summit Charter Academy. The adjusted 2021 traffic is shown on the attached revised Figure 4. Figures 5 through 8 show the adjusted volumes with and without project traffic in the existing and future conditions.

Level of Service Analysis

Level of service (LOS) analysis was performed using the revised volumes. The LOS analysis indicates a LOS F for the existing condition. With the project added the delay increases by 13.3 seconds in the existing condition. The future scenario with anticipated background growth indicates that the delay is outside of the range of the analysis and is at an unstable condition and therefore the project traffic impact on the intersection is not definable.

Intersection	Control Type	2021	2021+ Project	2041	2041+ Project	2041+ Project w/Mitigation
Lombardi St & Westfield Ave	SB	F (119.0)	F (132.3)	F (>300)	F (>300)	C

The mitigation and recommendations contained in the report reflect mitigation for the intersection of Lombardi Street and Westfield Avenue and are still valid for the revised analysis.

Please contact me should you have any questions.

Very truly yours,

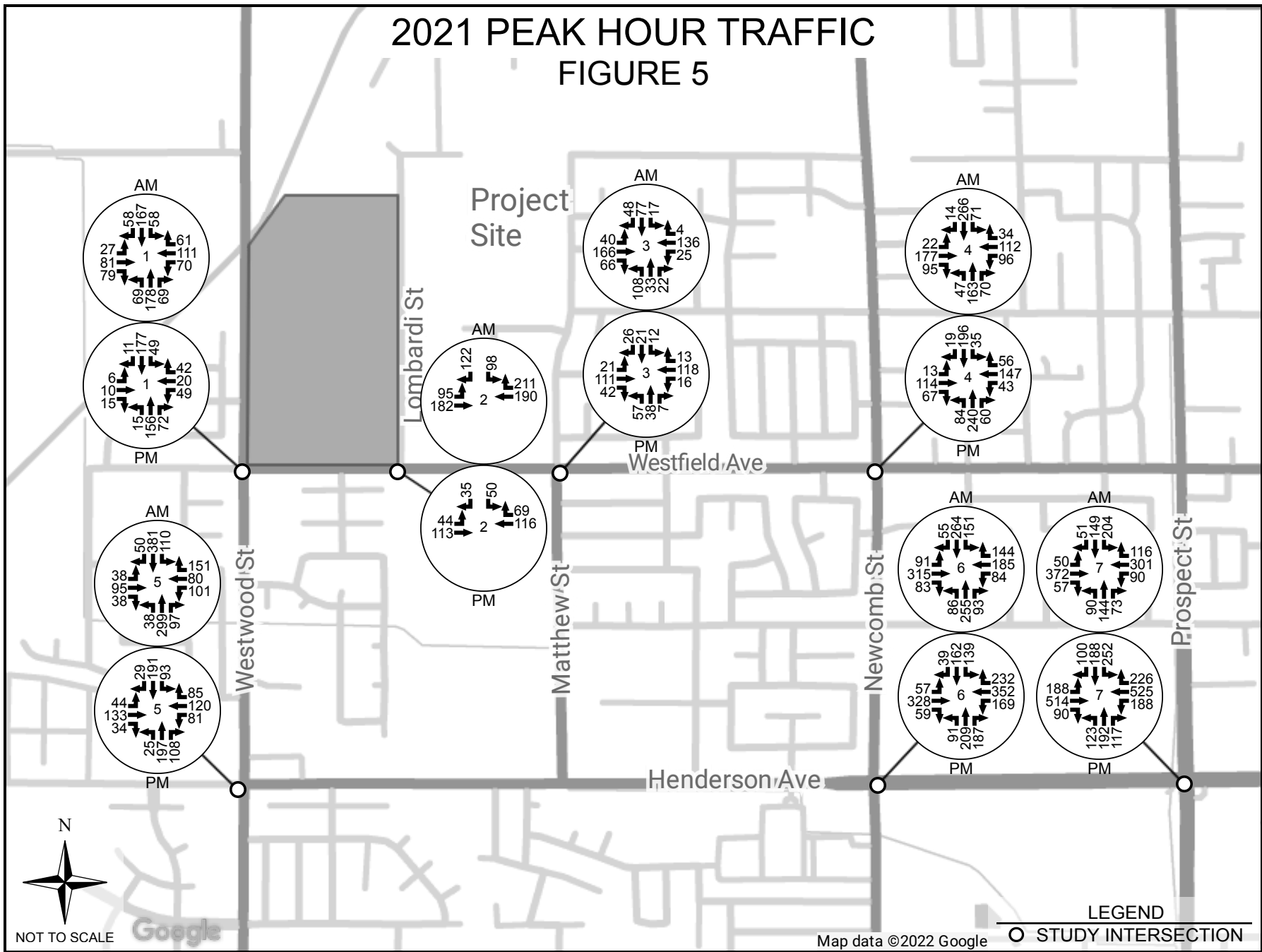

Ian J. Parks
R.C. E. 58155



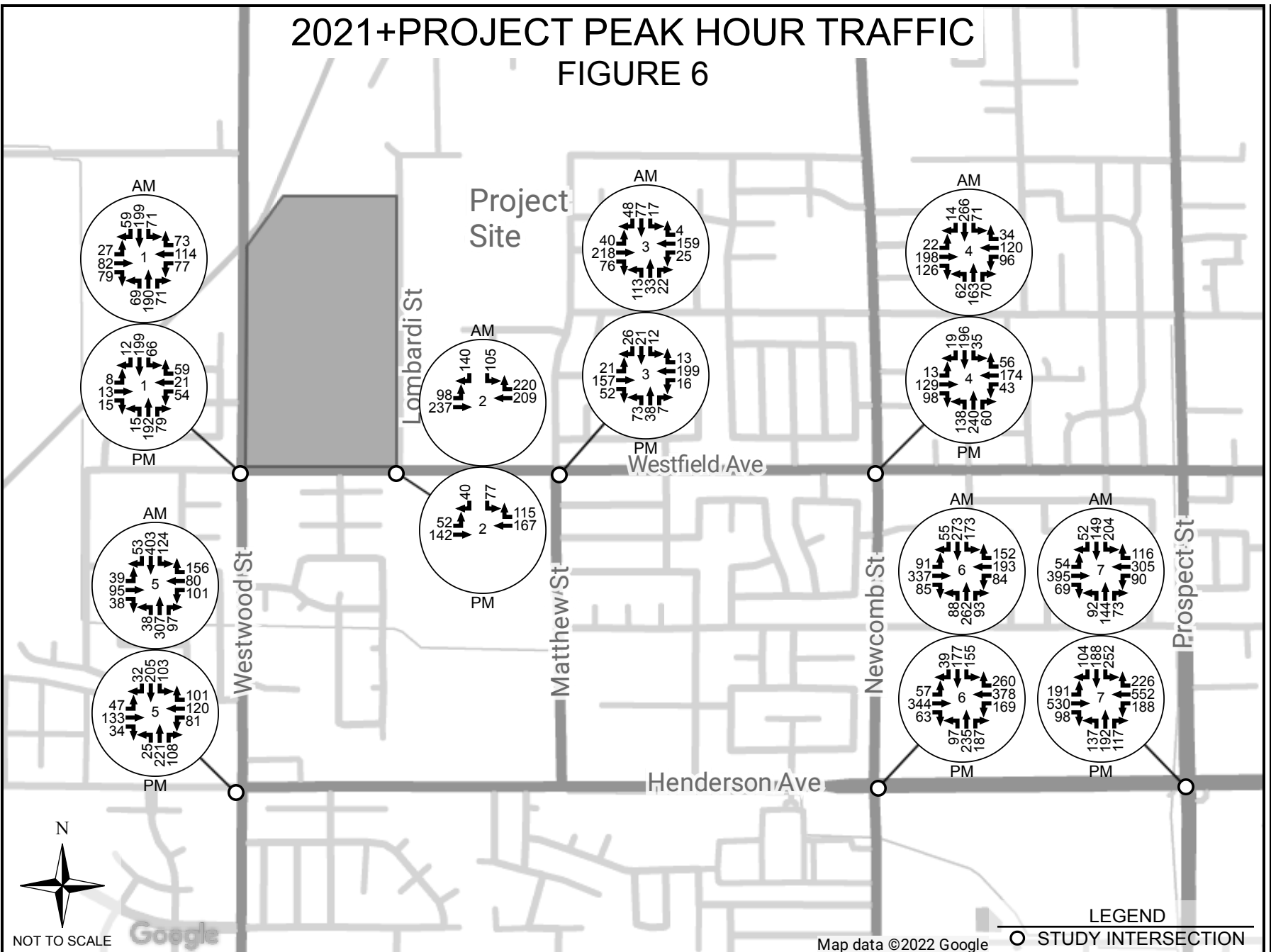
Residential Development
Westwood St & Westfield Ave



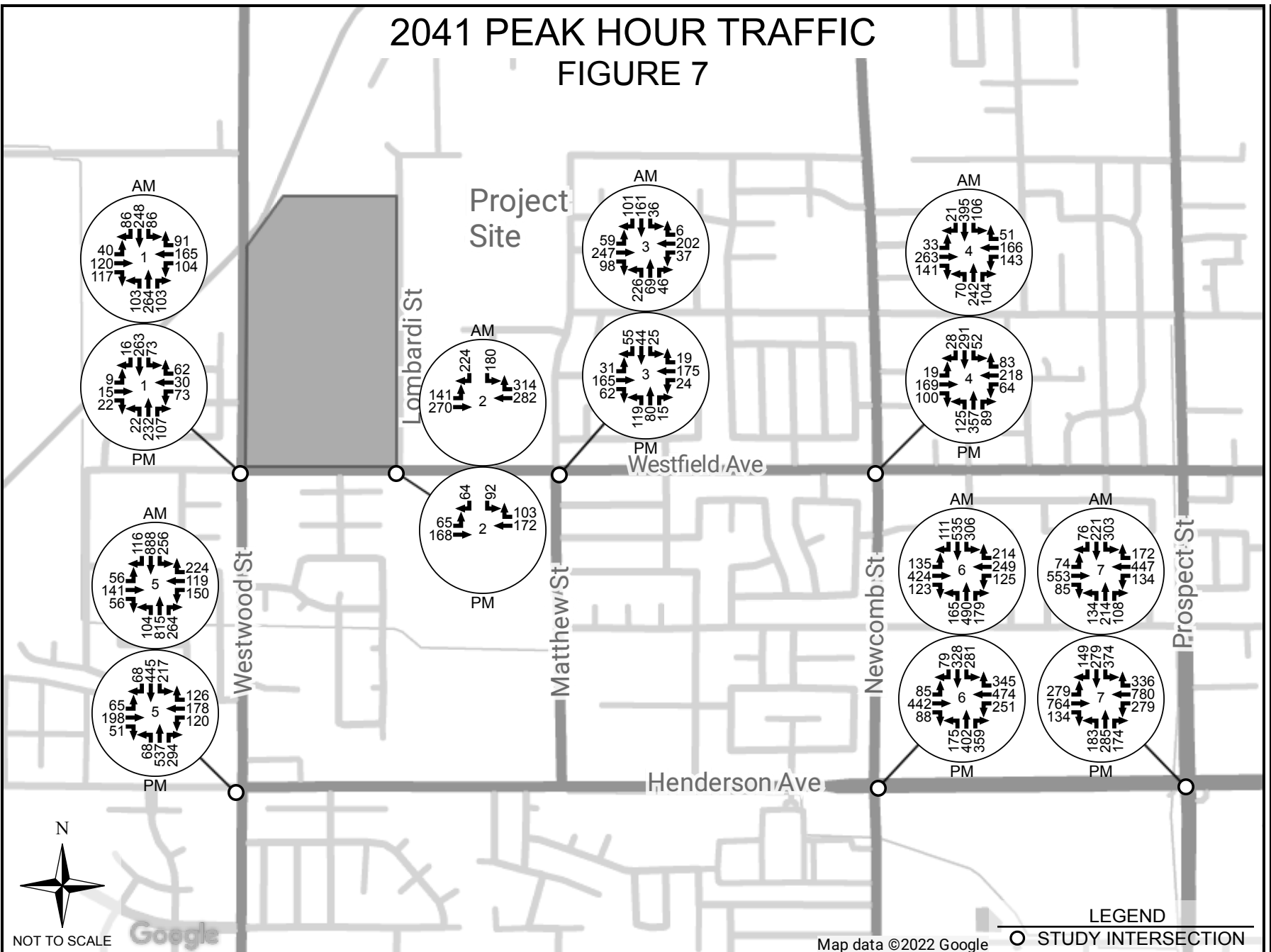
2021 PEAK HOUR TRAFFIC FIGURE 5



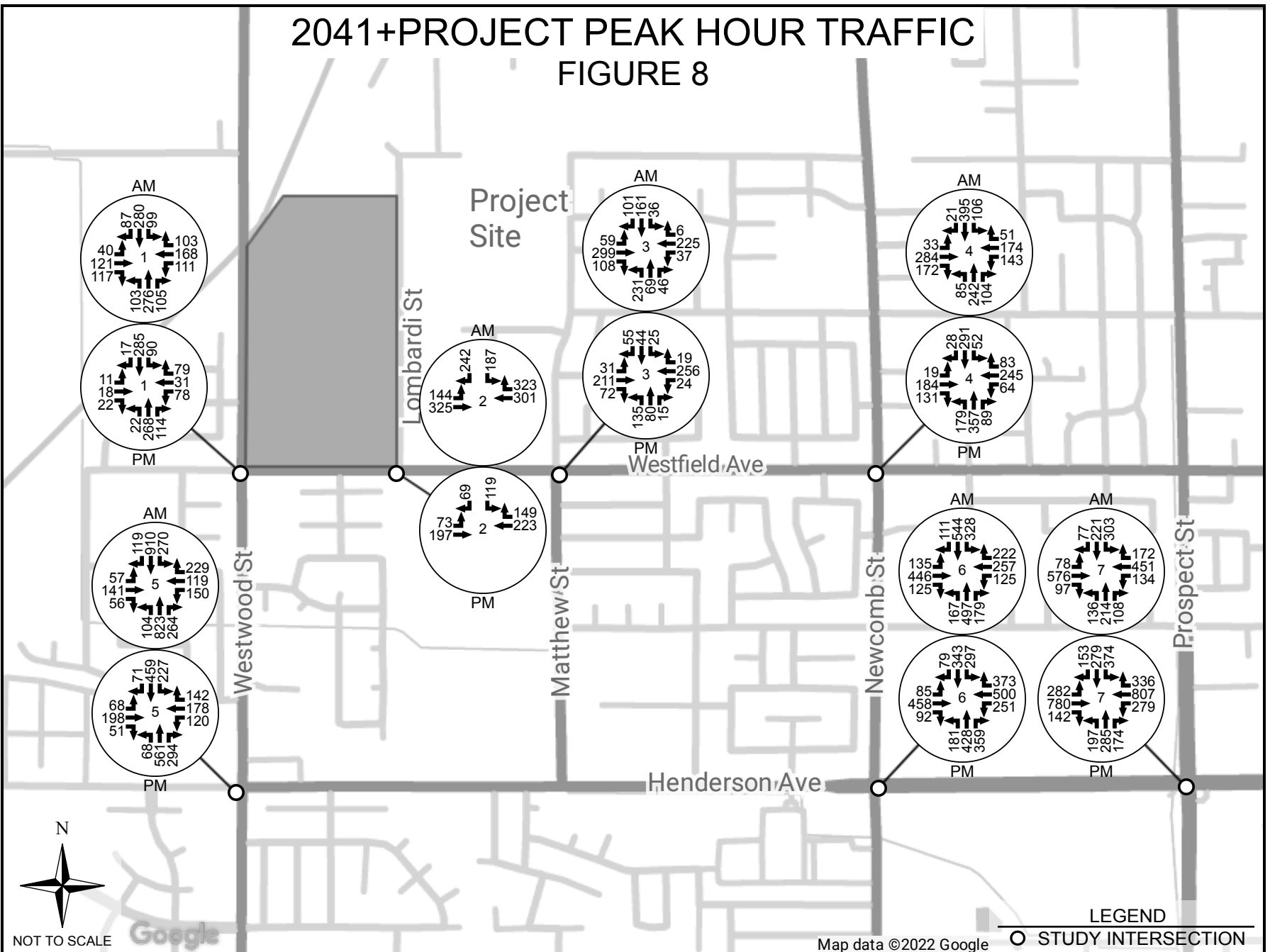
2021+PROJECT PEAK HOUR TRAFFIC FIGURE 6



2041 PEAK HOUR TRAFFIC FIGURE 7



2041+PROJECT PEAK HOUR TRAFFIC FIGURE 8



Appendix A

NOP/Initial Study



NOTICE OF PREPARATION OF DRAFT ENVIRONMENTAL IMPACT REPORT AND NOTICE OF PUBLIC SCOPING MEETING REGARDING PROPOSED LOMBARDI SUBDIVISION PROJECT

TO: Responsible Agencies, Trustee Agencies, other interested agencies, and members of the public

FROM: City of Porterville, Community Development Department

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report (EIR)

DATE: July 10, 2021 to August 9, 2021

The City of Porterville (City) will be the Lead Agency and will have an Environmental Impact Report (EIR) prepared for the Annexation, General Plan Amendment, Rezone, and Vesting Tentative Subdivision Map described below. The City has hired a consultant to prepare the EIR for the Project in accordance with the California Environmental Quality Act (CEQA). The City will consider the EIR and its actions on the Project at a later date to be determined and announced.

Your participation as a responsible/trustee agency/cooperating agency or interested person is requested in the preparation and review of the Draft EIR. We are seeking your views at this time regarding the scope and content of the environmental information that is relevant to you or your agency's statutory responsibilities.

The Project may require actions or approvals by other agencies. Please inform us of any applicable permit(s) and environmental requirements of your agency with respect to the Project. Your agency may need to use the EIR when considering your permit or other approval for the Project.

Project Title: Lombardi Subdivision

Project Applicant: San Joaquin Valley Homes
5607 Avenida de los Robles
Visalia, California 93291

Project Location: The Project site is located between N. Westwood Street and N. Lombardi Street, bounded to the south by W. Westfield Avenue, in Porterville.

Project Description: The Project consists of an Annexation, General Plan Amendment, Rezone, and a Vesting Tentative Subdivision Map to allow for the construction of up to 233 single-family residential units on 56 acres and the annexation of the Summit Charter Academy, Lombardi Campus, totaling approximately 69.65 acres.

Potential Environmental Effects: Potentially significant effects may result to various environmental categories including, but not limited to Air Quality, Greenhouse Gas Emissions, Energy, and Transportation.

The associated maps are available for public review via e-mail (see contact information below).

Document Availability and Public Review Timeline: Due to the time limits mandated by State law, your response to the NOP must be sent *no later than 30 days* after receipt of this notice. The review period for the NOP will be from July 10, 2021 to August 9, 2021. A copy of the NOP can be requested at City Hall, 291 N Main St. or be obtained through the City's website or by email via the email address below.

Written Comments: Comments in response to the Notice of Preparation will be accepted through 5:00 P.M., August 9, 2021. Please send your written comments to:

Jason Ridenour
Community Development Director
291 N. Main Street.
Porterville CA, 93257
Phone: (559) 782-7460
Email: planning@ci.porterville.ca.us

All written comments should reference the Annexation, General Plan Amendment, Rezone and the Vesting Tentative Subdivision Map, Lombardi Subdivision Environmental Impact Report. Please include your name, address, and phone number, and/or email so that we may contact you for clarification, if necessary.

Persons with questions or requests for information may call the Planning Department at (559) 782-7460 or by email at planning@ci.porterville.ca.us

Public Scoping Meeting: The CEQA process encourages comments and questions from the public throughout the planning process. Pursuant to CEQA Guidelines Section 15083, a Public Scoping Meeting will be held to solicit comments on the scope and content of the EIR. The

meeting will be held in person at the Porterville City Hall Council Chambers and online through Zoom. The meeting information is listed below:

Date: Tuesday, July 27, 2021

Time: 5:30 P.M. to 6:30 P.M.

Location: Porterville City Hall, Council Chambers at 291 N. Main St. Porterville, CA 93257

Zoom Link:

<https://us02web.zoom.us/j/85241451080?pwd=UGZFdDdRazFyMmhrd1BDU0MrNkVDQT09>

Or by Phone: (669) 900-9128 or (253) 215-8782

Webinar ID: 852 4145 1080

Passcode: 345026

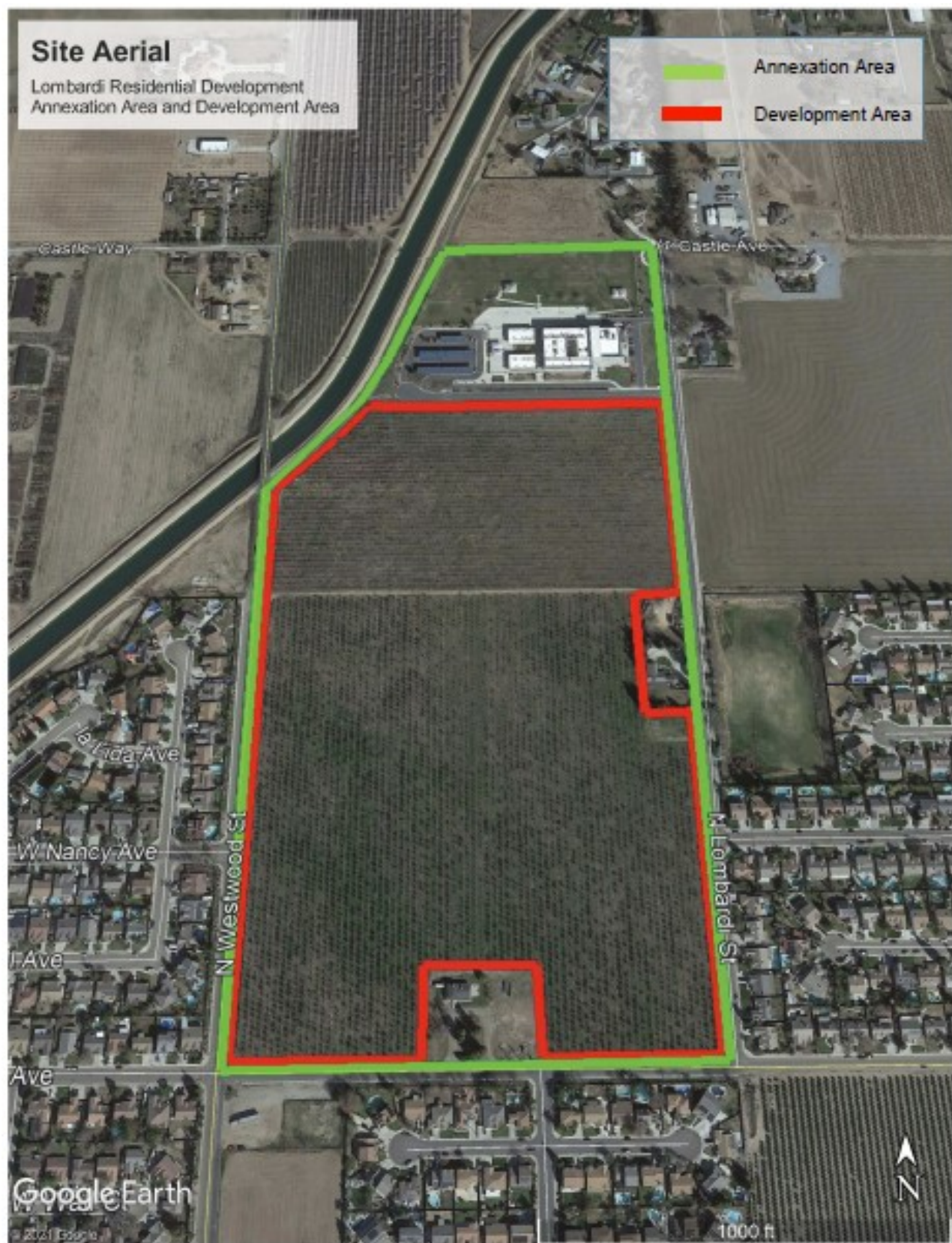
Find your local number: <https://us02web.zoom.us/u/kbdE55So59>

Newspaper Notice of Preparation Published: The Porterville Recorder, July 10, 2021.

Site Aerial

Lombardi Residential Development
Annexation Area and Development Area

Annexation Area
Development Area



Agencies:

Department of Transportation (Caltrans)

District 6 Office
1352 W. Olive Ave
P.O. BOX 12616
Fresno, CA 93778-2616

Bureau of Reclamation

Michael P. Jackson, P.E., Area Manager
South-Central California Area Office
1243 N Street
Fresno CA 93727

San Joaquin Valley Air Pollution Control District

Southern Region
34946 Flyover Ct
Bakersfield, CA 93308

Department of Water Resources

P.O. Box 942836
Sacramento, CA 94236-0001

Department of Fish and Wildlife

P.O. Box 944209
Sacramento, CA 94244-2090

Department of Conservation

801 K Street, MS 14-15
Sacramento, CA 95814

Lombardi Development Project Initial Study

Prepared for:



City of Porterville
291 N. Main Street
Porterville, CA 93257
(559) 782-7460
Contact: Jason Ridenour

Prepared by:



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

July 2021

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PROJECT INFORMATION

This document is the Initial Study on the potential environmental effects of the City of Porterville's (City) Lombardi Development Project (Project). The City of Porterville will act as the Lead Agency for this project pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines. Copies of all materials referenced in this report are available for review in the project file during regular business hours at 291 N. Main Street, Porterville, CA 93257.

Project title

Lombardi Development Project

Lead agency name and address

City of Porterville
291 N. Main Street
Porterville, CA 93257

Contact person and phone number

Jason Ridenour, Interim Community Development Director
City of Porterville (559) 782-7460

Project location

The City of Porterville is located in Tulare County in the southern part of the San Joaquin Valley. The 56-acre Project site is located in northwest Porterville, bounded to the west by N. Westwood Street, to the south by W. Westfield Avenue, and to the east by N. Lombardi Street. Residential subdivisions lie to the west, east, and south. Summit Charter Academy, Lombardi Campus lies directly north, with a diagonal of the Friant-Kern Canal along the northwest corner. See Figure 1. Porterville is bisected north-south by State Route (SR) 65 and SR 190 runs east-west in the southern portion of the City.

Figure 1 – Location

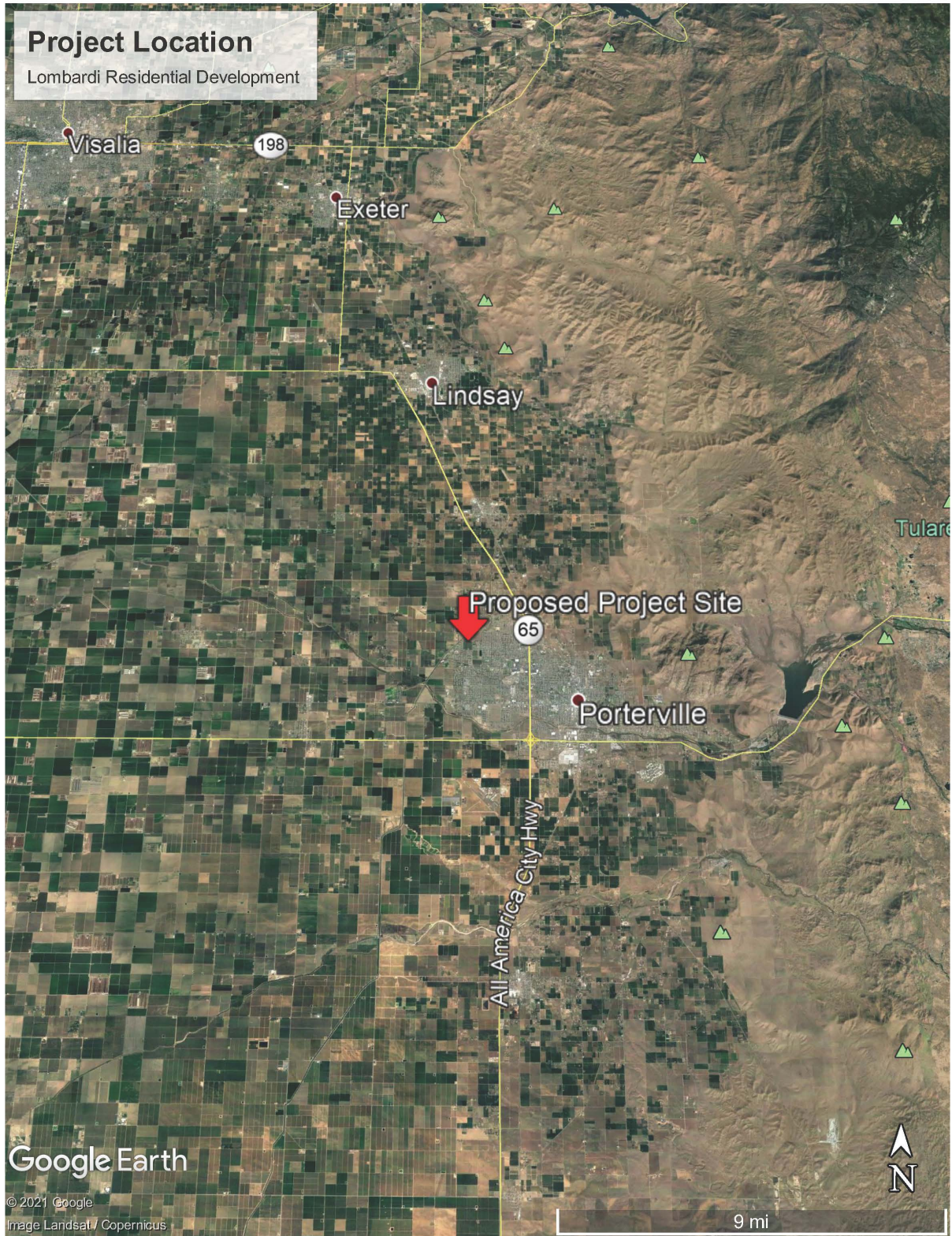
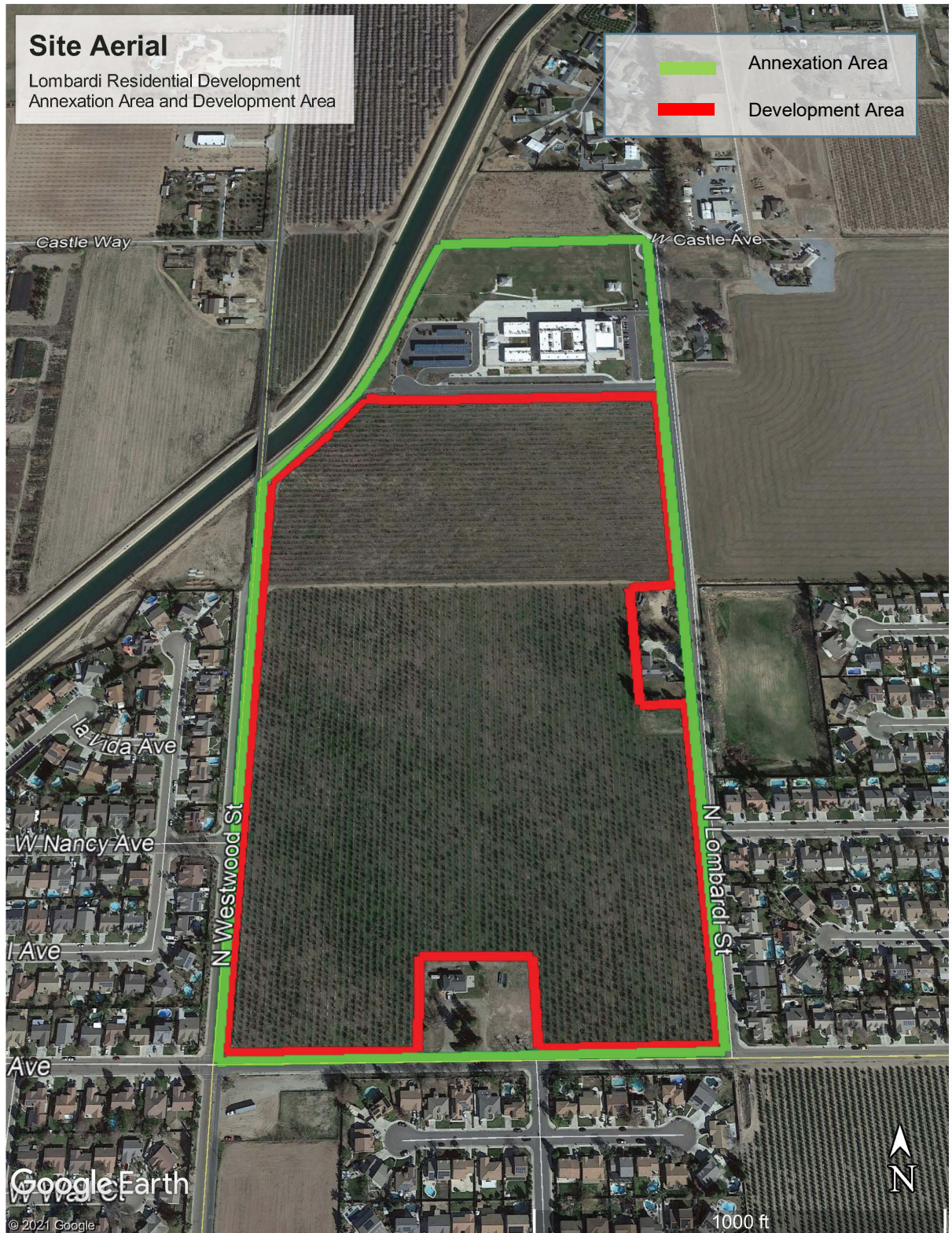


Figure 2 – Site Aerial



Project sponsor's name/address

San Joaquin Valley Homes
5607 Ave de Las Robles
Visalia, CA 93291

General plan designation

Low Density Residential, Medium Density Residential, Parks and Recreation, and Neighborhood Commercial.

Zoning

RS-1

Project Description

The proposed Project consists of an Annexation, General Plan Amendment, Rezone and a Tentative Subdivision Map to allow for the construction of up to 233 single-family residential units. Parcels to be annexed include 245-010-087, -092, -037 and -041 for a total of approximately 69.65 acres. The 56-acre subdivision would be developed on Assessor Parcel Number 245-010-087. The Project site is located between N. Westwood Street and N. Lombardi Street, bounded to the south by W. Westfield Avenue.

Project Components

- Construction of 233 single family residential units.
- Development of a 152,217 square foot park in the center of the residential development.
- Construction of local roads with five points of ingress/egress; one on the southern boundary of the property off W. Westfield Avenue, one on the western boundary off N. Westwood Street, one on the northern boundary off an unnamed street adjacent to the Summit Charter Academy, Lombardi Campus, and two on the eastern boundary off N. Lombardi Street.
- Improvement of all streets in or adjacent to the subdivision, in accordance with the approved improvements plan, per Section 407.02(h) of the Porterville Development Ordinance.
- Development of a subdivision tree and landscaping design that will be approved by the City. At least one tree will be planted on each residential lot and street trees will be planted at 35 feet on center along all parkways within and/or bordering the subdivision.
- Development of a Landscape plan, in accordance with Chapter 303 of the Porterville Development Ordinance.

- Change the zone on APN 245-010-087 from the prezoned RS-1 to RS-2 (Very Low Density Residential to Low Density Residential).
- Annexation of APN 245-010-087 (56.32 acres), -041 (1.00 acre), -037 (1.06 acres) and -092 (11.27 acres). Summit Charter Academy, Lombardi Campus, is on APN 245-010-087, and rural houses are on -037 and -041. The only physical changes proposed with this Project will occur on APN 245-010-087.
- Cancellation of Williamson Act contract Number 05126 and disestablishment of Ag Preserve 2034

Project Operations

Upon Annexation, General Plan Amendment to change the land use designation, and Rezone, the proposed Project would be in be within City Limits and compliant with land use requirements. Water, sewage disposal and refuse collection services will be provided by the City of Porterville and the applicant will be required to tie into the City's existing facilities. The proposed Project would require gas, telephone, cable, and electrical improvements. Natural gas would be provided by The Gas Company; telephone services would be provided by AT&T; electric power would be provided by Southern California Edison Company; and cable television would be provided by Charter Communication. The extent of work required for utilities and gas would be determined during final project design.

Surrounding Land Uses/Existing Conditions

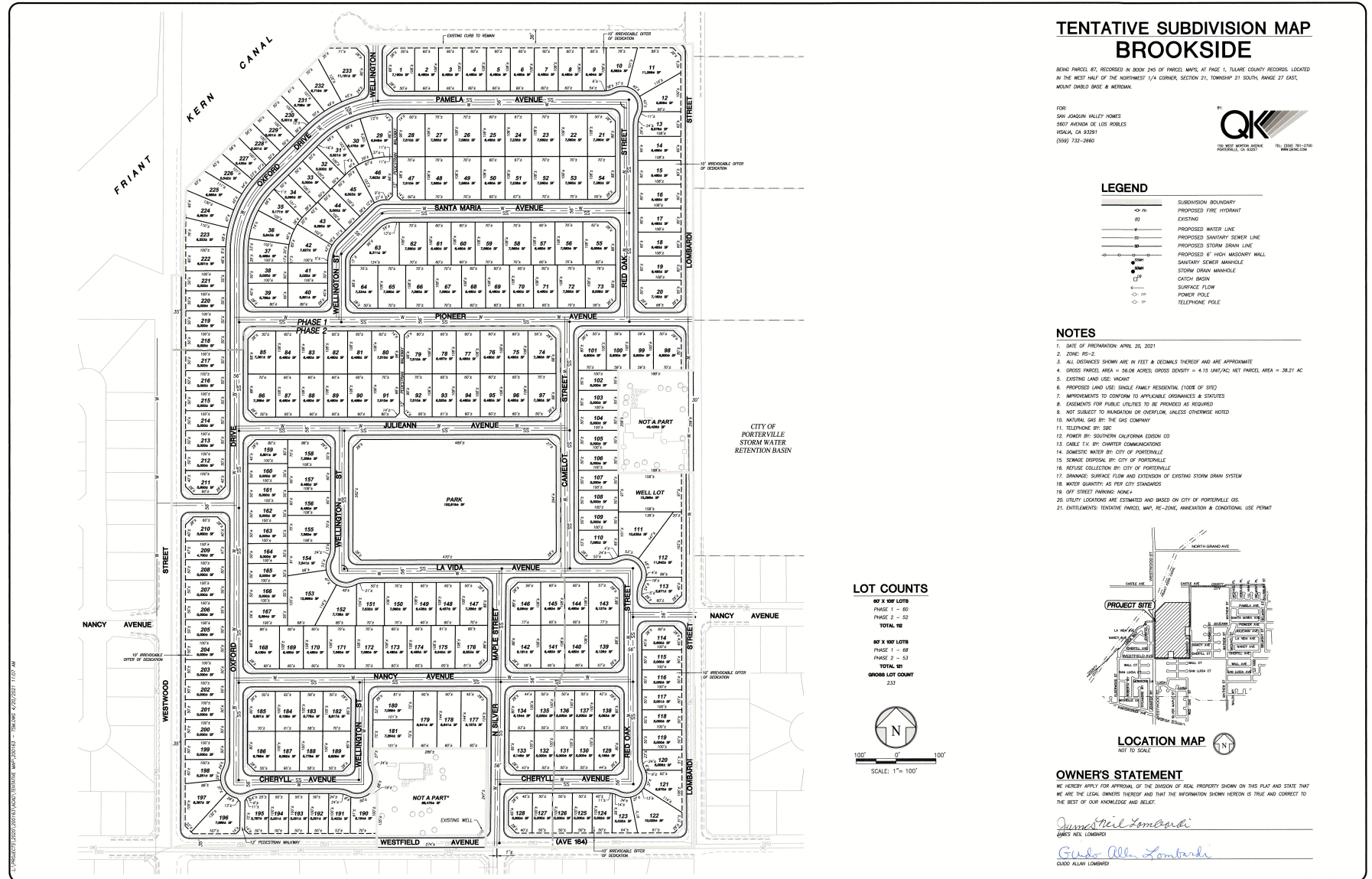
The proposed Project site is currently in use with primarily agricultural activities. Two rural residences associated with the agricultural activities reside in the Project area; one along W. Westfield Avenue and one along N. Lombardi Street. Both residences are adjacent to vacant areas utilized for storage and staging heavy equipment.

Lands directly surrounding the proposed Project are described as follows:

- North: Summit Charter Academy, Lombardi Campus and a portion of the Friant-Kern Canal, identified as Public Land and Park Land.
- South: Residential development and vacant land, identified as Low Density and Medium Density Residential.
- East: Residential development, vacant land and agriculture, identified as Very Low and Low Density Residential.
- West: Residential development, identified as Low Density Residential.

The area lies within a Residential Neighborhood (RN) District, as per the City of Porterville Final Zoning Map (effective January 19, 2012).

Figure 3 – Site Plan



Other Public Agencies Involved

- Approval of Williamson Act Cancellation by Tulare County Board of Supervisors.
- Annexation approval by Tulare County LAFCo.
- Approval of a Stormwater Pollution Prevention Plan by the Central Valley Regional Water Quality Control Board.
- Dust Control Plan Approval letter from the San Joaquin Valley Air Pollution Control District.
- Compliance with other federal, state and local requirements.

Tribal Consultation

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

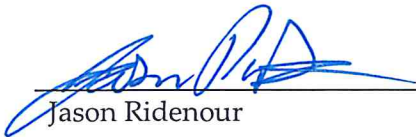
DETERMINATION

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the

environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

- ☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Jason Ridenour

7/2/2021

Date

Community Development Director

City of Porterville

ENVIRONMENTAL CHECKLIST

I. AESTHETICS

Would the project:

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

ENVIRONMENTAL SETTING

The proposed Project site is located on the San Joaquin Valley floor in the southern portion of the City of Porterville, California. Summit Charter Academy, Lombardi Campus lies to the north of the site, with a portion of the Friant-Kern Canal running diagonally along the northwest corner. The site is bounded to the east by N. Lombardi Street, with residential development, vacant land and agriculture beyond the roadway. The site is bounded to the south by W. Westfield Avenue, with residential development and vacant land beyond the roadway. The site is bounded by N. Westwood Street to the west, with residential development beyond the roadway in that direction. The aesthetic features of the existing visual

environment in the proposed Project area are residential and agricultural. There are no scenic resources or scenic vistas in the area. State Routes (SR) in the proposed Project vicinity include 99, 65, 190, 137.

Regulatory Setting

Federal

Aesthetic resources are protected by several federal regulations, none of which are relevant to the proposed Project because it will not be located on lands administered by a federal agency, and the proposed Project applicant is not requesting federal funding or a federal permit.

State

Nighttime Sky – Title 24 Outdoor Lighting Standards

The Energy Commission adopted changes to Title 24, Parts 1 and 6, Building Energy Efficiency Standards (Standards), on April 23, 2008. These new Standards became effective on January 1, 2010. Requirements for outdoor lighting remained consistent with past Standards and the requirements vary according to which “Lighting Zone” the equipment is in. The Standards contain lighting power allowances for newly installed equipment and specific alterations that are dependent on which Lighting Zone the Project is located in. Existing outdoor lighting systems are not required to meet these lighting power allowances. However, alterations that increase the connected load, or replace more than 50% of the existing luminaires, for each outdoor lighting application that is regulated by the Standards, must meet the lighting power allowances for newly installed equipment.

An important part of the Standards is to base the lighting power that is allowed on how bright the surrounding conditions are. The eyes adapt to darker surrounding conditions, and less light is needed to properly see; when the surrounding conditions get brighter, more light is needed to see. The least power is allowed in Lighting Zone 1 and increasingly more power is allowed in Lighting Zones 2, 3, and 4.

The Energy Commission defines the boundaries of Lighting Zones based on U.S. Census Bureau boundaries for urban and rural areas as well as the legal boundaries of wilderness and park areas. By default, government designated parks, recreation areas and wildlife preserves are Lighting Zone 1; rural areas are Lighting Zone 2; and urban areas are Lighting Zone 3. Lighting Zone 4 is a special use district that may be adopted by a local government.

California Scenic Highway Program

The Scenic Highway Program allows county and city governments to apply to the California Department of Transportation (Caltrans) to establish a scenic corridor protection program which was created by the Legislature in 1963. Its purpose is to protect and enhance the natural scenic beauty of California highways and adjacent corridors, through special conservation treatment. The state laws governing the Scenic Highway Program are found in the Streets and Highways Code, Sections 260 through 263. While not Designated State Scenic Highways, two Eligible State Scenic Highways occur in Tulare County, SR 198 and SR 190.

Local

Porterville General Plan Policies

- LU-I-14: Allow residential developments to employ creative site design, landscaping, and architectural quality that blend with the characteristics of each location and its surroundings and offer superior design solutions.
- LU-I-18: Protect existing residential neighborhoods from the encroachment of incompatible activities and land uses, and environmental hazards.
- L-I-20: Establish standards for pedestrian-oriented design in neighborhood centers. Pedestrian orientation 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

Parking location and required landscaping

- LU-I-25: Establish buffering requirements and performance standards intended to minimize harmful effects of excessive noise, light, glare, and other adverse environmental impacts.

RESPONSES

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

Less than Significant Impact. The proposed Project includes the construction of up to 233 single-family residences and the improvements associated with a new residential development, including lighting and site landscaping. The structures will conform to design standards set forth by the City's General Plan and Zoning Ordinance. The proposed Project site is located in an area that is substantially surrounded by urban uses and will not result in a use that is visually incompatible with the surrounding area.

The City of Porterville General Plan does not identify any scenic vistas within the proposed Project area. A scenic vista is generally considered a view of an area that has remarkable scenery or a resource that is indigenous to the area. The Project is located in an area of minimal topographic relief, and views of the site are easily obscured by buildings, other structures and trees. Neither the Project area nor any surrounding land use contains features typically associated with scenic vistas (e.g., ridgelines, peaks, overlooks).

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

Mitigation Measures: None are required.

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

Less than Significant Impact. There are no state designated scenic highways within the immediate proximity to the Project site. California Department of Transportation Scenic Highway Mapping System identifies SR 190 east of SR 65 as an Eligible State Scenic Highway. This is the closest highway, located approximately 3.1 miles southeast of the Project site; however, the Project site is both physically and visually separated from SR 190 by intervening land uses. In addition, no scenic highways or roadways are listed within the Project area in the City of Porterville's General Plan or Tulare County's General Plan. Based on the National Register of Historic Places (NRHP) and the City's General Plan, no historic buildings exist on the Project site. The proposed Project would not cause damage to rock outcroppings or historic buildings within a State scenic highway corridor. Any impacts would be considered *less than significant*.

Mitigation Measures: None are required.

c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible

vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and regulations governing scenic quality?

Less than Significant Impact. Site construction will include residences, internal access roads, lighting and site landscaping. The residences will be single-family and will conform to design standards set forth by the City's General Plan and Zoning Ordinance, upon Annexation and pending approval. The proposed Project site is located in an area that is substantially surrounded by urban uses, including residential and agricultural, and as such, will not result in a use that is visually incompatible with the surrounding area. The proposed Project will not substantially degrade the existing visual character or quality of the area or its surroundings.

The impact will be *less than significant*.

Mitigation Measures: None are required.

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

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

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

Glare results when a light source directly in the field of vision is brighter than the eye can comfortably accept. Squinting or turning away from a light source is an indication of glare. The presence of a bright light in an otherwise dark setting may be distracting or annoying, referred to as discomfort glare, or it may diminish the ability to see other objects in the darkened environment, referred to as disability glare.

Glare can be reduced by design features that block direct line of sight to the light source and that direct light downward, with little or no light emitted at high (near horizontal) angles, since this light would travel long distances. Cutoff-type light fixtures minimize glare because they emit relatively low-intensity light at these angles.

Current sources of light in the Project area include street lights, light from the Summit Charter Academy parking area, the vehicles traveling along adjacent roadways, and light from nearby residences. The Project would necessitate street lighting. Such lighting would be subject to the requirements of the Porterville Development Ordinance 300.07, which ensures that outdoor lighting does not produce obtrusive glare onto the public right-of-way or adjoining properties. Accordingly, the Project would not create substantial new sources of light or glare. Potential impacts are *less than significant*.

Mitigation Measures: None are required.

II. AGRICULTURE AND FOREST RESOURCES

Would the project:

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

ENVIRONMENTAL SETTING

The proposed Project site is located in an area just outside of the City of Porterville planning area. Approximately two-thirds of the property (the northern portion) is considered Farmland of Statewide Importance by the State Farmland Mapping and Monitoring Program, while approximately one-third (the southern portion) is considered Prime Farmland. A small south-north rectangle on the eastern boundary is considered Urban and Built-Up Land. The land is enrolled in Williamson Act contracts.

Regulatory Setting

Federal

Federal regulations for agriculture and forest resources are not relevant to the proposed Project because it is not a federal undertaking (the Project site is not located on lands administered by a federal agency, and the Project applicant is not requesting federal funding or a federal permit).

State

State regulations for agriculture and forest resources relevant to the proposed Project include the Williamson Act (1965), as the Project site is currently enrolled in a Williamson Act contract and will require cancellation upon Project development.

Local

Porterville General Plan Policies

Porterville General Plan Policies for agriculture and forest resources are not relevant to the proposed Project because the Project site is not currently within City Limits.

RESPONSES

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

Less Than Significant Impact. The Project site is located outside the City of Porterville limits but within the Urban Development Boundary. The site is currently zoned RS-1 and designated as Low Density Residential, Medium Density Residential, Parks & Recreation and Neighborhood Commercial. The proposed Project consists of an Annexation, General Plan Amendment, Rezone and a Tentative Subdivision Map to allow for the construction of up to 233 single-family residential units on approximately 56 acres of land. The site is designated as primarily Farmland of Statewide Importance and Prime Farmland, with a small south-north rectangle on the eastern boundary considered Urban and

Built-Up Land by the State Farmland Mapping and Monitoring Program. The site has been planned for development in the Porterville 2030 General Plan and as such, agricultural conversion impacts were analyzed in the Porterville 2030 General Plan EIR (SCH 2006011033). Agricultural conversion impacts were found to be significant and unavoidable and a Statement of Overriding Conditions was adopted by Resolution. Since site agricultural conversion impacts were previously analyzed, there would be no new impacts as a result of Project implementation. Impacts are *less than significant*.

Mitigation Measures: None are required.

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

Less Than Significant Impact. The site is under Williamson Act contract number 5126 and agricultural preserve number 2034. As part of the proposed Project, the Williamson Act contract will be cancelled, and the Project developer will pay the 12.5% cancellation fees. As such, the proposed Project would not conflict with existing Williamson Act contracts and the impact is considered *less than significant*.

Mitigation Measures: None are required.

c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

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

Mitigation Measures: None are required.

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

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

Mitigation Measures: None are required.

e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

Less Than Significant Impact. Agricultural conversion impacts in the City's projected development areas were assessed in the Porterville 2030 General Plan EIR. Impacts were considered significant and unavoidable and a Statement of Overriding Considerations was adopted. Surrounding land uses include residential and agricultural, and the Project is not expected to involve land use changes to these surrounding areas. The proposed Project does not have the potential to result in the conversion of forestland uses to non-forestland. Any impacts are considered *less than significant*.

Mitigation Measures: None are required.

III. AIR QUALITY

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☒	☐	☐	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
d. Result in other emissions (such as those leading to odors or adversely affecting a substantial number of people)?	☒	☐	☐	☐

ENVIRONMENTAL SETTING

The climate of the San Joaquin Valley is characterized by long, hot summers and stagnant, foggy, winters. Precipitation is low and temperature inversions are common. These characteristics are conducive to the formation and retention of air pollutants and are in part influenced by the surrounding mountains which intercept precipitation and act as a barrier to the passage of cold air and air pollutants.

The proposed Project lies within the San Joaquin Valley Air Basin, which is managed by the San Joaquin Valley Air Pollution Control District (SJVAPCD or Air District). National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) have been established for the following criteria pollutants: carbon monoxide (CO), ozone (O₃), sulfur dioxide (SO₂), nitrogen dioxide (NO₂), particulate matter (PM₁₀ and PM_{2.5}), and lead (Pb). The CAAQS also set standards for sulfates, hydrogen sulfide, and visibility.

Air quality plans or attainment plans are used to bring the applicable air basin into attainment with all state and federal ambient air quality standards designed to protect the health and safety of residents within that air basin. Areas are classified under the Federal Clean Air Act as either “attainment”, “non-attainment”, or “extreme non-attainment” areas for each criteria pollutant based on whether the NAAQS have been achieved or not. Attainment relative to the State

standards is determined by the California Air Resources Board (CARB). The San Joaquin Valley is designated as a State and Federal extreme non-attainment area for O₃, a State and Federal non-attainment area for PM_{2.5}, a State non-attainment area for PM₁₀, and Federal and State attainment area for CO, SO₂, NO₂, and Pb.¹

Regulatory Setting

Federal

Clean Air Act

The federal Clean Air Act of 1970 (as amended in 1990) required the U.S. Environmental Protection Agency (EPA) to develop standards for pollutants considered harmful to public health or the environment. Two types of National Ambient Air Quality Standards (NAAQS) were established. Primary standards protect public health, while secondary standards protect public welfare, by including protection against decreased visibility, and damage to animals, crops, landscaping and vegetation, or buildings. NAAQS have been established for six “criteria” pollutants: carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), ozone (O₃), particulate matter (PM₁₀ and PM_{2.5}), and lead (Pb).

State

California Air Resources Board

The California Air Resources Board (CARB) is the state agency responsible for implementing the federal and state Clean Air Acts. CARB has established California Ambient Air Quality Standards (CAAQS), which include all criteria pollutants established by the NAAQS, but with additional regulations for Visibility Reducing Particles, sulfates, hydrogen Sulfide (H₂S), and vinyl chloride.

The proposed Project is located within the San Joaquin Valley Air Basin, which includes San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and parts of Kern counties and is managed by the SJVAPCD.

Air basins are classified as attainment, nonattainment, or unclassified. Attainment is achieved when monitored ambient air quality data is in compliance with the standards for a specified pollutant. Non-compliance with an established standard will result in a nonattainment designation and an

¹ San Joaquin Valley Air Pollution Control District. Ambient Air Quality Standards & Valley Attainment Status. <http://www.valleyair.org/aqinfo/attainment.htm>. Accessed April 2021.

unclassified designation indicates insufficient data is available to determine compliance for that pollutant.

Standards and attainment status for listed pollutants in the Air District can be found in Table 1. Note that both state and federal standards are presented.

Table 1
Standards and Attainment Status for Listed Pollutants in the Air District²

	Federal Standard	California Standard
Ozone	0.075 ppm (8-hr avg)	0.07 ppm (8-hr avg) 0.09 ppm (1-hr avg)
Carbon Monoxide	9.0 ppm (8-hr avg) 35.0 ppm (1-hr avg)	9.0 ppm (8-hr avg) 20.0 ppm (1-hr avg)
Nitrogen Dioxide	0.053 ppm (annual avg)	0.30 ppm (annual avg) 0.18 ppm (1-hr avg)
Sulfur Dioxide	0.03 ppm (annual avg) 0.14 ppm (24-hr avg) 0.5 ppm (3-hr avg)	0.04 ppm (24-hr avg) 0.25 ppm (1-hr avg)
Lead	1.5 µg/m ³ (calendar quarter) 0.15 µg/m ³ (rolling 3-month avg)	1.5 µg/m ³ (30-day avg)
Particulate Matter (PM ₁₀)	150 µg/m ³ (24-hr avg)	20 µg/m ³ (annual avg) 50 µg/m ³ (24-hr avg)
Particulate Matter (PM _{2.5})	15 µg/m ³ (annual avg)	35 µg/m ³ (24-hr avg) 12 µg/m ³ (annual avg)

µg/m³ = micrograms per cubic meter

Additional State regulations include:

CARB Portable Equipment Registration Program – This program was designed to allow owners and operators of portable engines and other common construction or farming equipment to register their equipment under a statewide program so they may operate it statewide without the need to obtain a permit from the local air district.

U.S. EPA/CARB Off-Road Mobile Sources Emission Reduction Program – The California Clean Air Act (CCAA) requires CARB to achieve a maximum degree of emissions reductions from off-road mobile sources to attain State Ambient Air Quality Standards (SAAQS); off-road mobile sources include most construction equipment. Tier 1 standards for large compression-ignition engines used in off-road mobile sources went into effect in California in 1996. These standards, along with ongoing rulemaking, address emissions of nitrogen oxides (NOX) and toxic particulate matter from diesel engines. CARB is currently

² San Joaquin Valley Air Pollution Control District. Ambient Air Quality Standards & Valley Attainment Status. <http://www.valleyair.org/aqinfo/attainment.htm>. Accessed April 2021.

developing a control measure to reduce diesel PM and NOX emissions from existing off-road diesel equipment throughout the state.

California Global Warming Solutions Act – Established in 2006, Assembly Bill 32 (AB 32) requires that California’s GHG emissions be reduced to 1990 levels by the year 2020. This will be implemented through a statewide cap on GHG emissions, which will be phased in beginning in 2012. AB 32 requires CARB to develop regulations and a mandatory reporting system to monitor global warming emissions levels.

In addition, the proposed Project is being evaluated pursuant to CEQA.

Local

San Joaquin Valley Air Pollution Control District

The San Joaquin Valley Air Pollution Control District (SJVAPCD) is the local agency charged with preparing, adopting, and implementing mobile, stationary, and area air emission control measures and standards. The SJVAPCD has several rules and regulations that may apply to the Project:

Rule 3135 (Dust Control Plan Fees) – This rule requires the project applicant to submit a fee in addition to a Dust Control Plan. The purpose of this rule is to recover the SJVAPCD’s cost for reviewing these plans and conducting compliance inspections.

Rules 4101 (Visible Emissions) and 4102 (Nuisance) – These rules apply to any source of air contaminants and prohibits the visible emissions of air contaminants or any activity which creates a public nuisance.

Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations) – This rule applies to use of asphalt for paving new roadways or restoring existing roadways disturbed by project activities.

Regulation VIII (Fugitive PM₁₀ Prohibitions) – This regulation, a series of eight regulations, is designed to reduce PM₁₀ emissions by reducing fugitive dust. Regulation VIII requires implementation of control measures to ensure that visible dust emissions are substantially reduced. The control measures are summarized in Table 2.

Table 2
San Joaquin Valley Air Pollution Control District
Regulation VIII Control Measures for Construction Related Emissions of PM₁₀³

The following are required to be implemented at all construction sites:
All disturbed areas, including storage piles, which are not actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizers/suppressants, covered with a tarp or other similar cover, or vegetative
All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions during construction using water or chemical stabilizer
All land clearing, grubbing, scraping, excavation, land leveling, grading cut and fill, and demolition activities during construction shall be effectively controlled of fugitive dust emissions utilizing application of water or pre-soaking.
When materials are transported off-site, all material shall be covered, or effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from top of container shall be maintained.
All operations shall limit, or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of
Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant.
Within urban areas, trackout shall be immediately removed when it extends 50 or more feet from the site at the end of each workday.
Any site with 150 or more vehicle trips per day shall prevent carryout and trackout.

Porterville General Plan Policies

- 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-59: Require preparation of a Health Risk Assessment for any development subject to the Air Toxics “Hot Spots” Act.
- OSC-I-61: Coordinate air quality planning efforts with other local, regional and State agencies.
- OSC-I-63: Notify local and regional jurisdictions of proposed projects that may affect regional air quality.

³ San Joaquin Valley Air Pollution Control District. Current District Rules and Regulations. <http://www.valleyair.org/rules/1ruleslist.htm#reg8>. Accessed April 2021.

RESPONSES

- a. Conflict with or obstruct implementation of the applicable air quality plan?
- b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?
- c. Expose sensitive receptors to substantial pollutant concentrations?
- d. Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?

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

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

Because of the region's non-attainment status for ozone, PM_{2.5}, and PM₁₀, if the project-generated emissions of either of the ozone precursor pollutants (ROG or NO_x), PM₁₀, or PM_{2.5} were to exceed the SJVAPCD's significance thresholds, then the project uses would be considered to conflict with the attainment plans. In addition, if the project uses were to result in a change in land use and corresponding increases in vehicle miles traveled, they may result in an increase in vehicle miles traveled that is unaccounted for in regional emissions inventories contained in regional air quality control plans.

Predicted construction and operational emissions may exceed the SJVAPCD's significance thresholds for ROG, NO_x, PM₁₀, and PM_{2.5}, could potentially create a cumulatively considerable net increase of these pollutants, could potentially expose sensitive receptors to substantial pollutant concentrations and could result in other emissions. Therefore, this impact is *potentially significant*.

This topic will be addressed in the Project's forthcoming EIR.

IV. BIOLOGICAL RESOURCES

Would the project:

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

- e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? ☐ ☐ ☒ ☐
- f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? ☐ ☐ ☒ ☐

ENVIRONMENTAL SETTING

The proposed Project site is located in a portion of the central San Joaquin Valley that has, for decades, experienced intensive agricultural and urban disturbances. Current agricultural endeavors in the region include orange groves, olive orchards and row crops.

Like most of California, the Central San Joaquin Valley experiences a Mediterranean climate. Warm dry summers are followed by cool moist winters. Summer temperatures usually exceed 90 degrees Fahrenheit, and the relative humidity is generally very low. Winter temperatures rarely raise much above 70 degrees Fahrenheit, with daytime highs often below 60 degrees Fahrenheit. Annual precipitation within the proposed Project site is about 10 inches, almost 85% of which falls between the months of October and March. Nearly all precipitation falls in the form of rain and storm-water readily infiltrates the soils of the surrounding the sites.

Native plant and animal species once abundant in the region have become locally extirpated or have experienced large reductions in their populations due to conversion of upland, riparian, and aquatic habitats to agricultural and urban uses. Remaining native habitats are particularly valuable to native wildlife species including special status species that still persist in the region.

The site currently consists of land primarily utilized for agricultural activities, with a single-family residence located on the southern boundary and another residence on the eastern boundary property. Summit Charter Academy, Lombardi Campus lies to the north of the site, with a portion of the Friant-Kern Canal running diagonally along the northwest corner. The site is bounded to the east by N. Lombardi Street, with residential development, vacant land and agriculture beyond the roadway. The site is bounded to the south by W. Westfield Avenue, with residential development and vacant land beyond the roadway. The site is bounded by N. Westwood Street to the west, with residential development beyond the roadway in that direction. No aquatic or wetland features occur on the proposed Project site, therefore jurisdictional waters are considered absent from the site.

Regulatory Setting

Federal

Endangered Species Act

The USFWS and the National Oceanographic and Atmospheric Administration's (NOAA) National Marine Fisheries Service (NMFS) enforce the provisions stipulated in the Federal Endangered Species Act of 1973 (FESA, 16 United States Code [USC] § 1531 et seq.). Threatened and endangered species on the federal list (50 Code of Federal Regulations [CFR] 17.11 and 17.12) are protected from take unless a Section 10 permit is granted to an entity other than a federal agency or a Biological Opinion with incidental take provisions is rendered to a federal lead agency via a Section 7 consultation. Take is defined as harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect or attempt to engage in any such conduct. Pursuant to the requirements of the FESA, an agency reviewing a proposed action within its jurisdiction must determine whether any federally listed species may be present in the proposed action area and determine whether the proposed action may affect such species. Under the FESA, habitat loss is considered an effect to a species. In addition, the agency is required to determine whether the proposed action is likely to jeopardize the continued existence of any species that is listed or proposed for listing under the FESA (16 USC § 1536[3], [4]). Therefore, proposed action-related effects to these species or their habitats would be considered significant and would require mitigation.

Migratory Bird Treaty Act

The federal Migratory Bird Treaty Act (MBTA) (16 USC § 703, Supp. I, 1989) prohibits killing, possessing, trading, or other forms of take of migratory birds except in accordance with regulations prescribed by the Secretary of the Interior. "Take" is defined as the pursuing, hunting, shooting, capturing, collecting, or killing of birds, their nests, eggs, or young (16 USC § 703 and § 715n). This act encompasses whole birds, parts of birds, and bird nests and eggs. The MBTA specifically protects migratory bird nests from possession, sale, purchase, barter transport, import, and export, and take. For nests, the definition of take per 50 CFR 10.12 is to collect. The MBTA does not include a definition of an "active nest." However, the "Migratory Bird Permit Memorandum" issued by the USFWS in 2003 clarifies the MBTA in that regard and states that the removal of nests, without eggs or birds, is legal under the MBTA, provided no possession (which is interpreted as holding the nest with the intent of retaining it) occurs during the destruction.

U.S. Army Corps of Engineers Jurisdiction

Areas meeting the regulatory definition of "waters of the United States" (jurisdictional waters) are subject to the jurisdiction of the United States Army Corps of Engineers (USACE) under provisions of Section

404 of the Clean Water Act (1972) and Section 10 of the Rivers and Harbors Act (1899). These waters may include all waters used, or potentially used, for interstate commerce, including all waters subject to the ebb and flow of the tide, all interstate waters, all other waters (intrastate lakes, rivers, streams, mudflats, sandflats, playa lakes, natural ponds, etc.), all impoundments of waters otherwise defined as waters of the United States, tributaries of waters otherwise defined as waters of the United States, the territorial seas, and wetlands adjacent to waters of the United States (33 CFR part 328.3). Ditches and drainage canals where water flows intermittently or ephemerally are not regulated as waters of the United States. Wetlands on non-agricultural lands are identified using the *Corps of Engineers Wetlands Delineation Manual* and related Regional Supplement.^{4,5} Construction activities, including direct removal, filling, hydrologic disruption, or other means in jurisdictional waters are regulated by the USACE. The placement of dredged or fill material into such waters must comply with permit requirements of the USACE. No USACE permit will be effective in the absence of state water quality certification pursuant to Section 401 of the Clean Water Act. The State Water Resources Control Board is the state agency (together with the Regional Water Quality Control Boards) charged with implementing water quality certification in California.

State

California Endangered Species Act

The California Endangered Species Act (CESA) of 1970 (Fish and Game Code § 2050 et seq. and California Code of Regulations (CCR) Title 14, Subsection 670.2, 670.51) prohibits the take of species listed under CESA (14 CCR Subsection 670.2, 670.5). Take is defined as hunt, pursue, catch, capture, or kill or attempt to hunt, pursue, catch, capture, or kill. Under CESA, state agencies are required to consult with the California Department of Fish and Wildlife when preparing CEQA documents. Consultation ensures that proposed projects or actions do not have a negative effect on state-listed species. During consultation, CDFW determines whether take would occur and identifies “reasonable and prudent alternatives” for the project and conservation of special-status species. CDFW can authorize take of state-listed species under Sections 2080.1 and 2081(b) of Fish and Game Code in those cases where it is demonstrated that the impacts are minimized and mitigated. Take authorized under section 2081(b) must be minimized and fully mitigated. A CESA permit must be obtained if a project will result in take

⁴ United States Army Corps of Engineers (USACE). 1987. Corps of Engineers Wetlands Delineation Manual. Wetland Research Program Technical Report Y-87-1.

⁵ United States Army Corps of Engineers (USACE). 2008. Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region (Version 2.0). ERDC/EL TR-08-28. https://www.nrcs.usda.gov/Internet/FSE_DOCUMENTS/stelprdb1046489.pdf. Accessed April 2021.

of listed species, either during construction or over the life of the project. Under CESA, CDFW is responsible for maintaining a list of threatened and endangered species designated under state law (Fish and Game Code § 2070). CDFW also maintains lists of species of special concern, which serve as “watch lists.” Pursuant to the requirements of CESA, a state or local agency reviewing a proposed project within its jurisdiction must determine whether the proposed project will have a potentially significant impact upon such species. Project-related impacts to species on the CESA list would be considered significant and would require mitigation. Impacts to species of concern or fully protected species would be considered significant under certain circumstances.

Native Plant Protection Act

The California Native Plant Protection Act of 1977 (California Fish and Game Code §§ 1900–1913) requires all state agencies to use their authority to carry out programs to conserve endangered and otherwise rare species of native plants. Provisions of the act prohibit the taking of listed plants from the wild and require the project proponent to notify CDFW at least 10 days in advance of any change in land use, which allows CDFW to salvage listed plants that would otherwise be destroyed.

Nesting Birds

California Fish and Game Code Subsections 3503, 3503.5, and 3800 prohibit the possession, incidental take, or needless destruction of birds, their nests, and eggs. California Fish and Game Code Section 3511 lists birds that are “Fully Protected” as those that may not be taken or possessed except under specific permit.

California Department of Fish and Wildlife Jurisdiction

The CDFW has regulatory jurisdiction over lakes and streams in California. Activities that divert or obstruct the natural flow of a stream; substantially change its bed, channel, or bank; or use any materials (including vegetation) from the streambed, may require that the project applicant enter into a Streambed Alteration Agreement with the CDFW in accordance with California Fish and Game Code Section 1602.

California Environmental Quality Act

The California Environmental Quality Act (CEQA) of 1970 (Subsections 21000–21178) requires that CDFW be consulted during the CEQA review process regarding impacts of proposed projects on special-status species. Special-status species are defined under CEQA Guidelines subsection 15380(b) and (d) as those listed under FESA and CESA and species that are not currently protected by statute or regulation but would be considered rare, threatened, or endangered under these criteria or by the scientific community. Therefore, species considered rare or endangered are addressed in this biological resource evaluation regardless of whether they are afforded protection through any other statute or regulation.

The California Native Plant Society (CNPS) inventories the native flora of California and ranks species according to rarity.⁶ Plants with Rare Plant Ranks 1A, 1B, 2A, or 2B are considered special-status species under CEQA.

Although threatened and endangered species are protected by specific federal and state statutes, CEQA Guidelines Section 15380(d) provides that a species not listed on the federal or state list of protected species may be considered rare or endangered if it can be shown to meet certain specified criteria. These criteria have been modeled after the definition in the FESA and the section of the California Fish and Game Code dealing with rare and endangered plants and animals. Section 15380(d) allows a public agency to undertake a review to determine if a significant effect on species that have not yet been listed by either the USFWS or CDFW (i.e., candidate species) would occur. Thus, CEQA provides an agency with the ability to protect a species from the potential impacts of a project until the respective government agency has an opportunity to designate the species as protected, if warranted.

Local

Porterville General Plan Policies

- OSC-G-7: Protect habitat for special status species, designated under State and federal law.

RESPONSES

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less than Significant Impact. The Project site is currently being utilized for agricultural activities. Specifically, the parcel is planted in orchards. The site is highly disturbed. The only vegetation aside from the orchard trees are grasses and weedy vegetation growing between the rows.

According to the Porterville General Plan, several special status plant species are potentially found within the Porterville Planning Area. These species include Keck's checkerbloom (*Sidalcea keckii*),

⁶ California Native Plant Society, Rare Plant Program (CNPS). 2019. Inventory of Rare and Endangered Plants (online edition, v8-03 0.39). California Native Plant Society, Sacramento, CA. <http://www.rareplants.cnps.org/> Accessed April 2021.

Springville clarkia (*Clarkia springvillensis*), San Joaquin adobe sunburst (*Pseudobahia peirsonii*), Striped adobe-lily (*Fritillaria striata*), Madera leptosiphon (*Leptosiphon serrulatus*), Calico monkeyflower (*Mimulus pictus*), and Spiny-sepaled button celery (*Eryngium spinosepalum*). Additionally, the Valley elderberry longhorn beetle, which is a special status species, is supported by elderberry shrubs which are known to grown in several areas throughout the Planning Area.

The Planning Area also contains potential habitat for many special status species of animals. These species include California condor (*Gymnogyps californianus*), San Joaquin kit fox (*Vulpes macrotis mutica*), the previously mentioned Valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*), Vernal pool fairy shrimp (*Branchinecta lynchi*), American badger (*Taxidea taxus*), Pallid bat (*Antrozous pallidus*), Western mastiff bat (*Eumops perotis californicus*), Great Blue Heron (*Ardea herodias*), Western pond turtle (*Emys marmorata*), Tricolored blackbird (*Agelaius tricolor*), Morrison's blister beetle (*Lytta morrisoni*), and Molestan blister beetle (*Lytta molesta*).

However, according to the Special Status Species and Vegetation map (Figure 6-4) found in the Porterville General Plan's Open Space and Conservation Element, the proposed Project area does not support any of the aforementioned special status species. This is due to either lack of habitat within the Project area, the Project is outside the current range of the species, or the presence of disturbance would otherwise preclude their occurrence.

The Project site is highly disturbed with agricultural activities and is not expected to provide habitat for special status species. Thus, the impact remains *less than significant*.

Mitigation Measures: None are required.

- b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less than Significant Impact. Friant Kern Canal, which runs along the northwest corner of the Project site, is an artificial waterway operated and maintained by the Friant Water Authority. As it is hydrologically connected to the San Joaquin River, the Friant Kern Canal is likely under the jurisdiction of the USACE and therefore subject to provisions of the Clean Water Act. The Project will involve constructing residences in the canal vicinity; however, no impacts to the Friant Kern Canal are anticipated. As such, any impacts would be *less than significant*.

Mitigation Measures: None are required.

- c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Less than Significant Impact. According to the National Wetlands Inventory⁷, no wetlands occur in or near the Project site. Impacts would be *less than significant*.

Mitigation Measures: None are required.

- d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less than Significant Impact with Mitigation. Migratory birds are expected to nest on and near the Project site. The Project has the potential to impede the use of nursery sites for native birds protected under the federal Migratory Bird Treaty Act and the California Fish and Game Code. Disturbance associated with construction during the breeding season could result in the incidental loss of fertile eggs or nestlings or otherwise lead to nest abandonment. Disturbance that causes nest abandonment or loss of reproductive effort is considered take by the CDFW. Loss of fertile eggs or nestlings, or any activities resulting in nest abandonment, could constitute a significant impact if the species is particularly rare in the region. Construction activities that disturb a rare nesting bird on the site or immediately adjacent to the construction zone could constitute a significant impact. Implementation of Mitigation Measure **BIO-1** would ensure that potential impacts remain *less than significant*.

Mitigation Measures:

Protecting nesting birds.

- BIO-1** Within 30 days prior to ground disturbance activities associated with construction or grading that would occur during the nesting/breeding season of native bird species potentially nesting on the site (typically March through August in the project region, or as determined by a qualified biologist), the applicant shall have weekly surveys

⁷ United States Environmental Protection Agency. NEPAassist, National Wetlands Inventory. <https://nepassisttool.epa.gov/nepassist/nepamap.aspx>. Accessed April 2021.

conducted by a qualified biologist to determine if active nests of bird species protected by the Migratory Bird Treaty Act and/or the California Fish and Game Code are present in the disturbance zone or within 300 feet (500 feet for raptors and special-status species) of the disturbance zone. The surveys shall continue on a weekly basis with the last survey being conducted no more than seven days prior to initiation of disturbance work. If ground disturbance activities are delayed, then additional pre-disturbance surveys shall be conducted such that no more than seven days will have elapsed between the survey and ground disturbance activities. If active nests are found, clearing and construction within 300 feet of the nest (500 feet for raptors and special-status species) shall be postponed or halted, at the discretion of the biologist, until the nest is vacated and juveniles have fledged, as determined by the biologist, and there is no evidence of a second attempt at nesting. Limits of construction to avoid an active nest shall be established in the field with flagging, fencing, or other appropriate barriers and construction personnel shall be instructed on the sensitivity of nest areas. The biologist shall serve as a construction monitor during those periods when construction activities will occur near active nest areas to ensure that no inadvertent impacts on these nests occur. Results of the surveys shall be provided to CDFG in the Annual Mitigation Status Report.

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

Less than Significant Impact. The City of Porterville's General Plan includes various policies for the protection of biological resources. The proposed Project would not conflict with any of the adopted policies and any impacts would be considered *less than significant*.

Mitigation Measures: None are required.

- f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Less than Significant Impact. Several conservation and recovery plans apply to land in the City, including the Recovery Plan for Upland Species of the San Joaquin Valley and the Valley Elderberry Longhorn Beetle Habitat Conservation Plan. Figure 6-4 (Special Status Species and Sensitive Vegetation) in the City of Porterville's General Plan indicates the Project site is not within an area set aside for the

conservation of habitat or sensitive plant or animal species pursuant to such plans. The nearest such areas are the Valley Elderberry Longhorn Beetle Conservation Area, located along the Tule River within the Yaudanchi Ecological Reserve. As such, any impacts would be *less than significant*.

Mitigation Measures: None are required.

V. CULTURAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☒	☐	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

ENVIRONMENTAL SETTING

Archaeological resources are places where human activity has measurably altered the earth or left deposits of physical remains. Archaeological resources may be either prehistoric (before the introduction of writing in a particular area) or historic (after the introduction of writing). The majority of such places in this region are associated with either Native American or Euroamerican occupation of the area. The most frequently encountered prehistoric and early historic Native American archaeological sites are village settlements with residential areas and sometimes cemeteries; temporary camps where food and raw materials were collected; smaller, briefly occupied sites where tools were manufactured or repaired; and special-use areas like caves, rock shelters, and sites of rock art. Historic archaeological sites may include foundations or features such as privies, corrals, and trash dumps.

The City of Porterville and Tulare County was inhabited by indigenous California Native American groups consisting of the Southern Valley Yokuts, Foothill Yokuts, Monache, and Tubatulabal. Most information regarding these groups is based on Spanish government and Franciscan mission records of the 18th and 19th centuries, and in studies conducted during the 1900s to 1930s by American and British ethnographers. The ethnographic setting presented below is derived from the early works, compiled by W. J. Wallace, Robert F.G. Spier, and Charles R. Smith, with statistical information provided by the California Native American Heritage Commission.

Of the four main groups inhabiting the Tulare County area, the Southern Valley Yokuts occupied the largest territory, which is defined roughly by the crest of the Diablo Range on the west and the foothills

of the Sierra Nevada on the east, and from the Kings River on the north, to the Tehachapi Mountains on the south. The Foothill Yokuts inhabited the western slopes of the Sierra Nevada, between the Fresno River and Kern River, with settlements generally occurring between the 2,000 to 4,000-foot elevations. The Tubatulabal inhabited the Sierra Nevada Mountains, at the higher elevations, near Mt. Whitney in the east, extending westward along the drainages of the Kern River, and the Kern River-South Fork. The Monache were comprised of six small groups that lived in the Sierras east of the Foothill Yokuts, in locations ranging between 3,000- to 7,000-foot elevations.

A records search of the site files and maps was conducted at the Southern San Joaquin Valley Archaeological Information Center, California State University, Bakersfield (see Appendix A). These investigations determined that there were no previous cultural resource studies performed within the Project area and there have been three cultural resources studies performed within a one-half mile radius. There are no recorded resources within the Project area and there is one recorded resource, the Friant-Kern Canal, within the one-half mile radius.

Regulatory Setting

Federal

Cultural resources are protected by several federal regulations, none of which are relevant to this proposed Project because it will not be located on lands administered by a federal agency and the Project applicant is not requesting federal funding.

State

The proposed Project is subject to CEQA which requires public or private projects financed or approved by public agencies to assess their effects on historical resources. CEQA uses the term “historical resources” to include buildings, sites, structures, objects or districts, each of which may have historical, prehistoric, architectural, archaeological, cultural, or scientific importance. CEQA states that if implementation of a project results in significant effects on historical resources, then alternative plans or mitigation measures must be considered; however, only significant historical resources need to be addressed (CCR 15064.5, 15126.4). For the purposes of this CEQA document, a significant impact would occur if project implementation:

- Causes a substantial change in the significance of a historical resource
- Causes a substantial adverse change in the significance of an archaeological resource
- Disturbs any human remains, including those interred outside of formal cemeteries

Therefore, before impacts and mitigation measures can be identified, the significance of historical resources must be determined. CEQA guidelines define three ways that a property may qualify as a historical resource for the purposes of CEQA review:

- If the resource is listed in or determined eligible for listing in the California Register of Historical Resources (CRHR)
- If the resource is included in a local register of historical resources, as defined in Section 5020.1(k) of the PRC or identified as significant in an historical resource survey meeting the requirements of Section 5024.1(g) of the PRC unless the preponderance of evidence demonstrates that it is not historically or culturally significant
- The lead agency determines the resource to be significant as supported by substantial evidence in light of the whole record (CCR, Title 14, Division 6, Chapter 3, Section 15064.5(a))

Each of these ways of qualifying as a historical resource for the purpose of CEQA is related to the eligibility criteria for inclusion in the CRHR (PRC 5020.1(k), 5024.1, 5024.1(g)).

A historical resource may be eligible for inclusion in the CRHR if it:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage
- Is associated with the lives of persons important in our past
- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values
- Has yielded, or may be likely to yield, information important in prehistory or history Properties that area listed in or eligible for listing in the National Register of Historic Places are considered eligible for listing in the CRHR, and thus are significant historical resources for the purpose of CEQA (PRC Section 5024.1(d)(1)).

Public Resources Code §5097.5

California Public Resources Code §5097.5 prohibits excavation or removal of any “vertebrate paleontological site...or any other archaeological, paleontological or historical feature, situated on public lands, except with express permission of the public agency having jurisdiction over such lands.” Public lands are defined to include lands owned by or under the jurisdiction of the state or any city, county, district, authority or public corporation, or any agency thereof. Section 5097.5 states that any

unauthorized disturbance or removal of archaeological, historical, or paleontological materials or sites located on public lands is a misdemeanor.

Human Remains

Section 7050.5 of the California Health and Safety Code states that in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the remains are discovered has determined whether or not the remains are subject to the coroner's authority. If the human remains are of Native American origin, the coroner must notify the Native American Heritage Commission within 24 hours of this identification. The Native American Heritage Commission will identify a Native American Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper and dignified treatment of the remains and associated grave artifacts.

Local

Porterville General Plan Policies

- OSC-G-11: Identify and protect archaeological, paleontological, and historic resources.
- OSC-I-73: Require that new development analyze and avoid any potential impacts to archaeological, paleontological, and historic resources by:
 - Requiring a records review for development proposed in areas that are considered archaeologically sensitive, including hillsides and near the Tule River;
 - Studying the potential effects of development and construction (as required by CEQA);
 - Developing, where appropriate, mitigation measures to minimize potential impacts; and Implementing appropriate measures to avoid the identified impacts.

RESPONSES

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

Less than Significant Impact with Mitigation. The records search conducted at the SSJVIC (Appendix A) indicated that there are no recorded cultural resources within the Project area and one recorded resource within the one-half mile, the Friant-Kern Canal. There are no recorded cultural resources within the Project area or within ½ mile that are listed in the National Register of Historic Places, the California Register of Historical Resources, the California Points of Historical Interest, California Inventory of Historic Resources, or the California State Historic Landmarks.

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

CUL-1 The following measures shall be implemented:

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

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

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

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

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

CUL-2 The Project applicant will incorporate into the construction contract(s) a provision that in the event a fossil or fossil formations are discovered during any subsurface construction activities for the proposed Project (i.e., trenching, grading), all excavations within 100 feet of the find shall be temporarily halted until the find is examined by a qualified paleontologist, in accordance with Society of Vertebrate Paleontology standards. The paleontologist shall notify the appropriate representative at the City of Porterville, who shall coordinate with the paleontologist as to any necessary investigation of the find. If the find is determined to be significant under CEQA, the City shall implement those measures, which may include avoidance, preservation in place, or other appropriate measures, as outlined in Public Resources Code section 21083.2.

VI. ENERGY

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☒	☐	☐	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☒	☐	☐	☐

ENVIRONMENTAL SETTING

California's total energy consumption is second-highest in the nation, but in 2018 the state's per capita energy consumption ranked the fourth-lowest, due in part to its mild climate and its energy efficiency programs.⁸ In 2018, California was the top-ranking producer of electricity from solar, geothermal and biomass energy, and second in the nation in conventional hydroelectric power generation.

Energy usage is typically quantified using the British thermal unit (BTU). As a point of reference, the approximately amounts of energy contained in common energy sources are as follows:

Energy Source	BTUs ⁹
Gasoline	120,429 per gallon
Natural Gas	1,037 per cubic foot
Electricity	3,412 per kilowatt-hour

⁸ U.S. Energy Information Administration. Independent Statistics and Analysis. California Profile Overview. <https://www.eia.gov/state/?sid=CA#tabs-1>. Accessed April 2021.

⁹ U.S. Energy Information Administration. Energy Units and Calculators Explained. https://www.eia.gov/energyexplained/index.php?page=about_energy_units. Accessed April 2021.

California electrical consumption in 2018 was 7,876.8 trillion BTU¹⁰, as provided in Table 3, while total electrical consumption by Tulare County in 2019 was 14.202 trillion BTU.¹¹

Table 3 – 2018 California Energy Consumption¹²

End User	BTU of energy consumed (in trillions)	Percentage of total consumption
Residential	1,440.1	18.3
Commercial	1,510.4	19.2
Industrial	1,847.9	23.5
Transportation	3,078.4	39.1
Total	7,876.8	--

The California Department of Transportation (Caltrans) reports that approximately 25.6 million automobiles, 5.2 million trucks, and 857,677 motorcycles were registered in the state in 2019, while in 2017 a total estimated 344.3 billion vehicles miles were traveled (VMT).¹³

Applicable Regulations

California Energy Code (Title 24, Part 6, Building Energy Efficiency Standards)

California Code of Regulations Title 24, Part 6 comprises the California Energy Code, which was adopted to ensure that building construction, system design and installation achieve energy efficiency. The California Energy Code was first established in 1978 by the CEC in response to a legislative mandate to reduce California's energy consumption, and apply to energy consumed for heating, cooling, ventilation, water heating, and lighting in new residential and non-residential buildings. The standards are updated periodically to increase the baseline energy efficiency requirements. The 2013 Building Energy Efficiency Standards focus on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings and include requirements to enable both demand reductions during critical peak periods and future solar electric and thermal system installations. Although it was not originally intended to reduce greenhouse gas (GHG) emissions, electricity production by fossil fuels results in GHG emissions and energy efficient buildings require less electricity. Therefore, increased energy efficiency results in decreased GHG emissions.

¹⁰ U.S. Energy Information Administration. Independent Statistics and Analysis. California Profile Overview. <https://www.eia.gov/state/?sid=CA#tabs-1>. Accessed April 2021.

¹¹ California Energy Commission. Electricity Consumption by County. <http://ecdms.energy.ca.gov/elecbycounty.aspx>. Accessed April 2021.

¹² U.S. Energy Information Administration. Independent Statistics and Analysis. California Profile Overview. <https://www.eia.gov/state/?sid=CA#tabs-1>. Accessed April 2021.

¹³ Caltrans. 2017. California Transportation Fact Booklet. <https://dot.ca.gov/-/media/dot-media/programs/research-innovation-system-information/documents/caltrans-fact-booklets/2019-cfb-a11y.pdf>. Accessed April 2021.

California Green Building Standards Code (Title 24, Part II, CALGreen)

The California Building Standards Commission adopted the California Green Buildings Standards Code (CALGreen in Part 11 of the Title 24 Building Standards Code) for all new construction statewide on July 17, 2008. Originally a volunteer measure, the code became mandatory in 2010 and the most recent update (2019) went on January 1, 2020. CALGreen sets targets for energy efficiency, water consumption, dual plumbing systems for potable and recyclable water, diversion of construction waste from landfills, and use of environmentally sensitive materials in construction and design, including eco-friendly flooring, carpeting, paint, coatings, thermal insulation, and acoustical wall and ceiling panels. The 2019 CALGreen Code includes mandatory measures for non-residential development related to site development; water use; weather resistance and moisture management; construction waste reduction, disposal, and recycling; building maintenance and operation; pollutant control; indoor air quality; environmental comfort; and outdoor air quality. Mandatory measures for residential development pertain to green building; planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; environmental quality; and installer and special inspector qualifications.

Clean Energy and Pollution Reduction Act (SB 350)

The Clean Energy and Pollution Reduction Act (SB 350) was passed by California Governor Brown on October 7, 2015, and establishes new clean energy, clean air, and greenhouse gas reduction goals for the year 2030 and beyond. SB 350 establishes a greenhouse gas reduction target of 40 percent below 1990 levels for the State of California, further enhancing the ability for the state to meet the goal of reducing greenhouse gas emissions by 80 percent below 1990 levels by the year 2050.

Renewable Portfolio Standard (SB 1078 and SB 107)

Established in 2002 under SB 1078, the state's Renewables Portfolio Standard (RPS) was amended under SB 107 to require accelerated energy reduction goals by requiring that by the year 2010, 20 percent of electricity sales in the state be served by renewable energy resources. In years following its adoption, Executive Order S-14-08 was signed, requiring electricity retail sellers to provide 33 percent of their service loads with renewable energy by the year 2020. In 2011, SB X1-2 was signed, aligning the RPS target with the 33 percent requirement by the year 2020. This new RPS applied to all state electricity retailers, including publicly owned utilities, investor-owned utilities, electrical service providers, and community choice aggregators. All entities included under the RPS were required to adopt the RPS 20 percent by year 2020 reduction goal by the end of 2013, adopt a reduction goal of 25 percent by the end of 2016, and meet the 33 percent reduction goal by the end of 2020. In addition, the Air Resources Board,

under Executive Order S-21-09, was required to adopt regulations consistent with these 33 percent renewable energy targets.

RESPONSES

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

Potentially Significant Impact. The proposed Project consists of the development of a 233 residential development. The Project would introduce energy usage on a site that is currently demanding minimal energy. By comparison, at buildout, the Project would consume amounts of energy in both the short-term during Project construction and in the long-term during Project operation. Therefore, this impact is *potentially significant*.

This topic will be addressed in the Project's forthcoming EIR.

VII. GEOLOGY AND SOILS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☒	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d. Be located on expansive soil, as defined in Table 18-1-B of the most recently adopted Uniform Building Code	☐	☐	☒	☐

creating substantial risks to life or property?

- e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? ☐ ☐ ☐ ☒
- f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? ☐ ☒ ☐ ☐

ENVIRONMENTAL SETTING

The City of Porterville is situated along the western slope of the Sierra Nevada. The Sierra Nevada geomorphic province is primarily composed of Cretaceous granitic plutons and remnants of Paleozoic and Mesozoic metavolcanic and metasedimentary rocks, and Cenozoic volcanic and sedimentary rocks. The majority of Porterville has elevations ranging from 400 to 800 feet.

Faulting and Seismicity

There are no known active earthquake faults in the City of Porterville. The proposed Project site is not located within an Alquist-Priolo Earthquake Fault Zone and no known faults cut through the local soil at the site. There are several faults located within a 70-mile radius of the proposed Project site. An unnamed fault is approximately seven miles south, Poso Creek Fault is approximately 32 miles southwest, Kern Canyon Fault is approximately 35 miles east, White Wolf Fault Zone is approximately 60 miles southwest, and San Andreas and Cholame-Carrizo Fault sections are approximately 70 miles southwest of the proposed Project site. These faults have exhibited activity in the last 1.6 million years, but not in the last 200 years. It is possible, but unlikely, that previously unknown faults could become active in the area. No Alquist-Priolo Earthquake Fault Zones are in or near Porterville. Porterville is designated as an area in Seismic Design Category 4 according to the most recent version of the California Building Code. Under this designation, earthquake resistant design and materials are required to meet or exceed the current seismic engineering standards of the Building Code.

Soils

According to the City's General Plan EIR, much of the Project area has soils with moderate to high erosion potential. Generally, areas most susceptible to soil erosion are hilly or have slopes greater than 15 percent. Lower flatlands, such as the subject site, are usually less likely to erode than those located on slopes.

Regulatory Setting

Federal

Federal regulations for geology and soils are not relevant to the proposed Project because it is not a federal undertaking (the Project site is not located on lands administered by a federal agency, and the Project applicant is not requesting federal funding or a federal permit).

State

California Building Code

California law provides a minimum standard for building design through the California Building Code (CBC). The CBC is based on the IBC, with amendments for California conditions. Part 2, Volume 2, Chapter 16 of the CBC contains specific requirements for seismic safety. Part 2, Volume 2, Chapter 18 of the CBC regulates soils and foundations. Part 2, Volume 2, Appendix J of the CBC regulates grading activities. Construction activities also are subject to occupational safety standards for excavation, shoring, and trenching as specified in California Occupational Safety and Health Administration regulations (Title 8 of the California Code of Regulations) and in section A33 of the CBC. About one-third of the text within the California Building Code has been tailored for California earthquake conditions.

Paleontological Resources

Paleontological resources are the fossilized remains of plants and animals and associated deposits. The Society of Vertebrate Paleontology has identified vertebrate fossils, their taphonomic and associated environmental indicators, and fossiliferous deposits as significant nonrenewable paleontological resources. Botanical and invertebrate fossils and assemblages may also be considered significant resources.

CEQA requires that a determination be made as to whether a project would directly or indirectly destroy a unique paleontological resource or site or unique geological feature (CEQA Appendix G(v)(c)). If an impact is significant, CEQA requires feasible measures to minimize the impact (CCR Title 14(3) §15126.4 (a)(1)). California Public Resources Code §5097.5 (see above) also applies to paleontological resources.

In addition, the proposed Project is being evaluated pursuant to CEQA.

Local

Porterville General Plan Policies

- OSC-G-5: Preserve soil resources to minimize damage to people, property, and the environment resulting from potential hazards.
- OSC-G-6: Protect significant mineral resources.
- OSC-I-21: Adopt soil conservation regulations to reduce erosion caused by overgrazing, plowing, mining, new roadways and paths, construction, and off-road vehicles.
- OSC-I-23: Require adequate grading and replanting to minimize erosion and prevent slippage of manmade slopes.
- PHS-G-4: Protect soils, surface water, and groundwater from contamination from hazardous materials.
- PHS-G-1: Minimize risks of property damage and personal injury posed by geologic and seismic hazards.
- PHS-I-2: Maintain and enforce appropriate building standards and codes to avoid and/or reduce risks associated with geologic constraints and to ensure that all new construction is designed to meet current safety regulations.
- PHS-I-17: Require remediation and cleanup of sites contaminated with hazardous substances.

RESPONSES

a-i. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No Impact. The proposed Project site is not located within a currently designated Alquist-Priolo Earthquake Fault Zone. Additionally, according to the Fault Rupture Zones Map prepared by the California Department of Conservation in 2007, the Project area is not located within a Fault-Rupture Hazard

Area.¹⁴ Since no known surface expression of active faults is believed to cross the site, fault rupture through the site is not anticipated. *No impacts* would occur.

Mitigation Measures: None are required.

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

Less than Significant Impact. Although the Project area occurs in an area with historically low to moderate level of seismicity, strong ground shaking could occur in the region; however, the Project would be designed to withstand strong ground shaking, in compliance with the California Building Code, to minimize the potential effects of ground shaking and other seismic activity. Impacts from seismic ground shaking would result in *less than significant impacts*.

Mitigation Measures: None are required.

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

Less than Significant Impact. See Response a-ii. According to the City of Porterville General Plan, Public Health and Safety Element the Project site has a moderate to high risk of damaging ground motion; however, the Project's Valley location has a low risk of liquefaction. No Subsidence prone soils or oil or gas production is involved with the proposed Project. Therefore, the impact is *less than significant*.

Mitigation Measures: None are required.

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

Less than Significant Impact. The City of Porterville's 2030 General Plan, Figure 7-1 (Geological and Soil Hazards) indicates that the proposed Project site is located on relatively flat topography and is not

¹⁴ California Department of Conservation. CGS Information Warehouse. Regulatory Maps and Reports. <https://maps.conservation.ca.gov/cgs/informationwarehouse/regulatorymaps/>. Accessed May 2021.

located adjacent to any steep slopes or areas that would otherwise be subject to landslides. Therefore, the impact is *less than significant*.

Mitigation Measures: None are required.

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

Less than Significant Impact. The City of Porterville sits on top of the alluvial fans of the Tule River and its distributaries. The soil in the proposed Project area is characterized as moderately deep, well-drained, sandy loam underlain by hardpan. The Project site has a generally flat topography, is in an established urban area and does not include any Project features that would result in soil erosion or loss of topsoil. Therefore, the impact is *less than significant*.

Mitigation Measures: None are required.

c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

No Impact. The City of Porterville sits on top of the alluvial fans of the Tule River and its distributaries. The soil in the proposed Project area is characterized as moderately deep, well-drained, sandy loam underlain by hardpan. See also Response a-ii. There is *no impact*.

Mitigation Measures: None are required.

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

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

Mitigation Measures: None are required.

e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

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

Mitigation Measures: None are required.

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

Less Than Significant Impact with Mitigation. The General Plan does not identify any unique geologic features within the Planning Area and according to the CHRIS search results, there are no known paleontological resources on or near the site; however, it is unknown if any subsurface unique paleontological resources exist. Mitigation measures CUL-1 and CUL-2 shall be implemented to reduce potential impacts and as such, impacts are considered *less than significant with mitigation incorporation*.

Mitigation Measures: CUL-1 and CUL-2.

VIII. GREENHOUSE GAS EMISSIONS

Would the project:

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

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



ENVIRONMENTAL SETTING

Various gases in the earth's atmosphere play an important role in moderating the earth's surface temperature. Solar radiation enters earth's atmosphere from space and a portion of the radiation is absorbed by the earth's surface. The earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation. GHGs are transparent to solar radiation, but are effective in absorbing infrared radiation. Consequently, radiation that would otherwise escape back into space is retained, resulting in a warming of the earth's atmosphere. This phenomenon is known as the greenhouse effect. Scientific research to date indicates that some of the observed climate change is a result of increased GHG emissions associated with human activity. Among the GHGs contributing to the greenhouse effect are water vapor, carbon dioxide (CO₂), methane (CH₄), ozone, Nitrous Oxide (NO_x), and chlorofluorocarbons. Human-caused emissions of these GHGs in excess of natural ambient concentrations are considered responsible for enhancing the greenhouse effect. GHG emissions contributing to global climate change are attributable, in large part, to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. In California, the transportation sector is the largest emitter of GHGs, followed by electricity generation. Global climate change is, indeed, a global issue. GHGs are global pollutants, unlike criteria pollutants and TACs (which are pollutants of regional and/or local concern). Global climate change, if it occurs, could potentially affect water resources in California. Rising temperatures could be anticipated to result in sea-level rise (as polar ice caps melt) and possibly change the timing and amount of precipitation, which could alter water quality. According to some, climate change could result in more extreme weather patterns; both heavier precipitation that could lead to flooding, as well as more extended drought periods. There is uncertainty regarding the timing, magnitude, and nature of the potential changes to water resources as a result of climate change; however, several trends are evident.

Snowpack and snowmelt may also be affected by climate change. Much of California's precipitation falls as snow in the Sierra Nevada and southern Cascades, and snowpack represents approximately 35 percent of the state's useable annual water supply. The snowmelt typically occurs from April through July; it provides natural water flow to streams and reservoirs after the annual rainy season has ended. As air temperatures increase due to climate change, the water stored in California's snowpack could be affected by increasing temperatures resulting in: (1) decreased snowfall, and (2) earlier snowmelt.

Regulatory Setting

Federal

The USEPA Mandatory Reporting Rule (40 CFR Part 98), which became effective December 29, 2009, requires that all facilities that emit more than 25,000 metric tons CO₂-equivalent per year beginning in 2010, report their emissions on an annual basis. On May 13, 2010, the USEPA issued a final rule that established an approach to addressing GHG emissions from stationary sources under the CAA permitting programs. The final rule set thresholds for GHG emissions 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.

In addition, the Supreme Court decision in *Massachusetts v. EPA* (Supreme Court Case 05-1120) found that the USEPA has the authority to list GHGs as pollutants and to regulate emissions of GHGs under the CAA. On April 17, 2009, the USEPA found that CO₂, CH₄, NO_x, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride may contribute to air pollution and may endanger public health and welfare. This finding may result in the USEPA regulating GHG emissions; however, to date the USEPA has not proposed regulations based on this finding.

State

California is taking action to reduce GHG emissions. In June 2005, Governor Schwarzenegger signed Executive Order S-3-05 to address climate change and GHG emissions in California. This order sets the following goals for statewide GHG emissions:

- Reduce to 2000 levels by 2010
- Reduce to 1990 levels by 2020
- Reduce to 80 percent below 1990 levels by 2050

In addition, the proposed Project is being evaluated pursuant to CEQA.

Local

San Joaquin Valley Air Pollution Control District (SJVAPCD)

In August 2008, the SJVAPCD adopted the Climate Change Action Plan, which directed the SJVAPCD to develop guidance to assist lead agencies, project proponents, permit applicants, and interested parties in assessing and reducing the impacts of project specific greenhouse gas emissions on global climate change.

In 2009, the SJVAPCD adopted the guidance document: Guidance for Valley Land-Use Agencies in Addressing GHG Emission Impacts for New Projects Under CEQA. This document recommends the usage of performance-based standards, otherwise known as Best Performance Standards (BPS), to assess significance of project-specific greenhouse gas emissions on global climate change during the environmental review process. Projects implementing BPS in accordance with SJVAPCD's guidance would be determined to have a less than significant individual and cumulative impact on greenhouse gas emissions and would not require project specific quantification of greenhouse gas emissions.¹⁵

RESPONSES

- a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Potentially Significant Impact. Greenhouse gas emissions would generate from long-term area and mobile sources as well as indirectly from energy consumption. Mobile sources would include residential vehicle trips and area source emissions would result from consumption of natural gas and electricity. Potential impacts to greenhouse gas emissions are *potentially significant* and as such, will be analyzed in the forthcoming EIR.

¹⁵ SJVAPCD. Guidance for Assessing and Mitigating Air Quality Impacts. March 19, 2015.
http://www.valleyair.org/transportation/GAMAQI_3-19-15.pdf. Accessed April 2021. Page 112.

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

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

response plan or emergency evacuation plan?

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

☐☐☐☒

ENVIRONMENTAL SETTING

The proposed Project site is located in the northwestern portion of the City of Porterville, near primarily residential and agricultural land uses. The site is currently in agricultural use, specifically planted with orchards.

Residences exist within a quarter-mile of the Project site on all sides. The Project site is approximately four miles north of the Porterville Municipal Airport. Fresno-Yosemite International Airport is the closest major airport to the proposed Project site, approximately 59 miles northwest.

The Teapot Dome Landfill plant is approximately five miles southwest of the City limits, while the Porterville Wastewater Treatment Plant is located approximately 1.5 miles southeast of the site.

Regulatory Setting

Federal

The primary federal agencies with responsibility for hazardous materials management include the EPA, U.S. Department of Labor Occupational Safety and Health Administration (OSHA), and the U.S. Department of Transportation (DOT). The Environmental Protection Agency (EPA) was created to protect human health and to safeguard the natural environment – air, water and land – and works closely with other federal agencies, and state and local governments to develop and enforce regulations under existing environmental laws. Where national standards are not met, EPA can issue sanctions and take other steps to assist the states in reaching the desired levels of environmental quality. EPA also works with industries and all levels of government in a wide variety of voluntary pollution prevention programs and energy conservation efforts.

State

The California Department of Industrial Relations, Division of Occupational Safety and Health is the administering agency designed to protect worker health and general facility safety. The California Department of Forestry and Fire Protection has designated the area that includes the proposed Project site as a Local Responsibility Area, defined as an area where the local fire jurisdiction is responsible for emergency fire response.

In addition, the proposed Project is being evaluated pursuant to CEQA.

Local

City of Porterville Fire Department

The City of Porterville Fire Department, Fire Prevention Division provides limited oversight of hazardous materials. The Fire Department is responsible for conducting inspections for code compliance and fire-safe practices, permitting of certain hazardous materials, and for investigation of fire and hazardous materials incidents. The Fire Department regulates explosive and hazardous materials under the California Building Code, and permits the handling, storage and use of any explosive or other hazardous material.

Tulare County Environmental Health Division

The Tulare County Environmental Health Division (TCEHD) is the Certified Unified Program Agency (CUPA) for all cities and unincorporated areas within Tulare County. The CUPA was created by the California Legislature to minimize the number of inspections and different fees for businesses. The TCEHD provides the management and record keeping of hazardous materials and underground storage tank (UST) sites for Tulare County, including the City of Porterville.

Porterville General Plan Policies

- PHS-I-17: Require remediation and cleanup of sites contaminated with hazardous substances.
- PHS-I-18: Adopt a Household Hazardous Waste Program and support the proper disposal of hazardous household waste and waste oil; encourage citizens and crime watch organizations to report unlawful dumping of hazardous materials.
- PHS-I-19: Ensure that all specified hazardous facilities conform to the Tulare County Hazardous Waste Management Plan.
- PHS-I-21: Coordinate enforcement of the Hazardous Material Disclosure Law and the implementation of the Hazardous Material Emergency Response Plan with the Tulare County Health and Human Service Agency.

RESPONSES

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

The proposed Project would include the construction of up to 233 single-family residential homes with the associated improvements. Proposed Project construction activities may involve the use and transport of hazardous materials. These materials may include fuels, oils, mechanical fluids, and other chemicals used during construction. Transportation, storage, use, and disposal of hazardous materials during construction activities would be required to comply with applicable federal, state, and local statutes and regulations. Compliance would ensure that human health and the environment are not exposed to hazardous materials. In addition, the Project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) permit program through the submission and implementation of a Stormwater Pollution Prevention Plan during construction activities to prevent contaminated runoff from leaving the project site. Therefore, no significant impacts would occur during construction activities.

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

Mitigation Measures: None are required.

b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

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

Mitigation Measures: None are required.

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

Less Than Significant Impact. The Summit Charter Academy, Lombardi Campus is located within one-quarter mile of the Project site. As the proposed Project includes the development of single-family residences, it is not reasonably foreseeable that the proposed Project will cause a significant impact by emitting hazardous waste or bringing hazardous materials near a proposed or existing school. Residential land uses do not generate, store, or dispose of significant quantities of hazardous materials. Such uses also do not normally involve dangerous activities that could expose persons onsite or in the surrounding areas to large quantities of hazardous materials. See also Responses a. and b. regarding hazardous material handling. The impact is *less than significant*.

Mitigation Measures: None are required.

- d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. The proposed Project site is not located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (Geotracker and EnviroStordatabases – accessed in April 2021). As such, *no impacts* would occur that would create a significant hazard to the public or the environment.

Mitigation Measures: None are required.

- e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

No Impact. The proposed Project site is approximately four miles north of the Porterville Municipal Airport. Upon Annexation and Rezone approval, land use controls for this area will be provided by the City of Porterville General Plan and Development Ordinance, and the Tulare County General Plan and Zoning Ordinance, Part 77.21. Additionally, the Tulare County Comprehensive Airport Land Use Plan indicates that the Project area is outside the Proposed Airport Influence Area. The Project site is not within an established Airport Safety Zone. There is *no impact*.

Mitigation Measures: None are required.

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

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

Mitigation Measures: None are required.

g. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

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

Mitigation Measures: None are required.

X. HYDROLOGY AND WATER QUALITY

Would the project:

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

X. HYDROLOGY AND WATER QUALITY

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

The City of Porterville has a dry, desert-like climate with evaporation rates that exceed rainfall. Annual precipitation within the proposed Project site is about 10 inches, almost 85% of which falls between the months of October and March. Nearly all precipitation falls in the form of rain and storm-water readily infiltrates the soils of the surrounding the sites.

The City of Porterville is located in the Tulare Lake Basin, and within the Tule Sub-basin. which has been classified as a critically overdrafted basin.¹⁶ According to the City's General Plan EIR, wells in and around the city have shown a moderate groundwater level decline of about 0.75 feet per year over the past 20 years. The City's municipal wells are generally scattered west of Plano Avenue and south of Westfield Avenue and the distribution system is operated under pressure. The City of Porterville receives all of its municipal water from groundwater.¹⁷

According to the City of Porterville 2015 Urban Water Master Plan (UWMP)¹⁸, water demands within the City's service area are largely residential, with commercial, industrial, institutional, and City-related consumption accounts for approximately 25% of the total water demand.

¹⁶ California Department of Water Resources. Critically Overdrafted Basins Map. <https://water.ca.gov/Programs/Groundwater-Management/Bulletin-118/Critically-Overdrafted-Basins>. Accessed May 2021.

¹⁷ City of Porterville – Hydraulic Analysis, page 1. Dee Jaspar & Associates, Inc. (May 2015).

¹⁸ City of Porterville 2015 Urban Water Management Plan. October 2017. <http://www.ci.porterville.ca.us/documents/2015UWMPUpdate-Final.pdf>. Accessed May 2021.

The City's water use increased in a fairly linear fashion up through 2007. Beginning in 2008, water use began to decline due to economic conditions and water conservation measures. The City produced/used approximately 3,117 MG (9,565 ac/ft/yr) of water from groundwater supplies to serve a population of 65,702 in 2015. Of that, approximately 1,786 MG were for single family residential.¹⁹ This was approximately 37% less than what the General Plan projected for water use for Year 2015. It should also be noted that actual population growth within the City has not kept up with the population growth projections of the General Plan. Therefore, the actual water use in the City is less than what was projected under the City's General Plan.

The City implements its Drought Response Plan during certain times of the year when watering is limited or restricted. Currently, the City is in Drought Response Phase IV which prohibits residential outdoor watering six days per week. This and other mandatory water conservation measures are being enforced with fines of up to \$500 for non-compliance.²⁰

Regulatory Setting

Federal

Clean Water Act

The Clean Water Act (CWA) is intended to restore and maintain the chemical, physical, and biological integrity of the nation's waters (33 CFR 1251). The regulations implementing the CWA protect waters of the U.S. including streams and wetlands (33 CFR 328.3). The CWA requires states to set standards to protect, maintain, and restore water quality by regulating point source and some non-point source discharges. Under Section 402 of the CWA, the National Pollutant Discharge Elimination System (NPDES) permit process was established to regulate these discharges.

The National Flood Insurance Act (1968) makes available federally subsidized flood insurance to owners of flood-prone properties. To facilitate identifying areas with flood potential, Federal Emergency Management Agency (FEMA) has developed Flood Insurance Rate Maps (FIRM) that can be used for planning purposes.

State

¹⁹ City of Porterville 2015 Urban Water Management Plan. October 2017. <http://www.ci.porterville.ca.us/documents/2015UWMPUpdate-Final.pdf>. Accessed May 2021. Page 14.

²⁰ City of Porterville, Public Works, Water Conservation. <http://www.ci.porterville.ca.us/depts/PublicWorks/waterconservation.cfm> Accessed April 2021.

State Water Resources Control Board

The State Water Resources Control Board (SWRCB), located in Sacramento, is the agency with jurisdiction over water quality issues in the State of California. The SWRCB is governed by the Porter-Cologne Water Quality Act (Division 7 of the California Water Code), which establishes the legal framework for water quality control activities by the SWRCB. The intent of the Porter-Cologne Act is to regulate factors which may affect the quality of waters of the State to attain the highest quality which is reasonable, considering a full range of demands and values. Much of the implementation of the SWRCB's responsibilities is delegated to its nine Regional Boards. The proposed Project site is located within the Central Valley Region.

Regional Water Quality Board

The Regional Water Quality Control Board (RWQCB) administers the NPDES storm water-permitting program in the Central Valley region. Construction activities on one acre or more are subject to the permitting requirements of the NPDES General Permit for Discharges of Storm Water Runoff Associated with Construction Activity (General Construction Permit). The General Construction Permit requires the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP). The plan will include specifications for Best Management Practices (BMPs) that will be implemented during proposed Project construction to control degradation of surface water by preventing the potential erosion of sediments or discharge of pollutants from the construction area. The General Construction Permit program was established by the RWQCB for the specific purpose of reducing impacts to surface waters that may occur due to construction activities. BMPs have been established by the RWQCB in the California Storm Water Best Management Practice Handbook (2003), and are recognized as effectively reducing degradation of surface waters to an acceptable level. Additionally, the SWPPP will describe measures to prevent or control runoff degradation after construction is complete, and identify a plan to inspect and maintain these facilities or project elements.

In addition, the proposed Project is being evaluated pursuant to CEQA.

Local

Porterville General Plan Policies

- OSC-I-43: Work with agricultural and industrial uses to ensure that water contamination and waste products are handled in a manner that protects the long-term viability of water resources.

- OSC-I-44: Work with the Regional Water Quality Control Board to ensure that all point source pollutants are adequately mitigated (as part of the CEQA review and project approval process) and monitored to ensure long-term compliance.
- OSC-I-45: Continue to require use of feasible and practical best management practices (BMPs) and other mitigation measures designed to protect surface water and groundwater from the adverse effects of construction activities and urban runoff in coordination with the Regional Water Quality Control Board.
- OSC-I-51: Prior to the approval of individual projects, require the City Engineer and/or Building Official to verify that the provisions of applicable point source pollution programs have been satisfied.
- PHS-G-2: Protect the community from risks to life and property posed by flooding and stormwater runoff.
- PU-I-7: Continue to require water meters in all new development.
- PU-I-8: Require that agriculture water rights be assigned to the city when agricultural land is annexed to the City for urban development, consistent with the General Plan.

RESPONSES

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

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

The proposed Project will result in wastewater from residential units that will be discharged into the City's existing wastewater treatment system. The wastewater will be typical of other urban/residential developments consisting of bathrooms, kitchen drains and other similar features. The Project will not discharge any unusual or atypical wastewater.

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

Mitigation Measures: None are required.

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

Less Than Significant Impact.

Water Supply

The information below provides a comparison of existing (baseline) conditions versus potential water use based on full buildout of the proposed project. Existing agricultural water use is based on crop information contained in Tulare County's *Phase I Water Supply Evaluation*.²¹ The site is currently and has historically been farmed with 56 acres of plums. Water usage for orchards in Tulare County is documented to 3.6 acre/feet per year²², so it is estimated that the site currently uses 201.6 acre/ft per year (56 acres X 3.6 ac/ft).

To determine the estimated water use by the proposed Project, this analysis uses the same calculation methods as the City's UWMP. According to the City's UWMP, the City has a Year 2020 water usage goal of 179 gallons per capita per day (gpcpd).²³ To determine the number of persons (water users) that would result from the proposed Project, this analysis uses the City's 2015-2023 Housing Element (September 2015) which shows an average household size of 3.39 persons per household in Porterville.²⁴

The proposed Project would include the construction of up to 233 single family residences. Applying the City's average of 3.39 persons per household, this equates to approximately 790 persons. At 179 gallons per day per capita, the Project would require approximately 51.6 MG per year of potable water, or 158.35 acre/feet per year (790 residents X 179 gpcpd X 365 days = 51,614,650 gallons of potable water per year). As discussed above, the existing agricultural operations on-site require approximately 201.6 acre/feet per year, which is more than what the residential development will utilize. Additionally, the proposed land use changes will eliminate the Medium Density Residential and Neighborhood C

²¹ Tulare County General Plan 2030 Update. Recirculated Draft Environmental Impact Report. Appendix G - Phase I Water Supply Evaluation for Tulare County.

<http://generalplan.co.tulare.ca.us/documents/GP/002Board%20of%20Supervisors%20Materials/001BOS%20Agenda%20Items%20-%20Public%20Hearing%20August,%2028%202012/002Attachment%20A.%20FEIR/001Exhibit%201.%20FEIR%20Exec%20Summary%20&%20C%20hap%201-6/Appendix%20G%20-%20Phase%20I%20Water%20Supply%20Evaluation.pdf>. Accessed April 2021.

²² Tulare County General Plan 2030 Update. Recirculated Draft Environmental Impact Report. Appendix G - Phase I Water Supply Evaluation for Tulare County. Table 2.4.

<http://generalplan.co.tulare.ca.us/documents/GP/002Board%20of%20Supervisors%20Materials/001BOS%20Agenda%20Items%20-%20Public%20Hearing%20August,%2028%202012/002Attachment%20A.%20FEIR/001Exhibit%201.%20FEIR%20Exec%20Summary%20&%20C%20hap%201-6/Appendix%20G%20-%20Phase%20I%20Water%20Supply%20Evaluation.pdf>. Accessed April 2021.

²³ Porterville 2015 Urban Water Management Plan (October 2017), page 15.

²⁴ Porterville Housing Element 2015-2023 (Sept 2015), page 30.

Commercial and redesignate the land to Low Density Residential, which will be a less intense use than what was planned for and analyzed in the General Plan EIR. Further, the City engineer has indicated that the City will be able to sufficiently serve water to the proposed Project.²⁵

As such, the impact to water supply is determined to be *less than significant*.

Water Availability

The proposed Project is anticipated to utilize City groundwater to support the residential development. The City has historically used groundwater to meet all of their water demands. Although the City's aquifer is in a state of overdraft, they could still meet their water demands for several more years solely with groundwater.²⁶ However, the City recognizes that continued overdraft of the City's groundwater is not sustainable. As such, the City has and/or is planning to implement several mechanisms to address this shortfall. These include reliance on surface water, increased groundwater recharge projects, and consolidated water projects. The City's General Plan EIR indicates that by 2030, total water demand by the City will be 30,000 acre-feet per year, which will exceed the groundwater availability. However, as noted previously, actual population growth within the City has not kept up with the population growth projections of the General Plan. Therefore, the actual water use in the City is less than what was projected under the City's General Plan. The Urban Water Management Plan (UWMP) indicates that future demand can be met with continued groundwater pumping, surface water purchases and conservation measures. Additionally, as discussed above, the proposed Project will demand less water than what is currently being utilized to grow orchards. As such, there is *a less than significant impact* to this impact area.

Mitigation Measures: None are required.

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

²⁵ Michael Knight, City of Porterville Public Works Director, email communication.

²⁶ Porterville UWMP, page 42. (2010).

iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

iv. impede or redirect flood flows?

Less than Significant Impact. The site is presently planted in plum orchards, with a single-family residence on the southern boundary as well as the eastern boundary of the parcel. The site will be designed so that during construction storm water is collected in compliance with Portville City standards. At full buildout, the stormwater will tie into the City's existing storm drain system, which has adequate capacity. The storm water collection system design will be subject to review and approval by the City Public Works Department. Storm water during construction will be managed as part of the Storm Water Pollution Prevention Plan (SWPPP). A copy of the SWPPP is retained on-site during construction.

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

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

Mitigation Measures: None are required.

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

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

Less than Significant Impact. The Project site is within Zone X, which experiences minimal flood hazards, as indicated by FEMA flood hazard map 06107C1634E, effective 6/16/2009. The site is not within a 100-year flood zone or a 500-year flood zone. The site will be designed for adequate storm drainage.

Flows into the Tule River (located approximately two miles south of the Project site) are controlled by the Success Dam located approximately five miles upstream from the City. A dam failure is usually the result of neglect, poor design, or structural damage caused by a major event such as an earthquake. Dams must be operated and maintained in a safe manner, which is ensured through inspections for safety

deficiencies, analyses using current technologies and designs, and taking corrective actions as needed based on current engineering practices.

The Project site is located within the Success Dam inundation area, as shown on Figure 7-3 of the 2030 General Plan. This inundation area runs through Porterville, to a location downstream of Corcoran, a distance of approximately 44 miles. The Army Corp Of Engineers (ACOE) is in the process of completing an environmental impact statement for reinforcing the strength of the dam in the event of seismically induced failure. The Project site is within the 0.5-hour to 1-hour inundation zone of Success Dam. In the event of a dam failure, most of the City would be flooded within one hour.

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

The Porterville Emergency Operations Plan (EOP), adopted in 2004, includes planning and response scenarios for seismic hazards, extreme weather conditions, landslides, dam failure and other flooding. The City has designated several evacuation routes through Porterville to be used in case of catastrophic emergencies. In the unlikely event that the dam fails before the ACOE's proposed dam reinforcement completion date of 2014–2015, the dam owner would follow the emergency action plan (EAP) developed for Success Dam. The EAP includes a notification flowchart, early detection systems, notification for warning and evacuation by state and local emergency management officials, steps to moderate or alleviate the effects of a dam failure, and inundation maps. As such, impacts related to exposure of people or structures to a risk of loss, injury, or death involving flooding as a result of the failure of a levee or dam would be *less than significant*.

Mitigation Measures: None are required.

XI. LAND USE AND PLANNING

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Physically divide an established community?	☐	☐	☐	☒
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

Environmental Setting

The proposed Project site is located in the northern part of the City of Porterville and is currently planted with plum orchards. The Project site is bounded to the west by N. Westwood Street, to the south by W. Westfield Avenue, and to the east by N. Lombardi Street. Residential subdivisions lie to the west, east, and south. Summit Charter Academy, Lombardi Campus lies directly north, with a diagonal of the Friant-Kern Canal along the northwest corner. The Project consists of an Annexation and Rezone to allow the construction of up to 233 single-family residences on approximately 56 acres.

The site is currently prezoned RS-1 (Very Low Density Residential) General Plan Designation, land use and zoning surrounding the site are identified in Table 4.

Table 4
Existing Land Use, General Plan Designation and Zoning

Location	Existing Land Use	Current Zoning Classification	General Plan Designation
North	Summit Charter Academy, Lombardi Campus and a portion of the Friant-Kern Canal.	PS, PK	Public Land, Park Land.

Location	Existing Land Use	Current Zoning Classification	General Plan Designation
South	Residential development and vacant land.	RS-2, RM-2	Low Density and Medium Density Residential.
West	Residential development.	RS-1, RS-2	Low Density Residential.
East	Residential development, vacant land and agriculture.	RS-2	Very Low and Low Density Residential.

Existing land uses in City of Porterville have been organized into generalized categories that are summarized below on Table 5. City of Porterville has a 2030 General Plan planned build-out of approximately 36,341 acres in size, equivalent to approximately 56.6 square-miles.

Table 5
Existing Land Use: City of Porterville Planning Area (2005)²⁷

Generalized Land Use Category	Total	Percentage
Agriculture/Rural/Conservation	21,270	59%
Single-Family Residential	4,760	13%
Multi-Family Residential	240	1%
Retail Shopping	80	0%
Commercial	760	2%
Industrial	350	1%
Public/Quasi-Public	2,630	7%
Vacant	3,590	10%
Unclassified (Roads, water, etc.)	2,661	7%
Total Area	36,341	100%

Regulatory Setting

Federal

²⁷ City of Porterville General Plan, Land Use Element.

Federal regulations for land use are not relevant to the proposed Project because it is not a federal undertaking (the proposed Project site is not located on lands administered by a federal agency, and the Project applicant is not requesting federal funding or a federal permit).

State

SB 330 Housing Crisis Act of 2019

On October 9, 2019, Gov. Gavin Newsom signed the Housing Crisis Act of 2019 into law, commonly known as Senate Bill 330 (Chapter 654, Statutes of 2019) to respond to the California housing crisis. Effective January 1, 2020, SB330 aims to increase residential unit development, protect existing housing inventory, and expedite permit processing. This new law makes a number of modifications to existing legislation, such as the Permit Streamlining Act and the Housing Accountability Act and institutes the Housing Crisis Act of 2019. Many of the changes proposed last for a 5-year period and sunset on January 1, 2025. Under this legislation, municipal and county agencies are restricted in ordinances and policies that can be applied to residential development. The revised definition of “Housing Development” now contains residential projects of two or more units, mixed-use projects (with two-thirds of the floor area designated for residential use), transitional, supportive, and emergency housing projects.

RESPONSES

- a. Physically divide an established community?
- b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the General Plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. The proposed Project is located in the northwestern portion of the City of Porterville, in an area of residential and agricultural land uses. The proposed Project site is currently planted in orchards and has a residential home on the southern and eastern boundaries of the parcel.

The Project includes up to 233 single-family residential units on approximately 56 acres of land. The Project has no characteristics that would physically divide the City of Porterville. Access to the existing surrounding areas will be improved with Project implementation.

The site is currently zoned AE-20 by Tulare County however it is within the Porterville Urban Development Boundary and rezoned in the City as RS-1 and designated by the General Plan as Low Density Residential, Medium Density Residential, Parks & Recreation and Neighborhood Commercial. As part of the Project, the site will be zoned Low Density Residential and the General Plan land use

changes will eliminate the Medium Density Residential and Neighborhood Commercial and the designation will be amended to Low Density Residential. Project development and subsequent land use and zoning changes will not conflict with any land use plan, policy, regulation adopted for the purpose of avoiding or mitigating and environmental effect.

California Senate Bill 330 Housing Crisis Act of 2019 restricts the adoption of land use or zoning amendment that would result in a net loss in residential capacity. The current project site's general plan land use designation of Low Density Residential with Medium Density Residential, Neighborhood Commercial, and Parks and Recreation provides a residential maximum density of 336 units. The tentative subdivision proposes to amend the existing land uses to be converted to Low Density Residential. This change in zoning designation will increase the max density of the development to 339 Units, resulting in a gross gain in density.

With Project approval, the proposed Project will be consistent with Porterville 2030 General Plan objectives and policies and will not significantly conflict with applicable land use plans, policies or regulations of the City of Porterville.

No impacts would occur as a result of this Project.

Mitigation Measures: None are required.

XII. MINERAL RESOURCES

Would the project:

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

ENVIRONMENTAL SETTING

The City of Porterville is situated along the western slope of a northwest-trending belt of rocks comprising the Sierra Nevada and within the southern portion of the Cascade Range. The Sierra Nevada geomorphic province is primarily composed of Cretaceous granitic plutons and remnants of Paleozoic and Mesozoic metavolcanic and metasedimentary rocks, and Cenozoic volcanic and sedimentary rocks. The majority of the Planning Area has elevations ranging between 400 and 800 feet.

Historically, the quarrying of magnesite was a significant industry in the City of Porterville. Currently, the most economically significant mineral resources in Tulare County are sand, gravel, and crushed stone, used as sources for aggregate (road materials and other construction). The two major sources of aggregate are alluvial deposits (river beds, and floodplains), and hard rock quarries. Consequently, most Tulare County mines are located along rivers at the base of the Sierra foothills.

Tule River contains various State-classified mineral resource zones (MRZ-2a, MRZ-2b, and MRZ-3a). While this area was once suitable for mining operations, it is now surrounded by urban development. Approximately 890 acres along the Tule River, or 2.5 percent of all lands within the Planning Area, are within mineral resource zones. Tule River contains various State-classified mineral resource zones (MRZ-2a, MRZ-2b, and MRZ-3a). While this area was once suitable for mining operations, it is now surrounded by urban development. Approximately 890 acres along the Tule River, or 2.5 percent of all lands within the Planning Area, are within mineral resource zones.

Regulatory Setting

There are no federal, state or local regulations pertaining to mineral resources relevant to the proposed Project.

RESPONSES

- a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. As shown in Figure 6-3 of the 2030 General Plan, the proposed Project area is not included in a State classified mineral resource zones. Therefore, there is *no impact*.

Mitigation Measures: None are required.

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

No Impact. As shown in Figure 6-3 of the 2030 General Plan, the proposed Project area is not included in a State classified mineral resource zones. Soil disturbance for the proposed Project would be limited site ground work such as grading, foundations, and installation of infrastructure. Therefore, there is *no impact*.

Mitigation Measures: None are required.

XIII. NOISE

Would the project:

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

ENVIRONMENTAL SETTING

The Project site is located in the northwestern part of the City of Porterville and is currently planted in orchards, with a single-family residential home along the southern boundary, as well as the eastern boundary of the parcel. The site is located in an established area that provides a mix of land uses, including residential and agricultural.

The primary existing noise sources contributing to ambient noise in the proposed Project area are traffic noises and noises associated with neighborhoods and agriculture.

Regulatory Setting*Federal*

The Federal Railway Administration (FRA) and the Federal Transit Administration (FTA) have published guidance relative to vibration impacts. According to the FRA, fragile buildings can be exposed

to ground-borne vibration levels of 0.5 PPV without experiencing structural damage³². The FTA has identified the human annoyance response to vibration levels as 80 RMS.

State

The State Building Code, Title 24, Part 2 of the State of California Code of Regulations establishes uniform minimum noise insulation performance standards to protect persons within new buildings which house people, including hotels, motels, dormitories, apartment houses and dwellings other than single-family dwellings. Title 24 mandates that interior noise levels attributable to exterior sources shall not exceed 45 dB L_{dn} or CNEL in any habitable room.

Title 24 also mandates that for structures containing noise-sensitive uses to be located where the L_{dn} or CNEL exceeds 60 dB, an acoustical analysis must be prepared to identify mechanisms for limiting exterior noise to the prescribed allowable interior levels. If the interior allowable noise levels are met by requiring that windows be kept closed, the design for the structure must also specify a ventilation or air conditioning system to provide a habitable interior environment

Local

Measuring and reporting noise levels involves accounting for variations in sensitivity to noise during the daytime versus nighttime hours. Noise descriptors used for analysis need to factor in human sensitivity to nighttime noise when background noise levels are generally lower than in the daytime and outside noise intrusions are more noticeable. Common descriptors include the Community Noise Equivalent Level (CNEL) and the Day-Night Average Level (L_{dn}). Both reflect noise exposure over an average day with weighting to reflect the increased sensitivity to noise during the evening and night. The two descriptors are roughly equivalent. The CNEL descriptor is used in relation to major continuous noise sources, such as aircraft or traffic, and is the reference level for the Noise Element under State planning law. The Noise Element included in the 2030 City of Porterville General Plan (2008) includes noise and land use compatibility standards for various land uses. These are shown in Table 6 below.

Table 6
Land Use Compatibility for Community Noise Environment

Land Use Category	Community Noise Exposure, L_{dn} or CNEL dB			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential – Low density single family, duplex,	<65 (<45 Interior)	65 to 70	70 to 75	>75 (>45 Interior)

Land Use Category	Community Noise Exposure, L_{dn} or CNEL dB			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential – Multiple family	<65 (<45 Interior)	65 to 70	70 to 75	>75 (>45 Interior)
Schools, libraries, churches, hospitals, nursing	<70	60 to 75	70 to 80	>80
Industrial, manufacturing, utilities, agriculture	<75	70 to 80	75 to 85	No levels identified

Normally acceptable – Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally acceptable – New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

Normally unacceptable – New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly unacceptable – New construction or development should generally not be undertaken.

Porterville General Plan Policies

- N-G-1: Minimize vehicular and stationary noise levels and noise from temporary activities.
- N-G-2: Ensure that new development is compatible with the noise environment.
- N-G-5: Reduce noise intrusion generated by miscellaneous noise sources through conditions of approval to control noise-generating activities.
- N-I-7: Require noise from existing mechanical equipment to be reduced by soundproofing materials and sound-deadening installation.

RESPONSES

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

Less than Significant Impact. According to the City's General Plan EIR, the major noise sources in Porterville are related to roadways and vehicle traffic. As shown in Figure 9-2 of the City's General Plan Noise Element, the Project site's western boundary is exposed to the 55dB and 60 dB CNEL noise

contours, located along N. Westwood Street. Design features will be incorporated into the site plan to mitigate noise exposure to residences.

The site itself is located in an urban area adjacent to roadways that are potentially heavily travelled, particularly N. Westwood Street. Noise from the proposed Project will be similar to existing conditions and will generally include noise from vehicles, air conditioner units and other similar equipment. It is not expected that the proposed Project will result in a discernable increase in noise to surrounding land uses.

Proposed Project construction related activities will involve temporary noise sources. Typical construction related equipment include graders, trenchers, small tractors and excavators. During the proposed Project construction, noise from construction related activities will contribute to the noise environment in the immediate vicinity; however, the City of Porterville noise ordinance includes limiting construction activities to daytime hours and not allowing construction on certain holidays. The ordinance also restricts construction delivery trucks to daylight hours to avoid noise-sensitive hours of the day.

Activities involved in construction will generate maximum noise levels, as indicated in Table 7, ranging from 79 to 91 dBA at a distance of 50 feet, without feasible noise control (e.g., mufflers) and ranging from 75 to 80 dBA at a distance of 50 feet, with feasible noise controls.

Table 7
Typical Construction Noise Levels

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

The City of Porterville's General Plan Noise Element (2008) sets the standard noise threshold of 60 dBA at the exterior of nearby residences; however, it does not identify a short-term, construction-noise-level threshold. The distinction between short-term construction noise impacts and long-term operational noise impacts is a typical one in both CEQA documents and local noise ordinances, which generally recognize the reality that short-term noise from construction is inevitable and cannot be mitigated beyond a certain level. Thus, local agencies frequently tolerate short-term noise at levels that they would not accept for permanent noise sources. A more severe approach would be impractical and might

preclude the kind of construction activities that are to be expected from time to time in urban environments. Most residents of urban areas recognize this reality and expect to hear construction activities on occasion.

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

The approximate threshold of vibration perception is 65 VdB, while 85 VdB is the vibration acceptable only if there are an infrequent number of events per day. Table 8 describes the typical construction equipment vibration levels.

Table 8 Typical Construction Vibration Levels	
Equipment	VdB at 25 ft
Small Bulldozer	58
Jackhammer	79

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

Impacts are *less than significant*.

Mitigation Measures:

None are required.

- c. For a project located within the vicinity of a private airstrip or an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The Project is not located within the Porterville Municipal Airport's projected airport influence area. Therefore, there is *no impact*.

Mitigation Measures: None are required.

XIV. POPULATION AND HOUSING

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

According to the Porterville 2030 General Plan, over the past 30 years, the City of Porterville's population has grown at an average annual rate of 3.7 percent. However, the City's population growth slowed to an average annual rate of 2.8 percent over the most recent 15 years. In 2006, the California Department of Finance (DOF) estimated the City with a population of 45,220 residents. In 2010, the City had an estimated population of 54,165 residents. In 2011 the City grew to 54,676 residents, while the City recorded an approximate population of 55,490 in 2012. According to the most recent California DOF report²⁸, the City currently is at approximately 59,571 residents, a 7.35 percent increase from 2012. Build-out of the 2030 General Plan will accommodate a population of approximately 107,300 in Porterville, which represents an annual population growth rate of 3.7 percent.

Regulatory Setting

Federal

The U.S. Department of Housing and Urban Development's (HUD) mission is to create strong, sustainable, inclusive communities and quality affordable homes for all. HUD is working to strengthen the housing market to bolster the economy and protect consumers; meet the need for quality affordable

²⁸ State of California Department of Finance. E-1 Population Estimates for Cities, Counties, and the State – January 1, 2020 and 2021. <https://www.dof.ca.gov/forecasting/demographics/estimates/e-1/>. Accessed May 2021.

rental homes: utilize housing as a platform for improving quality of life; build inclusive and sustainable communities free from discrimination; and transform the way HUD does business.²⁹

State

The California Department of Housing and Community Development (HCD's) mission is to "[p]rovide leadership, policies and programs to preserve and expand safe and affordable housing opportunities and promote strong communities for all Californians."³⁰ "In 1977, the State Department of Housing and Community Development (HCD) adopted regulations under the California Administrative Code, known as the Housing Element Guidelines, which are to be followed by local governments in the preparation of local housing elements. AB 2853, enacted in 1980, further codified housing element requirements. Since that time, new amendments to State Housing Law have been enacted.

State Housing Law also mandates that local governments identify existing and future housing needs in a Regional Housing Needs Assessment (RHNA).

Local

City of Porterville Housing Element. California Housing Element law requires every jurisdiction to prepare and adopt a housing element as part of a City's General Plan.

State Housing Element requirements are framed in the California Government Code, Sections 65580 through 65589, Chapter 1143, Article 10.6. The law requires the State Department of Housing and Community Development (HCD) to administer the law by reviewing housing elements for compliance with State law and by reporting its written findings to the local jurisdiction. Although State law allows local governments to decide when to update their general plans, State Housing Element law mandates that housing elements be updated every eight years. The City's Housing Element was adopted in December of 2015, and contains information on housing needs, land inventory, constraints, and a program of action.

RESPONSES

²⁹ U.S. Department of Housing and Urban Development, Mission, <http://portal.hud.gov/hudportal/HUD?src=/about/mission>. Accessed May 2021.

³⁰ California Department of Housing and Community Development, Mission, <http://www.hcd.ca.gov/mission.html>. Accessed May 2021.

- a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less than Significant Impact. The proposed Project would include the construction of up to 233 single-family residences and internal access roads, which would result in approximately 790 additional residents based on the estimated 3.39 persons per household for the City of Porterville, which would increase the City's population by approximately 1.5% at full buildout. The site is within the Porterville Planning Area of the General Plan and as such, residential site development is expected and has been planned for. Impacts are *less than significant*.

Mitigation Measures: None are required.

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

Less than Significant. There are two residential structures currently on-site; however, they will both remain after Project buildout. No houses will be displaced and as such, there will be *no impact*.

Mitigation Measures: None are required.

XV. PUBLIC SERVICES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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- a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

The proposed Project site is in an area already served by public service systems. The nearest fire station is Porterville Fire Station 2, which is located at the Public Works complex, approximately 1.4 miles southeast of the proposed Project site. The physical address of the fire station is 500 North Newcomb Street. The Porterville Police Department is located approximately 3.0 miles southeast of the proposed Project site at 350 North D Street.

The Teapot Dome Landfill plant is approximately five miles southwest of the City limits, while the Porterville Wastewater Treatment Plant is located approximately 1.4 miles southeast of the site. Summit Charter Academy, Lombardi Campus abuts the Project site to the north, William R. Buckley Elementary School is 0.3 miles southwest, Burton Middle School is one-half mile southwest, and Oak Grove Elementary School is 0.6 miles southeast of the Project site.

Regulatory Setting

Federal

National Fire Protection Association

The National Fire Protection Association (NFPA) is an international nonprofit organization that provides consensus codes and standards, research, training, and education on fire prevention and public safety. The NFPA develops, publishes, and disseminates more than 300 such codes and standards intended to minimize the possibility and effects of fire and other risks. The NFPA publishes the NFPA 1, Uniform Fire Code, which provides requirements to establish a reasonable level of fire safety and property protection in new and existing buildings.

State

California Fire Code and Building Code

The 2007 California Fire Code (Title 24, Part 9 of the California Code of Regulations) establishes regulations to safeguard against hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises. The Fire Code also establishes requirements intended to provide safety and assistance to fire fighters and emergency responders during emergency operations. The provision of the Fire Code includes regulations regarding fire-resistance rated construction, fire protection systems such as alarm and sprinkler systems, fire service features such as fire apparatus access roads, fire safety during construction and demolition, and wildland urban interface areas.

In addition, the proposed Project is being evaluated pursuant to CEQA.

Local

Porterville General Plan Policies

- PHS-I-28: Ensure that new development incorporates safety concerns into the site, circulation, building design and landscaping plans.

RESPONSES

- a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?

Less than Significant Impact. The proposed Project site will continue to be served by City of Porterville Fire Station No. 2, which is approximately 1.4 miles southeast of the proposed Project site. The Project applicant would be required to submit plans to the City Fire Department for review and approval prior to the issuance of building permits to ensure the Project would conform to applicable building codes and would provide an on-site fire hydrant system in the event of an on-site fire. The Project would also include local roads that would provide access to emergency vehicles in the event of a fire and would connect to the larger circulation system to ensure adequate provision of emergency access to the Project site. As such, any impacts would be less *than significant*.

Police Protection?

Less than Significant Impact. The proposed Project includes the construction of 233 single-family residential units and a neighborhood park, which will accommodate approximately 790 persons. Protection services would be provided to the Project site from the existing Porterville Police Department, approximately three miles to the southeast of the site. As the Project site is located in an area currently served by the Police Department and the site has been designated for urban use by the General Plan, the department would not need to expand its existing service area or construct a new facility to serve the Project site. The impact is *less than significant*.

Schools?

Less than Significant Impact. The proposed Project site is located within the Burton School District. The Project site is not within any elementary or middle school boundaries, but is within the Monache High School Boundary. Based on school district generation rates for new housing units (0.4 elementary, 0.1 middle school and 0.2 high school students per residential unit³¹), the proposed Project would generate approximately 104 elementary school students, 26 middle school students and 52 high school students. Pursuant to California Education Code Section 17620(a)(1), the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district for the purpose of funding the construction or reconstruction of school facilities. The Project applicant would be required to pay such fees to reduce any impacts of new residential development of school services. Payment of the developer fees will offset the addition of school-age children within the district. As such, any impacts would be *less than significant*.

Parks?

³¹ Porterville 2030 General Plan EIR. SCH 2006011033. Page 234.

Less than Significant Impact. The nearest City park to the proposed Project site is Veterans Park, approximately 1.1 miles southeast on N. Newcomb Street and W. Henderson Avenue. Additionally, the tentative subdivision map includes a neighborhood park in the center of the new development, which would be approximately 152,214 square feet (3.49 acres) in size.

To ensure sufficient recreational opportunities, the City has established a Park Impact Fee, implemented by Chapter 19, Parks, Article III, Park Impact Fee, of the Municipal Code. The Municipal Code states that parks must be constructed or expanded commensurate with growth of the City. The developer will receive a credit against their park fees as a result of the City requirement to include a park in the residential development. Additionally, the Project applicant would be required to comply with Article III of the Municipal Code. As such, any impacts would remain *less than significant*.

Other public facilities?

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

Mitigation Measures: None are required.

XVI. RECREATION

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

The City of Porterville provides its residents several types of parks and recreational facilities. Parks are defined as land owned or leased by the City and used for public recreational purposes. The City classifies parks and recreational facilities in five categories: Pocket Parks, Neighborhood Parks, Community Parks, Specialized Recreation, and Trail/Parkways. Currently, the City of Porterville has 15 parks for a total of approximately 291 acres of parkland.

These facilities range in size from the 0.1-acre North Park pocket park up to the 95-acre Sports Complex facility. With a 2021 population of 59,571 residents³², the City has a ratio of 4.9 acres of parkland per 1,000 residents. The park ratio is based on Neighborhood Parks, Community Parks, and Specialized Recreation areas only. Trails, Community Facilities and Pocket Parks do not contribute to the ratio.

Regulatory Setting

The proposed Project is being evaluated pursuant to CEQA; however, there are no additional federal, state or local regulations, plans, programs, and guidelines associated with recreation that are applicable to the proposed Project.

³² State of California Department of Finance. E-1 Population Estimates for Cities, Counties, and the State – January 1, 2020 and 2021. <https://www.dof.ca.gov/forecasting/demographics/estimates/e-1/>. Accessed May 2021.

RESPONSES

- a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less than Significant Impact. As described in Impact XIV(a), the City has established a Park Impact Fee through the Municipal Code, which states that parks must be constructed or expanded commensurate with growth of the City. The City requires the applicant to pay a Park Impact Fee, dedicate land for open space, or a combination of both. The applicant intends to construct a 152,214 square foot (3.49 acre) park in the center of the residential development. As such, any impacts will be *less than significant*.

Mitigation Measures: None are required.

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

Less than Significant Impact. As stated previously, the proposed Project includes the construction of recreation facilities (a community park) in the site development plan. The developer will receive a credit against their park fees as a result of the City requirement to include a park in the residential development. As such, the payment of a Park Impact Fee as directed by the Municipal Code is likely not required. *Less than significant impacts* would occur.

Mitigation Measures: None are required.

XVII. TRANSPORTATION/TRAFFIC

Would the project:

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

ENVIRONMENTAL SETTING

The proposed development is located on APN 245-010-087 and is bounded to the east by Westwood Street, to the west by Lombardi Street and to the south by Westfield Avenue. Residential subdivisions lie to the west, east, and south. Summit Charter Academy, Lombardi Campus lies directly north, with a diagonal of the Friant-Kern Canal along the northwest corner. Porterville is bisected north-south by State Route (SR) 65 and SR 190 runs east-west in the southern portion of the City.

The nearest airport to the proposed Project site is the Porterville Municipal Airport, which is located approximately four miles south of the site.

Regulatory Setting

*Federal*Federal Transit Administration.

The Federal Transit Administration (FTA) is an authority that provides financial and technical assistance to local public transit systems, including buses, subways, light rail, commuter rail, trolleys, and ferries.

The FTA is funded by Title 49 of the United States Code, which states the FTA’s interest in fostering the development and revitalization of public transportation.

Americans with Disabilities Act of 1990.

Titles I, II, III, IV, and V of the ADA have been codified in Title 42 of the United States Code, beginning at Section 12101. Title III prohibits discrimination on the basis of disability in “places of public accommodation” (businesses and nonprofit agencies that serve the public) and “commercial facilities” (other businesses). The regulation includes Standards for Accessible Design, which establish minimum standards for ensuring accessibility when designing and constructing a new facility or altering an existing facility.*State*

Senate Bill (SB) 743.

On September 27, 2013, Governor Jerry Brown signed SB 743 into law and codified a process that changed transportation impact analysis as part of CEQA compliance. SB 743 directs the California Office of Planning and Research (OPR) to administer new CEQA guidance for jurisdictions that removes automobile vehicle delay and LOS or other similar measures of vehicular capacity or traffic congestions from CEQA transportation analysis. Rather, it requires the analysis of VMT or other measures that “promote the reduction of greenhouse gas emissions, the development of multi-modal transportation networks, and a diversity of land uses,” to be used as a basis for determining significant impacts to circulation in California. The goal of SB 743 is to appropriately balance the needs of congestion management with statewide goals related to reducing GHG emissions, encourage infill development, and promote public health through active transportation.

Local

The City of Porterville and the Tulare County Regional Transportation Plan designate level of service “D” as the minimum acceptable intersection peak hour level of service standard.

Porterville General Plan Policies

- C-G-6: Maintain acceptable levels of service and ensure that future development and the circulation system are in balance.
- C-G-7: Ensure that new development pays its fair share of the costs of transportation facilities.
- C-I-12: Continue to require that new development pay a fair share of the costs of street and other traffic and local transportation improvements based on traffic generated and impacts on traffic service levels.

RESPONSES

- a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?
- b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Potentially Significant Impact. Project related traffic generation could potentially have significant impacts to local and regional transportation systems. Additionally, VMT generation could potentially conflict with CEQA Guidelines section 15064.3 and as such, these impact areas will be analyzed in the forthcoming EIR.

- c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- d. Result in inadequate emergency access?

Less than Significant Impact. No roadway design features associated with this proposed Project would result in an increase in hazards due to a design feature or be an incompatible use. There are five points of ingress/egress to the proposed Project site and each of these points will be sized appropriately for emergency vehicles. As such, the proposed Project has been appropriately designed for emergency access. Any impacts would be considered *less than significant*.

Mitigation Measures: None are required.

XVIII. TRIBAL CULTURAL RESOURCES

Would the project:

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

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

☐☐☒☐☐☐☒☐

ENVIRONMENTAL SETTING

Federal

The National Historic Preservation Act

The National Historic Preservation Act of 1966 (NHPA) established federal regulations for the purpose of protecting significant cultural resources. The legislation established the National Register of Historic Places and the National Historic Landmarks Program. It mandated the establishment of the Office of Historic Preservation, responsible for implementing statewide historic preservation programs in each state.

State

California State Office of Historic Preservation (OHP)

The California State Office of Historic Preservation (OHP) is responsible for administering federally and state mandated historic preservation programs to further the identification, evaluation, registration and protection of California's irreplaceable archaeological and historical resources under the direction of the State Historic Preservation Officer (SHPO), appointed by the governor, and the State Historical Resources Commission, a nine-member state review board appointed by the governor.

Among OHP's responsibilities are identifying, evaluating, and registering historic properties; and ensuring compliance with federal and state regulations. The OHP administers the State Register of Historical Resources and maintains the California Historical Resources Information System (CHRIS) database. The CHRIS database includes statewide Historical Resources Inventory (HRI) database. The records are maintained and managed under contract by eleven independent regional Information Centers. Tulare, Fresno, Kern, Kings and Madera counties are served by the Southern San Joaquin Valley Information Center (Center), located in Bakersfield, CA. The Center provides information on known historic and cultural resources to governments, institutions and individuals.³³

A historical resource may be eligible for inclusion in the California Register of Historical Resources (CRHR) if it:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- Is associated with the lives of persons important to our past;

³³ California Office of Historic Preservation, Mission and Responsibilities, http://ohp.parks.ca.gov/?page_id=1066, Accessed April 2021.

- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- Has yielded, or may be likely to yield, information important in prehistory or history.³⁴

Tribal Consultation Requirements: SB 18 (Burton, 2004)³⁵

On September 29, 2004, Governor Schwarzenegger signed Senate Bill 18, Tribal Consultation Guidelines, into law. This bill amended Section 815.3 of the Civil Code, to amend Sections 65040.2, 65092, 65351, 65352, and 65560 of, and to add Sections 65352.3, 65352.4, and 65562.2 to, the Government Code, relating to traditional tribal cultural Places. SB 18, enacted March 1, 2005, creates a mechanism for California Native American Tribes to identify culturally significant sites that are located within public or private lands within the city or county's jurisdiction. SB 18 requires cities and counties to contact, and offer to consult with, California Native American Tribes before adopting or amending a General Plan, a Specific Plan, or when designating land as Open Space, for the purpose of protecting Native American Cultural Places (PRC 5097.9 and 5097.993). The Native American Heritage Commission (NAHC) provides local governments with a consultation list of tribal governments with traditional lands or cultural places located within the Project Area of Potential Effect. Tribes have 90 days from the date on which they receive notification to request consultation, unless a shorter timeframe has been agreed to by the tribe.

Tribal Consultation Requirements: AB 52 (Gatto, 2014)³⁶

This bill was approved by Governor Brown on September 25, 2014 and became effective July 1, 2015. This bill amended Section 5097.94 of, and to add Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3 to, the Public Resources Code, relating to Native Americans. The bill specifies that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource, as defined, is a project that may have a significant effect on the environment. This bill requires a lead agency to begin consultation with a California Native American tribe that is traditionally and culturally affiliated (can be a tribe anywhere within the State of California) with the geographic area of the proposed project, if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation, prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project.

³⁴ California Office of Historic Preservation, California Register of Historical Resources: Criteria for Designation. https://ohp.parks.ca.gov/?page_id=21238. Accessed April 2021.

³⁵ Senate Bill No. 18, Chapter 905. https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=200320040SB18. Accessed April 2021.

³⁶ Assembly Bill No. 52, Chapter 532. http://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=201320140AB52. Accessed April 2021.

Existing law establishes the Native American Heritage Commission (NAHC) and vests the commission with specified powers and duties. This bill required the NAHC to provide each California Native American tribe, as defined, on or before July 1, 2016, with a list of all public agencies that may be a lead agency within the geographic area in which the tribe is traditionally and culturally affiliated, the contact information of those agencies, and information on how the tribe may request those public agencies to notify the tribe of projects within the jurisdiction of those public agencies for the purposes of requesting consultation.

The NAHC provides protection to Native American burials from vandalism and inadvertent destruction, provides a procedure for the notification of most likely descendants regarding the discovery of Native American human remains and associated grave goods, brings legal action to prevent severe and irreparable damage to sacred shrines, ceremonial sites, sanctified cemeteries and place of worship on public property, and maintains an inventory of sacred places.³⁷

The NAHC performs a Sacred Lands File search for sites located on or near the Project site upon request. The NAHC also provides local governments with a consultation list of tribal governments with traditional lands or cultural places located within the Project Area of Potential Effect. The City sent letters to the tribal governments listed by the NAHC on April 29, 2021 as required by AB 52.

Local

Porterville General Plan Policies

- OSC-I-72: Develop an agreement with Native American representatives for consultation in the cases where new development may result in disturbance to Native American sites.

RESPONSES

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

³⁷ Native American Heritage Commission, About the Native American Heritage Commission <http://nahc.ca.gov/about/>. Accessed April 2021.

Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

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

Mitigation Measures: No additional measures are required.

XIX. UTILITIES AND SERVICE SYSTEMS

Would the project:

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

ENVIRONMENTAL SETTING

Utilities required to serve the proposed Project would include: water, sanitary sewer, storm drainage, electricity, and telecommunications infrastructure. Water service, sewage disposal and refuse collection would be provided by the City of Porterville.

Regulatory Setting

State

State Water Resources Control Board (SWRCB)

Waste Discharge Requirements Program. State regulations pertaining to the treatment, storage, processing, or disposal of solid waste are found in Title 27, CCR, Section 20005 et seq. (hereafter Title 27). In general, the Waste Discharge Requirements (WDRs) Program (sometimes also referred to as the "Non Chapter 15 (Non 15) Program") regulates point discharges that are exempt pursuant to Subsection 20090 of Title 27 and not subject to the Federal Water Pollution Control Act. Exemptions from Title 27 may be granted for nine categories of discharges (e.g., sewage, wastewater, etc.) that meet, and continue to meet, the preconditions listed for each specific exemption. The scope of the WDRs Program also includes the discharge of wastes classified as inert, pursuant to section 20230 of Title 2744. Several SWRCB programs are administered under the WDR Program, including the Sanitary Sewer Order and recycled water programs.

National Pollutant Discharge Elimination System (NPDES) Permit

As authorized by the Clean Water Act (CWA), the National Pollutant Discharge Elimination System (NPDES) Permit Program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. In California, it is the responsibility of Regional Water Quality Control Boards (RWQCB) to preserve and enhance the quality of the state's waters through the development of water quality control plans and the issuance of waste discharge requirements (WDRs). WDRs for discharges to surface waters also serve as NPDES permits. Tulare County is within the Central Valley RWQCB's jurisdiction.

In addition, the proposed Project is being evaluated pursuant to CEQA.

Local

- **Porterville General Plan Policies** OSC-I-44: Work with the Regional Water Quality Control Board to ensure that all point source pollutants are adequately mitigated (as part of the CEQA review and project approval process) and monitored to ensure long-term compliance.

- OSC-I-51: Prior to the approval of individual projects, require the City Engineer and/or Building Official to verify that the provisions of applicable point source pollution programs have been satisfied.

RESPONSES

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

Less than Significant Impact. Implementation of the proposed Project would include up to 233 single-family residential units on the Project site. The Project site is located within the service territory of the Porterville Wastewater Treatment Facility (WWTF). Since the WWTF is considered a publicly owned treatment works, operational discharge flows treated at the WWTF would be required to comply with applicable water discharge requirements issued by the Central Valley Regional Water Quality Control Board (RWQCB). Compliance with conditions or permit requirements established by the City as well as water discharge requirements outlined by the Central Valley RWQCB would ensure that wastewater discharges coming from the proposed Project site and treated by the WWTF system would not exceed applicable Central Valley RWQCB wastewater treatment requirements.

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

Mitigation Measures: None are required.

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

Less than Significant Impact. See Section X – Hydrology for a full discussion pertaining to available water supply. The site is designated and zoned for urban development and has been accounted for in the General Plan and other infrastructure planning documents. The site land use designation is currently Medium Density Residential and Neighborhood Commercial. As a part of the Project, land use will be

redesignated as Low Density Residential, which is a less intensive use than what was analyzed in the General Plan EIR.

The City will have sufficient supply to serve the proposed Project and as such, the proposed Project will have a *less than significant impact*.

Mitigation Measures: None are required.

- c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. As discussed in Section XVIII(a), implementation of the proposed Project would result in the need for additional wastewater treatment service; however, the proposed development was accounted for in the General Plan and the land use changes proposed as a part of the project will result in a less intensive use than what was planned. In addition, as acknowledged in the General Plan, the City will begin planning for additional WWTF capacity to accommodate growth and development allowed under the General Plan when the influent flow reaches 6.4 million gallons per day (MGD). Currently, flows average 4.5 MGD.³⁸ Additionally, the proposed Project applicant would be required to comply with any applicable City and WWTF regulations and would be subject to applicable development impact fees and wastewater connection charges. Therefore, with compliance to applicable standards and payment of required fees and connection charges, the Project would not result in a significant impact related to construction or expansions of existing wastewater treatment facilities.

Mitigation Measures: None are required.

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

Less than Significant Impact. Disposal services in the City are provided by the City of Porterville. As of 2004, the City's solid waste was disposed at Teapot Dome landfill, located approximately five miles southwest of the City limits. Teapot Dome is a County-operated Class III landfill permitted to discharge up to 300 tons per day. As of 2004, the landfill was at 84.7 percent capacity with a remaining capacity of

³⁸ Michael Knight, City of Porterville Public Works Director, email communication.

998,468 cubic yards. According to the City's General Plan, once Teapot Dome landfill reaches capacity, the City anticipates using its transfer facility to divert waste to the Visalia landfill.

The Visalia Disposal Site, located approximately 35 miles northwest of the City limits, is a County-operated Class III landfill permitted to discharge up to 2,000 tons a day. As of 2017, there was approximately 18,000,000 cubic yards of capacity with an expected closure date of 2049.³⁹ The estimated closure date is considered to be worst case scenario, where diversion goals are not met.

Pena Disposal accepts all the recyclables for the City. This processing and transfer facility is approximately 35 miles from City limits and is permitted for unlimited recycling, 2,000 tons per day of mixed solid waste, 100 tons per day of yard waste and 175 tons per day of construction and demolition waste. Most household hazardous wastes, including e-waste, must be taken to various sites in Visalia, except on the biannual clean-up days when the County sets up a drop-off site in Porterville.

According to the General Plan, solid waste generation rates in Porterville are approximately 2.0 pounds per day per resident. Therefore, the proposed Project would include the development of 233 residential units resulting in a population increase of approximately 790 persons, generating approximately 1,580 pounds per day of solid waste.

Implementation of the proposed Project would result in an increase in solid waste disposal needs; however, this increase would be minimal and, as indicated in the General Plan, the County anticipates the available landfill capacity will be sufficient through 2030. The proposed Project would result in *less than significant* impacts to solid waste and landfill facilities.

Mitigation Measures: None are required.

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

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

³⁹ Jonah Trevino, Environmental Coordinator for Tulare County Solid Waste Department. Personal communication on 6/24/2021.

Mitigation Measures: None are required.

XX. WILDFIRE

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

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

ENVIRONMENTAL SETTING

Human activities such as smoking, debris burning, and equipment operation are the major causes of wildland fires. Within Tulare County, over 1,029,130 acres (33% of the total area) are classified as “Very High” fire threat and approximately 454,680 acres (15% of the total area) are classified as “High” fire threat. The portion of the county that transitions from the valley floor into the foothills and mountains is characterized by high to very high threat of wildland fires.⁴⁰ The majority of the Porterville is developed into urban uses or in active agriculture, severely reducing the risk of wildland fire. According to the

⁴⁰ Tulare County General Plan Background Report. February 2010. Page 8-21.

Tulare County Background Report Figure 8-2, the majority of the City has no threat of wildfire. The proposed Project site is relatively flat in an area actively utilized with primarily residential and agricultural uses.

RESPONSES

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

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

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

Mitigation Measures: None are required.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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- a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?
- b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?
- c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

☒ ☐ ☐ ☐

☒ ☐ ☐ ☐

☒ ☐ ☐ ☐

RESPONSES

- a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict

the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Potentially Significant Impact. The analyses of environmental issues contained in this Initial Study indicate that the proposed Project may have substantial impact on the environment or on any resources identified in the Initial Study. Mitigation measures have been incorporated in the project design, however some impacts remain *potentially significant*. Therefore, an EIR will be prepared for those impact areas.

- b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Potentially Significant Impact. CEQA Guidelines Section 15064(i) states that a Lead Agency shall consider whether the cumulative impact of a project is significant and whether the effects of the project are cumulatively considerable. The assessment of the significance of the cumulative effects of a project must, therefore, be conducted in connection with the effects of past projects, other current projects, and probable future projects. The proposed Project may contribute substantially to adverse cumulative conditions, or create any substantial indirect impacts (i.e., increase in population could lead to an increase need for housing, increase in traffic, air pollutants, etc). Mitigation measures have been incorporated in the project design, however some impacts remain *potentially significant*. Therefore, an EIR will be prepared for those impact areas.

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

Potentially Significant Impact. The analyses of environmental issues contained in this Initial Study indicate that the project may have substantial impact on human beings, either directly or indirectly. Mitigation measures have been incorporated in the project design, however some impacts remain *potentially significant*. Therefore, an EIR will be prepared for those impact areas

LIST OF PREPARERS

Crawford & Bowen Planning, Inc.

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

Persons and Agencies Consulted

City of Porterville

- Troy Andres, Assistant Planner
- Jeff O'Neal, Contract City Planner
- Julie Phillips, Community Developer Manager
- Jason Ridenour, Acting Community Development Director

California Historic Resources Information System

- Celeste Thomson, Coordinator

Appendix A

CHRIS Search Results



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

Record Search 21-119

Date: April 5, 2021

Re: City of Porterville Lombardi Residential Development Project

County: Tulare

Map(s): Porterville 7.5'

CULTURAL RESOURCES RECORDS SEARCH

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

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

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

According to the information in our files, there have been no previous cultural resource studies conducted within the project area. There have been three cultural resource studies conducted within a one-half mile radius, TU-00102, 00258, and 01467.

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

There are no recorded resources within the project area, and it is not known if any exist there. There is one recorded resource within the one-half mile radius, P-54-004614, the Friant-Kern Canal.

Resource P-54-004614, the Friant Kern Canal, has been given a National Register Status Code of 2S2, indicating it has been determined eligible for listing in the National Register of Historic Places by a consensus through the Section 106 process. It is listed in the California Register of Historical Resources. There are no other recorded cultural resources within the project area or radius that are listed in the National Register of Historic Places, the California Register of Historical Resources, the California Points of Historical Interest, California Inventory of Historic Resources, or the California State Historic Landmarks.

COMMENTS AND RECOMMENDATIONS

We understand this project consists of a residential development project including the development of 241 single family residential units and a 2-acre park to support the development. Further, we understand the project area is currently used for agricultural purposes. Please note that agriculture does not constitute previous development, as it does not destroy cultural resources, but merely moves them around within the plow zone. Because a cultural resources study has not been conducted on this property, it is unknown if any cultural resources are present. Therefore, prior to ground disturbance activities, we recommend a qualified, professional consult conduct a field survey to determine if any cultural resources are present. A list of qualified consultants can be found at www.chrisinfo.org.

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

By:

Celeste M. Thomson, Coordinator

Date: April 5, 2021

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

NOP Comments Received



State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Central Region
1234 East Shaw Avenue
Fresno, California 93710
(559) 243-4005
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director



August 23, 2021

Jason Ridenour
City of Porterville
291 N. Main Street
Porterville, California 93257

Subject: Lombardi Development Project
Notice of Preparation (NOP)
SCH No.: 2021070158

Dear Mr. Ridenour:

The California Department of Fish and Wildlife (CDFW) received a NOP for an Environmental Impact Report (EIR) from the City of Porterville, as Lead Agency, for the Project pursuant the California Environmental Quality Act (CEQA) and CEQA Guidelines.¹

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, CDFW appreciates the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code. While the comment period may have ended, CDFW would appreciate if you will still consider our comments.

CDFW ROLE

CDFW is California's **Trustee Agency** for fish and wildlife resources and holds those resources in trust by statute for all the people of the State (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a)). CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (*Id.*, § 1802). Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

CDFW is also submitting comments as a **Responsible Agency** under CEQA (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381). CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for

¹ CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

Jason Ridenor
City of Porterville
August 23, 2021
Page 2

example, the Project may be subject to CDFW's lake and streambed alteration regulatory authority (Fish & G. Code, § 1600 et seq.). Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by State law of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.), related authorization as provided by the Fish and Game Code will be required.

Nesting Birds: CDFW has jurisdiction over actions with potential to result in the disturbance or destruction of active nest sites or the unauthorized take of birds. Fish and Game Code sections that protect birds, their eggs and nests include, sections 3503 (regarding unlawful take, possession or needless destruction of the nest or eggs of any bird), 3503.5 (regarding the take, possession or destruction of any birds-of-prey or their nests or eggs), and 3513 (regarding unlawful take of any migratory nongame bird).

PROJECT DESCRIPTION SUMMARY

Proponent: San Joaquin Valley Homes

Objective: The Project consists of an Annexation, General Plan Amendment, Rezone, and a Vesting Tentative Subdivision Map to allow for the construction of up to 233 single-family residential units on 56 acres and the annexation of the Summit Charter Academy, Lombardi Campus, totaling approximately 69.65 acres

Location: The Project site is located between N. Westwood Street and N. Lombardi Street, bounded to the south by W. Westfield Avenue, in Porterville.

Timeframe: Unspecified

COMMENTS AND RECOMMENDATIONS

CDFW offers the comments and recommendations below to assist the City of Porterville in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources. Editorial comments or other suggestions may also be included to improve the CEQA document.

The Project area is within the geographic range of several special-status animal species. Of particular concern to CDFW are the State threatened Swainson's hawk (*Buteo swainsoni*), and tricolored blackbird (*Agelaius tricolor*), and the Species of Special Concern burrowing owl (*Athene cunicularia*), because potential habitat features exist on or adjacent to the Project site. As such, CDFW requests that the EIR fully identify potential impacts to these species and evaluate if they may be significant. In order to adequately assess any potential impact to biological resources, focused biological surveys conducted by a qualified wildlife biologist during the appropriate survey period(s) may be necessary to determine whether these species or their habitat may be present within the Project area. Information from these surveys may also be necessary to identify any mitigation, minimization, and avoidance measures and/or the need for additional or protocol level surveys, and to identify

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any Project-related impacts under CESA and other species of concern. CDFW has the following recommendations.

I. Environmental Setting and Related Impact

Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or the United States Fish and Wildlife Service (USFWS)?

COMMENT 1: Swainson's Hawk (*Buteo swainsoni*; SWHA)

Issue: SWHA have been documented in the Project vicinity (CDFW 2021) and have the potential to occur in the Project area. Landscape trees may also provide suitable nesting habitat. In addition, grassland and agricultural land in the surrounding area provide suitable foraging habitat for SWHA, increasing the likelihood of SWHA occurrence within the vicinity. SWHA have the potential to nest and forage near the Project site. Based on aerial photography, the proposed Project area appears to include large, mature trees that may serve as potential nest sites and ruderal grasslands, fallow fields, and some agricultural crops that occur in the Project vicinity may serve as foraging habitat.

Specific impact: Without appropriate avoidance and minimization measures for SWHA, potential significant impacts that may result from Project activities include: nest abandonment, loss of nest trees, loss of foraging habitat that would reduce nesting success (loss or reduced health or vigor of eggs or young), and direct mortality. All trees, including non-native or ornamental varieties, near the Project site may provide potential nesting sites.

Evidence impact would be significant: SWHA exhibit high nest-site fidelity year after year and lack of suitable nesting habitat in the San Joaquin Valley limits their local distribution and abundance (CDFW 2016). Approval of the Project may lead to subsequent ground-disturbing activities that involve noise, groundwork, construction of structures, and movement of workers that could affect nests and has the potential to result in nest abandonment and loss of foraging habitat, significantly impacting local nesting SWHA.

Recommended Potentially Feasible Mitigation Measure(s)

To evaluate potential impacts to SWHA associated with Project activities, CDFW recommends conducting the following evaluation of Project areas and implementing the following mitigation measures as enforceable conditions in the EIR.

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Recommended Mitigation Measure 1: Focused SWHA Surveys

To evaluate potential Project-related impacts, CDFW recommends that a qualified wildlife biologist conduct surveys for nesting SWHA following the entire survey methodology developed by the SWHA Technical Advisory Committee (SWHA TAC 2000) prior to Project implementation within 0.5-mile from the limits of Project-associated disturbance.

Recommended Mitigation Measure 2: SWHA Avoidance

CDFW recommends that if Project-specific activities will take place during the SWHA nesting season (i.e., March 1 through September 15), and active SWHA nests are present, a minimum 0.5-mile no-disturbance buffer be delineated and maintained around each nest, regardless if when it was detected by surveys or incidentally, until the breeding season has ended or until a qualified biologist has determined that the birds have fledged and are no longer reliant upon the nest or parental care for survival, to prevent nest abandonment and unauthorized take of SWHA as a result of Project activities.

Recommended Mitigation Measure 3: SWHA Take Authorization

CDFW recommends that in the event an active SWHA nest is detected, and a 0.5-mile no-disturbance buffer is not feasible, consultation with CDFW is warranted to discuss how to implement the project and avoid take. If take cannot be avoided, take authorization through the acquisition of an Incidental Take Permit (ITP), pursuant to Fish and Game Code section 2081 subdivision (b) is necessary to comply with CESA.

Recommended Mitigation Measure 4: SWHA Tree Removal

CDFW recommends that the removal of known SWHA nest trees, even outside of the nesting season, be replaced with an appropriate native tree species planting at a ratio of 3:1 at or near the Project area or in another area that will be protected in perpetuity. This mitigation would offset the local and temporal impacts of nesting habitat loss.

COMMENT 2: Tricolored Blackbird (TRBL)

Issue: TRBL colonies require suitable nesting habitat, nearby freshwater, and nearby foraging habitat including grasslands, low-growing agricultural croplands (e.g., alfalfa, irrigated pastures, cut grain fields such as silage), or alkali scrub (Beedy et al. 2017).

Specific impact: Without appropriate avoidance and minimization measures for TRBL, potential significant impacts associated with Project activities include nest and/or colony abandonment, reduced reproductive success, and reduced health and vigor of eggs and/or young.

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Evidence impact would be significant: The Project site has the potential to contain elements that have the potential to support TRBL nesting colonies. TRBL aggregate and nest colonially, forming colonies of up to 100,000 nests (Beedy et al. 2017). This species has been steadily declining due to annual breeding losses due to crop-harvesting activities, insufficient insect resources, and habitat loss due to land conversion for agriculture, rangeland, and urban development (Beedy et al. 2017).

Recommended Potentially Feasible Mitigation Measure(s)

To evaluate potential Project-related impacts to TRBL, CDFW recommends conducting the following evaluation of the Project site and including the following measures in the EIR if suitable habitat is present.

Recommended Mitigation Measure 5: Habitat Assessment

If the Project site contains fallow agricultural fields, ruderal grasslands, or other low growing vegetation, CDFW recommends that a qualified biologist conduct a habitat assessment in advance of Project implementation, to determine if the Project site or its immediate vicinity contains suitable habitat for TRBL.

Recommended Mitigation Measure 6: TRBL Surveys

If suitable habitat is present, CDFW recommends that Project activities be timed to avoid the normal bird breeding season (February 1 through September 15). However, if Project activities must take place during that time, CDFW recommends that a qualified wildlife biologist conduct surveys for nesting TRBL no more than 10 days prior to the start of implementation to evaluate presence/absence of TRBL nesting colonies in proximity to Project activities and to evaluate potential Project-related impacts.

Recommended Mitigation Measure 7: TRBL Avoidance

If an active TRBL nesting colony is found during preconstruction surveys, CDFW recommends implementation of a minimum 300-foot no-disturbance buffer in accordance with CDFW's "Staff Guidance Regarding Avoidance of Impacts to Tricolored Blackbird Breeding Colonies on Agriculture Fields in 2015" (CDFW 2015). CDFW advises that this buffer remain in place until the breeding season has ended or until a qualified biologist has determined that nesting has ceased, the birds have fledged, and are no longer reliant upon the colony or parental care for survival. It is important to note that TRBL colonies can expand over time and for this reason, the colony should be reassessed to determine the extent of the breeding colony within 10 days for Project initiation.

Recommended Mitigation Measure 8: TRBL Take Authorization

If a TRBL nesting colony is detected during surveys, consultation with CDFW is warranted to discuss how to implement the Project and avoid take, or if avoidance is not

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feasible, to acquire an ITP, pursuant to Fish and Game Code section 2081 subdivision (b), prior to any ground-disturbing activities.

COMMENT 3: Burrowing Owl (BUOW)

Issue: BUOW may occur within and/or adjacent to the Project site if suitable small mammal burrows are present. BUOW may inhabit small mammal burrows, a requisite habitat feature used by BUOW for nesting and cover, adjacent to open grasslands, ROWs, vacant lots, low-growing crops, etc., where they can find suitable foraging habitat.

Specific impact: Potentially significant direct impacts associated with subsequent activities and development include burrow collapse, inadvertent entrapment, nest abandonment, reduced reproductive success, reduction in health and vigor of eggs and/or young, and direct mortality of individuals.

Evidence impact is potentially significant: BUOW rely on burrow habitat year-round for their survival and reproduction. Habitat loss and degradation are considered the greatest threats to BUOW in California's Central Valley (Gervais et al. 2008). The Project site is bordered by some of the only remaining habitat in the vicinity, which is otherwise urban or intensively managed for agriculture. Therefore, subsequent ground-disturbing activities associated with the Project have the potential to significantly impact local BUOW populations. In addition, and as described in CDFW's "*Staff Report on Burrowing Owl Mitigation*" (CDFG 2012), excluding and/or evicting BUOW from their burrows is considered a potentially significant impact under CEQA.

Recommended Potentially Feasible Mitigation Measure(s) (Regarding Environmental Setting and Related Impact)

To evaluate potential impacts to BUOW, CDFW recommends conducting the following evaluation of the subject parcel and implementing the following mitigation measures.

Recommended Mitigation Measure 9: BUOW Surveys

If small mammal burrows are present within the Project site, CDFW recommends assessing presence/absence of BUOW by having a qualified biologist conduct surveys following the California Burrowing Owl Consortium's "*Burrowing Owl Survey Protocol and Mitigation Guidelines*" (CBOC 1993) and CDFW's "*Staff Report on Burrowing Owl Mitigation*" (CDFG 2012). Specifically, if suitable habitat is present at an individual Project site, CBOC and CDFW's Staff Report suggest three or more surveillance surveys conducted during daylight with each visit occurring at least three weeks apart during the peak breeding season (April 15 to July 15), when BUOW are most detectable.

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Recommended Mitigation Measure 10: BUOW Avoidance

CDFW recommends no-disturbance buffers, as outlined in the “*Staff Report on Burrowing Owl Mitigation*” (CDFG 2012), be implemented prior to and during any ground-disturbing activities. Specifically, CDFW’s Staff Report recommends that impacts to occupied burrows be avoided in accordance with the following table unless a qualified biologist approved by CDFW verifies through non-invasive methods that either: 1) the birds have not begun egg laying and incubation; or 2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival.

Location	Time of Year	Level of Disturbance		
		Low	Med	High
Nesting sites	April 1-Aug 15	200 m*	500 m	500 m
Nesting sites	Aug 16-Oct 15	200 m	200 m	500 m
Nesting sites	Oct 16-Mar 31	50 m	100 m	500 m

* meters (m)

Recommended Mitigation Measure 11: BUOW Passive Relocation and Mitigation

If BUOW are found within these recommended buffers and avoidance is not possible, it is important to note that according to the Staff Report (CDFG 2012), exclusion is not a take avoidance, minimization, or mitigation method and is considered a potentially significant impact under CEQA. However, if necessary, CDFW recommends that burrow exclusion be conducted by qualified biologists and only during the non-breeding season, before breeding behavior is exhibited and after the burrow is confirmed empty through non-invasive methods, such as surveillance. CDFW recommends replacement of occupied burrows with artificial burrows at a ratio of 1 burrow collapsed to 1 artificial burrow constructed (1:1) as mitigation for the potentially significant impact of evicting BUOW. BUOW may attempt to colonize or re-colonize an area that will be impacted; thus, CDFW recommends ongoing surveillance, at a rate that is sufficient to detect BUOW if they return.

II. Editorial Comments and/or Suggestions

Nesting Birds: CDFW has jurisdiction over actions with potential to result in the disturbance or destruction of active nest sites or the unauthorized take of birds. Fish and Game Code sections that protect birds, their eggs and nests include sections 3503 (regarding unlawful take, possession or needless destruction of the nest or eggs of any bird), 3503.5 (regarding the take, possession or destruction of any birds-of-prey or their nests or eggs), and 3513 (regarding unlawful take of any migratory nongame bird).

CDFW encourages Project implementation to occur during the bird non-nesting season; however, if Project activities must occur during the breeding season (i.e., February through mid-September), the Project applicant is responsible for ensuring that implementation of the

Jason Ridenor
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Project does not result in violation of the Migratory Bird Treaty Act or relevant Fish and Game Codes as referenced above.

To evaluate Project-related impacts on nesting birds, CDFW recommends that a qualified wildlife biologist conduct pre-activity surveys for active nests no more than 10 days prior to the start of ground disturbance to maximize the probability that nests that could potentially be impacted by the Project are detected. CDFW also recommends that surveys cover a sufficient area around the work site to identify nests and determine their status. A sufficient area means any area potentially affected by a project. In addition to direct impacts (i.e., nest destruction), noise, vibration, and movement of workers or equipment could also affect nests. Prior to initiation of construction activities, CDFW recommends that a qualified biologist conduct a survey to establish a behavioral baseline of all identified nests. Once construction begins, CDFW recommends that a qualified biologist continuously monitor nests to detect behavioral changes resulting from the project. If behavioral changes occur, CDFW recommends that the work causing that change cease and CDFW be consulted for additional avoidance and minimization measures.

If continuous monitoring of identified nests by a qualified wildlife biologist is not feasible, CDFW recommends a minimum no-disturbance buffer of 250 feet around active nests of non-listed bird species and a 500-foot no-disturbance buffer around active nests of non-listed raptors. These buffers are advised to remain in place until the breeding season has ended or until a qualified biologist has determined that the birds have fledged and are no longer reliant upon the nest or parental care for survival. Variance from these no-disturbance buffers is possible when there is compelling biological or ecological reason to do so, such as when the construction area would be concealed from a nest site by topography. CDFW recommends that a qualified wildlife biologist advise and support any variance from these buffers and notify CDFW in advance of implementing a variance.

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database, which may be used to make subsequent or supplemental environmental determinations (Pub. Resources Code, § 21003, subd. (e)). Accordingly, please report any special-status species and natural communities detected during Project surveys to the CNDDDB. The CNDDDB field survey form can be found at the following link: <https://www.wildlife.ca.gov/Data/CNDDDB/Submitting-Data>. The completed form can be mailed electronically to CNDDDB at the following email address: CNDDDB@wildlife.ca.gov. The types of information reported to CNDDDB can be found at the following link: <https://www.wildlife.ca.gov/Data/CNDDDB/Plants-and-Animals>.

FILING FEES

The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW.

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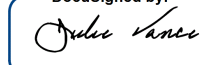
Payment of the fee is required for the underlying project approval to be operative, vested, and final (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089).

CONCLUSION

CDFW appreciates the opportunity to comment on the NOP to assist the City of Porterville in identifying and mitigating Project impacts on biological resources.

If you have any questions, please contact Jaime Marquez, Environmental Scientist, at the address provided on this letterhead, or by electronic mail at Jaime.Marquez@wildlife.ca.gov.

Sincerely,

DocuSigned by:

FA83F09FE08945A...
Julie A. Vance
Regional Manager

Attachment 1

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REFERENCES

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Attachment 1

**MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)
FOR CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE
RECOMMENDED MITIGATION MEASURES**

**PROJECT: Lombardi Development Project
SCH No.: 2021070158**

RECOMMENDED MITIGATION MEASURE	STATUS/DATE/INITIALS
<i>Before Disturbing Soil or Vegetation</i>	
Mitigation Measure 1: Focused SWHA Surveys	
Mitigation Measure 3: SWHA Take Authorization	
Mitigation Measure 5: TRBL Habitat Assessment	
Mitigation Measure 6: TRBL Surveys	
Mitigation Measure 8: TRBL Take Authorization	
Mitigation Measure 9: BUOW Surveys	
Mitigation Measure 11: BUOW Passive Relocation and Mitigation	
<i>During Construction</i>	
Mitigation Measure 2: SWHA Avoidance	
Mitigation Measure 4: SWHA Tree Removal	
Mitigation Measure 7: TRBL Avoidance	
Mitigation Measure 10: BUOW Avoidance	



NATIVE AMERICAN HERITAGE COMMISSION

RECEIVED

July 12, 2021

JUL 19 2021

CHAIRPERSON
Laura Miranda
Luiseño

Jason Ridenour
City of Porterville
291 N. Main Street
Porterville, CA 93257

Community Development Department

Re: 2021070158, Lombardi Development Project, Tulare County

VICE CHAIRPERSON
Reginald Pagaling
Chumash

Dear Mr. Ridenour:

SECRETARY
Merri Lopez-Keifer
Luiseño

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit. 14, § 15064.5 (b) (CEQA Guidelines §15064.5 (b))). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1))). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

PARLIAMENTARIAN
Russell Attebery
Karuk

COMMISSIONER
William Mungary
Paiute/White Mountain
Apache

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

COMMISSIONER
Julie Tumamait-Stenslie
Chumash

COMMISSIONER
[Vacant]

COMMISSIONER
[Vacant]

COMMISSIONER
[Vacant]

EXECUTIVE SECRETARY
Christina Snider
Pomo

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

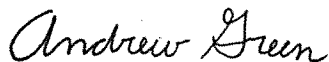
- 7. Conclusion of Consultation:** Consultation with a tribe shall be considered concluded when either of the following occurs:
- a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
 - b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).
- 8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document:** Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).
- 9. Required Consideration of Feasible Mitigation:** If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).
- 10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:**
- a. Avoidance and preservation of the resources in place, including, but not limited to:
 - i. Planning and construction to avoid the resources and protect the cultural and natural context.
 - ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
 - b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - i. Protecting the cultural character and integrity of the resource.
 - ii. Protecting the traditional use of the resource.
 - iii. Protecting the confidentiality of the resource.
 - c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
 - d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).
 - e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
 - f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).
- 11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource:** An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
- a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
 - b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
 - c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

3. Contact the NAHC for:
 - a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
 - b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
 - a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, § 15064.5(f) (CEQA Guidelines § 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
 - b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
 - c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code § 7050.5, Public Resources Code § 5097.98, and Cal. Code Regs., tit. 14, § 15064.5, subdivisions (d) and (e) (CEQA Guidelines § 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address:
Andrew.Green@nahc.ca.gov.

Sincerely,



Andrew Green
Cultural Resources Analyst

cc: State Clearinghouse

California Department of Transportation

DISTRICT 6 OFFICE

1352 WEST OLIVE AVENUE | P.O. BOX 12616 | FRESNO, CA 93778-2616
(559) 981-1041 | FAX (559) 488-4195 | TTY 711

www.dot.ca.gov



September 9, 2021

TUL-65-20.85

NOP

LOMBARDI SUBDIVISION

GTS #: 32963

SENT VIA EMAIL

Mr. Jason Ridenour, Director
Community Development Department
City of Porterville,
291 N. Main Street.
Porterville CA, 93257

Dear Mr. Ridenour:

Caltrans has completed a planning level review of the Notice of Preparation (NOP) for a Draft Environmental Impact Study (EIR). The Project consists of an Annexation, General Plan Amendment, Rezone, and a Vesting Tentative Subdivision Map to allow for the construction of up to 233 single-family residential units on 56-acres. The annexation also includes the existing Summit Charter Academy - Lombardi Campus, which brings the total annexation to approximately 69.65 acres.

The Project site location is on the north west corner of Lombardi Street and Westfield Avenue, approximately 2 miles east of the SR 65/Westfield overcrossing and approximately 3 miles north of the SR 190/Westwood intersection, in the City of Porterville.

The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. To ensure a safe and efficient transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multimodal transportation network.

Caltrans provides the following comments consistent with the State's smart mobility goals that support a vibrant economy and sustainable communities:

1. Caltrans anticipates the project would have a minor impact to the State Highway System namely SR 65 or SR 190, based on the information in the NOP.
2. The proposed project appears to induce the vehicle miles travel (VMT) in the surrounding vicinity. We recommended that the City considering a multimodal

transportation system (such as bicycle and pedestrian facilities as well as public transportation) to provide connectivity mode between the residential areas to commercial/retail areas to reduce the VMT induced by the project.

3. Alternative transportation policies should be applied to the development. An assessment of multi-modal facilities should be conducted to develop an integrated multi-modal transportation system to serve and help alleviate traffic congestion caused by the project and related development in this area of the City or County. The assessment should include the following:
 - a. Pedestrian walkways should link this proposal to an internal project area walkway, transit facilities, as well as other walkways in the surrounding area.
 - b. The Project might also consider coordinating connections to local and regional bicycle pathways to further encourage the use of bicycles for commuter and recreational purposes.
 - c. If transit is not available within ¼-mile of the site, transit should be extended to provide services to what will be a high activity center.
4. Active Transportation Plans and Smart Growth efforts support the state's 2050 Climate goals. Caltrans supports reducing Vehicle Miles Traveled (VMT) and Green House Gas (GHG) emissions in ways that increase the likelihood people will use and benefit from a multimodal transportation network.
5. Based on Caltrans VMT-Focused Transportation Impact Study Guide, dated May 20, 2020 and effective as of July 1, 2020, Caltrans seeks to reduce single occupancy vehicle trips, provide a safe transportation system, reduce per capita Vehicle Miles Traveled (VMT), increase accessibility to destinations via cycling, walking, carpooling, transit and reduce greenhouse gas (GHG) emissions. Caltrans recommends that the project proponent continue to work with the City or County to further implement improvements to reduce vehicles miles traveled and offer a variety of transportation modes for its employees.

If you have any other questions, please call me at (559) 981-1041.

Sincerely,



DAVID DEEL
Associate Transportation Planner
Transportation Planning – South



August 9, 2021

VIA EMAIL: PLANNING@CI.PORTERVILLE.CA.US

Jason Ridenour
Community Development Director
City of Porterville
291 N. Main Street
Porterville, CA 93257

Dear Mr. Ridenour:

INITIAL STUDY/NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT FOR
THE LOMBARDI DEVELOPMENT PROJECT, SCH#2021070158

The Department of Conservation's (Department) Division of Land Resource Protection (Division) has reviewed the Initial Study/Notice of Preparation of an Environmental Impact Report for the Lombardi Development Project (Project). The Division monitors farmland conversion on a statewide basis, provides technical assistance regarding the Williamson Act, and administers various agricultural land conservation programs. We offer the following comments and recommendations with respect to the project's potential impacts on agricultural land and resources.

Project Description

The proposed Project consists of an Annexation, General Plan Amendment, Rezone and a Tentative Subdivision Map to allow for the construction of up to 233 single-family residential units. Parcels to be annexed include 245-010-087, -092, -037 and -041 for a total of approximately 69.65 acres. The 56-acre subdivision would be developed on Assessor Parcel Number 245-010-087. The Project site is located between N. Westwood Street and N. Lombardi Street, bounded to the south by W. Westfield Avenue.

The project site contains Prime Farmland, and Farmland of Statewide Importance as designated by the Department of Conservation's Farmland Mapping and Monitoring Program.¹ The site also contains lands under Williamson Act contract.

¹ California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, <https://maps.conservation.ca.gov/DLRP/CIFF/>

Department Comments

Although conversion of agricultural land is often an unavoidable impact under CEQA analysis, feasible alternatives and/or feasible mitigation measures must be considered. In some cases, the argument is made that mitigation cannot reduce impacts to below the level of significance because agricultural land will still be converted by the project, and therefore, mitigation is not required. However, reduction to a level below significance is not a criterion for mitigation under CEQA. Rather, the criterion is feasible mitigation that lessens a project's impacts. As stated in CEQA statute, mitigation may also include, "Compensating for the impact by replacing or providing substitute resources or environments, including through permanent protection of such resources in the form of conservation easements."²

The conversion of agricultural land represents a permanent reduction in the State's agricultural land resources. As such, the Department advises the use of permanent agricultural conservation easements on land of at least equal quality and size as partial compensation for the loss of agricultural land. Conservation easements are an available mitigation tool and considered a standard practice in many areas of the State. The Department highlights conservation easements because of their acceptance and use by lead agencies as an appropriate mitigation measure under CEQA and because it follows an established rationale similar to that of wildlife habitat mitigation.

Mitigation via agricultural conservation easements can be implemented by at least two alternative approaches: the outright purchase of easements or the donation of mitigation fees to a local, regional, or statewide organization or agency whose purpose includes the acquisition and stewardship of agricultural conservation easements. The conversion of agricultural land should be deemed an impact of at least regional significance. Hence, the search for replacement lands should not be limited strictly to lands within the project's surrounding area.

A source that has proven helpful for regional and statewide agricultural mitigation banks is the California Council of Land Trusts. They provide helpful insight into farmland mitigation policies and implementation strategies, including a guidebook with model policies and a model local ordinance. The guidebook can be found at:

<http://www.calandtrusts.org/resources/conserving-californias-harvest/>

Of course, the use of conservation easements is only one form of mitigation that should be considered. Any other feasible mitigation measures should also be considered.

² Public Resources Code Section 15370, Association of Environmental Professionals, 2020 CEQA, California Environmental Quality Act, Statute & Guidelines, page 284, https://www.califaep.org/docs/2020_ceqa_book.pdf

Conclusion

The Department recommends further discussion of the following issues:

- Type, amount, and location of farmland conversion resulting directly and indirectly from implementation of the proposed project.
- Impacts on any current and future agricultural operations in the vicinity; e.g., land-use conflicts, increases in land values and taxes, loss of agricultural support infrastructure such as processing facilities, etc.
- Incremental impacts leading to cumulative impacts on agricultural land. This would include impacts from the proposed project, as well as impacts from past, current, and likely future projects.
- Proposed mitigation measures for all impacted agricultural lands within the proposed project area.
- Projects compatibility with lands within an agricultural preserve and/or enrolled in a Williamson Act contract.
- If applicable, notification of Williamson Act contract non-renewal and/or cancellation.

Thank you for giving us the opportunity to comment on the Initial Study/Notice of Preparation of an Environmental Impact Report for the Lombardi Development Project. Please provide this Department with notices of any future hearing dates as well as any staff reports pertaining to this project. If you have any questions regarding our comments, please contact Farl Grundy, Associate Environmental Planner via email at Farl.Grundy@conservation.ca.gov.

Sincerely,

Monique Wilber

Monique Wilber

Conservation Program Support Supervisor



Jared Blumenfeld
Secretary for
Environmental Protection



Department of Toxic Substances Control

Meredith Williams, Ph.D., Director
8800 Cal Center Drive
Sacramento, California 95826-3200



Gavin Newsom
Governor

July 26, 2021

Mr. Jason Ridenour
City of Porterville
291 N. Main Street
Porterville, CA 93257
JRidenour@ci.porterville.ca.us

NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT FOR
LOMBARDI DEVELOPMENT PROJECT – DATED JULY 2021
(STATE CLEARINGHOUSE NUMBER: 2021070158)

Dear Mr. Ridenour:

The Department of Toxic Substances Control (DTSC) received a Notice of Preparation of an Environmental Impact Report (EIR) for Lombardi Development Project (Project). The Lead Agency is receiving this notice from DTSC because the Project includes one or more of the following: groundbreaking activities, work in close proximity to a roadway, work in close proximity to mining or suspected mining or former mining activities, presence of site buildings that may require demolition or modifications, importation of backfill soil, and/or work on or in close proximity to an agricultural or former agricultural site.

DTSC recommends that the following issues be evaluated in the EIR Hazards and Hazardous Materials section:

1. The EIR should acknowledge the potential for historic or future activities on or near the project site to result in the release of hazardous wastes/substances on the project site. In instances in which releases have occurred or may occur, further studies should be carried out to delineate the nature and extent of the contamination, and the potential threat to public health and/or the environment should be evaluated. The EIR should also identify the mechanism(s) to initiate any required investigation and/or remediation and the government agency who will be responsible for providing appropriate regulatory oversight.

2. Refiners in the United States started adding lead compounds to gasoline in the 1920s in order to boost octane levels and improve engine performance. This practice did not officially end until 1992 when lead was banned as a fuel additive in California. Tailpipe emissions from automobiles using leaded gasoline contained lead and resulted in aerially deposited lead (ADL) being deposited in and along roadways throughout the state. ADL-contaminated soils still exist along roadsides and medians and can also be found underneath some existing road surfaces due to past construction activities. Due to the potential for ADL-contaminated soil DTSC, recommends collecting soil samples for lead analysis prior to performing any intrusive activities for the project described in the EIR.
3. If any sites within the project area or sites located within the vicinity of the project have been used or are suspected of having been used for mining activities, proper investigation for mine waste should be discussed in the EIR. DTSC recommends that any project sites with current and/or former mining operations onsite or in the project site area should be evaluated for mine waste according to DTSC's 1998 [Abandoned Mine Land Mines Preliminary Assessment Handbook](#)
4. If buildings or other structures are to be demolished on any project sites included in the proposed project, surveys should be conducted for the presence of lead-based paints or products, mercury, asbestos containing materials, and polychlorinated biphenyl caulk. Removal, demolition and disposal of any of the above-mentioned chemicals should be conducted in compliance with California environmental regulations and policies. In addition, sampling near current and/or former buildings should be conducted in accordance with DTSC's 2006 [Interim Guidance Evaluation of School Sites with Potential Contamination from Lead Based Paint, Termiticides, and Electrical Transformers](#).
5. If any projects initiated as part of the proposed project require the importation of soil to backfill any excavated areas, proper sampling should be conducted to ensure that the imported soil is free of contamination. DTSC recommends the imported materials be characterized according to [DTSC's 2001 Information Advisory Clean Imported Fill Material](#).
6. If any sites included as part of the proposed project have been used for agricultural, weed abatement or related activities, proper investigation for organochlorinated pesticides should be discussed in the EIR. DTSC recommends the current and former agricultural lands be evaluated in accordance with DTSC's 2008 [Interim Guidance for Sampling Agricultural Properties \(Third Revision\)](#).

Mr. Jason Ridenour

July 26, 2021

Page 3

DTSC appreciates the opportunity to comment on the EIR. Should you need any assistance with an environmental investigation, please submit a request for [Lead Agency Oversight Application](#). Additional information regarding voluntary agreements with DTSC can be found at [DTSC's Brownfield website](#).

If you have any questions, please contact me at (916) 255-3710 or via email at Gavin.McCreary@dtsc.ca.gov.

Sincerely,

A handwritten signature in blue ink that reads "Gavin McCreary". The signature is fluid and cursive, with the first name "Gavin" and last name "McCreary" clearly distinguishable.

Gavin McCreary
Project Manager
Site Evaluation and Remediation Unit
Site Mitigation and Restoration Program
Department of Toxic Substances Control

cc: (via email)

Governor's Office of Planning and Research
State Clearinghouse
State.Clearinghouse@opr.ca.gov

Mr. Dave Kereazis
Office of Planning & Environmental Analysis
Department of Toxic Substances Control
Dave.Kereazis@dtsc.ca.gov

From: [Jason Ridenour](#)
To: [Emily Bowen](#); [Julia Lew](#); [Jeff O'Neal](#)
Cc: [Troy Andres](#)
Subject: Fw: Lombardi Street
Date: Tuesday, July 27, 2021 8:09:47 AM
Attachments: [Outlook-i4lwsnr0.png](#)

Good morning,

Please see the communication from Mr. Ennis that was received yesterday in respond to the NOP.

Thank you,

Jason Ridenour
Community Development Director
City of Porterville
559-782-7460
ChoosePorterville.com



From: benennis@enniscp.com <benennis@enniscp.com>
Sent: Monday, July 26, 2021 3:50 PM
To: Jason Ridenour <jridenour@ci.porterville.ca.us>; Dennis Townsend <DTownsend@tularecounty.ca.gov>; jrice@burtonschoools.org <jrice@burtonschoools.org>; sergio.mendoza@burtonschoools.org <sergio.mendoza@burtonschoools.org>; Jim Robinson <jrobinson@sjvhomes.com>; lombardi3g@gmail.com <lombardi3g@gmail.com>
Cc: Patrice Hildreth <phildreth@ci.porterville.ca.us>; Javier Sanchez <jsanchez@ci.porterville.ca.us>; Monte Reyes (montereyes@portervilleca.gov) <montereyes@portervilleca.gov>
Subject: Lombardi Street

It was my understanding that we would have a meeting scheduled after our May Zoom call to address the traffic issues on Lombardi Street going to the Lombardi campus from Westfield prior to moving ahead so that all parties could give additional input. I have been waiting for that meeting so that we might further discuss ways to alleviate the traffic on Lombardi Street to the school. I am out of town and disappointed to find out that a Ceqa meeting is scheduled for tomorrow night for the subdivision prior to another meeting being scheduled by the City as promised. I might direct you to part of the Ceqa guidelines which states **"2.1 Congestion and Accessibility 2.1.1 Defining**

Traffic Congestion Traffic congestion occurs when the demand for road space exceeds its supply in a given direction at a given time in the day. This imbalance between supply and demand creates a scarcity of road capacity; as more individuals use a relatively fixed supply of road capacity, less space is available for travel by others and queuing for the scarce capacity occurs."

There should be no question about demand for road space exceeding its supply due to some poor decision making on the City and Burton Schools part to locate a school on a one way in and one way out street. I am disappointed in the fact that it seems as if the City finds no merit in traffic mitigation for a street that is extremely impacted or on following through on the discussions to solve the issue. Due to the fact that I will not be available tomorrow evening, I would like to make certain that the portion of the Ceqa guidelines regarding traffic mitigation is added as an item that must be mitigated in the meeting.

Ben Ennis

This e-mail (and attachments, if any) may be subject to the California Public Records Act, and as such may therefore be subject to public disclosure unless otherwise exempt under the Act.

Lombardi Subdivision Project

mckerv6@aol.com <mckerv6@aol.com>

Tue 7/13/2021 6:37 AM

To: Planning <planning@ci.porterville.ca.us>

Caution! This message was sent from outside your organization.

Jason, I am writing to you to provide some feedback on the Lombardi Project.

I live in Williams ranch and love this are of town. The only concern that I have to raise is concerning traffic flow.

The traffic bottleneck just north of the intersection of Henderson and Westwood will get worse with more traffic in this area of town.

Specifically the small bridge north of Henderson where cars get backed up during peak times is very dangerous and needs to be addressed.

Please reply with some basic response to traffic in the area and how the City will be addressing traffic increase in this area as a result of the additional Homes.

Sincerely,

Edward McKerverey
2154 W. San Lucia CT
Porterville, Ca 93257
661-344-6260

Appendix B

Air Quality Impact Study



**Air Quality, Greenhouse Gas, and
Energy Impact Assessment**

Lombardi Development Project

July 23, 2021

Prepared for:

Crawford & Bowen Planning, Inc.
113 N. Church Street, #302
Visalia, CA 93291

Prepared by:

Stantec Consulting Services Inc.
6780 North West Avenue, Suite 103
Fresno, CA 93711
Contact: Elena Nuño, Principal Air
Quality Scientist/Planner
559.355.0580

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AIR QUALITY, GREENHOUSE GAS, AND ENERGY IMPACT ASSESSMENT

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AIR QUALITY, GREENHOUSE GAS, AND ENERGY IMPACT ASSESSMENT

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ABBREVIATIONS

µg/m ³	Micrograms Per Cubic Meter
AB	Assembly Bill
ACBMs	Asbestos-Containing Building Materials
ATCMs	Airborne Toxic Control Measures
AQGGP	Air Quality Guidelines for General Plans
AQI	Air Quality Index
AQP	Air Quality Plan
BACT	Best Available Control Technology
BAU	Business-As-Usual
BPS	Best Performance Standards
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CCAA	California Clean Air Act
CEQA	California Environmental Quality Act
CF ₄	Perfluoromethane
CH ₄	Methane
CO	Carbon Monoxide
CO ₂	Carbon Dioxide
C ₂ F ₆	Perfluoroethane
C ₃ F ₈	Perfluoropropane
C ₄ F ₁₀	Perfluorobutane
C ₄ F ₈	Perfluorocyclobutane
C ₅ F ₁₂	Perfluoropentane
C ₆ F ₁₄	Perfluorohexane
DPM	Diesel Particulate Matter
DRRP	Diesel Risk Reduction Plan
EO	Executive Order
EPA	United States Environmental Protection Agency
FCAA	Federal Clean Air Act
GAMAQI	Guidance for Assessing and Mitigating Air Quality Impacts
GHG	Greenhouse Gases
GWP	Global Warming Potential
HAP	Hazardous Air Pollutants
HFC	Hydrofluorocarbons
H ₂ S	Hydrogen Sulfide
LCFS	Low Carbon Fuel Standard



AIR QUALITY, GREENHOUSE GAS, AND ENERGY IMPACT ASSESSMENT

LOS	Level of Service
MMT	Million Metric Tons
MMTCO ₂ e	Million Metric Tons of Carbon Dioxide Equivalents
MTCO ₂ e	Metric Tons of Carbon Dioxide Equivalents
NAAQS	National Ambient Air Quality Standards
NESHAP	National Emissions Standards for Hazardous Air Pollutants
NF ₃	Nitrogen Trifluoride
N ₂ O	Nitrous Oxide
NOA	Naturally Occurring Asbestos
NOX	Oxides of Nitrogen
NO ₂	Nitrogen Dioxide
O ₃	Ozone
OAL	Office of Administrative Law
Pb	Lead
PEIR	Program Environmental Impact Report
PERP	Portable Equipment Registration Program
PFCs	Perfluorocarbons
PG&E	Pacific Gas and Electric Company
PM	Particulate Matter
PM _{2.5}	Fine particulate matter; particulate matter 2.5 microns or smaller
PM ₁₀ ↯	Particulate matter; particulate matter 10 microns or smaller
ppb	parts per billion
ppm	parts per million
ROG	Reactive Organic Gases
RPS	Renewable Portfolio Standard
RTP	Regional Transportation Plan
SB	Senate Bill
SCS	Sustainable Communities Strategy
SF ₆	Sulfur Hexafluoride
SIL	Significant Impact Level
SJVAB	San Joaquin Valley Air Basin
SJVAPCD	San Joaquin Valley Air Pollution Control District
SO ₂	Sulfur Dioxide
SO ₄	Sulfates
SOX	Sulfur Oxides
TAC	Toxic Air Contaminants
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds



1.0 EXECUTIVE SUMMARY

The following air quality, greenhouse gas, and energy impact analysis was prepared to evaluate whether construction and operation of the Lombardi Development in Porterville, California would cause significant impacts with respect to air quality, greenhouse gas, and energy in the Project area. This assessment was conducted within the context of the California Environmental Quality Act (CEQA) (California Public Resources Code Sections 21000, et seq.).

1.1 PROJECT UNDERSTANDING

The Lombardi Development Project (Project) proposes to construct and operate a new residential development with a community park. The project includes a zoning change from Very Low Density Residential Development (RS-1) to Low Density Residential (RS-2) on APN 245-010-087 and includes the annexation of Assessor Parcel Number (APN) 245-010-087, -041, -037, and -92. Construction will only occur on APN 245-010-087 and the existing uses on the remaining parcels will remain.

1.2 SUMMARY OF ANALYSIS

- Impact AIR-1:** The Project would not conflict with or obstruct implementation of the applicable air quality plan. **Less Than Significant Impact.**
- Impact AIR-2:** The Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard. **Less Than Significant Impact.**
- Impact AIR-3:** The Project would not expose sensitive receptors to substantial pollutant concentrations. **Less Than Significant Impact With Mitigation.**
- Impact AIR-4:** The Project would not result in other emissions (such as those leading to odors) affecting a substantial number of people. **Less Than Significant Impact.**
- Impact GHG-1:** The Project would not generate direct and indirect greenhouse gas emissions that would result in a significant impact on the environment. **Less Than Significant Impact.**



AIR QUALITY, GREENHOUSE GAS, AND ENERGY IMPACT ASSESSMENT

Executive summary

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.**

Impact ENERGY-1: The Project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. **Less Than Significant Impact.**

Impact ENERGY-2: The Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. **Less Than Significant Impact.**

1.3 MITIGATION MEASURES APPLIED TO THE PROJECT

MM AIR-1: Clean Construction Fleet. The Project Applicant and/or their respective contractors shall submit documentation to the City of Porterville demonstrating that all off-road diesel-powered construction equipment greater than 50 horsepower meets EPA or ARB Tier 4 off-road emission standards.



2.0 INTRODUCTION

2.1 PURPOSE OF ANALYSIS

The purpose of this Air Quality, Greenhouse Gas, and Energy Impact Assessment Technical Study (Study) is to analyze potential air quality, greenhouse gas (GHG), and energy impacts that could occur from the construction and operation of the Lombardi Development Project. This assessment was conducted within the context of the California Environmental Quality Act (CEQA).

2.2 PROJECT DESCRIPTION

The Project proposes to construct and operate a new residential development within the City of Porterville. The proposed Project consists of an Annexation, General Plan Amendment, Rezone and a Tentative Subdivision Map to allow for the construction of up to 233 single-family residential units. Parcels to be annexed include 245-010-087, -092, -037 and -041 for a total of approximately 69.65 acres. The 56-acre subdivision would be developed on Assessor Parcel Number 245-010-087. The Project site is in northwest Porterville between N. Westwood Street and N. Lombardi Street, bounded to the south by W. Westfield Avenue. The proposed project includes the following components:

- Construction of 233 single family residential units.
- Development of a 152,217 square foot park in the center of the residential development.
- Construction of local roads with five points of ingress/egress; one on the southern boundary of the property off W. Westfield Avenue, one on the western boundary off N. Westwood Street, one on the northern boundary off an unnamed street adjacent to the Summit Charter Academy, Lombardi Campus, and two on the eastern boundary off N. Lombardi Street.
- Improvement of all streets in or adjacent to the subdivision, in accordance with the approved improvements plan, per Section 407.02(h) of the Porterville Development Ordinance.
- Development of a subdivision tree and landscaping design that will be approved by the City. At least one tree will be plants on each residential lot and street trees will be planted at 35 feet on center along all parkways within and/or bordering the subdivision.



AIR QUALITY, GREENHOUSE GAS, AND ENERGY IMPACT ASSESSMENT

Introduction

- Development of a Landscape plan, in accordance with Chapter 303 of the Porterville Development Ordinance.
- Change the zone on APN 245-010-087 from the prezoned RS-1 to RS-2 (Very Low Density Residential to Low Density Residential).
- Annexation of APN 245-010-087 (56.32-acres), APN 245-010-041 (1.00-acres), APN 245-010-037 (1.06-acres), and APN 245-010-092 (11.27-acres). Summit Charter Academy, Lombardi Campus, is on APN 245-010-087, and rural houses are on -037 and -041. The only physical changes proposed with this Project will occur on APN 245-010-087.
- Cancellation of Williamson Act contract Number 05126 and disestablishment of Ag Preserve 2034.

2.2.1 Surrounding Land Uses and Existing Conditions

The Project site is currently in use with primarily agricultural activities with two rural residences with one located along W. Westfield Avenue and one located along N. Lombardi Street. Both residences are adjacent to vacant areas utilized for storage and staging heavy equipment.

The proposed site is surrounded by the following land uses:

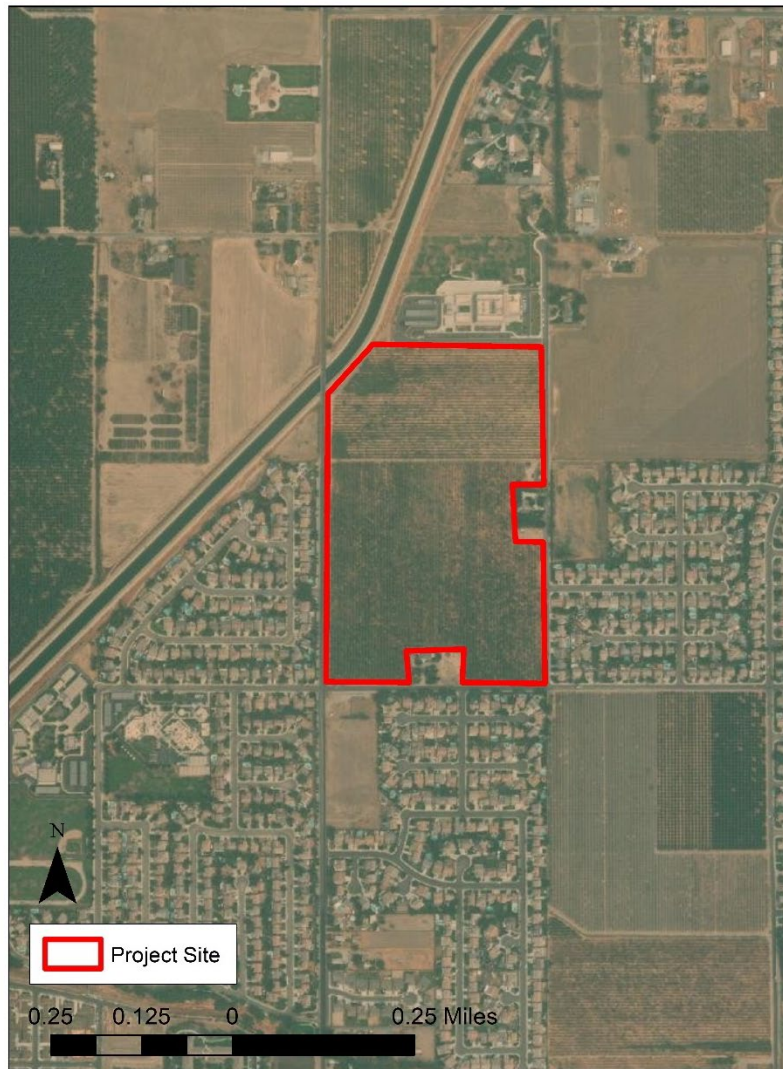
- North: Summit Charter Academy, Lombardi Campus and a portion of the Friant-Kern Canal, identified as Public Land and Park Land.
- South: Residential development and vacant land, identified as Low Density and Medium Density Residential.
- East: Residential development, vacant land and agriculture, identified as Very Low and Low Density Residential.
- West: Residential development, identified as Low Density Residential.



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Introduction

Figure 1: Project Site



3.0 AIR QUALITY

3.1 ENVIRONMENTAL SETTING

The proposed project is located within the San Joaquin Valley Air Basin (SJVAB). The San Joaquin Valley Air Pollution Control District (SJVAPCD) regulates air quality in eight counties including: Fresno, Kern, (western and central), Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare.

Air pollution in the SJVAB can be attributed to both human-related (anthropogenic) and natural (non-anthropogenic) activities that produce emissions. Air pollution from significant anthropogenic activities in the SJVAB includes a variety of industrial-based sources as well as on- and off-road mobile sources.

Activities that tend to increase mobile activity include increases in population, increases in general traffic activity (including automobiles, trucks, aircraft, and rail), urban sprawl (which will increase commuter driving distances), and general local land management practices as they pertain to modes of commuter transportation. These sources, coupled with geographical and meteorological conditions unique to the area, stimulate the formation of unhealthy air.

3.1.1 Climate Topography

The following information is excerpted from the most recent version of the SJVAPCD Guide for Assessing, and Mitigating Air Quality Impacts (GAMAQI) adopted in March 2015 (SJVAPCD 2015a).

The SJVAB has an “inland Mediterranean” climate and is characterized by long, hot, dry summers and short, foggy winters. Sunlight can be a catalyst in the formation of some air pollutants (such as ozone); the Basin averages over 260 sunny days per year. The SJVAB is generally shaped like a bowl. It is open in the north and is surrounded by mountain ranges on all other sides. The Sierra Nevada mountains are along the eastern boundary (8,000 to 14,000 feet in elevation), the Coast Ranges are along the western boundary (3,000 feet in elevation), and the Tehachapi Mountains are along the southern boundary (6,000 to 8,000 feet in elevation).

Dominant airflows provide the driving mechanism for transport and dispersion of air pollution. The mountains surrounding the SJVAB form natural horizontal barriers to the dispersion of air contaminants. The wind generally flows south-southeast through the valley, through the Tehachapi Pass and into the Southeast Desert Air Basin portion of Kern County. As the wind moves through the Basin, it mixes with the air pollution



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generated locally, generally transporting air pollutants from the north to the south in the summer and in a reverse flow in the winter.

Generally, the temperature of air decreases with height, creating a gradient from warmer air near the ground to cooler air at elevation. This gradient of cooler air over warm air is known as the environmental lapse rate. Inversions occur when warm air sits over cooler air, trapping the cooler air near the ground. These inversions trap pollutants from dispersing vertically and the mountains surrounding the San Joaquin Valley trap the pollutants from dispersing horizontally. Strong temperature inversions occur throughout the SJVAB in the summer, fall, and winter. Daytime temperature inversions occur at elevations of 2,000 to 2,500 feet above the San Joaquin Valley floor during the summer and at 500 to 1,000 feet during the winter. The result is a relatively high concentration of air pollution in the valley during inversion episodes. These inversions cause haziness, which in addition to moisture may include suspended dust, a variety of chemical aerosols emitted from vehicles, particulates from wood stoves, and other pollutants. In the winter, these conditions can lead to carbon monoxide “hotspots” along heavily traveled roads and at busy intersections. During summer’s longer daylight hours, stagnant air, high temperatures, and plentiful sunshine provide the conditions and energy for the photochemical reaction between reactive organic gases (ROG) and oxides of nitrogen (NO_x), which results in the formation of ozone.

Because of the prevailing daytime winds and time-delayed nature of ozone, concentrations are highest in the southern portion of the Basin. Summers are often periods of hazy visibility and occasionally unhealthy air, while winter air quality impacts tend to be localized and can consist of (but are not exclusive to) odors from agricultural operations; soot or smoke around residential, agricultural, and hazard-reduction wood burning; or dust near mineral resource recovery operations.

3.1.2 Criteria Air Pollutants

For the protection of public health and welfare, the Federal Clean Air Act (FCAA) required that the United States Environmental Protection Agency (EPA) establish National Ambient Air Quality Standards (NAAQS) for various pollutants. These pollutants are referred to as “criteria” pollutants because the EPA publishes criteria documents to justify the choice of standards. These standards define the maximum amount of an air pollutant that can be present in ambient air. An ambient air quality standard is generally specified as a concentration averaged over a specific time, such as one hour, eight hours, 24 hours, or one year. The different averaging times and concentrations are meant to protect against different exposure effects. Standards established for the protection of human health are referred to as primary standards; whereas standards established for the prevention of environmental and property damage are called secondary standards. The FCAA allows states to adopt additional or more health-protective standards. The air quality regulatory framework and ambient air



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quality standards are discussed in greater detail later in this report. Table 1 provides a summary of the California and National Ambient Air Quality Standards.

Table 1: California and National Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards	National Standards	
		Concentration	Primary	Secondary
Ozone	1 Hour	0.09 ppm (180 µg/m³)	—	Same as Primary Standard
	8 Hour	0.070 ppm (137 µg/m³)	0.070 ppm (137 µg/m³)	
Respirable Particulate Matter	24 Hour	50 µg/m³	150 µg/m3	Same as Primary Standard
	Annual Arithmetic Mean	20 µg/m³	—	
Fine Particulate Matter	24 Hour	—	35 µg/m³	Same as Primary Standard
	Annual Arithmetic Mean	12 µg/m³	12 µg/m³	
Carbon Monoxide	1 Hour	20 ppm (23 mg/m³)	35 ppm (40 mg/m³)	—
	8 Hour	9.0 ppm (10 mg/m³)	9 ppm (10 mg/m³)	—
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m³)	—	—
Nitrogen Dioxide	1 Hour	0.18 ppm (339 µg/m³)	100 ppb (188 µg/m³)	—
	Annual Arithmetic Mean	0.030 ppm (57 µg/m³)	0.053 ppm (100 µg/m³)	Same as Primary Standard
Sulfur Dioxide	1 Hour	0.25 ppm (655 µg/m³)	75 ppb (196 µg/m³)	—
	3 Hour	—	—	0.5 ppm (1,300 µg/m³)
	24 Hour	0.04 ppm (105 µg/m³)	0.14 ppm (for certain areas)	—
	Annual Arithmetic Mean	—	0.030 ppm (for certain areas)	—
Lead	30-Day Average	1.5 µg/m³	—	—
	Calendar Quarter	—	1.5 µg/m³	Same as Primary Standard
	Rolling 3-Month Average	—	0.15 µg/m³	
Visibility-Reducing Particles	8 Hour	See Footnote 1	No National Standards	
Sulfates	24 Hour	25 µg/m³		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m³)		
Vinyl Chloride	24 Hour	0.01 ppm (26 µg/m³)	—	



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Pollutant	Averaging Time	California Standards	National Standards	
		Concentration	Primary	Secondary

Notes:

¹ In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

$\mu\text{g}/\text{m}^3$ = micrograms per cubic meter

mg/m^3 = milligrams per cubic meter

Source: CARB 2016c

The following provides a summary discussion of the primary and secondary criteria air pollutants of primary concern. In general, primary pollutants are directly emitted into the atmosphere, and secondary pollutants are formed by chemical reactions in the atmosphere.

Ozone

Ozone (O_3) is a reactive gas consisting of three atoms of oxygen. Ozone occurs in two layers of the atmosphere. The layer surrounding the earth's surface is the troposphere. The troposphere extends to a level about 10 miles up where it meets the second layer, the stratosphere. While ozone in the upper atmosphere protects the earth from harmful ultraviolet radiation, high concentrations of ground-level ozone can adversely affect the human respiratory system.

Ozone, a colorless gas which is odorless at ambient levels, is the chief component of urban smog. Ozone is not directly emitted as a pollutant but is formed in the atmosphere when hydrocarbon and NO_x precursor emissions react in the presence of sunlight. Meteorology and terrain play major roles in ozone formation. Generally, low wind speeds or stagnant air coupled with warm temperatures and cloudless skies provide the optimum conditions for ozone formation. As a result, summer is generally the peak ozone season. Because of the reaction time involved, peak ozone concentrations often occur far downwind of the precursor emissions. Therefore, ozone is a regional pollutant that often impacts a large area (California Air Resources Board [CARB] 2001).

Sources of precursor gases number in the thousands and include common sources such as consumer products, gasoline vapors, chemical solvents, and combustion byproducts of various fuels. Emissions of the ozone precursors ROG and NO_x most commonly originate from motor vehicles, as well as commercial and industrial uses.

Many respiratory ailments, as well as cardiovascular disease, are aggravated by exposure to high ozone levels. High levels of ozone may negatively affect immune systems, making people more susceptible to respiratory illnesses, including bronchitis and pneumonia. Long-term exposure to ozone is linked to aggravation of asthma and is



likely to be one of many causes of asthma development. Long-term exposures to higher concentrations of ozone may also be linked to permanent lung damage, such as abnormal lung development in children. People most at risk from breathing air containing ozone include people with asthma, children, older adults, and people who are active outdoors, especially outdoor workers. In addition, people with certain genetic characteristics, and people with reduced intake of certain nutrients, such as vitamins C and E, are at greater risk from ozone exposure (EPA 2021a).

Reactive Organic Gases and Volatile Organic Compounds

Hydrocarbons are organic gases that are formed solely of hydrogen and carbon. There are several subsets of organic gases, including Volatile Organic Compounds (VOCs) and ROG. ROG include all hydrocarbons except those exempted by CARB. Therefore, ROG are a set of organic gases based on state rules and regulations. VOCs are like ROG in that they include all organic gases except those exempted by federal law.

Both VOCs and ROG are emitted from incomplete combustion of hydrocarbons or other carbon-based fuels. Combustion engine exhaust, oil refineries, and oil-fueled power plants are the primary sources of hydrocarbons. Another source of hydrocarbons is evaporation from petroleum fuels, solvents, dry cleaning solutions, and paint.

The primary health effects related to hydrocarbons stem from ozone (see discussion above). High levels of hydrocarbons in the atmosphere can interfere with oxygen intake by reducing the amount of available oxygen through displacement. There are no separate national or California ambient air quality standards for ROG. Carcinogenic forms of ROG, such as benzene, are also considered toxic air contaminants (TACs).

Nitrogen Dioxide and Nitrogen Oxides

Nitrogen dioxide (NO₂) is one of a group of highly reactive gases known as “oxides of nitrogen (NO_x).” NO₂ is the component of greatest interest and the indicator for the larger group of NO_x. It forms quickly from emissions from cars, trucks, and buses, powerplants, and off-road equipment. NO_x is a strong oxidizing agent that reacts in the air to form corrosive nitric acid as well as toxic organic nitrates.

NO_x is emitted from solvents and combustion processes in which fuel is burned at high temperatures. Mobile sources (including on-road and off-road vehicles) and stationary sources such as electric utilities and industrial boilers, constitute a majority of the statewide NO_x emissions. To a lesser extent, area-wide sources, such as residential heaters, gas stoves, and managed burning and disposal, also contribute to total statewide NO_x emissions (CARB 2010). NO_x is also linked to the formation of ground-level ozone and fine particle pollution (see discussion above for ozone and particulate pollution for additional discussion of health-related impacts).



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Direct inhalation of NO_x can cause a wide range of health effects. NO_x can irritate the lungs, cause lung damage, and lower resistance to respiratory infections such as influenza. Short-term exposures (e.g., less than 3 hours) to low levels of NO₂ may lead to changes in airway responsiveness and lung function in individuals with pre-existing respiratory illnesses. These exposures may also increase respiratory illnesses in children. Long-term exposures to NO₂ may lead to increased susceptibility to respiratory infection and may cause irreversible lung damage. Other health effects are an increase in the incidence of chronic bronchitis and lung irritation. Chronic exposure may lead to eye and mucus membrane aggravation, along with pulmonary dysfunction. NO_x can cause fading of textile dyes and additives, deterioration of cotton and nylon, and corrosion of metals due to the production of particulate nitrates. Airborne NO_x can also impair visibility.

NO_x also contributes to a wide range of environmental effects both directly and indirectly when combined with other precursors in acid rain and ozone. Increased nitrogen inputs to terrestrial and wetland systems can lead to changes in plant species composition and diversity. Similarly, direct nitrogen inputs to aquatic ecosystems such as those found in estuarine and coastal waters can lead to eutrophication (a condition that promotes excessive algae growth, which can lead to a severe depletion of dissolved oxygen and increased levels of toxins that are harmful to aquatic life).

Nitrogen, alone or in acid rain, also can acidify soils and surface waters. Acidification of soils causes the loss of essential plant nutrients and increased levels of soluble aluminum, which is toxic to plants. Acidification of surface waters creates low pH conditions and levels of aluminum that are toxic to fish and other aquatic organisms. NO_x also contributes to haze and visibility impairment (EPA 2019a, CARB 2016a).

Particulate Matter

Particulate matter (PM) is a mixture of substances that includes elements such as carbon and metals; compounds such as nitrates, sulfates, and organic compounds; and complex mixtures such as diesel exhaust and soil. PM_{2.5} includes fine particles with a diameter of 2.5 microns or smaller and is a subset of PM₁₀. These particles come in many sizes and shapes and can be made up of hundreds of different chemicals. Some particles, known as primary particles, are emitted directly from a source, such as construction sites, unpaved roads, fields, smokestacks, or fires. Others form in complicated reactions in the atmosphere of chemicals such as sulfur dioxides and nitrogen oxides that are emitted from power plants, industries, and automobiles. These particles, known as secondary particles, make up most of the fine particle pollution in the country (EPA 2019a, CARB 2016a).

Area-wide sources account for about 65 and 83% of the statewide emissions of directly emitted PM_{2.5} and PM₁₀, respectively. The major area-wide sources of PM_{2.5} and



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PM10 are fugitive dust, especially dust from unpaved and paved roads, agricultural operations, and construction and demolition. Sources of PM10 include crushing or grinding operations, and dust stirred up by vehicles traveling on roads. Sources of PM2.5 include all types of combustion, including motor vehicles, power plants, residential wood burning, forest fires, agricultural burning, and some industrial processes.

Exhaust emissions from mobile sources contribute only a very small portion of directly emitted PM2.5 and PM10 emissions but are a major source of the VOC and NO_x that form secondary particles (CARB 2013).

PM2.5 and PM10 particles are small enough to be inhaled and lodged in the deepest parts of the lung where they evade the respiratory system's natural defenses. Health problems begin as the body reacts to these foreign particles. Acute and chronic health effects associated with high particulate levels include the aggravation of chronic respiratory diseases; heart and lung disease; and coughing, bronchitis, and respiratory illnesses in children. Recent mortality studies have shown a statistically significant direct association between mortality and daily concentrations of particulate matter in the air. PM2.5 and PM10 can aggravate respiratory disease and cause lung damage, cancer, and premature death.

Sensitive populations, including children, the elderly, exercising adults, and those suffering from chronic lung disease such as asthma or bronchitis are especially vulnerable to the effect of PM10. Non-health-related effects include reduced visibility and soiling of buildings.

Carbon Monoxide

Carbon Monoxide (CO) is an odorless, colorless gas that is highly toxic. CO is emitted by mobile and stationary sources because of incomplete combustion of hydrocarbons or other carbon-based fuels. CO is an odorless, colorless, poisonous gas that is highly reactive.

CO enters the bloodstream and binds more readily to hemoglobin, the oxygen-carrying protein in blood, than oxygen, thereby reducing the oxygen-carrying capacity of blood and reducing oxygen delivery to organs and tissues. The health threat from CO is most serious for those who suffer from cardiovascular disease. Healthy individuals are also affected but only at higher levels of exposure. Exposure to CO can cause chest pain in heart patients, headaches, and reduced mental alertness. At high concentrations, CO can cause heart difficulties in people with chronic diseases and can impair mental abilities. Exposure to elevated CO levels is associated with visual impairment, reduced work capacity, reduced manual dexterity, poor learning ability, difficulty performing complex tasks, and, with prolonged enclosed exposure, death.



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Very high levels of CO are not likely to occur outdoors. However, when CO levels are elevated outdoors, they can be of particular concern for people with some types of heart disease. These people already have a reduced ability for getting oxygenated blood to their hearts in situations where the heart needs more oxygen than usual. They are especially vulnerable to the effects of CO when exercising or under increased stress. In these situations, short-term exposure to elevated CO may result in reduced oxygen to the heart accompanied by chest pain also known as angina (EPA 2019a).

Sulfur Dioxide

Sulfur Dioxide (SO₂) is one of a group of highly reactive gases known as “oxides of sulfur (SO_x).” It is a colorless, irritating gas with a “rotten egg” smell that is formed primarily by the combustion of sulfur-containing fossil fuels. The largest source of SO₂ in the atmosphere is the burning of fossil fuels by power plants and other industrial facilities. Smaller sources of SO₂ emissions include industrial processes such as extracting metal from ore; natural sources such as volcanoes; and locomotives, ships and other vehicles and heavy equipment that burn fuel with a high sulfur content. State and national ambient air quality standards for SO₂ are designed to protect against exposure to the entire group of sulfur oxides (SO_x). SO₂ is the component of greatest concern and is used as the indicator for the larger group of gaseous sulfur oxides.

High concentrations of SO₂ can result in temporary breathing impairment for asthmatic children and adults who are active outdoors. Short-term exposures of asthmatic individuals to elevated SO₂ levels during moderate activity may result in breathing difficulties that can be accompanied by symptoms such as wheezing, chest tightness, or shortness of breath. Other effects that have been associated with longer term exposures to high concentrations of SO₂ in conjunction with high levels of particulate matter include aggravation of existing cardiovascular disease, respiratory illness, and alterations in the lungs’ defenses. The subgroups of the population that may be affected under these conditions include individuals with heart or lung disease, as well as the elderly and children.

Together, SO₂ and NO_x are the major precursors to acidic deposition (acid rain), which is associated with the acidification of soils, lakes, and streams and accelerated corrosion of buildings and monuments. SO₂ also is a major precursor to PM_{2.5}, which is a significant health concern, and a main contributor to poor visibility.

Lead

Lead (Pb) is a naturally occurring bluish-gray metal found in small amounts in the earth's crust. Lead can be found in all parts of our environment. Much of it comes from human activities including burning fossil fuels, mining, and manufacturing. Lead has many different uses. It is used in the production of batteries, ammunition, metal



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products (solder and pipes), and devices to shield X-rays. Because of health concerns, lead from paints and ceramic products, caulking, and pipe solder has been dramatically reduced in recent years. The use of lead as an additive to gasoline was banned in 1996 in the United States.

Exposure to lead occurs mainly through inhalation of air and ingestion of lead in food, water, soil, or dust. The effects of lead are the same regardless of the path of exposure. Lead can affect almost every organ and system in your body. The main target for lead toxicity is the nervous system, both in adults and children. Long-term exposure of adults can result in decreased performance in some tests that measure functions of the nervous system. It may also cause weakness in fingers, wrists, or ankles.

Lead exposure also causes small increases in blood pressure, particularly in middle-aged and older people and can cause anemia. Exposure to high lead levels can severely damage the brain and kidneys in adults or children and ultimately cause death. In pregnant women, high levels of exposure to lead may cause miscarriage. High level exposure in men can damage the organs responsible for sperm production.

Exposure to lead is more dangerous for young and unborn children. Unborn children can be exposed to lead through their mothers. Harmful effects include premature births, smaller babies, decreased mental ability in the infant, learning difficulties, and reduced growth in young children. These effects are more common if the mother or baby was exposed to high levels of lead. Some of these effects may persist beyond childhood (Agency for Toxic Substances & Disease Registry [ATSDR] 2007).

Hydrogen Sulfide

Hydrogen Sulfide (H_2S) is a colorless gas with the odor of rotten eggs. H_2S occurs naturally and is also produced by human activities. H_2S occurs naturally in crude petroleum, natural gas, volcanic gases, and hot springs. It can also result during bacterial decomposition of sulfur-containing organic substances. Emissions of H_2S associated with human activities including various industrial activities, such as oil and gas production, refining, sewage treatment plants, food processing, and confined animal feeding operations.

Studies in humans suggest that the respiratory tract and nervous system are the most sensitive targets of H_2S toxicity. Exposure to low concentrations of H_2S may cause irritation to the eyes, nose, or throat. It may also cause difficulty in breathing for some asthmatics. Respiratory distress or arrest has been observed in people exposed to very high concentrations of H_2S . Exposure to low concentrations of H_2S may cause headaches, poor memory, tiredness, and balance problems. Brief exposures to high concentrations of H_2S can cause loss of consciousness. In most cases, the person appears to regain consciousness without any other effects. However, in some



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individuals, there may be permanent or long-term effects such as headaches, poor attention span, poor memory, and poor motor function. H_2S is extremely hazardous in high concentrations, especially in enclosed spaces. In some instances, exposure to high concentrations can cause death (ATSDR 2007b).

Other Pollutants

The State of California has established air quality standards for some pollutants not addressed by Federal standards. The CARB has established State standards for hydrogen sulfide, sulfates, vinyl chloride, and visibility reducing particles. Below is a summary of these pollutants and a description of the pollutants' physical properties, health and other effects, sources, and the extent of the problems.

Sulfates

Sulfates (SO_4) are the fully oxidized ionic form of sulfur. Sulfates occur in combination with metal and/or hydrogen ions. In California, emissions of sulfur compounds occur primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. This sulfur is oxidized to SO_2 during the combustion process and subsequently converted to sulfate compounds in the atmosphere. The conversion of SO_2 to sulfates takes place comparatively rapidly and completely in urban areas of California due to regional meteorological features.

The CARB sulfates standard is designed to prevent aggravation of respiratory symptoms. Effects of sulfate exposure at levels above the standard include a decrease in ventilator function, aggravation of asthmatic symptoms, and an increased risk of cardio-pulmonary disease. Sulfates are particularly effective in degrading visibility, and, because they are usually acidic, can harm ecosystems and damage materials and property.

Visibility Reducing Particles

Visibility Reducing Particles are a mixture of suspended particulate matter consisting of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. The standard is intended to limit the frequency and severity of visibility impairment due to regional haze and is equivalent to a 10-mile nominal visual range.

Vinyl Chloride

Vinyl Chloride is a colorless gas that does not occur naturally. It is formed when other substances such as trichloroethane, trichloroethylene, and tetrachloro-ethylene are broken down. Vinyl chloride is used to make polyvinyl chloride which is used to make a variety of plastic products, including pipes, wire and cable coatings, and packaging materials.



3.1.3 Odors

Typically, odors are generally regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from the psychological (i.e. irritation, anger, or anxiety) to the physiological, including circulatory and respiratory effects, nausea, vomiting, and headache.

The ability to detect odors varies considerably among the population and overall is quite subjective. Some individuals can smell very minute quantities of specific substances; others may not have the same sensitivity but may have sensitivities to odors of other substances. In addition, people may have different reactions to the same odor and in fact an odor that is offensive to one person may be perfectly acceptable to another (e.g., fast food restaurant). It is important to also note that an unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. This is because of the phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity.

Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. For instance, if a person describes an odor as flowery or sweet, then the person is describing the quality of the odor. Intensity refers to the strength of the odor. For example, a person may use the word strong to describe the intensity of an odor. Odor intensity depends on the odorant concentration in the air. When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that the detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant reaches a detection threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human.

Neither the state nor the federal governments have adopted rules or regulations for the control of odor sources. The SJVAPCD does not have an individual rule or regulation that specifically addresses odors; however, odors would be subject to SJVAPCD Rule 4102, Nuisance. Any actions related to odors would be based on citizen complaints to local governments and the SJVAPCD.

3.1.4 Toxic Air Contaminants

TACs are air pollutants that may cause or contribute to an increase in mortality or serious illness, or which may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air, but due to their high toxicity, they may pose a threat to public health even at very low concentrations. Because there is no threshold level below which adverse health impacts are not expected to occur, TACs differ from criteria pollutants for which acceptable levels of exposure can be determined and for



which state and federal governments have set ambient air quality standards. TACs, therefore, are not considered “criteria pollutants” under either the FCAA or the California Clean Air Act (CCAA) and are thus not subject to National or California ambient air quality standards (NAAQS and CAAQS, respectively). Instead, the EPA and the CARB regulate Hazardous Air Pollutants (HAPs) and TACs, respectively, through statutes and regulations that generally require the use of the maximum or best available control technology (BACT) to limit emissions. In conjunction with District rules, these federal and state statutes and regulations establish the regulatory framework for TACs. At the national levels, the EPA has established National Emission Standards for HAPs (NESHAPs), in accordance with the requirements of the FCAA and subsequent amendments. These are technology-based source-specific regulations that limit allowable emissions of HAPs.

Within California, TACs are regulated primarily through the Tanner Air Toxics Act (Assembly Bill [AB] 1807) and the Air Toxics Hot Spots Information and Assessment Act of 1987 (AB 2588). The Tanner Act sets forth a formal procedure for CARB to designate substances as TACs. The following provides a summary of the primary TACs of concern within the State of California and related health effects:

Diesel Particulate Matter

Diesel Particulate Matter (DPM) was identified as a TAC by the CARB in August 1998. DPM is emitted from both mobile and stationary sources. In California, on-road diesel-fueled vehicles contribute approximately 42% of the statewide total, with an additional 55% attributed to other mobile sources such as construction and mining equipment, agricultural equipment, and transport refrigeration units. Stationary sources, contributing about 3% of emissions, include shipyards, warehouses, heavy equipment repair yards, and oil and gas production operations. Emissions from these sources are from diesel-fueled internal combustion engines. Stationary sources that report DPM emissions also include heavy construction, manufacturers of asphalt paving materials and blocks, and diesel-fueled electrical generation facilities (CARB 2013).

In October 2000, the CARB issued a report entitled: Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles, which is commonly referred to as the Diesel Risk Reduction Plan (DRRP). The DRRP provides a mechanism for combating the DPM problem. The goal of the DRRP is to reduce concentrations of DPM by 85% by the year 2020, in comparison to year 2000 baseline emissions. The key elements of the DRRP are to clean up existing engines through engine retrofit emission control devices, to adopt stringent standards for new diesel engines, and to lower the sulfur content of diesel fuel to protect new, and very effective, advanced technology emission control devices on diesel engines. When fully implemented, the DRRP will significantly reduce emissions from both old and new diesel fueled motor vehicles and from stationary sources that burn diesel fuel. In addition to



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these strategies, the CARB continues to promote the use of alternative fuels and electrification. As a result of these actions, DPM concentrations and associated health risks in future years are projected to decline (CARB 2013). In comparison to year 2010 inventory of statewide DPM emissions, CARB estimates that emissions of DPM in 2035 will be reduced by more than 50%.

DPM is typically composed of carbon particles (“soot”, also called black carbon) and numerous organic compounds, including over 40 known cancer-causing organic substances. Examples of these chemicals include polycyclic aromatic hydrocarbons, benzene, formaldehyde, acetaldehyde, acrolein, and 1,3-butadiene. Diesel exhaust also contains gaseous pollutants, including volatile organic compounds and NOx. NOx emissions from diesel engines are important because they can undergo chemical reactions in the atmosphere leading to formation of PM2.5 and ozone.

In California, diesel exhaust particles have been identified as a carcinogen accounting for an estimated 70% of the total known cancer risks in California. DPM is estimated to increase statewide cancer risk by 520 cancers per million residents exposed over an estimated 70-year lifetime. Non-cancer health effects associated with exposure to DPM include premature death, exacerbated chronic heart and lung disease, including asthma, and decreased lung function in children. Short-term exposure to diesel exhaust can also have immediate health effects. Diesel exhaust can irritate the eyes, nose, throat and lungs, and it can cause coughs, headaches, lightheadedness, and nausea. In studies with human volunteers, diesel exhaust particles made people with allergies more susceptible to the materials to which they are allergic, such as dust and pollen. Exposure to diesel exhaust also causes inflammation in the lungs, which may aggravate chronic respiratory symptoms and increase the frequency or intensity of asthma attacks (CARB 2016b).

Individuals most vulnerable to non-cancer health effects of DPM are children whose lungs are still developing and the elderly who often have chronic health problems. The elderly and people with emphysema, asthma, and chronic heart and lung disease are especially sensitive to DPM (CARB 2016b). In addition to its health effects, DPM significantly contributes to haze and reduced visibility.

Asbestos

Asbestos is the name given to a number of naturally occurring fibrous silicate minerals that have been mined for their useful properties such as thermal insulation, chemical and thermal stability, and high tensile strength. The three most common types of asbestos are chrysotile, amosite, and crocidolite. Chrysotile, also known as white asbestos, is the most common type of asbestos found in buildings. Chrysotile makes up approximately 90 to 95 percent of all asbestos contained in buildings in the United States. Exposure to asbestos is a health threat; exposure to asbestos fibers may result



in health issues such as lung cancer, mesothelioma (a rare cancer of the thin membranes lining the lungs, chest, and abdominal cavity), and asbestosis (a non-cancerous lung disease that causes scarring of the lungs). Exposure to asbestos can occur during demolition or remodeling of buildings constructed prior to its ban for use in buildings in 1977. Exposure to naturally occurring asbestos can occur during soil disturbing activities in areas with deposits present.

3.1.5 Valley Fever

Valley Fever is an infection caused by a fungus that lives in the soil. About 10,000 U.S. cases are reported each year, mostly from Arizona and California. Valley fever can be misdiagnosed because its symptoms are like those of other illnesses.

The fungus that causes Valley fever, *Coccidioides*, is found in the southwestern United States, parts of Mexico and Central America, and parts of South America. The fungus grows naturally and is endemic in many areas along the southwestern region of Tulare County. People can get this infection by breathing in fungal spores from the air, especially when the wind blows the soil with the fungal spores into the air or the dirt is moved by human activity. About 40% of the people who come into contact with the fungal spores will develop symptoms that may require medical treatment and the symptoms will not go away on their own. Some people may develop a more severe infection, especially those with compromised immune systems (Centers for Disease Control and Prevention [CDC] 2020).

3.1.6 Attainment Status

The United States EPA and CARB designate air basins where ambient air quality standards are exceeded as “nonattainment” areas. If standards are met, the area is designated as an “attainment” area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered “unclassified.” National nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards.

Each standard has a different definition, or “form” of what constitutes attainment, based on specific air quality statistics. For example, the federal 8-hour CO standard is not to be exceeded more than once per year; therefore, an area is in attainment of the CO standard if no more than one 8-hour ambient air monitoring values exceeds the threshold per year. In contrast, the federal annual standard for PM_{2.5} is met if the 3-year average of the annual average PM_{2.5} concentration is less than or equal to the standard.

The current attainment designations for the SJVAB are shown in Table 2. The SJVAB is designated as nonattainment for ozone, PM₁₀, and PM_{2.5}.



Table 2: San Joaquin Valley Air Basin Attainment Status

Pollutant	Designation/Classification	
	Federal Standards ^a	State Standards ^b
Ozone – One hour	No Federal Standard ^f	Nonattainment/Severe
Ozone – Eight Hour	Nonattainment/Extreme ^e	Nonattainment
PM ₁₀	Attainment ^c	Nonattainment
PM _{2.5}	Nonattainment ^d	Nonattainment
Carbon Monoxide	Attainment/Unclassified	Attainment/Unclassified
Nitrogen Dioxide	Attainment/Unclassified	Attainment
Sulfur Dioxide	Attainment/Unclassified	Attainment
Lead	No Designation/Classification	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified
Sulfates	No Federal Standard	Attainment
Visibility Reducing Particles	No Federal Standard	Unclassified
Vinyl Chloride	No Federal Standard	Attainment
Notes: a See 40 CFR Part 81 b See CCR Title 17 Sections 60200-60210 c On September 25, 2008, EPA redesignated the San Joaquin Valley to attainment for the PM₁₀ National Ambient Air Quality Standard (NAAQS) and approved the PM₁₀ Maintenance Plan. d The Valley is designated nonattainment for the 1997 PM_{2.5} NAAQS. EPA designated the Valley as nonattainment for the 2006 PM_{2.5} NAAQS on November 13, 2009 (effective December 14, 2009). e Though the Valley was initially classified as serious nonattainment for the 1997 8-hour ozone standard, EPA approved Valley reclassification to extreme nonattainment in the Federal Register on May 5, 2010 (effective June 4, 2010). f Effective June 15, 2005, the U.S. Environmental Protection Agency (EPA) revoked the federal 1-hour ozone standard, including associated designations and classifications. EPA had previously classified the SJVAB as extreme nonattainment for this standard. EPA approved the 2004 Extreme Ozone Attainment Demonstration Plan on March 8, 2010 (effective April 7, 2010). Many applicable requirements for extreme 1-hour ozone nonattainment areas continue to apply to the SJVAB. Source: SJVAPCD 2021		

3.1.7 Ambient Air Quality

The local air quality can be evaluated by reviewing relevant air pollution concentrations near the Project. Table 3 summarizes published monitoring data for the most recent three-year period available from the nearest monitoring station at 1839 S. Newcomb Street Porterville, California, approximately 4.01 miles south of the project site. The data shows that during the past few years, the SJVAB has exceeded the ozone, PM₁₀, and PM_{2.5} standards.



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Table 3: Ambient Air Quality Summary

Air Pollutant	Averaging Time	Item	2017	2018	2019
Ozone	1 Hour ^a	Max 1 Hour (ppm)	0.100	0.093	0.081
		Days > State Standard (0.09 ppm)	4	0	0
	8 Hour	Max 8 Hour (ppm)	0.090	0.085	0.073
		Days > State Standard (0.070 ppm)	34	38	7
		Days > National Standard (0.070 ppm)	97	97	94
		Days > National Standard (0.075 ppm)	96	97	92
Carbon Monoxide	8 Hour	Max 8 Hour (ppm)	X	X	X
		Days > State Standard (9.0 ppm)	X	X	X
		Days > National Standard (9.0 ppm)	X	X	X
Nitrogen dioxide	Annual	Annual Average (ppm)	X	X	X
	1 Hour	Max 1 Hour (ppm)	58	63	64
		Days > State Standard (0.18 ppm)	0	0	0
Sulfur dioxide	Annual	Annual Average (ppm)	X	X	X
	24 Hour	Max 24 Hour (ppm)	X	X	X
		Days > State Standard (0.04 ppm)	X	X	X
Inhalable coarse particles (PM10)	Annual (National)	Annual Average ($\mu\text{g}/\text{m}^3$)	X	X	X
	Annual (State)	Annual Average ($\mu\text{g}/\text{m}^3$)	X	X	X
	24 hour	24 Hour ($\mu\text{g}/\text{m}^3$) National	X	X	X
		24 Hour ($\mu\text{g}/\text{m}^3$) State	X	X	X
		Days > State Standard (50 $\mu\text{g}/\text{m}^3$)	X	X	X
		Days > National Standard (150 $\mu\text{g}/\text{m}^3$)	X	X	X
Fine particulate matter (PM2.5)	Annual (National)	Annual Average ($\mu\text{g}/\text{m}^3$)	ID	ID	ID
	Annual (State)	Annual Average ($\mu\text{g}/\text{m}^3$)	ID	16.4	ID
	24 Hour	24 Hour ($\mu\text{g}/\text{m}^3$) National	ID	ID	ID
		24 Hour ($\mu\text{g}/\text{m}^3$) State	ID	ID	ID



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		Days > National Standard (35 µg/m ³)	ID	ID	ID
Notes: > = exceed ppm = parts per million g/m³ = micrograms per cubic meter a = The Federal 1 hour Ozone Standard was revoked in June 2005; California retained a 1 hour Ozone Standard ID = insufficient data X = No data available because concentrations are no longer monitored max = maximum Bold = exceedance State Standard = CAAQS National Standard = NAAQS Sulfur dioxide is reported on a statewide basis as it is no longer monitored locally Sources: CARB 2018a					

The health impacts of the various air pollutants of concern can be presented in several ways. The clearest in comparison is to the state and federal ozone standards. If concentrations are below the standard, it is safe to say that no health impact would occur to anyone. When concentrations exceed the standard, impacts will vary based on the amount the standard is exceeded. Based on the air quality monitoring data, between 27 and 47 unhealthy ozone air days and up to 90 days with unhealthy PM10 levels and up to 27 days with unhealthy PM2.5 levels.

Unhealthy air quality levels can pose a risk to those most sensitive to air pollution such as the elderly, asthmatics, children, etc. The higher the air pollution levels rise the greater the population it affects.

3.1.8 Local Sources of Air Pollution

The Project's site is located in a predominately urban setting with agricultural uses to the northwest. The main sources of air pollution are mobile sources traveling along the nearby roadways that surround the Project site. Nearby sources of air pollution include emissions from vehicles on North Westfield Avenue, North Lombardi Street, and North Westwood Street.

3.1.9 Sensitive Receptors

Those who are sensitive to air pollution include children, the elderly, and persons with pre-existing respiratory or cardiovascular illness. For purposes of CEQA, the SJVAPCD considers a sensitive receptor a location that houses or attracts children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants. Examples of sensitive receptors include hospitals, residences, convalescent facilities, and schools.

The project site is located within 1,000 feet from existing sensitive receptors that could be exposed to diesel emission exhaust during the construction and operational periods. The nearest sensitive receptors are residents occupying the single-family houses



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adjacent to the project site to the east, south, and west. In addition, the Summit Charter Academy Lombardi Campus lies immediately north of the project site and the lot on which it lies will be annexed into the project site. Additionally, William R. Buckley Elementary School lies approximately 750 feet southwest of the project site.

3.2 REGULATORY SETTING

Air quality within the project area is regulated by several jurisdictions including the U.S. Environmental Protection Agency (EPA), the California Air Resources Board (CARB), and the San Joaquin Valley Air Pollution Control District (SJVAPCD). Each of these jurisdictions develops rules, regulations, and policies to attain the goals or directives imposed upon them through legislation. Although EPA regulations may not be superseded, both state and local regulations may be more stringent.

3.2.1 Federal

U.S. Environmental Protection Agency

At the federal level, the EPA has been charged with implementing national air quality programs. The EPA's air quality mandates are drawn primarily from the FCAA, which was signed into law in 1970. Congress substantially amended the FCAA in 1977 and again in 1990.

Federal Clean Air Act

The FCAA required the EPA to establish NAAQS, and also set deadlines for their attainment. Two types of NAAQS have been established: primary standards, which protect public health, and secondary standards, which protect public welfare from non-health-related adverse effects, such as visibility restrictions. NAAQS are summarized in Table 4.

National Emission Standards for Hazardous Air Pollutants

Pursuant to the FCAA of 1970, the EPA established the NESHAPs. These are technology-based source-specific regulations that limit allowable emissions of HAPs. Among these sources include asbestos-containing building materials (ACBMs). NESHAPs include requirements pertaining to the inspection, notification, handling, and disposal of ACBMs associated with the demolition and renovation of structures.



3.2.2 State

California Air Resources Board

The CARB is the agency responsible for coordination and oversight of state and local air pollution control programs in California and for implementing the CCAA of 1988. Other CARB duties include monitoring air quality (in conjunction with air monitoring networks maintained by air pollution control districts and air quality management districts), establishing California Ambient Air Quality Standards (CAAQS), which in many cases are more stringent than the NAAQS, and setting emissions standards for new motor vehicles. The emission standards established for motor vehicles differ depending on various factors including the model year, and the type of vehicle, fuel and engine used. The CAAQS are summarized in Table 1.

California Clean Air Act

The CCAA requires that all air districts in the state endeavor to achieve and maintain CAAQS for O₃, CO, SO₂, and NO₂ by the earliest practical date. The CCAA specifies that districts focus attention on reducing the emissions from transportation and area-wide emission sources, and the act provides districts with authority to regulate indirect sources. Each district plan is required to either (1) achieve a 5% annual reduction, averaged over consecutive 3-year periods, in district-wide emissions of each non-attainment pollutant or its precursors, or (2) to provide for implementation of all feasible measures to reduce emissions. Any planning effort for air quality attainment would thus need to consider both state and federal planning requirements.

Assembly Bills 1807 & 2588 - Toxic Air Contaminants

Within California, TACs are regulated primarily through AB 1807 (Tanner Air Toxics Act) and AB 2588 (Air Toxics Hot Spots Information and Assessment Act of 1987). The Tanner Air Toxics Act sets forth a formal procedure for CARB to designate substances as TACs. This includes research, public participation, and scientific peer review before CARB designates a substance as a TAC.

Existing sources of TACs that are subject to the Air Toxics Hot Spots Information and Assessment Act are required to: (1) prepare a toxic emissions inventory; (2) prepare a risk assessment if emissions are significant; (3) notify the public of significant risk levels; and (4) prepare and implement risk reduction measures.

Assembly Bill 617

In response to AB 617 (C. Garcia, Chapter 136, Statutes of 2017), the CARB established the Community Air Protection Program. The Community Air Protection Program includes community air monitoring and community emissions reduction



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program's focus is to reduce exposure in communities most impacted by air pollution. The Legislature has appropriated funding to support early actions to address localized air pollution through targeted incentive funding to deploy cleaner technologies in these communities, as well as grants to support community participation in the AB 617 process. AB 617 also includes new requirements for accelerated retrofit of pollution controls on industrial sources, increased penalty fees, and greater transparency and availability of air quality and emissions data, which will help advance air pollution control efforts throughout the State.

Portable Equipment Registration Program

Owners or operators of portable engines and certain other types of equipment can register their units under the CARB's Statewide Portable Equipment Registration Program (PERP). PERP allows registered equipment to be operated throughout California without having to obtain individual permits from local air districts. To qualify, equipment must meet eligibility requirements, including applicable emissions standards.

Naturally-Occurring Asbestos Regulations

CARB has adopted two Airborne Toxic Control Measures (ATCMs) which regulates the control of Naturally Occurring Asbestos (NOA) associated with construction, surfacing, grading, mining, and quarrying activities. The NCUAQMD is responsible for enforcing Asbestos ATCMs. There are no known likely areas of NOA in the Project area (USGS 2011).

Regulatory Attainment Designations

Under the CCAA, CARB is required to designate areas of the state as attainment, nonattainment, or unclassified with respect to applicable standards. An "attainment" designation for an area signifies that pollutant concentrations did not violate the applicable standard in that area. A "nonattainment" designation indicates that a pollutant concentration violated the applicable standard at least once, excluding those occasions when a violation was caused by an exceptional event, as defined in the criteria. Depending on the frequency and severity of pollutants exceeding applicable standards, the nonattainment designation can be further classified as serious nonattainment, severe nonattainment, or extreme nonattainment, with extreme nonattainment being the most severe of the classifications. An "unclassified" designation signifies that the data does not support either an attainment or nonattainment designation. The CCAA divides districts into moderate, serious, and severe air pollution categories, with increasingly stringent control requirements mandated for each category.

The EPA designates areas for O₃, CO, and NO₂ as "does not meet the primary standards," "cannot be classified," or "better than national standards." For SO₂, areas are designated as "does not meet the primary standards," "does not meet the secondary



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standards,” “cannot be classified,” or “better than national standards.” However, CARB terminology of attainment, nonattainment, and unclassified is more frequently used. The EPA uses the same sub-categories for nonattainment status: serious, severe, and extreme. In 1991, EPA assigned new nonattainment designations to areas that had previously been classified as Group I, II, or III for PM₁₀ based on the likelihood that they would violate national PM₁₀ standards. All other areas are designated “unclassified.”

As discussed previously, the SJVAB is designated as nonattainment for the federal ozone and PM_{2.5} standards. The SJVAB is nonattainment for State ozone, PM₁₀, and PM_{2.5} standards.

3.2.3 Regional

San Joaquin Valley Air Pollution Control District

The SJVAPCD is the agency primarily responsible for ensuring that NAAQS and CAAQS are not exceeded and that air quality conditions are maintained in the SJVAB, within which the proposed project is located. Responsibilities of the SJVAPCD include, but are not limited to, preparing plans for the attainment of ambient air quality standards, adopting and enforcing rules and regulations concerning sources of air pollution, issuing permits for stationary sources of air pollution, inspecting stationary sources of air pollution and responding to citizen complaints, monitoring ambient air quality and meteorological conditions, and implementing programs and regulations required by the FCAA and the CCAA.

SJVAPCD Rules and Regulations

The SJVAPCD rules and regulations that may apply to projects that will occur during buildout of the project include but are not limited to the following:

Rule 2010 – Permits Required. The purpose of this rule is to require any person constructing, altering, replacing or operating any source operation which emits, may emit, or may reduce emissions to obtain an Authority to Construct or a Permit to Operate. This rule also explains the posting requirements for a Permit to Operate and the illegality of a person willfully altering, defacing, forging, counterfeiting or falsifying any Permit to Operate.

Rule 2201 – New and Modified Stationary Source Review Rule. The purpose of this rule is to provide for the following:

- The review of new and modified Stationary Sources of air pollution and to provide mechanisms including emission trade-offs by which Authorities to Construct such sources may be granted, without interfering with the attainment or maintenance of Ambient Air Quality Standards; and



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- No net increase in emissions above specified thresholds from new and modified Stationary Sources of all nonattainment pollutants and their precursors.

Rule 4002 – National Emission Standards for Hazardous Air Pollutants. This rule incorporates the National Emission Standards for Hazardous Air Pollutants from Part 61, Chapter I, Subchapter C, Title 40, Code of Federal Regulations (CFR) and the National Emission Standards for Hazardous Air Pollutants for Source Categories from Part 63, Chapter I, Subchapter C, Title 40, Code of Federal Regulations (CFR).

Rule 4102 – Nuisance. The purpose of this rule is to protect the health and safety of the public and applies to any source operation that emits or may emit air contaminants or other materials.

Rule 4601 – Architectural Coatings. The purpose of this rule is to limit Volatile Organic Compounds (VOC) emissions from architectural coatings. Emissions are reduced by limits on VOC content and providing requirements on coatings storage, cleanup, and labeling.

Rule 4623 – Storage of Organic Liquids. The purpose of this rule is to limit volatile organic compound (VOC) emissions from the storage of organic liquids.

Rule 4624 – Transfer of Organic Liquids. The purpose of this rule is to limit volatile organic compound (VOC) emissions from the transfer of organic liquids.

Rule 4641 – Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations. The purpose of this rule is to limit VOC emissions from asphalt paving and maintenance operations. If asphalt paving will be used, then the paving operations will be subject to Rule 4641.

Regulation VIII – Fugitive PM10 Prohibitions. Rule 8011-8081 are designed to reduce PM10 emissions (predominantly dust/dirt) generated by human activity, including construction and demolition activities, road construction, bulk materials storage, paved and unpaved roads, carryout and trackout, etc. All development projects that involve soil disturbance are subject to at least one provision of the Regulation VIII series of rules.

Rule 9510 – Indirect Source Review. This rule reduces the impact of NO_x and PM10 emissions from growth on the Air Basin. The rule places application and emission reduction requirements on development projects meeting applicability criteria to reduce emissions through onsite mitigation, offsite District-administered projects, or a combination of the two. This project must comply with Rule 9510 because it would develop more than 2,000 square feet of commercial space.



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CEQA

The SJVAPCD has three roles under CEQA:

Lead Agency: responsible for preparing environmental analyses for its own projects (adoption of rules, regulations, or plans) or permit projects filed with the District where the District has primary approval authority over the project.

Responsible Agency: The discretionary authority of a Responsible Agency is more limited than a Lead Agency; having responsibility for mitigating or avoiding only the environmental effects of those parts of the project which it decides to approve, carry out, or finance. The District defers to the Lead Agency for preparation of environmental documents for land use projects that also have discretionary air quality permits unless no document is prepared by the Lead Agency and potentially significant impacts related to the permit are possible. The District comments on documents prepared by Lead Agencies to ensure that District concerns are addressed.

Commenting Agency: The District reviews and comments on air quality analyses prepared by other public agencies (such as the project).

The SJVAPCD also provides guidance and thresholds for CEQA air quality and GHG analyses. The result of this guidance as well as state regulations to control air pollution is an overall improvement in the Air Basin. In particular, the SJVAPCD's 2015 GAMAQI states the following:

1. The District's Air Quality Attainment Plans include measures to promote air quality elements in county and city general plans as one of the primary indirect source programs. The general plan is the primary long-range planning document used by cities and counties to direct development. Since air districts have no authority over land use decisions, it is up to cities and counties to ensure that their general plans help achieve air quality goals. Section 65302.1 of the California Government Code requires cities and counties in the San Joaquin Valley to amend appropriate elements of their general plans to include data, analysis, comprehensive goals, policies, and feasible implementation strategies to improve air quality in their next housing element revisions.
2. The Air Quality Guidelines for General Plans (AQGGP), adopted by the District in 1994 and amended in 2005, is a guidance document containing goals and policy examples that cities and counties may want to incorporate into their General Plans to satisfy Section 65302.1. When adopted in a general plan and implemented, the suggestions in the AQGGP can reduce vehicle trips and miles traveled and improve air quality. The specific suggestions in the AQGGP are



voluntary. The District strongly encourages cities and counties to use their land use and transportation planning authority to help achieve air quality goals by adopting the suggested policies and programs.

3.2.4 Local

The City of Porterville General Plan's Open Space and Conservation Element includes the following policies related to air quality that are applicable to the proposed project.

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-59: Require preparation of a Health Risk Assessment for any development subject to the Air Toxics "Hot Spots" Act.

OSC-I-60: Require dust control measures as a condition of approval for subdivision maps, site plans, and all grading permits.



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OSC-I-61: Coordinate air quality planning efforts with other local, regional and State agencies.

OSC-I-63: Notify local and regional jurisdictions of proposed projects that may affect regional air quality.



4.0 GREENHOUSE GAS

4.1 ENVIRONMENTAL SETTING

To fully understand global climate change, it is important to recognize the naturally occurring “greenhouse effect” and to define the GHGs that contribute to this phenomenon. Various gases in the earth’s atmosphere, classified as atmospheric GHGs, play a critical role in determining the earth’s surface temperature. Solar radiation enters the earth’s atmosphere from space and a portion of the radiation is absorbed by the earth’s surface. The earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation. GHGs, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is now retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect.

4.1.1 Local

Among the prominent GHGs contributing to the greenhouse effect are carbon dioxide, methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). Primary GHGs attributed to global climate change, are discussed in the following subsections.

Carbon Dioxide

Carbon dioxide (CO₂) is a colorless, odorless gas. CO₂ is emitted in a number of ways, both naturally and through human activities. The largest source of CO₂ emissions globally is the combustion of fossil fuels such as coal, oil, and gas in power plants, automobiles, industrial facilities, and other sources. A number of specialized industrial production processes and product uses such as mineral production, metal production, and the use of petroleum-based products can also lead to CO₂ emissions. The atmospheric lifetime of CO₂ is variable because it is so readily exchanged in the atmosphere (EPA 2019b).

Methane

CH₄ is a colorless, odorless gas that is not flammable under most circumstances. CH₄ is the major component of natural gas, about 87% by volume. It is also formed and released to the atmosphere by biological processes occurring in anaerobic environments. CH₄ is emitted from a variety of both human-related and natural sources. Human-related sources include fossil fuel production, animal husbandry (enteric fermentation in livestock and manure management), rice cultivation, biomass burning,



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and waste management. These activities release significant quantities of methane to the atmosphere. Natural sources of methane include wetlands, gas hydrates, permafrost, termites, oceans, freshwater bodies, non-wetland soils, and other sources such as wildfires. The atmospheric lifetime of CH₄ is about 12 years (EPA 2019b).

Nitrous Oxide

N₂O is a clear, colorless gas with a slightly sweet odor. N₂O is produced by both natural and human-related sources. Primary human-related sources of N₂O are agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuels, adipic acid production, and nitric acid production. N₂O is also produced naturally from a wide variety of biological sources in soil and water, particularly microbial action in wet tropical forests. The atmospheric lifetime of N₂O is approximately 120 years (EPA 2017b).

Hydrofluorocarbons

HFCs are man-made chemicals, many of which have been developed as alternatives to ozone-depleting substances for industrial, commercial, and consumer products. The only significant emissions of HFCs before 1990 were of the chemical HFC-23, which is generated as a byproduct of the production of HCFC-22 (or Freon 22, used in air conditioning applications). The atmospheric lifetime for HFCs varies from just over a year for HFC-152a to 260 years for HFC-23. Most of the commercially used HFCs have atmospheric lifetimes of less than 15 years (e.g., HFC-134a, which is used in automobile air conditioning and refrigeration, has an atmospheric life of 14 years) (EPA 2017b).

Perfluorocarbons

PFCs are colorless, highly dense, chemically inert, and nontoxic. There are seven PFC gases: perfluoromethane (CF₄), perfluoroethane (C₂F₆), perfluoropropane (C₃F₈), perfluorobutane (C₄F₁₀), perfluorocyclobutane (C₄F₈), perfluoropentane (C₅F₁₂), and perfluorohexane (C₆F₁₄). Natural geological emissions have been responsible for the PFCs that have accumulated in the atmosphere in the past; however, the largest current source is aluminum production, which releases CF₄ and C₂F₆ as byproducts. The estimated atmospheric lifetimes for CF₄ and C₂F₆ are 50,000 and 10,000 years, respectively (EPA 2017b).

Nitrogen Trifluoride

Nitrogen trifluoride (NF₃) is an inorganic, colorless, odorless, toxic, nonflammable gas used as an etchant in microelectronics. NF₃ is predominantly employed in the cleaning of the plasma-enhanced chemical vapor deposition chambers in the production of liquid crystal displays and silicon-based thin film solar cells. In 2009, NF₃ was listed by



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California as a potential GHG to be listed and regulated under AB 32 (Section 38505 Health and Safety Code).

Sulfur Hexafluoride

SF₆ is an inorganic compound that is colorless, odorless, nontoxic, and generally nonflammable. SF₆ is primarily used as an electrical insulator in high voltage equipment. The electric power industry uses roughly 80% of all SF₆ produced worldwide. Leaks of SF₆ occur from aging equipment and during equipment maintenance and servicing. SF₆ has an atmospheric life of 3,200 years (EPA 2017b).

Black Carbon

Black carbon is the most strongly light-absorbing component of PM emitted from burning fuels such as coal, diesel, and biomass. Black carbon contributes to climate change both directly by absorbing sunlight and indirectly by depositing on snow and by interacting with clouds and affecting cloud formation. Black carbon is considered a short-lived species, which can vary spatially and, consequently, it is very difficult to quantify associated global-warming potentials. The main sources of black carbon in California are wildfires, off-road vehicles (locomotives, marine vessels, tractors, excavators, dozers, etc.), on-road vehicles (cars, trucks, and buses), fireplaces, agricultural waste burning, and prescribed burning (planned burns of forest or wildlands). California has been an international leader in reducing emissions of black carbon, including programs that target reducing PM from diesel engines and burning activities (CARB 2013).

4.1.2 Global Warming Potential

Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. Often, estimates of GHG emissions are presented in carbon dioxide equivalents (CO₂e), which weight each gas by its global warming potential (GWP).

Expressing GHG emissions in carbon dioxide equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO₂ were being emitted. Based on a 100-year time horizon, Methane traps over 25 times more heat per molecule than CO₂, and N₂O absorbs roughly 298 times more heat per molecule than CO₂. Additional GHGs with high GWP include NF₃, SF₆, PFCs, and black carbon.

4.1.3 Sources of Greenhouse Gas Emissions

On a global scale, GHG emissions are predominantly associated with activities related to energy production; changes in land use, such as deforestation and land clearing;



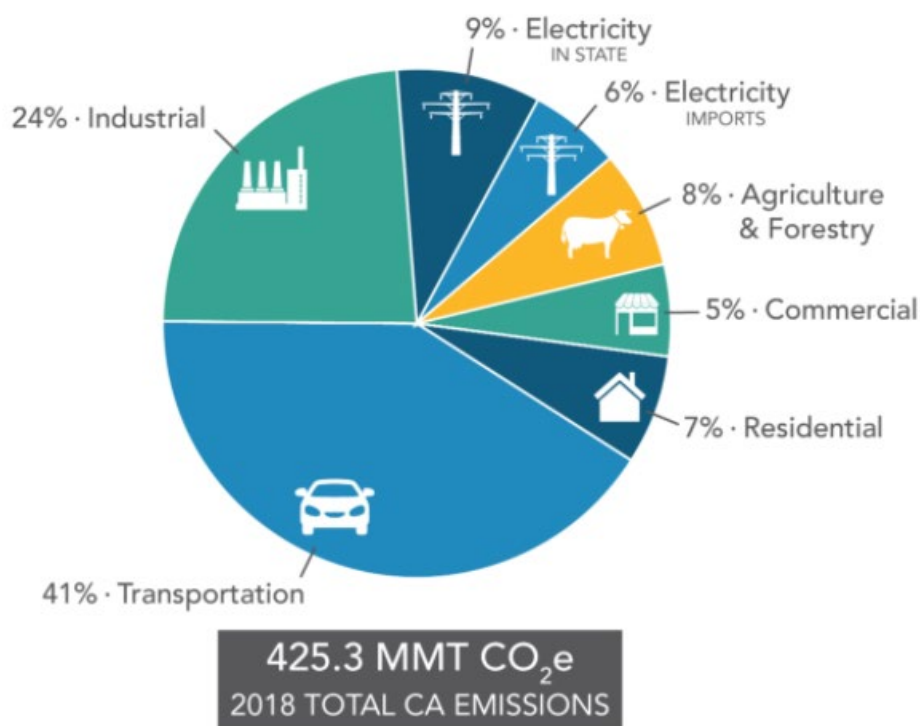
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industrial sources; agricultural activities; transportation; waste and wastewater generation; and commercial and residential land uses. World-wide, energy production including the burning of coal, natural gas, and oil for electricity and heat is the largest single source of global GHG emissions.

California's most recent GHG emissions inventory is depicted in Figure 2.

Figure 2: GHG Emissions by Economic Sector



Source: CARB 2018

In 2018, GHG emissions within California totaled 425.3 million metric tons (MMT) of CO₂e. Within California, the transportation sector is the largest contributor, accounting for approximately 41% of the total statewide GHG emissions. Emissions associated with industrial uses are the second largest contributor, totaling roughly 24%. Electricity generation totaled roughly 15% (CARB 2018).



4.1.4 Effects of Global Climate Change

There are uncertainties as to exactly what the climate changes will be in various local areas of the earth. There are also uncertainties associated with the magnitude and timing of other consequences of a warmer planet: sea level rise, spread of certain diseases out of their usual geographic range, the effect on agricultural production, water supply, sustainability of ecosystems, increased strength and frequency of storms, extreme heat events, increased air pollution episodes, and the consequence of these effects on the economy.

Within California, climate changes would likely alter the ecological characteristics of many ecosystems throughout the state. Such alterations would likely include increases in surface temperatures and changes in the form, timing, and intensity of precipitation. For instance, historical records are depicting an increasing trend toward earlier snowmelt in the Sierra Nevada. This snowpack is a principal supply of water for the state, providing roughly 50% of state's annual runoff. If this trend continues, some areas of the state may experience an increased danger of floods during the winter months and possible exhaustion of the snowpack during spring and summer months. An earlier snowmelt would also impact the state's energy resources. An early exhaustion of the Sierra snowpack may force electricity producers to switch to more costly or non-renewable forms of electricity generation during spring and summer months. A changing climate may also impact agricultural crop yields, coastal structures, and biodiversity. As a result, resultant changes in climate will likely have detrimental effects on some of California's largest industries, including agriculture, wine, tourism, skiing, recreational and commercial fishing, and forestry.

4.2 REGULATORY SETTING

4.2.1 Federal

U.S. Environmental Protection Agency "Endangerment" and "Cause or Contribute" Findings

On April 2, 2007, in *Massachusetts v. USEPA*, 549 US 497, the Supreme Court found that GHGs are air pollutants covered by the Clean Air Act (CAA). The Court held that the United States Environmental Protection Agency (USEPA) 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. In making these decisions, the USEPA is required to follow the language of Section 202(a) of the CAA.

On April 17, 2009, the USEPA Administrator signed proposed "endangerment" and "cause or contribute" findings for GHGs under Section 202(a) of the CAA. The USEPA



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held a 60-day public comment period, considered public comments, and issued final findings. The USEPA found that six GHGs taken in combination endanger both the public health and the public welfare of current and future generations. The USEPA also found that the combined emissions of these GHGs from new motor vehicles and new motor vehicle engines contribute to the greenhouse effect as air pollution that endangers public health and welfare under CAA Section 202(a).

Clean Vehicles

In collaboration with the National Highway Traffic Safety Administration, the USEPA adopted GHG emission standards for light-duty vehicles in May 2010 and for heavy-duty vehicles in August of 2011. In 2012, the agencies jointly adopted more stringent Phase 2 standards for light duty cars and trucks, which would cover model years 2017 through 2025. In August of 2016, the agencies adopted more stringent Phase 2 standards for medium- and heavy-duty vehicles, which would cover model years 2018 through 2027 for certain trailers and model years 2021 through 2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks.

Mandatory Greenhouse Gas Reporting Rule

On September 22, 2009, the EPA released its final Greenhouse Gas Reporting Rule (Reporting Rule). The Reporting Rule is a response to the fiscal year 2008 Consolidated Appropriations Act (H.R. 2764; Public Law 110-161), that required the EPA to develop "...mandatory reporting of GHGs above appropriate thresholds in all sectors of the economy...." The Reporting Rule applies to most entities that emit 25,000 metric tons of CO₂e (MTCO₂e) or more per year. Since 2010, facility owners must submit an annual GHG emissions report with detailed calculations of facility GHG emissions. The Reporting Rule also mandates recordkeeping and administrative requirements in order for the EPA to verify annual GHG emissions reports.

New Source Review

The EPA issued a final rule on May 13, 2010 that establishes thresholds for GHGs, which will 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.

The 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.



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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 megawatts 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.

President Obama and the EPA announced the Clean Power Plan in August of 2015. In 2030, the Clean Power Plan would cut carbon pollution from power plants by 32 percent below 2005 levels and increase renewable energy generation percent to nearly 20 percent of all power supplied. By comparison, in 2015, renewable energy accounted for about 13% of electricity generation. However, on February 9, 2016, the U.S. Supreme Court stayed implementation of the Clean Power Plan pending judicial review and on March 28, 2017, the Executive Order on Energy Independence (EO 13783) was signed and called for a review of the Clean Power Plan (USEPA 2018a). On October 16, 2017, the EPA issued the proposed rule Repeal of Carbon Pollution Emission Guidelines for Existing Stationary Sources: Electric Utility Generating Units and Energy Independence (EPA 2017).

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. There is no federal GHG 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 are California, British Columbia, Manitoba, Ontario, and Quebec. Currently only California and Quebec are participating in the Cap-and-Trade program (C2ES 2015).



4.2.2 State

Assembly Bill 32

The California State Legislature enacted Assembly Bill (AB) 32, the California Global Warming Solutions Act of 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, methane (CH₄), nitrogen oxides (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 California Air Resources Board (CARB) is the state agency charged with monitoring and regulating sources of GHGs. AB 32 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.

CARB approved the 1990 GHG emissions level of 427 million metric tons of carbon dioxide equivalent (MMTCO_{2e}) on December 6, 2007 (CARB 2007). Therefore, to meet the state’s target, emissions generated in California in 2020 are required to be equal to or less than 427 MMTCO_{2e}. Emissions in 2020 in a business as usual (BAU) scenario were estimated to be 596 MMTCO_{2e}, which do not account for reductions from AB 32 regulations (CARB 2008). At that rate, a 28 percent reduction was required to achieve the 427 MMTCO_{2e} 1990 inventory. In October 2010, CARB 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 MMTCO_{2e}. Therefore, under the updated forecast, a 21.7 percent reduction from BAU is required to achieve 1990 levels (CARB 2010).

Progress in Achieving Assembly Bill 32 Targets and Remaining Reductions Required

The state has made steady progress in implementing AB 32 and achieving targets included in EO S-3-05. The progress is evident in updated emission inventories prepared by CARB, which showed that the state inventory dropped below 1990 levels for the first time in 2016 (CARB 2018). CARB’s Climate Change Scoping Plan (Scoping Plan) (subsequently amended by the 2017 update) includes projections indicating that the state would meet or exceed the 2020 target with adopted regulations (CARB 2017).



CARB 2008 Scoping Plan

The Scoping Plan contains measures designed to reduce the state's emissions to 1990 levels by the year 2020 to comply with AB 32 (CARB 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 the following:

- 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 would 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 (CARB 2008).

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 GHG emissions and establishes a price signal needed to drive long-term investment in cleaner fuels and



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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.

The Cap-and-Trade Program provides a firm cap, ensuring that the 2020 statewide emission limit would not be exceeded. An inherent feature of the Cap-and-Trade Program is that it does not guarantee GHG emissions reductions in any discrete location or by any particular source. Rather, GHG emissions reductions are guaranteed only on an accumulative basis.

The Cap-and-Trade Program works with other direct regulatory measures and provides an economic incentive to reduce emissions. If California's direct regulatory measures reduce GHG emissions more than expected, then the Cap-and-Trade Program would be responsible for relatively fewer emissions reductions. If California's direct regulatory measures reduce GHG emissions less than expected, then the Cap-and-Trade Program would be responsible for relatively more emissions reductions. Thus, the Cap-and-Trade Program assures that California would meet its 2020 GHG emissions reduction mandate.

CARB approved the First Update to the Scoping Plan (Update) on May 22, 2014. The Update identified 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 established a broad framework for continued emission reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050.

Assembly Bill 398

The Governor signed AB 398 on July 25, 2017, to extend the Cap-and-Trade Program to 2030. The legislation includes provisions to ensure that offsets used by sources are limited to 4 percent of their compliance obligation from 2021 to 2025 and 6 percent of their compliance obligation from 2026 through 2030. AB 398 also prevents air districts from adopting or implementing emission reduction rules from stationary sources that are also subject to the Cap-and-Trade Program (CARB 2017).

Senate Bill 32

Senate Bill (SB) 32 was signed into law on September 8, 2016. SB 32 gives CARB the statutory responsibility to include the 2030 target previously contained in EO B-30-15 in the 2017 Scoping Plan Update. SB 32 states that "In adopting rules and regulations to



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achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions authorized by this division, the state [air resources] board shall ensure that statewide greenhouse gas emissions are reduced to at least 40 percent below the statewide greenhouse gas emissions limit no later than December 31, 2030.”

2017 Climate Change Scoping Plan Update

The 2017 Climate Change Scoping Plan Update was adopted on December 14, 2017 amending the 2008 Scoping Plan and addresses the SB 32 targets. The major elements of the framework proposed to achieve the 2030 target are as follows:

1. SB 350
 - a. Achieve 50 percent Renewables Portfolio Standard (RPS) by 2030.
 - b. Doubling of energy efficiency savings by 2030.
2. Low Carbon Fuel Standard
 - a. Increased stringency (reducing carbon intensity 18 percent by 2030, up from 10 percent in 2020).
3. Mobile Source Strategy (Cleaner Technology and Fuels Scenario)
 - a. Maintaining existing GHG standards for light- and heavy-duty vehicles.
 - b. Put 4.2 million zero-emission vehicles on the roads.
 - c. Increase zero-emission vehicles buses and delivery and other trucks.
4. Sustainable Freight Action Plan
 - a. Improve freight system efficiency.
 - b. Maximize use of near-zero emission vehicles and equipment powered by renewable energy.
 - c. Deploy over 100,000 zero-emission trucks and equipment by 2030.
5. Short-Lived Climate Pollutant Reduction Strategy
 - a. Reduce emissions of methane and hydrofluorocarbons 40 percent below 2013 levels by 2030.
 - b. Reduce emissions of black carbon 50 percent below 2013 levels by 2030.



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6. SB 375 Sustainable Communities Strategies
 - a. Increased stringency of 2035 targets.
7. Post-2020 Cap-and-Trade Program
 - a. Declining caps, continued linkage with Québec, and linkage to Ontario, Canada.
 - b. CARB will look for opportunities to strengthen the program to support more air quality co-benefits, including specific program design elements. In Fall 2016, CARB staff described potential future amendments including reducing the offset usage limit, redesigning the allocation strategy to reduce free allocation to support increased technology and energy investment at covered entities and reducing allocation if the covered entity increases criteria or toxics emissions over some baseline.
8. 20 percent reduction in GHG emissions from the refinery sector.
9. Develop Integrated Natural and Working Lands Action Plan to secure California's land base as a net carbon sink.

Many of the measures included in the 2017 Climate Change Scoping Plan Update are implemented on a statewide level and do not specifically apply to the Project. However, the short-lived climate pollutants would be applicable to the Program through the use of cleaner construction equipment.

Senate Bill 375: The Sustainable Communities and Climate Protection Act of 2008

SB 375 was signed into law on September 30, 2008. According to SB 375, the transportation sector is the largest contributor of GHG emissions, which emits more than 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.

CARB has prepared the Proposed Update to the SB 375 Greenhouse Gas Emission Reduction Targets.



Assembly Bill 1493: Pavley Regulations and Fuel Efficiency Standards

AB 1493, enacted on July 22, 2002, required CARB to develop and adopt regulations and fuel efficiency standards that reduce GHGs emitted by passenger vehicles and light duty trucks. Implementation of the regulation was delayed by lawsuits filed by automakers and by USEPA's denial of an implementation waiver. USEPA 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 were phased in during the 2009 through 2016 model years. When fully phased in, the near-term (2009–2012) standards resulted in an approximately 22 percent reduction compared with the 2002 fleet, and the mid-term (2013–2016) standards resulted 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 AB 1493 was incorporated into Amendments to the Low-Emission Vehicle Program, referred to as LEV III or the Advanced Clean Cars program. The Advanced Clean Cars 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 would reduce GHGs from new cars by 34 percent from 2016 levels by 2025. The rules would reduce pollutants from gasoline and diesel-powered cars and would 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 would also ensure that adequate fueling infrastructure is available for the increasing numbers of hydrogen fuel cell vehicles planned for deployment in California.

Senate Bill 1368: Emission Performance Standards

In 2006, the State Legislature adopted SB 1368, which was subsequently signed into law by the governor. 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.



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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 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 pounds of CO₂ per megawatt-hour (MWh).

Senate Bill 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 EO S-14-08, which established an RPS target for California requiring that all retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. Governor Schwarzenegger signed EO S-21-09, which directed CARB 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. CARB approved the Renewable Electricity Standard on September 23, 2010, by Resolution 10-23. In 2011, the State Legislature adopted this higher standard in SB X1-2. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas.

Senate Bill 350: Clean Energy and Pollution Reduction Act of 2015

The legislature approved and the governor then signed SB 350 on October 7, 2015, which reaffirms California's commitment to reducing its GHG emissions and addressing climate change. Key provisions include an increase in the RPS, higher energy efficiency requirements for buildings, initial strategies towards a regional electricity grid, and improved infrastructure for electric vehicle charging stations.

Senate Bill 100: California Renewables Portfolio Standard Program.

The Governor approved SB 100 on September 10, 2018. The legislation revised the RPS goals to achieve the 50 percent renewable resources target by December 31, 2026, and to achieve a 60 percent target by December 31, 2030. The bill would require that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt hours of those products sold to their retail end-use customers achieve 44 percent of retail sales by December 31, 2024; 52 percent by December 31, 2027; and 60 percent by December 31, 2030.



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Senate Bill X7-7: The Water Conservation Act of 2009

SB X7-7 directs urban retail water suppliers to set individual 2020 per capita water use targets and to 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 of urban water use in 2020.

Executive Order S-3-05

On June 1, 2005, former California Governor Arnold Schwarzenegger announced EO S-3-05, which announced the following reduction targets for GHG emissions:

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

The 2050 reduction goal represents what some scientists believe is necessary to reach levels that would stabilize the climate. The 2020 goal was established to be a mid-term target. Because this is an EO, the goals are not legally enforceable for local governments or the private sector.

Executive Order B-30-15

On April 29, 2015, Governor Edmund G. Brown Jr. issued EO B-30-15 to establish a California GHG reduction target of 40 percent below 1990 levels by 2030. The Governor's EO aligns California's GHG reduction targets with those of leading international governments ahead of the United Nations Climate Change Conference in Paris in late 2015. The EO 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 that California meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050, and directs CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of MMTCO₂e. The EO also requires the state's climate adaptation plan to be updated every 3 years and for the state to continue its climate change research program, among other provisions. As with EO S-3-05, this EO is not legally enforceable against local governments and the private sector. Legislation that would update AB 32 to provide post-2020 targets was signed by the Governor in 2016. SB 32 includes a 2030 mandate matching the requirements of the EO.

Executive Order S-01-07: Low Carbon Fuel Standard

The governor signed EO 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 EO established a Low Carbon Fuel Standard (LCFS) and directed the Secretary for Environmental



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Protection to coordinate the actions of the California Energy Commission, CARB, 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 CARB for consideration as an “early action” item under AB 32. CARB adopted the Low Carbon Fuel Standard on April 23, 2009.

The LCFS was subject to legal challenge in 2011. Ultimately, CARB was required to bring a new LCFS regulation for consideration in February 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 Office of Administrative Law approved the regulation on November 16, 2015. The regulation was last amended in 2018.

Executive Order S-13-08

EO 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 EO, the 2009 California Climate Adaptation Strategy 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.

Executive Order B-55-18

EO B-55-18 issued by Governor Brown on September 10, 2018, establishes a new statewide goal to achieve carbon neutrality as soon as possible, but no later than 2045, and to achieve and maintain net negative emissions thereafter. The EO directs CARB to work with relevant state agencies to develop a framework for implementation and accounting that tracks progress toward this goal.

California Energy Code

Compliance with the California Energy Code (Title 24, Part 6, of the California Code of Regulations [CCR], California’s Energy Efficiency Standards) and Title 20, Public Utilities and Energy, standards must occur for all new buildings constructed in



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California. These efficiency standards apply to new construction of both residential and nonresidential (i.e., maintenance buildings and pump station buildings associated with the Program) buildings, and they regulate energy consumed for heating, cooling, ventilation, water heating, and lighting. The building efficiency standards are enforced through the local building permit processes, and local government agencies may adopt and enforce energy standards for new buildings provided that these standards meet or exceed those provided in the Title 24 guidelines.

4.2.3 Regional

San Joaquin Valley Air Pollution Control District

On December 17, 2009, the San Joaquin Valley Air Pollution Control District (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.” SJVAPCD concluded that the existing science is inadequate to support quantification of the impacts that project-specific GHG emissions have on global climate change. SJVAPCD found the effects of project-specific emissions to be cumulative, and without mitigation, their incremental contribution to global climate change could be considered cumulatively considerable. 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.



5.0 ENERGY

5.1 ENVIRONMENTAL SETTING

Southern California Edison (SCE) provides electricity and The Southern California Gas Company (SoCal Gas) provides natural gas service to the City. Upon buildout of the project site, electricity to the project site would be provided by SCE. All electricity infrastructure would be located underground and would tie-in to existing infrastructure.

SCE serves approximately 15 million people in a 50,000 square-mile area of central, coastal, and Southern California. SCE's service area includes portions of 15 counties and hundreds of cities and communities, including Porterville. SCE has set the goal of delivering 100% carbon-free power to customers in terms of retail sales. In 2020, approximately 43 percent of retail sales came from carbon-free resources.

SoCal Gas is the nation's largest natural gas distribution utility serving more than 21 million consumers through nearly 5.9 million meters in more than 500 communities. SoCal Gas has committed to achieving net zero greenhouse gas emissions in their operations and gas delivery by 2045. In order to achieve this goal, SoCal Gas has set a number of internal standards including the goal of delivering 5% renewable natural gas by 2022 and 20% by 2030 (SoCal Gas, 2021).

5.2 REGULATORY SETTING

5.2.1 Federal

Federal Energy Policy and Conservation Act

The Energy and Policy Conservation Act was enacted by Congress in 1975. This Act established the first fuel economy standards for on-road motor vehicles in the United States. Pursuant to the act, the National Highway Traffic Safety Administration (NHTSA) is responsible for establishing additional vehicle standards.

Energy Independence and Security Act of 2007

This Act set increased Corporate Average Fuel Economy (CAFE) standards for motor vehicles and includes the following provisions related to energy efficiency:

- Renewable fuel standards (RFS)
- Appliance and lighting efficiency standards
- Building energy efficiency



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This Act requires increasing levels of renewable fuels to replace petroleum. The U.S. EPA is responsible for developing and implementing regulations to ensure transportation fuel sold into the US contains a minimum volume of renewable fuel.

The RFS programs regulations were developed in collaboration with refiners, renewable fuel products, and other stakeholders and were created under the Energy Policy Act of 2005. The RFS program established the first renewable fuel volume mandate in the US. As required under the act, the original RFS program required 7.5 billion gallons of renewable fuel to be blended into gasoline by 2012. Under the Act, the RFS program was expanded in several ways that laid the foundation for achieving significant reductions of GHG emissions through the use of renewable fuels, for reducing imported petroleum, and for encouraging the development and expansion of the nation's renewable fuels sector. The updated program is referred to as RFS2 and includes the following:

- EISA expanded the RFS program to include diesel, in addition to gasoline;
- EISA increase the volume of renewable fuel required to be blended into transportation fuel from 9 billion gallons in 2008 to 36 billion gallons by 2022;
- EISA established new categories of renewable fuel and set separate volume requirements for each one; and
- EISA required by the U.S. EPA to apply lifecycle GHG performance threshold standards to ensure that each category of renewable fuel emits fewer GHGs than the petroleum fuel it replaces.

Additional provisions of the EISA address energy savings in government and public institutions, promoting research for alternate energy, additional research in carbon capture, international energy programs, and the creation of “green jobs.”

Federal Vehicle Standards

The Energy Policy and Conservation Act of 1975 (EPCA) mandated that the National Highway Traffic Safety Administration (NHTSA) establish and implement a regulatory program for motor vehicle fuel economy, known as the corporate average fuel economy (CAFE) program, to reduce national energy consumption. As codified in Chapter 329 of Title 49 of the U.S. Code (U.S.C.) and, as amended by the Energy Independence and Security Act of 2007 (EISA), EPCA sets forth specific requirements concerning the establishment of average fuel economy standards for passenger cars and light trucks. These are motor vehicles with a gross vehicle weight rating less than 8,500 pounds and medium-duty passenger vehicles with a gross vehicle weight rating less than 10,000 pounds. The Secretary of Transportation delegated responsibility for implementing the CAFE program to NHTSA.



Energy

EISA, enacted by Congress in December 2007, amended the EPCA CAFE program requirements by providing the Department of Transportation (DOT) additional rulemaking authority and responsibilities. Consistent with its statutory authority, in rulemaking to establish CAFE standards for model year 2017 and beyond passenger cars and light trucks, NHTSA developed two phases of standards. The first phase included final standards for model years 2017–2021. The second phase, covering model years 2022–2025, included standards that were not final, due to the statutory requirement that NHTSA set average fuel economy standards not more than five model years at a time. Rather, NHTSA wrote that those standards were augural, meaning that they represented its best estimate, based on the information available at that time, of what levels of stringency might be maximum feasible in those model years. In 2012, the agencies jointly adopted more stringent Phase 2 standards for light duty cars and trucks, which would cover model years 2017 through 2025. In August of 2016, the agencies adopted more stringent Phase 2 standards for medium- and heavy-duty vehicles, which would cover model years 2018 through 2027 for certain trailers and model years 2021 through 2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks.

On March 31, 2020, NHTSA and the USEPA released a new rule, the final Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule, setting CAFE and carbon dioxide (CO₂) emissions standards for model years 2021 through 2026 passenger cars and light trucks. The rule rolls back the 2012 standards for model years 2021 through 2026 for passenger cars and light trucks which required an average fleetwide fuel economy equivalent of 54.5 miles per gallon in model year 2025 with a 5 percent annual increase to an average fuel economy of about 40 miles per gallon in model year 2025 with annual increases of 1.5 percent starting in 2021. As a part of issuing the new SAFE rule, NHTSA issued a Final Environmental Impact Statement which found that the relaxed standards would result in increased petroleum consumption which in turn would result in increases to greenhouse gases and criteria pollutants known to contribute to adverse health impacts (NHTSA 2020). These estimated increases from the roll back of the 2012 standards are expected to result in more than a billion metric tons additional climate pollution through 2040 as determined by calculating the difference from the reduction of 2 billion metric tons the 2012 rule was expected to accomplish compared to the standards of the 2020 rule (NHTSA 2020).

5.2.2 State

In addition to the myriad of GHG legislation and Executive Orders that have the cross benefit of reducing energy usage, the State also has an aggressive Energy Code.



Energy

California Energy Code

Compliance with the California Energy Code (Title 24, Part 6, of the California Code of Regulations [CCR], California's Energy Efficiency Standards) and Title 20, Public Utilities and Energy, standards must occur for all new buildings constructed in California. These efficiency standards apply to new construction of both residential and nonresidential (i.e., maintenance buildings and pump station buildings associated with the Program) buildings, and they regulate energy consumed for heating, cooling, ventilation, water heating, and lighting. The building efficiency standards are enforced through the local building permit processes, and local government agencies may adopt and enforce energy standards for new buildings provided that these standards meet or exceed those provided in the Title 24 guidelines.

5.2.3 Local

City of Porterville

The City of Porterville General Plan's Open Space and Conservation Element includes the following policies related to energy conservation that are applicable to the proposed project.

OSC-G-10: Reduce and conserve energy use in existing and new commercial, industrial, and public structures.



6.0 MODELING PARAMETERS AND ASSUMPTIONS

The following modeling parameters and assumptions were used to generate criteria air pollutant and greenhouse gas (GHG) emissions for the Lombardi Development Project.

6.1 CRITERIA AIR POLLUTANT AND GHG MODEL SELECTION

The California Emissions Estimator Model (CalEEMod) is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from a variety of land use projects. CalEEMod quantifies direct emissions from construction and operation activities (including vehicle use), as well as indirect emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. Further, CalEEMod identifies mitigation measures to reduce criteria pollutant and GHG emissions along with calculating the benefits achieved from measures chosen by the user.

CalEEMod was developed for the California Air Pollution Control Officers Association (CAPCOA) in collaboration with the California Air Districts. Default data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) have been provided by the various California Air Districts to account for local requirements and conditions.

CalEEMod is a comprehensive tool for quantifying air quality impacts from land use projects located throughout California. The model can be used for a variety of situations where an air quality analysis is necessary or desirable such as preparing CEQA or National Environmental Policy Act documents, conducting pre-project planning, and, verifying compliance with local air quality rules and regulations, etc.

CalEEMod version 2020.4.0 was used to estimate construction and operational impacts of the proposed project.

6.2 AIR POLLUTANTS AND GHGS ASSESSED

6.2.1 Criteria Pollutants Assessed

The following criteria air pollutants were assessed in this analysis: reactive organic gases (ROG), oxides of nitrogen (NO_x), particulate matter less than 10 microns in diameter (PM₁₀), and particulate matter less than 2.5 microns in diameter (PM_{2.5}). Note that the proposed project would emit ozone precursors ROG and NO_x. However, the



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proposed project would not directly emit ozone since it is formed in the atmosphere during the photochemical reaction of ozone precursors.

6.2.2 GHGs Assessed

This analysis was restricted to GHGs identified by AB 32, which include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF₆), and nitrogen trifluoride (NF₃). The proposed project would generate a variety of GHGs, including several defined by AB 32 such as CO₂, CH₄, and N₂O.

Certain GHGs defined by AB 32 would not be emitted by the project. HFCs, PFCs, SF₆, and NF₃ are typically used in industrial applications, none of which would be used for typical multifamily residential operations. Therefore, it is not anticipated that the proposed project would emit those GHGs.

GHG emissions associated with the proposed project construction, as well as future operations were estimated using CO₂ equivalent (CO₂e) emissions as a proxy for all GHG emissions. Construction GHG emissions were amortized over the lifetime of the proposed project. In order to obtain the CO₂e, an individual GHG is multiplied by its Global Warming Potential (GWP). The GWP designates on a pound for pound basis the potency of the GHG compared to CO₂.

6.3 ASSUMPTIONS

6.3.1 Construction Modeling Assumptions

Construction is anticipated to occur in two phases. The proposed construction phases will not overlap, therefore CalEEMod modeling was prepared for each phase of construction.

Land Use

Table 4 provides a summary of the land use inputs included in the CalEEMod modeling.



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Modeling Parameters and Assumptions

Table 4: CalEEMod Land Use Development Summary Table for the Proposed Project

Project Component	CalEEMod Land Use Type	Land Use Unit Amount (Size)	Land Use Size Metric	Total Square Footage (Building Square Footage is Used for Buildings)	Land Use Acreage
<i>Phase 1</i>					
Single Family Homes	Single Family Housing	128	DU	230,400	19.34 AC
Roadways	Other Asphalt Surfaces	9.08	AC	395,525	9.08 AC
<i>Phase 2</i>					
Single Family Homes	Single Family Home	105	DU	189,000	18.88 AC
Roadways	Other Asphalt Surfaces	8.43	AC	367,211	8.43 AC
Park	City Park	152,819	SF	0 ¹	3.51 AC
Notes: DU = dwelling unit SF = square feet AC = acre ¹ The City Park was assumed to not have any buildings constructed.					

Construction Schedule

The proposed project would require various tasks including site preparation, grading, building construction, architectural coatings, and paving. Table 5 shows the anticipated construction schedule. The construction schedule utilized in the analysis will represent a “worst-case” analysis scenario since emission factors for construction equipment decrease as the analysis year increases, due to improvements in technology and more stringent regulatory requirements. Therefore, construction emissions would decrease if the construction schedule moved to later years or is phased over multiple years. The duration of construction activity and associated equipment represent a reasonable approximation of the expected construction fleet as required per CEQA guidelines. The site-specific construction fleet may vary due to specific project needs at the time of construction.



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Table 5: Project Construction Schedule

Construction Task	Start Date	End Date	Workdays
<i>Phase 1</i>			
Site Preparation	10/1/2021	10/14/2021	10
Grading	10/15/2021	11/18/2021	25
Building Construction	11/19/2021	8/25/2022	200
Paving	8/26/2022	9/12/2022	12
Architectural Coating	9/13/2022	9/30/2022	14
<i>Phase 2</i>			
Site Preparation	1/1/2023	1/13/2023	10
Grading	1/14/2023	2/17/2023	25
Building Construction	2/18/2023	11/24/2023	300
Paving	11/25/2023	12/12/2023	12
Paving	12/13/2023	12/31/2023	13
Source: CalEEMod Output (Attachment A).			

Construction Equipment

The off-road equipment fleet for construction were generated using default values from CalEEMod. CalEEMod generates construction fleets for construction activities based on the size of the construction areas. Construction equipment for each construction activity by phase is shown in Table 6.

Table 6: Project Construction Equipment

Construction Task	Equipment Type	Pieces of Equipment	Usage (hours/day)	Horsepower	Load Factor	Fuel Type
<i>Phase 1</i>						
Site Preparation	Rubber Tired Dozers	3	8	247	0.40	Diesel
	Tractors/Loaders/Backhoes	4	8	97	0.37	Diesel
Grading	Excavators	2	8	158	0.38	Diesel
	Graders	1	8	187	0.41	Diesel
	Rubber Tired Dozers	1	8	247	0.40	Diesel
	Scrapers	2	8	367	0.48	Diesel
	Tractors/Loaders/Backhoes	2	8	97	0.37	Diesel
Building Construction	Cranes	1	7	231	0.29	Diesel
	Forklifts	3	8	89	0.20	Diesel



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Construction Task	Equipment Type	Pieces of Equipment	Usage (hours/day)	Horsepower	Load Factor	Fuel Type
<i>Phase 1</i>						
	Generator Sets	1	8	84	0.74	Diesel
	Tractors/Loaders/Backhoes	3	7	97	0.37	Diesel
	Welders	1	8	46	0.45	Diesel
Paving	Pavers	2	8	130	0.42	Diesel
	Paving Equipment	2	8	132	0.36	Diesel
	Rollers	2	8	80	0.38	Diesel
Architectural Coating	Air Compressors	1	6	78	0.48	Diesel
<i>Phase 2</i>						
Site Preparation	Rubber Tired Dozers	3	8	247	0.40	Diesel
	Tractors/Loaders/Backhoes	4	8	97	0.37	Diesel
Grading	Excavators	2	8	158	0.38	Diesel
	Graders	1	8	187	0.41	Diesel
	Rubber Tired Dozers	1	8	247	0.40	Diesel
	Scrapers	2	8	367	0.48	Diesel
	Tractors/Loaders/Backhoes	2	8	97	0.37	Diesel
Building Construction	Cranes	1	7	231	0.29	Diesel
	Forklifts	3	8	89	0.20	Diesel
	Generator Sets	1	8	84	0.74	Diesel
	Tractors/Loaders/Backhoes	3	7	97	0.37	Diesel
	Welders	1	8	46	0.45	Diesel
Paving	Pavers	2	8	130	0.42	Diesel
	Paving Equipment	2	8	132	0.36	Diesel
	Rollers	2	8	80	0.38	Diesel
Architectural Coating	Air Compressors	1	6	78	0.48	Diesel
Source: CalEEMod Output (Attachment A)						

Vehicle Trips

Off-site construction emissions are caused by motor vehicle exhaust from delivery vehicles, worker traffic, and road dust (PM₁₀ and PM_{2.5}). Table 7 provides a summary of



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the construction-related vehicle trips. CalEEMod default values were used to estimate the number of construction-related vehicle trips.

CalEEMod quantifies the number of construction workers by multiplying 1.25 times the number of pieces of equipment for all phases (except Building Construction and Architectural Coating). CalEEMod default values were used to estimate the number of vendor vehicle trips. The number of vendor trips during the Building Construction phase is derived from a study conducted by the Sacramento Metropolitan Air Quality Management District (SMAQMD) as per the CalEEMod defaults. The SMAQMD trip survey during construction counted cement and water trucks as vendor trips (instead of counting them as off-road vehicle trips) and these trip rates were incorporated into the calculations for the Building Construction phase. The default values for hauling trips assume that a truck can haul 20 tons (or 16 cubic yards) of material per load. If one load of material is delivered, CalEEMod assumes that one haul truck importing material will also have a return trip with an empty truck (e.g., 2 one-way trips).

The fleet mix for worker trips is light-duty passenger vehicles to light-duty trucks. The vendor trips fleet mix is composed of a mixture of medium and heavy-duty diesel trucks. The hauling trips were assumed to be 100 percent heavy-duty diesel truck trips. CalEEMod default trip lengths for a project in Tulare County and an urban setting were used for the worker (10.8 miles), vendor (7.3 miles), and hauling trips (20 miles).

Table 7: Construction Vehicle Trips

Construction Task	Worker Trips per Day	Vendor Trips per Day	Total Haul Truck Trips
<i>Phase 1</i>			
Site Preparation	18	0	0
Grading	20	0	0
Building Construction	212	79	0
Paving	15	0	0
Architectural Coating	42	0	0
<i>Phase 2</i>			
Site Preparation	18	0	0
Grading	20	0	0
Building Construction	256	96	0
Paving	15	0	0
Architectural Coating	51	0	0
Notes: No hauling trucks anticipated as there is no demolition and all grading will be balanced on the Project site. Source: CalEEMod Output (Attachment A).			



6.3.2 Construction Modeling Assumptions

Operational emissions are those emissions that occur during operation of the proposed project. The sources are summarized below.

Motor Vehicles

Motor vehicle emissions refer to exhaust and road dust emissions from the automobiles that would travel to and from the proposed project site. The trip generation rates within CalEEMod version 2020.4.0 rely on the Institute of Transportation Engineer's (ITE) 10th Edition, which calculates trip rates for a variety of land uses based on land use sizes. For single-family homes, ITE Code 210 was used as the default setting within the model and is consistent with trip generation tables prepared for the proposed project.

Trip Lengths

The CalEEMod default round trip lengths for an urban setting in Tulare County were used in this analysis. Trip lengths are for primary trips. Trip purpose are primary, diverted, and pass-by trips. Diverted trips take a slightly different path than a primary trip. The CalEEMod default rates for percentages of primary, diverted, and pass-by trips were used. The emissions estimate also considers the internal capture rates, consistent with the project-specific trip generation. Internal capture rates account for vehicle trips that visit the project site for the purpose of visiting more than land use within the project.

Vehicle Fleet Mix

The vehicle fleet mix is defined as the mix of motor vehicle classes active during the operation of the proposed 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). Project-specific fleet mixes were applied in the assessment.

Area Sources

Consumer Products

Consumer products are various solvents used in non-industrial applications that emit ROG during their product use. These typically include cleaning supplies, kitchen aerosols, cosmetics, and toiletries. The default CalEEMod values were used for this project.

Architectural Coatings (Painting)

Paints release VOC emissions. The buildings would be repainted on occasion. CalEEMod defaults for the wall painting size and VOC paint concentration were used for this purpose.



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Landscaping Emissions

CalEEMod will estimate a total of 180 days for which landscaping equipment would be used to estimate potential emissions for the proposed project.

Indirect Emissions

For GHG emissions, CalEEMod contains calculations to estimate indirect GHG emissions. Indirect emissions are emissions where the location of consumption or activity is different from where actual emissions are generated. For example, electricity would be consumed at the proposed project site; however, emissions associated with producing that electricity are generated off-site at a power plant. Since the electricity can vary greatly based on locations, the user should override these values if they have more specific information regarding their specific water supply and treatment.

Energy Use

The Renewables Portfolio Standard (RPS) is not accounted for in CalEEMod 2016.3.2. Reductions from RPS are addressed by revising the electricity emission intensity factor in CalEEMod to account for the utility RPS rate forecast for 2020. Pacific Gas and Electric (PG&E) would provide electricity and natural gas services to the project site. PG&E provides emission factors for the electricity it provides to customers for its energy portfolio that is used to estimate project emissions. The utilities will be required to increase the use of renewable energy sources to 60 percent by 2030. The latest information available in PG&E's 2020 Sustainability Report were used to adjust the project CO₂ intensity factor for the project buildout year and 2030 scenarios.

The emissions associated with the building electricity and natural gas usage (non-hearth) were estimated based on the land use type and size. The electricity energy use is in units of kilowatt hours per size metric for each land use type. Natural gas use is in units of one thousand British Thermal Units per size metric for each land use type.

Sequestration

The Project will plant at least one tree at every subdivision lot. Trees sequester carbon from the atmosphere and act as a carbon sink. Within the modeling, it was assumed that a total of 233 trees would be planted (one for each lot). The amount of carbon absorbed from the atmosphere depends on the tree type. The Project will likely plant a variety of trees, as a result, the miscellaneous tree option was selected in order to account for an average amount of carbon sequestered per tree per year.

Other Indirect Emissions (Water Use, Wastewater Use, and Solid Waste)

CalEEMod includes calculations for indirect GHG emissions for electricity consumptions, water consumption, and solid waste disposal. For water consumption,



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CalEEMod calculates embedded energy (e.g., treatment, conveyance, distribution) associated with providing each gallon of potable water to the project. For solid waste disposal, GHG emissions are associated with the disposal of solid waste generated by the proposed project into landfills. CalEEMod default data were used for inputs associated with solid waste.

Fugitive Dust

Construction

Fugitive dust would be generated from site grading and other earth-moving activities. Most of this fugitive dust would remain localized and would be deposited near the project site. However, the potential for impacts from fugitive dust exists unless control measures are implemented to reduce the emissions from the project site. Therefore, adherence to Regulation VIII would be required during construction of the proposed project. Regulation VIII would require fugitive dust control measures that are consistent with best management practices (BMPs) established by the SJVAPCD to reduce the proposed project's construction-generated fugitive dust impacts to a less than significant level.

Visible Dust Emissions may not exceed 20% opacity during periods when soil is being disturbed by equipment or by wind at any time. Visible dust emissions opacity of 20% means dust that would obstruct an observer's view of an object by 20%. District inspectors are state certified to evaluate visible emissions. Dust control may be achieved by applying water before/during earthwork and onto unpaved traffic areas, phasing work to limit dust, and setting up wind fences to limit wind blown dust.

Soil Stabilization is required at regulated construction sites after normal working hours and on weekends and holidays. This requirement also applies to inactive construction areas such as phased projects where disturbed land is left unattended. Applying water to form a visible crust on the soil and restricting vehicle access are often effective for short-term stabilization of disturbed surface areas. Long-term methods including applying dust suppressants and establishing vegetative cover.

Carryout and Trackout occur when materials from emptied or loaded vehicles falls onto a paved surface or shoulder of a public road or when materials adhere to vehicle tires and are deposited onto a paved surface or shoulder of a public road. Should either occur, the material must be cleaned up at least daily, and immediately if it extends more than 50 feet from the exit point onto a paved road. The appropriate clean-up methods require the complete removal and cleanup of mud and dirt from the paved surface and shoulder. Using a blower device or dry sweeping with any mechanical device other than a PM10-efficient street sweeper is a violation. Larger construction sites, or sites with a high amount of traffic on one or more days, must prevent carryout and trackout from



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occurring by installing gravel pads, grizzlies, wheel washers, paved interior roads, or a combination thereof at each exit point from the site. In many cases, cleaning up trackout with water is also prohibited as it may lead to plugged storm drains. Prevention is the best method.

Unpaved Access and Haul Roads, as well as unpaved vehicle and equipment traffic areas at construction sites must have dust control. Speed limit signs limiting vehicle speed to 15 mph or less at construction sites must be posted every 500 feet on uncontrolled and unpaved roads.

Storage Piles and Bulk Materials have handling, storage, and transportation requirements that include applying water when handling materials, wetting or covering stored materials, and installing wind barriers to limit VDE. Also, limiting vehicle speeds, loading haul trucks with a freeboard of six inches or greater along with applying water to the top of the load, and covering the cargo compartments are effective measures for reducing VDE and carryout from vehicles transporting bulk materials.

Demolition: activities require the application of water to the exterior of the buildings and to unpaved surfaces where materials may fall. A Dust Control Plan will be required for large demolition projects. Consider all structures slated for demolition as possibly being regulated due to potential asbestos, per District Rule 4002 - National Emission Standards for Hazardous Air Pollutants. Contact the District well before starting because a 10 working-day notice will likely be required before a demolition can begin.

Dust Control Plans identify the dust sources and describe the dust control measures that will be implemented before, during, and after any dust generating activity for the duration of the project. Owners or operators are required to submit plans to the District at least 30 days prior to commencing the work for the following:

- Residential developments of ten or more acres of disturbed surface area.
- Non-residential developments of five or more acres of disturbed surface area.
- The relocation of more than 2,500 cubic yards per day of materials on at least three days.

Operations may not commence until the District has approved the Dust Control Plan. A copy of the plan must be on site and available to workers and District employees. All work on the site is subject to the requirements of the approved dust control plan. A failure to abide by the plan by anyone on site may be subject to enforcement action. Owners or operators of construction projects that are at least one acre in size and where a Dust Control Plan is not required, must provide written notification to the District at least 48 hours in advance of any earthmoving activity.



Record Keeping is required to document compliance with the rules and must be kept for each day any dust control measure is used. The District has developed record forms for water application, street sweeping, and “permanent” controls such as applying long term dust palliatives, vegetation, ground cover materials, paving, or other durable materials. Records must be kept for one year after the end of dust generating activities (Title V sources must keep records for five years).

Nuisances are prohibited at all times because District Rule 4102 – Nuisance applies to all construction sources of fugitive dust, whether or not they are exempt from Regulation VIII. It is important to monitor dust-generating activities and implement appropriate dust control measures to limit the public’s exposure to fugitive dust.

6.4 HEALTH RISK ASSESSMENT MODEL SELECTION AND PARAMETERS

An air dispersion model is a mathematical formulation used to estimate the air quality impacts at specific locations (receptors) surrounding a source of emissions given the rate of emissions and prevailing meteorological conditions. The air dispersion model applied in this assessment was the United States Environmental Protection Agency (EPA) AERMOD (version 19191) air dispersion model. Specifically, the AERMOD model was used to estimate levels of air emissions at sensitive receptor locations from potential sources of project-generated TACs. The use of the AERMOD model provides a refined methodology for estimating construction impacts by utilizing long-term, measured representative meteorological data for the project site and a representative construction schedule.

The modeling analysis also considered the spatial distribution and elevation of each emitting source in relation to the sensitive receptors. Direction-dependent calculations were obtained by identifying the Universal Transverse Mercator (UTM) coordinates for each source location. Terrain elevations were obtained for the project site using the AERMAP model, the AERMOD terrain data pre-processor. Specifically, National Elevation dataset (NED) data for the area were obtained and included in the model runs to account for complex terrain. The air dispersion model assessment used meteorological data from the Porterville 23149 Station. The meteorological data used was preprocessed for use with AERMOD by the SJVAPCD and included data for the years 2006 to 2009; all years were used in the assessment. To evaluate the proposed project’s localized impacts at the point of maximum impact, all receptors were placed within the breathing zone at zero meters above ground level.

6.4.1 Construction

For the construction period, construction emissions were assumed to be distributed over the project site assuming emissions would be evenly distributed over a 24-hour period. Detailed parameters and complete calculations are contained in Appendix B.

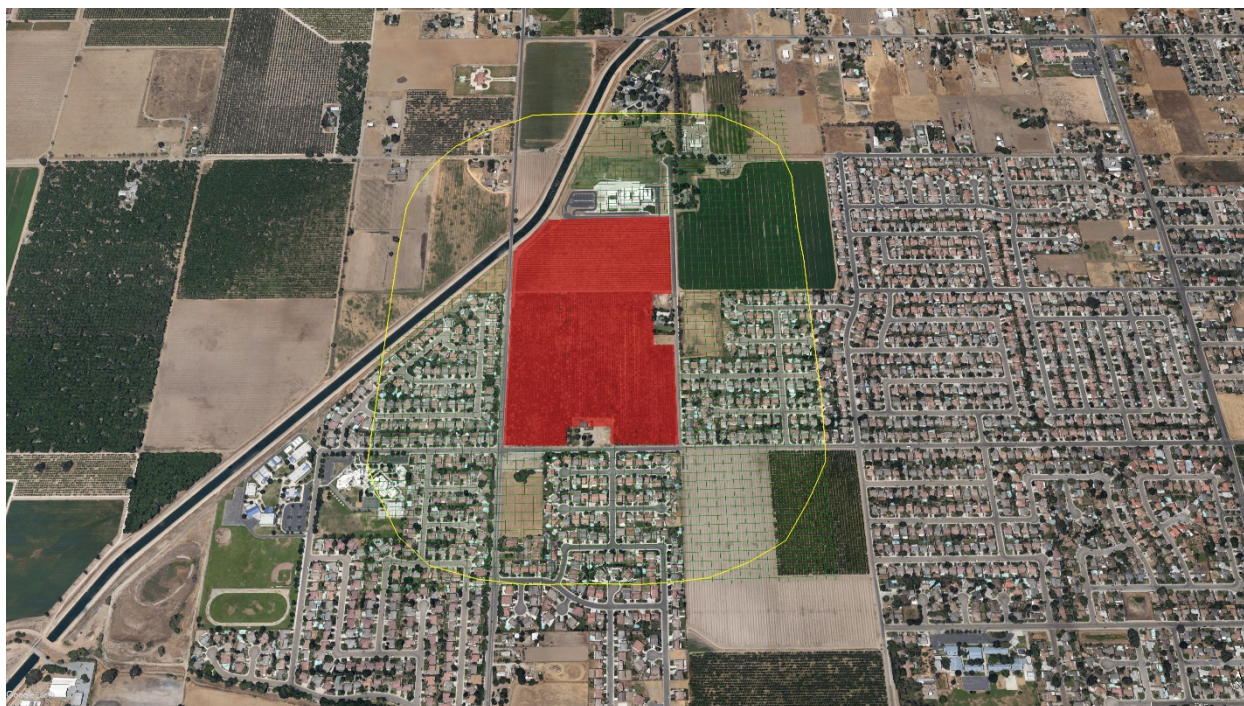


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Figure 3 shows a representation of the modeling parameters, including a 1,000-foot buffer, the project area (construction area source) and locations of sensitive receptors.

Figure 3: Project Site with Sensitive Receptors within 1,000 Feet



6.4.2 Air Toxics Generated during Operations

The greatest potential during long-term operations for exposure to TACs is from the use of heavy-duty diesel trucks and stationary generators that use diesel fuel. The proposed Project will operate 233 residential homes and a park. Once operational, the majority of vehicle trips to and from the Project site would be from residents and, as a result, the Project would attract very few diesel truck trips. Additionally, the project does not propose any stationary generators on-site. As such, once operational, the proposed project would not be expected to expose nearby sensitive receptors to substantial amounts of air toxics and the project would have a less than significant impact.



7.0 AIR QUALITY IMPACT ANALYSIS

This section calculates the expected emissions from construction and operation of the proposed project as necessary requisite for assessing the regulatory significance of proposed Project emissions on a regional and localized level.

7.1 CEQA GUIDELINES

According to the CEQA Guidelines' Appendix G Environmental Checklist, the following questions are analyzed and evaluated to determine whether impacts to air quality are significant environmental effects.

Where available, the significance criteria established by the applicable air quality management or air pollution district may be relied upon to make the following determinations.

Where the Project:

- a) Conflict with or obstruct implementation of the applicable air quality plan?
- b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?
- c) Expose sensitive receptors to substantial pollutant concentrations?
- d) Result in other emissions (such as those leading to odors) affecting a substantial number of people?

7.1.1 Thresholds of Significance

While the final determination of whether a project is significant is within the purview of the Lead Agency pursuant to Section 15064(b) of the CEQA Guidelines, the SJVAPCD recommends that its quantitative air pollution thresholds (shown in Table 8) be used to determine the significance of project emissions. If the Lead Agency finds that the project has the potential to exceed these air pollution thresholds, the project should be considered to have significant air quality impacts.



Table 8: SJVAPCD Significance Thresholds

Pollutant	Significance Threshold	
	Construction Emissions (tons/year)	Operational Emission (tons/year)
CO	100	100
NO _x	10	10
ROGs	10	10
SO _x	27	27
PM ₁₀	15	15
PM _{2.5}	15	15
Source: SJVAPCD 2015		

The project does not contain sources that would produce substantial quantities of SO₂ emissions during construction and operation. Modeling conducted for the project show that SO₂ emissions are well below the SJVAPCD GAMAQI thresholds, as shown in the modeling results contained in Appendix A. No further analysis of SO₂ is required.

7.2 AIR IMPACT ANALYSIS

Impact AIR-1	Conflict with or obstruct implementation of the applicable air quality plan?
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Impact Analysis

The CEQA Guidelines indicate that a significant impact would occur if the Project would conflict with or obstruct implementation of the applicable air quality plan. The GAMAQI does not provide specific guidance on analyzing conformity with the Air Quality Plan (AQP). Therefore, this document proposes the following criteria for determining project consistency with the current AQP's:

1. Will the project result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emissions reductions specified in the AQPs? This measure is determined by comparison to the regional and localized thresholds identified by the District or Regional and Local Air Pollutants.
2. Will the project conform to the assumptions in the AQPs?
3. Will the project comply with applicable control measures in the AQPs?



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Air Quality Impact Analysis

The use of criteria listed above is a standard approach for CEQA analysis of projects in the SJVAPCD's jurisdictions, as well as within other air districts, for the following reasons:

- Significant contribution to existing or new exceedances of the air quality standards would be inconsistent with the goal of attaining the air quality standards.
- Air Quality Plan (AQP) emissions inventories and attainment modeling are based on growth assumptions for the area within the SJVAPCD's jurisdiction.
- AQPs rely on a set of air district-initiated control measures as well as implementation of federal and state measures to reduce emissions within their jurisdictions, with the goal of attaining the air quality standards.

AQPs are plans for reaching attainment of air quality standards. The assumptions, inputs, and control measures are analyzed to determine if the SJVAB can reach attainment for the ambient air quality standards. To show attainment of the standards, the SJVAPCD analyzes the growth projections in the valley, contributing factors in air pollutant emissions and formations, and existing and adopted emissions controls. The SJVAPCD then formulates a control strategy to reach attainment that includes both State and SJVAPCD regulations and other local programs and measures. The applicable AQPs include the 2016 8-Hour Ozone Plan which contains measures to achieve reductions in emissions of ozone precursors and sets plans towards attainment of ambient ozone standards by 2031 and the 2018, 2016, 2015, 2012, and 2008 PM_{2.5} Plans to address multiple PM_{2.5} air quality standards and attainment deadlines.

Contribution to Air Quality Violations

A measure of determining if the Project is consistent with the air quality plans is if the Project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay timely attainment of air quality standards or the interim emission reductions specified in the air quality plans. Because of the region's nonattainment status for ozone, PM_{2.5}, and PM₁₀, if Project-generated emissions of either of the ozone precursor pollutants (ROG and NO_x), PM₁₀, or PM_{2.5} would exceed the SJVAPCD's significance thresholds, then the Project would be considered to conflict with the attainment plans.

As shown in Impact AIR-2, emissions of ROG, NO_x, PM₁₀, and PM_{2.5} from construction and operation of the Project would not exceed the SJVAPCD's significance thresholds. As shown in Impact AIR-3, the Project would not expose sensitive receptors to a substantial pollutant concentration. Therefore, the Project would not contribute to air quality violations.



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Consistency with Assumptions in AQPs

The primary way of determining consistency with the AQP's assumptions is determining consistency with the applicable General Plan to ensure that the project's population density and land use are consistent with the growth assumptions used in the AQPs for the SJVAB.

As required by California law, city and county General Plan contain a Land Use Element that details the types and quantities of land uses that the city or county estimates will be needed for future growth and designates locations for land uses to regulate growth. The Tulare Council of Governments (Tulare COG) uses the growth projections and land use information in adopted general plans, among other sources to estimate future average daily trips and then vehicles miles traveled (VMT), which are then provided to the SJVAPCD to estimate future emissions in the AQPs. Existing and future pollutant emissions computed in the AQPs are based on land uses from area general plans. AQPs detail the control measures and emission reductions required for reaching attainment of the air standards based on these growth and emission estimates.

The applicable General Plan for the project is the City of Porterville 2030 General Plan, which was adopted in 2008, prior to the SJVAPCD's adoption of the applicable AQPs. The Land Use General Plan designated the site as Low Density Residential. Therefore, the Project would be consistent with the modeling used to prepare the AQPs. The impact would be less than significant.

Control Measures

The AQP contains several control measures, which are enforceable requirements through the adoption of rules and regulations. A detailed description of rules and regulations that apply to this Project is provided in the Regulatory Setting. The Project would comply with all applicable SJVAPCD rules and regulations. Therefore, the project complies with this criterion and would not conflict with or obstruct implementation of the applicable air quality plan.

Conclusion

The Project would not conflict with or obstruct implementation of the applicable AQPs.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

None are required.



Level of Significance After Mitigation

Less Than Significant Impact.

Impact AIR-2	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard?
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Impact Analysis

To result in a less than significant impact, the following criteria must be true:

1. Regional analysis: emissions of nonattainment pollutants must be below the SJVAPCD's regional significance thresholds. This is an approach recommended by the SJVAPCD in its GAMAQI.
2. Summary of projections: the project must be consistent with current air AQPs including control measures and regulations. This is an approach consistent with Section 15130(b) of the CEQA Guidelines.
3. Cumulative health impacts: the project must result in less than significant cumulative health effects from the nonattainment pollutants. This approach correlates the significance of the regional analysis with health effects, consistent with the court decision, *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184, 1219-20.

Step 1: Regional Analysis

Air pollutant emissions have regional effects and localized effects. This analysis assesses the regional effects of the Project's criteria pollutant emissions in comparison to SJVAPCD thresholds of significance for short-term construction activities and long-term operation of the project. Localized emissions from Project construction and operation are also assessed using concentration-based thresholds that determine if the Project would result in a localized exceedance of any ambient air quality standards or would make a cumulatively considerable contribution to an existing exceedance.

The primary pollutants of concern during Project construction and operation are ROG, NO_x, PM₁₀, and PM_{2.5}. The SJVAPCD GAMAQI adopted in 2015 contains thresholds for ROG and NO_x; SO_x, CO, PM₁₀, and PM_{2.5}.



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Ozone is a secondary pollutant that can be formed miles away from the source of emissions through reactions of ROG and NO_x emissions in the presence of sunlight. Therefore, ROG and NO_x are termed ozone precursors. The SJVAB often exceeds the state and national ozone standards. Therefore, if the Project emits a substantial quantity of ozone precursors, the Project may contribute to an exceedance of the ozone standard. The SJVAB also exceeds air quality standards for PM₁₀, and PM_{2.5}; therefore, substantial Project emissions may contribute to an exceedance for these pollutants. The SJVAPCD's annual emission significance thresholds used for the Project define substantial contribution both operational and construction emissions are provided in Table 14.

Construction Emissions

Construction emissions associated with the Project are shown in Table 9. For assumptions in estimating the emissions, please refer to Modeling Parameters and Assumptions. As shown in Table 12, the emissions are below the significance thresholds and, therefore, are less than significant on a Project basis.

Table 9: Construction Emissions – Unmitigated

Emissions Source	Emissions (Tons/Year)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Phase One						
2021						
Site Preparation	0.02	0.20	0.11	<0.01	0.11	0.06
Grading	0.05	0.58	0.39	<0.01	0.14	0.07
Building Construction (2021)	0.05	0.36	0.39	<0.01	0.05	0.02
2021 Subtotal	0.12	1.15	0.89	<0.01	0.30	0.15
2022						
Building Construction (2022)	0.23	1.74	2.03	<0.01	0.26	0.12
Paving	0.02	0.07	0.09	<0.01	0.00	0.00
Architectural Coating	2.25	0.01	0.02	<0.01	0.00	0.00
2022 Subtotal	2.49	1.82	2.14	<0.01	0.27	0.12
Phase Two						
2023						
Site Preparation	0.01	0.14	0.09	0.00	0.11	0.06



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Emissions Source	Emissions (Tons/Year)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Grading	0.04	0.43	0.36	0.00	0.13	0.02
Building Construction	0.26	1.93	2.45	0.01	0.34	0.14
Paving	0.02	0.06	0.09	<0.01	<0.01	<0.01
Architectural Coating	1.85	0.01	0.02	<0.01	<0.01	<0.01
<i>2023 Subtotal</i>	<i>2.18</i>	<i>2.57</i>	<i>3.01</i>	<i><0.01</i>	<i>0.59</i>	<i>0.27</i>
Total Construction Duration (Phase One and Phase Two)						
Maximum in Any Calendar Year	2.49	2.57	3.01	<0.01	0.59	0.27
Significance Thresholds	10	10	100	27	15	15
Any Year Exceed Significance Thresholds?	No	No	No	No	No	No
Notes: Source of Emissions: CalEEMod Output (Attachment A). Source of Thresholds: San Joaquin Valley Air Pollution Control District (Valley Air District). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. February 19. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF . Accessed July 19, 2021.						

Operations

Operational emissions occur over the lifetime of the project and from two main sources: areas sources and motor vehicles. The SJVAPCS considers construction and operations emissions separately when making significance determination. However, Phase One will likely become operational when Phase Two is under construction. The overlap in emissions between Phase One operation and Phase Two construction are evaluated in Table 10 and demonstrate that emissions during this overlap would be less than the thresholds of significance for all criteria air pollutants.



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Table 10: Summary of Overlapping Phase One Operational and Phase Two Construction Criteria Air Pollutants - Unmitigated

Source	Emissions (tons/year)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Phase One Operation						
Area	1.18	0.06	0.97	>0.01	0.01	0.01
Energy	0.02	0.14	0.06	>0.01	0.01	0.01
Mobile	0.69	1.23	6.45	0.01	1.27	0.35
<i>Total Phase One Operational</i>	<i>1.89</i>	<i>1.43</i>	<i>7.48</i>	<i>0.01</i>	<i>1.29</i>	<i>0.37</i>
Phase Two Construction						
<i>Total Phase Two Construction (2023)</i>	<i>2.18</i>	<i>2.57</i>	<i>3.01</i>	<i><0.01</i>	<i>0.59</i>	<i>0.27</i>
Total Overlapping Emissions (Phase One Operation and Phase Two Construction)						
Total	4.07	4.00	10.49	0.01	1.88	0.64
Significance Thresholds	10	10	100	27	15	15
Exceed Significance Thresholds?	No	No	No	No	No	No
Notes: Emissions were quantified using CalEEMod, version 2020.4.0 based on project details and estimated operating year for the proposed project. Totals may not sum exactly due to rounding. Source: CalEEMod Output (Attachment A).						

The emissions output for project operation at full buildout for 2024 are summarized in Table 14. As shown in Table 11, the operational emissions would be less than the thresholds of significance for all criteria air pollutants. The impact is less than significant.

Table 11: Summary of Operational Emissions of Criteria Air Pollutants – Unmitigated

Source	Emissions (tons/year)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Phase One Operation						
Area	1.18	0.06	0.97	>0.01	0.01	0.01
Energy	0.02	0.14	0.06	>0.01	0.01	0.01
Mobile	0.69	1.23	6.45	0.01	1.27	0.35
<i>Subtotal Phase One Operational</i>	<i>1.89</i>	<i>1.43</i>	<i>7.48</i>	<i>0.01</i>	<i>1.29</i>	<i>0.37</i>
Phase Two Operation						
Area	0.98	0.05	0.80	>0.01	0.01	0.01



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Source	Emissions (tons/year)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Energy	0.01	0.12	0.05	>0.01	0.01	0.01
Mobile	0.50	0.83	4.64	0.01	1.04	0.29
<i>Subtotal Phase Two Operational</i>	<i>1.49</i>	<i>0.99</i>	<i>5.49</i>	<i>0.01</i>	<i>1.06</i>	<i>0.30</i>
2024 Full Buildout Total	3.38	2.42	12.97	0.02	2.35	0.67
Significance Thresholds	10	10	100	27	15	15
Exceed Significance Thresholds?	No	No	No	No	No	No
Notes: Emissions were quantified using CalEEMod, version 2020.4.0 based on project details and estimated operating year for the proposed project. Totals may not sum exactly due to rounding. Source: CalEEMod Output (Attachment A).						

If an area is in nonattainment for a criteria pollutant, then the background concentration of that pollutant has historically exceeded the ambient air quality standard. It follows that if a project exceeds the regional threshold for that nonattainment pollutant, then it would result in a cumulatively considerable net increase of that pollutant and result in a significant cumulative impact.

The SJVAB is in nonattainment for PM₁₀, PM_{2.5}, and ozone. Therefore, if the Project exceeds the regional thresholds for PM₁₀, or PM_{2.5}, then it contributes to a cumulatively considerable impact for those pollutants. If the Project exceeds the regional threshold for NO_x or ROG, then it follows that the Project would contribute to a cumulatively considerable impact for ozone.

The criteria pollutant emissions analysis, as shown in above, assessed whether the Project would exceed the SJVAPCD's thresholds of significance. As shown in Table 11 and Table 12, criteria pollutant emissions would not exceed any threshold of significance during Project construction or operation. Therefore, the combination of unmitigated Project emissions with the criteria pollutants from other sources within the SJVAB would not cumulatively contribute to a significant impact according to this criterion.

Step 2: Plan Approach

Section 15130(b) of the CEQA Guidelines states the following:

The following elements are necessary to an adequate discussion of significant cumulative impacts: 1) Either: (A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside



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the control of the agency, or (B) A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact.

In accordance with CEQA Guidelines 15130(b), this analysis of cumulative impacts is based on a summary of projections analysis. The SJVAB is in nonattainment for ozone and particulate matter (PM₁₀ and PM_{2.5}), which means that concentrations of these pollutants currently exceed the applicable ambient air quality standards.

Cumulative impacts may be analyzed using other plans that evaluate relevant cumulative effects. The geographic scope for cumulative criteria pollution from air quality impacts is the SJVAB, because that is the area in which the air pollutants generated by the sources within the SJVAB circulate and are often trapped. The SJVAPCD is required to prepare and maintain air quality attainment plans and a State Implementation Plan to document the strategies and measures to be undertaken to reach attainment of ambient air quality standards. While the SJVAPCD does not have direct authority over land use decisions, it is recognized that changes in land use and circulation planning would help the SJVAB achieve clean air mandates. The SJVAPCD evaluated emissions from land uses and transportation in the entire SJVAB when it developed its attainment plans.

In accordance with CEQA Guidelines Section 15064, subdivision (h)(3), a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the Project complies with the requirements in a previously approved plan or mitigation program.

As discussed in Impact AIR-1, the project is consistent with all applicable control measures in the air quality attainment plans. The Project would be required to comply with any SJVAPCD rules and regulations that may pertain to implementation of the AQPs. Therefore, impacts would be less than significant with regard to compliance with control measures and regulations.



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Step 3: Cumulative Health Impacts

The SJVAB is in nonattainment for ozone, PM₁₀, and PM_{2.5}, which means that the background levels of those pollutants are at times higher than the ambient air quality standards. The air quality standards were set to protect public health, including the health of sensitive individuals (such as children, the elderly, and the infirm). Therefore, when the concentration of those pollutants exceeds the standard, it is likely that some sensitive individuals in the population would experience health effects.

Adverse health effects induced by ozone includes short-term effects such as coughing, difficulty breathing, and sore throat as well as long-term effects including inflamed or damaged airways, aggravated lung diseases like asthma or bronchitis, and increased frequency of asthma attacks. O₃ is created through chemical reactions between NO_x, VOCs, and oxygen (EPA, 2021c). Therefore, the health effects related to O₃ are the product of emissions generated by numerous sources throughout the region.

Exposure to particulate matter (PM₁₀ and PM_{2.5}) can affect the lungs and heart and may cause irregular heartbeat, aggravated asthma, and decreased lung function (EPA, 2021b). Direct sources of particulate matter include construction sites, unpaved roads, fields, and fires. Particulate matter is also formed indirectly as a result of complex reactions of chemicals such as SO_x and NO_x (EPA, 2021b).

The SJVAPCD has acknowledged that while HRAs for localized air toxic impacts are commonly prepared, the currently available modeling tools are not equipped to provide a meaningful analysis of the correlation between an individual development project's criteria air pollutant emissions and specific human health impacts (SJVAPCD, 2015b). The South Coast Air Quality Management District (SCAQMD) states that based on their own modeling in the SCAQMD's *2012 Air Quality Management Plan*, a reduction of 432 tons (864,000 pounds) per day of NO_x and a reduction of 187 tons (374,000 pounds) per day of VOC would reduce O₃ levels at the highest monitored site by only nine parts per billion. As such, the SCAQMD concludes that it is not currently possible to accurately quantify O₃-related health impacts caused by NO_x or VOC emissions from relatively small projects (defined as projects with regional scope) due to photochemistry and regional model limitations (SCAQMD, 2015).

The regional analysis of construction and operational emissions, as shown above indicates that the Project would not exceed the SJVAPCD's significance thresholds, and the Project is consistent with the applicable AQPs. Therefore, the Project's emissions would not have a measurable effect on human health and would not result in significant cumulative health impacts from nonattainment pollutants and impacts would be less than significant.



Conclusion

The proposed Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

None are required.

Level of Significance After Mitigation

Less Than Significant Impact.

Impact AIR-3	Expose sensitive receptors to substantial pollutant concentrations?
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Impact Analysis

This discussion addresses whether the proposed Project would expose sensitive receptors to Naturally Occurring Asbestos (NOA), construction-generated fugitive dust (PM₁₀), ROG, NO_x, PM_{2.5}, Valley Fever, construction generated DPM and operational health risks from the proposed service station. A sensitive receptor is a person in a population who is particularly susceptible to health effects due to exposure to an air contaminant. The following are land uses (sensitive sites) where sensitive receptors are typically located:

- Long-term health care facilities
- Rehabilitation centers
- Convalescent centers
- Hospitals
- Retirement homes
- Residences
- Schools, playgrounds and childcare centers

The proposed Project is considered a sensitive receptor once operational, however there are not any nearby sources of TAC near the site and impact to these receptors



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was not evaluated. The nearest off-site sensitive receptors are the residents adjacent to the project site.

Localized Impacts

Emissions occurring at or near the Project have the potential to create a localized impact also referred to as an air pollutant hotspot. Localized emissions are considered significant if when combined with background emissions, they would result in exceedance of any health-based air quality standard. In locations that already exceed standards for these pollutants, significance is based on a significant impact level (SIL) that represents the amount that is considered a cumulatively considerable contribution to an existing violation of an air quality standard. The pollutants of concern for localized impact in the SJVAB are NO₂ and CO.

The SJVAPCD has provided guidance for screening localized impacts in the GAMAQI that establishes a screening threshold of 100 pounds per day of any criteria pollutant. If a project exceeds 100 pounds per day of any criteria pollutant, then ambient air quality modeling would be necessary. If the Project does not exceed 100 pounds per day of any criteria pollutant, then it can be assumed that it would not cause a violation of an ambient air quality standard.

Construction: Localized Concentrations of PM₁₀, PM_{2.5}, CO, and NO₂

Local construction impacts would be short-term in nature lasting only during the duration of construction. Because of the short duration and limited amount of construction anticipated for the Project, application of best management practices through compliance with Regulation VIII Fugitive Dust Prohibitions to minimize construction emissions, and levels of emissions less than the SJVAPCD's emission significance thresholds, localized construction concentrations are considered less than significant. It should also be noted that the on-site construction emissions would be less than 100 pounds per day for each of the criteria pollutants, as shown in Table 12 below. To present a conservative estimate, on-site emissions for on-road construction vehicles were included in the localized analysis. It should be noted that the estimates below do not include reductions associated with Rule 9510 compliance, which would reduce NO_x and PM₁₀ emissions. Based on the SJVAPCD's guidance the construction emissions would not cause an ambient air quality standard violation. Impacts would be less than significant.



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Table 12: Localized Concentrations of PM₁₀, PM_{2.5}, CO, and NO_x for Construction

Emissions Source	Emissions (pounds per day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Phase One				
2021				
Site Preparation	40.50	21.15	21.70	11.98
Grading	46.40	30.88	11.19	5.48
Building Construction (2021)	17.43	16.58	0.96	0.90
<i>2021 Maximum</i>	<i>46.40</i>	<i>30.88</i>	<i>21.70</i>	<i>11.98</i>
2022				
Building Construction (2022)	15.61	16.36	0.81	0.76
Paving	11.12	14.58	0.57	0.52
Architectural Coating	1.41	1.81	0.08	0.08
<i>2022 Maximum</i>	<i>15.61</i>	<i>16.36</i>	<i>0.81</i>	<i>0.76</i>
Phase Two				
2023				
Site Preparation	27.52	18.24	20.92	11.27
Grading	34.52	28.05	10.63	4.96
Building Construction	14.38	16.24	0.70	0.66
Paving	10.19	14.58	0.51	0.50
Architectural Coating	1.30	1.81	0.07	0.07
<i>2023 Maximum</i>	<i>34.52</i>	<i>28.05</i>	<i>20.92</i>	<i>11.27</i>
Total Construction Duration (Phase One and Phase Two)				
Maximum in Any Calendar Year	46.40	30.88	21.70	11.98
Significance Thresholds	100	100	100	100
Any Year Exceed Significance Thresholds?	No	No	No	No
Notes: PM₁₀ and PM_{2.5} emissions are from the unmitigated output and as a result are more conservative as they do not reflect compliance with Regulation VIII—Fugitive PM₁₀ Prohibitions. The table only accounts for on-site construction emissions. Source of Emissions: CalEEMod Output (Attachment A). Source of Thresholds: San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. February 19. Website: https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed April 16, 2021.				

Operation: Localized Concentrations of PM₁₀, PM_{2.5}, CO, and NO₂

Localized impacts could occur in areas with a single large source of emissions such as a power plant or with multiple sources concentrated in a small area such as a



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distribution center. Since the proposed project is proposing the develop 233 single family homes and a park on the project site localized levels of PM10, PM2.5, CO, and NO2 are not expected to exceed localized impacts.

Construction

ROG

During paving operations, ROG is emitted. The amount emitted is dependent on the amount of ROG (or VOC) in the paving materials. There are three types of asphalt that are typically used in paving: asphalt cements, cutback asphalts, and emulsified asphalts. However, SJVAPCD Rule 4641 prohibits the use of the following types of asphalt: rapid cure cutback asphalt; medium cure cutback asphalt; slow cure asphalt that contains more than one-half (0.5) percent of organic compounds that evaporate at 500 degrees Fahrenheit (°F) or lower; and emulsified asphalt containing organic compounds, in excess of 3 percent by volume, that evaporate at 500°F or lower. An exception to this is medium cure asphalt when the National Weather Service official forecast of the high temperature for the 24-hour period following application is below 50°F.

The acute (short-term) health effects from worker direct exposure to asphalt fumes include irritation of the eyes, nose, and throat. Other effects include respiratory tract symptoms and pulmonary function changes. The studies were based on occupational exposure of fumes. Sensitive receptors are not in the immediate vicinity of the fumes; therefore, they would not be subjected to concentrations high enough to evoke a negative response. In addition, the restrictions that are placed on asphalt in the San Joaquin Valley reduce ROG emissions from asphalt and exposure. The impact to sensitive receptors from ROG during construction is less than significant.

Naturally-Occurring Asbestos

According to a map of areas where naturally occurring asbestos in California are likely to occur (U.S. Geological Survey 2011), there are no such areas in the Project area. Therefore, development of the project is not anticipated to expose receptors to naturally occurring asbestos. Impacts would be less than significant.

Fugitive Dust (PM10)

PM10 emissions would not exceed the thresholds of significance, nevertheless, the potential for localized PM10 health impacts are a concern, however, the Project would comply with the SJVAPCD's Regulation VIII incorporating Best Management Practices for reducing fugitive dust, thus potential impacts are reduced to a less than significant level.



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Valley Fever

Valley fever, or coccidioidomycosis, is an infection caused by inhalation of the spores of the fungus, *Coccidioides immitis* (*C. immitis*). The spores live in soil and can live for an extended time in harsh environmental conditions. Activities or conditions that increase the amount of fugitive dust contribute to greater exposure, and they include dust storms, grading, and recreational off-road activities. The San Joaquin Valley is considered an endemic area for Valley fever.

Construction activities would generate fugitive dust that could contain *C. immitis* spores. The Project will minimize the generation of fugitive dust during construction activities by complying with the SJVAPCD's Regulation VIII. Therefore, this regulation would reduce Valley fever impacts to less than significant.

During operations, dust emissions are anticipated to be negligible, because most of the Project area would be occupied by buildings, pavement, and landscaped areas. This condition would preclude the possibility of the Project from generating fugitive dust that may contribute to Valley fever exposure. Impacts would be less than significant.

Health Risk Assessment

Construction

Construction activities have the potential to generate Diesel Particulate Matter (DPM) emissions related to the number and types of equipment typically associated with construction. Off-road, heavy-duty diesel equipment used for site grading, paving, and other construction activities result in the generation of DPM. For construction activity, DPM is the primary air toxic of concern. Particulate exhaust emissions from diesel-fueled engines (i.e., DPM) were identified as a toxic air contaminant (TAC) by the California Air Resources Board (CARB) in 1998. Because of the proximity of sensitive receptors there is the potential for the DPM emissions to result in a health impact. Accordingly, an analysis was prepared to determine if a potential health risk would occur.

A construction HRA was prepared in accordance with SJVAPCD and OEHHA guidance for the proposed project and is included as Appendix B. To assess the project's total health risk impacts, impacts from both construction and operations were considered in this HRA; therefore, the construction HRA is summarized below.

The construction HRA evaluated DPM (represented as exhaust PM_{2.5}) emissions generated during construction of the proposed project and the related health risk impacts for sensitive receptors located within 1,000 feet of the project boundary. A project would result in a significant impact if it would individually expose sensitive receptors to TACs resulting in an increased cancer risk greater than 20 in one million or



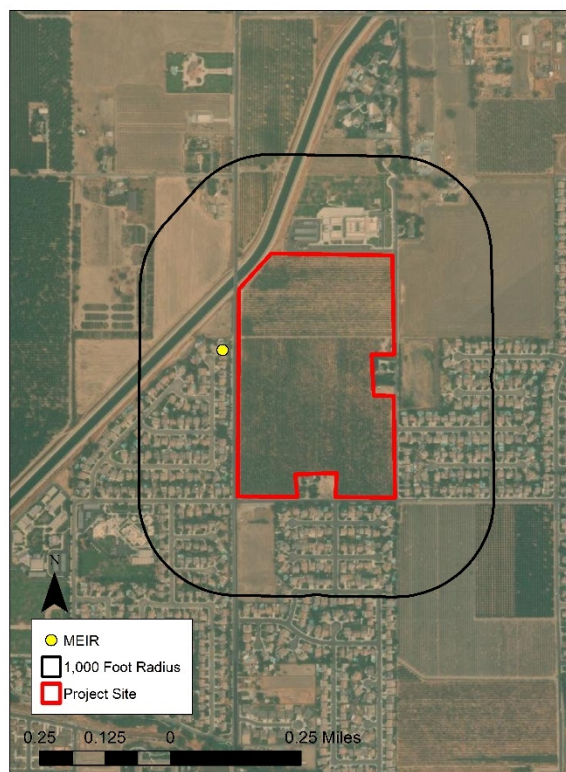
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an increased non-cancer risk of greater than 1.0 on the hazard index. It should be noted that the SJVAPCD's latest threshold of significance for TAC emissions is an increase in cancer risk for the maximally exposed individual of 20 in one million (formerly 10 in one million).

The project site is located within 1,000 feet from existing sensitive receptors that could be exposed to diesel emission exhaust during the construction and operational periods. The nearest sensitive receptors are residents occupying the single-family houses adjacent to the project site to the north and east. Furthermore, there are existing residences surrounding the project site on all sides (to the north, east, south, and west). There is an existing commercial center west of the southern half of the project site. To estimate the potential cancer risk associated with construction of the proposed project from equipment exhaust (including DPM), a dispersion model was used to translate an emission rate from the source location to concentrations at the receptor locations of interest (i.e., receptors at nearby residences).

Figure 4: Project Site with a 1,000 Foot Buffer



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Air Quality Impact Analysis

The location of the maximally exposure individual receptor (MEIR) is located on Westwood Boulevard, immediately west of the project site. As discussed above, AERMOD dispersion model was used to predict concentrations of DPM and PM_{2.5} at sensitive receptors within 1,000 feet of the project site, as recommended by the SJVAPCD. To model emissions, a release height of 3 meters was chosen to represent the release height of construction equipment. Emissions from off-road construction equipment and on-road vehicle travel were distributed throughout the modeled area source.

The current OEHHA guidance recommends that cancer risks be calculated by age groups to account for different breathing rates and sensitivity to TACs. Specifically, it recommends evaluating the risks for the third trimester of pregnancy to age zero (third trimester exposure), ages zero to less than two (infant exposure), ages two to less than 16 (child exposure), and ages 16 to 70 (adult exposure). Age sensitivity factors (ASFs) associated with the different types of exposure are an ASF of 10 for the third trimester and infant exposure, an ASF of 3 for child exposure, and an ASF of 1 for an adult exposure. Also associated with each exposure type are different breathing rates, expressed as liters per kilograms of body weight per day (L/kg-day). As recommended, 95th percentile breathing rates are used for the third trimester and infant exposure, and 80th percentile breathing rates are used for child and adult exposure. These age-specific breathing rates are 361 L/kg-day for the third trimester receptor, 1,090 L/kg-day for the infant receptors, 572 L/kg-day for child receptors, and 233 L/kg-day for adult receptors (OEHHA 2015).. According to OEHHA, the cancer risk for a residential receptor is assumed to start in the third trimester of life.

Results of the construction health risk analysis for the unmitigated emissions are summarized in Table 13. The complete construction HRA prepared for the proposed project, including calculations and AERMOD output data used in the assessment are included in Appendix B.



Table 13: Health Risks from Project Construction at the Maximally Exposed Sensitive Receptor (Unmitigated)

Health Impact Metric	Carcinogenic Inhalation Health Risk in One Million	Chronic Inhalation Hazard Index
Risks and Hazards at the maximally exposed sensitive receptor¹		
Risks and Hazards: Infant	25.6	0.016
Risks and Hazards: Child	4.03	0.016
Risks and Hazards: Adult	0.61	0.016
Threshold	20	1
Exceeds Threshold?	Yes	No
Notes: ¹ The maximally exposed sensitive receptor is located at an existing residence located approximately 100 feet west of the project site. ² Chronic non-cancer hazard index was estimated by dividing the annual DPM concentration (as PM _{2.5} exhaust) by the REL of 5 µg/m ³ . Source: Appendix B.		

As shown in Table 13, mitigation would be required to reduce potential impacts from project construction. MM AIR-1 requires the applicant provide documentation to the City of Porterville demonstrating that all off-road diesel-powered construction equipment greater than 50 horsepower meets EPA or ARB Tier 4 off-road emissions standards. Equipment tiers refer to a generation of emission standards established by the EPA and ARB that apply to diesel engines in off-road equipment. Since Tier 1 emission standards were established by the EPA in 1994, increasingly more stringent Tier 2, Tier 3, and Tier 4 (interim and final) standards were adopted by the EPA, as well as CARB. Results of the construction health risk analysis after the incorporation of MM AIR-1 are summarized in Table 14.

Table 14: Health Risks from Project Construction at the Maximally Exposed Sensitive Receptor (Mitigated)

Health Impact Metric	Carcinogenic Inhalation Health Risk in One Million	Chronic Inhalation Hazard Index
Risks and Hazards at the maximally exposed sensitive receptor¹		
Risks and Hazards: Infant	3.63	0.002
Risks and Hazards: Child	0.57	0.002
Risks and Hazards: Adult	0.08	0.002
Threshold	20	1
Exceeds Threshold?	No	No
Notes: ¹ The maximally exposed sensitive receptor is located at an existing residence located approximately 100 feet west of the project site. ² Chronic non-cancer hazard index was estimated by dividing the annual DPM concentration (as PM _{2.5} exhaust) by the REL of 5 µg/m ³ . Source: Appendix B.		



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Air Quality Impact Analysis

Operations

The greatest potential during long-term operations for exposure to TACs is from the use of heavy-duty diesel trucks and stationary generators that use diesel fuel. The proposed project is a 233-unit residential development with park uses. Once operational, the majority of vehicle trips to the project site will be from residents and, as a result, the proposed project would attract very few diesel truck trips. Additionally, the project does not propose any stationary generators on-site. For these reasons, once operational, the proposed project would not be expected to expose nearby sensitive receptors to substantial amounts of air toxics and the project would have a less than significant impact.

Conclusion

Sensitive receptors would not be exposed to substantial pollutant concentrations.

Level of Significance Before Mitigation

Less Than Significant Impact With Mitigation.

Mitigation Measures

MM AIR-1: Clean Construction Fleet. The Project Applicant and/or their respective contractors shall submit documentation to the City of Porterville demonstrating that all off-road diesel-powered construction equipment greater than 50 horsepower meets EPA or ARB Tier 5 off-road emission standards.

Level of Significance After Mitigation

Less Than Significant Impact.

Impact AIR-4	Result in other emissions (such as those leading to odors) affecting a substantial number of people?
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Impact Analysis

While offensive odors rarely cause any physical harm, they can still be very unpleasant, leading to considerable distress among the public and often generating citizen complaints to local governments and the SJVAPCD. The occurrence and severity of odor impacts depends on numerous factors, including nature, frequency, and intensity of the source, the wind speed and direction, and the sensitivity of the receptor. The nearest sensitive receptor in the vicinity of the proposed Project site would be the



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Air Quality Impact Analysis

students and faculty at West Hills College, approximately 912 feet south of the Project site, the nearest residential receptor would be the single-family residence located 2,700 feet east of the Project site.

Construction activities associated with the proposed Project could result in short-term odorous emissions from diesel exhaust associated with construction equipment. However, these emissions would be intermittent and would dissipate rapidly from the source. In addition, this diesel-powered equipment would only be present on site temporarily during construction activities. Therefore, construction would not create objectionable odors affecting a substantial number of people, and the impact would be less than significant.

Land uses typically considered associated with odors include wastewater treatment facilities, waste-disposal facilities, or agricultural operations. The proposed Project does not contain land uses typically associated with emitting objectionable odors and is not located within the screening distances to sources of odors recommended by the SJVAPCD. Therefore, the impact would be less than significant.

Conclusion

The proposed Project would not create objectionable odors affecting a substantial number of people.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

None.

Level of Significance After Mitigation

Less Than Significant Impact.



8.0 GREENHOUSE GAS IMPACT ANALYSIS

8.1 CEQA GUIDELINES

The 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 GHG significance thresholds are contained in Appendix G of the CEQA Guidelines:

- a) Generate greenhouse gas 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.

This section discusses potential impacts concerning greenhouse gases associated with the proposed project and provides mitigation measures where necessary.

8.1.1 Thresholds

The State CEQA Guidelines indicate that a project would normally have a significant adverse GHG impact if the project would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

The SJVAPCD’s Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA presents a tiered approach to analyzing project significance with respect to GHG emissions. Project GHG emissions are considered less than significant if they can meet any of the following conditions, evaluated in the order presented:

- Project is exempt from CEQA requirements;
- Project complies with an approved GHG emission reduction plan or GHG mitigation program;
- Project implements Best Performance Standards (BPS); or



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- Project demonstrates that specific GHG emissions would be reduced or mitigated by at least 29 percent compared to Business-as-Usual (BAU), including GHG emission reductions achieved since the 2002-2004 baseline period.

On November 20, 2015, the California Supreme Court (Court) issued its decision on the Center for Biological Diversity v. California Department of Fish and Wildlife on the Newhall Ranch project case. The Court determined that there is not substantial evidence to link a specific project's achievement of CARB's Scoping Plan's statewide average reduction below BAU to the conclusion that the project's reduction would meet AB 32's 2020 goals. Furthermore, since the release of SJVAPCD's guidance, SB32 has been issued that requires the state to further reduce GHG emissions beyond the goals laid out in AB32. As a result, the 29 percent reduction in emissions as compared to a BAU standard are outdated and were not used for this analysis.

CEQA Guidelines 15064.4 provides guidance for determining the significance of impacts from GHGs as follows:

(a) The determination of the significance of greenhouse gas emissions calls for a careful judgment by the lead agency consistent with the provisions in section 15064. A lead agency shall make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project. A lead agency shall have discretion to determine, in the context of a particular project, whether to:

(1) Quantify greenhouse gas emissions resulting from a project; and/or

(2) Rely on a qualitative analysis or performance-based standards.

(b) In determining the significance of a project's greenhouse gas emissions, the lead agency should focus its analysis on the reasonably foreseeable incremental contribution of the project's emissions to the effects of climate change. A project's incremental contribution may be cumulatively considerable even if it appears relatively small compared to statewide, national or global emissions. The agency's analysis should consider a timeframe that is appropriate for the project. The agency's analysis also must reasonably reflect evolving scientific knowledge and state regulatory schemes. A lead agency should consider the following factors, among others, when determining the significance of impacts from greenhouse gas emissions on the environment:

(1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;

(2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.



(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 (see, e.g., section 15183.5(b)). Such requirements must be adopted by the relevant public agency through a public review process and must 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. In determining the significance of impacts, the lead agency may consider a project's consistency with the State's long-term climate goals or strategies, provided that substantial evidence supports the agency's analysis of how those goals or strategies address the project's incremental contribution to climate change and its conclusion that the project's incremental contribution is not cumulatively considerable.

(c) A lead agency may use a model or methodology to estimate greenhouse gas emissions resulting from a project. The lead agency has discretion to select the model or methodology it considers most appropriate to enable decision makers to intelligently take into account the project's incremental contribution to climate change. The lead agency must support its selection of a model or methodology with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use.

Project Threshold

The City of Porterville does not have a qualified Climate Action Plan currently. However, the Project will be required to comply with a series of state and regional GHG reduction plans, including CARB's 2017 Scoping Plan and SJVAPCD's Climate Change Action Plan (CCAP) Measures. These plans include approved GHG emission reduction plans and Project's consistent with these plans would also comply with SB32. Therefore, as SJVAPCD does not have a quantifiable emissions threshold, project significance was determined based on compliance with applicable plans to reduce GHG emissions in accordance with CEQA Guidelines 15064.4(b)(3).

8.2 GHG IMPACT ANALYSIS

Impact GHG-1 Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Impact Analysis

The following emissions estimate is consistent with CEQA Guidelines 15064.4. CalEEMod was used to estimate the Project's GHG emissions. Modeling assumptions are described in Section 6: Modeling Parameters and Assumptions.



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Greenhouse Gas Impact Analysis

Constructions Emission Inventory

Construction GHGs would be emitted by the off-road construction equipment and vehicle travel by workers and material deliveries to the project site. The estimated construction GHG emissions are shown in Table 15. Because construction GHG emissions are temporary and reduction measures are limited, a common professional practice is to amortize the construction emissions over the life of the project. A residential project is conservatively assumed to have a life of 30 years.

Table 15: Construction Greenhouse Gas Emissions

Construction Year	MTCO ₂ e
2021 (Phase One)	173
2022 (Phase One)	473
2023 (Phase Two)	696
Total	1,342
Amortized over 20 years ¹	44.7

Notes:

1. GHG emissions are amortized over the 30-year life of the proposed project.

Source: Stantec 2021, CalEEMod 2020.4.0.

Operational Emission Inventory

Operational or long-term emissions occur over the life of the project. Sources of emissions may include motor vehicles and trucks, energy usage, water usage, waste generation, and area sources, such as landscaping activities and residential woodburning. Operational GHG emissions associated with the project were estimated using CalEEMod 2020.4.0.

Operational GHG emissions are shown in Table 16.

Table 16: Operational Greenhouse Gas Emissions

Source	Emissions (MTCO ₂ e per year)
Phase One	
Area	57.4
Energy	344
Mobile	1,294
Waste	66.3



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Greenhouse Gas Impact Analysis

Source	Emissions (MTCO ₂ e per year)
Water	22.7
<i>Subtotal</i>	<i>1,785</i>
Phase Two	
Area	47.1
Energy	283
Mobile	987
Waste	54.5
Water	21.2
<i>Subtotal</i>	<i>1,392</i>
Amortized Construction Emissions	44.7
Total	3,222

Source: Stantec 2021, CalEEMod 2020.4.0 (Appendix A).

The proposed project's GHG impact is determined by its consistency with applicable statewide and regional GHG reduction plans. As shown in Impact GHG-2, the proposed project would be consistent with the CARB's 2017 Scoping Plan, Tulare COG's RTP/SCS, and the City's General Plan goals that aim to reduce air quality and energy (which in turn reduce GHG emissions), as such the Project will comply with applicable reduction plans and GHG emissions are less than significant.

The proposed project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; the impact is less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.



Impact GHG-2 Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The proposed project would have a significant impact with respect to GHG emissions and global climate change if it would substantially conflict with the provisions of Section 15064.4(b) of the *CEQA Guidelines*.

Pursuant to Appendix G of the *CEQA Guidelines*, a significant GHG impact is identified if the project could conflict with applicable GHG reduction plans, policies, or regulations. Development projects would be subject to complying with SB 32, Tulare COG's RTP/SCS, and the City's applicable goals. SB 32 is a statewide reduction goal aimed at reducing emissions to 40% below 1990 levels by 2030. CARB's 2017 Scoping Plan sets a framework for the State to meet the reduction targets of SB 32.

Consistency with the Final 2017 Scoping Plan Update

CARB issued the Final 2017 Scoping Plan Update in November 2017 and establishes emissions reduction strategies necessary to meet SB 32's 2030 reduction goals. Table 17, identifies the Scoping Plan policies that are applicable to the proposed project. As shown, the proposed project would be consistent with the Scoping Plan.

Table 17: Project Consistency with Applicable 2017 Scoping Plan Greenhouse Gas Reduction Strategies

Measure Name	Measure Description	Consistency Determination
SB 350 50% Renewable Mandate.	Utilities subject to the legislation will be required to increase their renewable energy mix from 33% in 2020 to 50% in 2030.	Consistent. The proposed project will purchase electricity from a utility subject to the SB 350 Renewable Mandate. In addition, the proposed project includes renewable energy through roof top solar systems.
Low Carbon Fuel Standard	This measure requires fuel providers to meet an 18 percent reduction in carbon content by 2030.	Consistent. Vehicles accessing the proposed project site will use fuel containing lower carbon content as the fuel standard is implemented.
Mobile Source Strategy (Cleaner Technology and Fuels Scenario)	Vehicle manufacturers will be required to meet existing regulations mandated by the LEV III and Heavy-Duty Vehicle programs. The strategy includes a goal of having 4.2 million ZEVs on the road by 2030 and increasing numbers of ZEV trucks and buses.	Consistent. Future residents can be expected to purchase increasing numbers of more fuel efficient and zero emission cars and trucks each year. The 2019 CalGreen Code requires electrical service in new single-family housing to be EV charger-ready. Home deliveries will be made by increasing numbers of ZEV delivery trucks.



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Measure Name	Measure Description	Consistency Determination
Short-Lived Climate Pollutant (SLCP) Reduction Strategy	The strategy requires the reduction of SLCPs by 40 percent from 2013 levels by 2030 and the reduction of black carbon by 50 percent from 2013 levels by 2030.	Consistent. SJVAPCD limits wood burning devices in new homes. Therefore, the proposed project will not generate black carbon.
SB 375 Sustainable Communities Strategies	Requires Regional Transportation Plans to include a sustainable communities' strategy for reduction of per capita vehicle miles traveled.	Consistent. The proposed project would provide housing in the region that is consistent with the growth projections in the 2018 Regional Transportation Plan/Sustainable Communities Strategy (SCS). The project is not within an SCS priority area and so is not subject to requirements applicable to those areas. Furthermore, the project site lies along Porterville Transit Line 2., which has stations along Westfield Avenue.
Post-2020 Cap-and-Trade Program	The Post 2020 Cap-and-Trade Program continues the existing program for another 10 years. The Cap-and-Trade Program applies to large industrial sources such as power plants, refineries, and cement manufacturers.	Consistent. The post-2020 Cap-and-Trade Program indirectly affects people who use the products and services produced by the regulated industrial sources when increased cost of products or services (such as electricity and fuel) are transferred to the consumers. The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, whether generated in-state or imported. Accordingly, GHG emissions associated with CEQA projects' electricity usage are covered by the Cap- and-Trade Program. The Cap-and-Trade Program also covers fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address emissions from such fuels and from combustion of other fossil fuels not directly covered at large sources in the program's first compliance period.

Source of Measures: CARB, 2017

Source of Consistency Determination: Stantec Consulting Services Inc, 2021

Based on this evaluation, this analysis finds the project would be consistent with all feasible and applicable strategies recommended in the 2017 Scoping Plan Update.

Consistency with SJVAPCD CCAP

The SJVAPCD has adopted a CCAP, which includes suggested BPS for proposed residential development projects. Appendix J of the SJVAPCD Final Staff Report for the CCAP contains GHG reduction measures that would be applicable to the proposed project. The proposed project's consistency with these measures is included in Table 18 below. As shown in the table, the project would be consistent with applicable CCAP measures.



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Greenhouse Gas Impact Analysis

Table 18: Project Consistency with Applicable SJVAPCD CCAP GHG Reduction Measures

Measure Name	Measure Description	Project Consistency
Bicycle/Pedestrian Transit Measures		
5 – Pedestrian Network	The project provides a pedestrian access network that internally links all uses and connects to existing external streets and pedestrian facilities. Existing facilities are defined as those facilities that are physically constructed and ready for use prior to the first 20 percent of the projects occupancy permits being granted.	Consistent. The proposed project would provide pedestrian accommodations throughout the project site and connecting offsite to existing external streets and pedestrian facilities.
6 – Pedestrian barriers minimized	Site design and building placement minimize barriers to pedestrian access and interconnectivity. Physical barriers such as walls, berms, landscaping, and slopes between residential and nonresidential uses that impede bicycle or pedestrian circulation are eliminated. Barriers to pedestrian access of neighboring facilities and sites are minimized. This measure is not meant to prevent the limited use of barriers to ensure public safety by prohibiting access to hazardous areas, etc.	Consistent. The proposed project would provide pedestrian accommodations throughout the project site and connecting offsite to existing external streets and pedestrian facilities.
Site Design Measures		
18 - Residential Density with No Transit (3-6 Du/acre)	Project provides high-density residential development. Density is calculated by determined the number of units per acre within the residential portion of the project's net lot area.	Consistent. The Project is seeking a zone change on APN 245-010-087 from Very Low Density Residential to Low Density Residential. The site will provide 233 housing units over 56 acres of development, a density of 4.16 Du/acre.
Building Component Measures		
26 - Onsite renewable energy system	Project provides onsite renewable energy system(s).	Consistent. The 2019 California Building Energy Efficiency Standards requires that all new single-family homes and multi-family buildings under three stories must conform to the new solar code that requires the installation of rooftop solar photovoltaic systems be equipped on all new homes after January 1, 2020. Therefore, the Project will be required to comply with these standards.
Additional GHG Emission Reduction Measures Requiring Additional Investigation		
8 - Open Space	Preserve and create open space and parks. Preserve existing trees, and plant replacement trees at a set ratio.	Consistent. The Project will develop a 3.5-acre park in the center of the Project site and will plant at least one tree at each lot.
11- Vehicle Idling	Limit idling for commercial vehicles, including delivery and construction vehicles.	Consistent. CARB limits idling of diesel vehicles to 5 minutes. The Project will comply as applicable.



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Measure Name	Measure Description	Project Consistency
16-Energy Efficient Appliances	Install energy efficient heating and cooling systems, appliances and equipment, and control systems.	Consistent. The Project will be designed to be compliant with the 2019 California Building Standards and the California Energy Commission's regulations on home appliances.
17 - Renewable Energy Use	Install Photovoltaic roofing tiles for solar power.	Consistent. The 2019 California Building Energy Efficiency Standards requires that all new single-family homes and multi-family buildings under three stories must conform to the new solar code that requires the installation of rooftop solar photovoltaic systems be equipped on all new homes after January 1, 2020. Therefore, the Project will be required to comply with these standards.
20 - Tree Plants	Protect existing trees and encourage the planting of new trees. Adopt a tree protection and replacement ordinance, e.g., requiring that trees larger than a specified diameter that are removed to accommodate development must be replaced at a set ratio.	Consistent. The existing land uses on site are primarily agricultural and, as a result, few trees are currently on the project site. The Project will develop a 3.5-acre park in the center of the Project site and will plant at least one tree at each lot.

Source: Stantec 2021. SJVAPCD, 2009.

Consistency with Tulare COG RTP/SCS

The TCAG's 2018 RTP/SCS includes a series of goals for the region that would reduce GHG emissions based on the land use consistency and the reduction of vehicle trips. The proposed project's consistency with these measures is included in Table 19 below. As shown in the table, the project would be consistent with applicable TCAG measures.

Table 19: Project Consistency with Applicable Tulare COG Goals

Goals	Consistency
Provide an efficient, integrated, multi-modal transportation system for the movement of people and goods that enhance the physical, economic, and social environment in the Tulare County Region.	Not Applicable. This goal is aimed at transportation systems and local jurisdictions. The Project will not interfere with this goal and will place new residents near an existing bus station.
Encourage and support an efficient, maintained, and safe circulation network that maximizes circulations, longevity, and fiscal responsibility while minimizing environmental impacts.	Consistent. The Project will construct a new roadway network that will connect the new development to the existing roadways. The new roadways will further connect Porterville and maximize the roadway circulation.



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Greenhouse Gas Impact Analysis

Goals	Consistency
Provide a safe, secure, coordinated and efficient public transit system that can reasonably meet the needs of the residents.	Not Applicable. This goal is aimed at transportation systems and local jurisdictions. The Project will not interfere with this goal and will place new residents near an existing bus station.
Support development of a regional system of airports that meets the air commerce and general aviation needs of the county.	Not Applicable. This goal is aimed at local and regional jurisdictions. The Project will not interfere with this goal.
Promote safe, economical, convenient rail systems and schedules that meet the needs of passenger and freight services in the region.	Not Applicable. This goal is aimed at local and regional jurisdictions. The Project will not interfere with this goal.
Provide a transportation system that efficiently and effectively transports goods to, from, within, and through Tulare County.	Not Applicable. This goal is aimed at local and regional jurisdictions. The Project will not interfere with this goal.
Improve goods movement within the region to increase economic vitality, meet the growing needs of freight and passenger services, and improve traffic safety, air quality, and overall mobility.	Not Applicable. This goal is aimed at local and regional jurisdictions. The Project will not interfere with this goal.
Improve, enhance, and expand the region's bicycle and pedestrian systems and connectivity to those systems, while keeping them safe and convenient.	Consistent. The Project will add new roads through an existing agricultural area. The subdivision will connect existing roads and place new residences near existing schools. The increase in roadways and residential areas will result in more pedestrian accessible areas and walkways.
Preserve and enhance regional transportation roads and corridors.	Consistent. The Project will add new roadways and expand Porterville's existing roadway system.
Promote the improvement of air quality and greenhouse gas reductions through congestion management, coordination of land use, housing, and transportation systems, provision of alternative modes of transportation, and provision of incentives that reduce vehicle miles traveled.	Consistent. The Project will construct a new subdivision near existing single-family homes and near multiple schools. In addition, the site is adjacent to Porterville Transportation bus line 2 that will promote alternative modes of transportation and reduce vehicle miles traveled.



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Goals	Consistency
Promote public health opportunities for residents to bicycle and walk to destinations such as home, work, school, medical facilities, and commercial and service systems.	Consistent. The Project will add new roads through an existing agricultural area. The subdivision will connect existing roads and place new residences near existing schools. The increase in roadways and residential areas will result in more pedestrian accessible areas and walkways.
Improve transportation mobility and operations by improving and utilizing TSM strategies, TDM measures, TCMs, and ITS programs.	Not Applicable. This goal is aimed at transportation systems and local jurisdictions. The Project will not interfere with this goal and will place new residents near an existing bus station.
Ensure that transportation investments do not discriminate on the basis of race, color, national origin, sex, age, or disability.	Not Applicable. This goal is aimed at transportation systems and local jurisdictions. The Project will not interfere with this goal.
Support the development and implementation of emerging technologies in the surface transportation system.	Not Applicable. This goal is aimed at transportation systems and local jurisdictions. The Project will not interfere with this goal.

Source: Stantec 2021. TCAG 2018.

Conclusion

The Project proposes to increase the density of allowable residential development on the lot and build residences near existing schools and an existing residential community. Development will place 4.15 homes/acre and allow pedestrian access and increased housing opportunities in the area. The site lies along Porterville Transit Line 2, which runs along Westfield Ave. As a result, the site will place residences in walking distance of transit and serve to further connect the areas pedestrian access while bringing students within walking distance of several schools. Finally, the Project will be required to adhere to Title 24 and the latest California Building Standards, which will require each single-family home to include photovoltaic cells. The proposed project would not conflict with the goals and objectives of the SJVAPCD's CCAP, with CARB's 2017 Scoping Plan, or any other State or regional plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions. As such, the proposed project would not conflict with an applicable plan; therefore, impacts would be considered less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures



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Greenhouse Gas Impact Analysis

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.



9.0 ENERGY

9.1 CEQA GUIDELINES

The 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 energy the following must be evaluated.

Would the project:

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

9.2 ENERGY IMPACT ANALYSIS

This section discusses potential energy impacts associated with the proposed project and provides mitigation measures where necessary.

Impact ENERGY-1	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?
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Impact Analysis

The energy requirements for the proposed project were determined using the construction and operational estimates generated from the Methodology and Modeling Assumptions. The calculation worksheets for energy consumption are provided in Appendix C.

This impact addresses the energy consumption from both the short-term construction and long-term operations and are discussed separately below.

Short-Term Construction

Off-Road Equipment

Table 20 provides estimates of the project’s construction fuel consumption from off-road construction equipment.



Energy

Table 20: Construction Off-Road Fuel Consumption

Project Component	Total Annual Fuel Consumption (gallons)
Phase One Construction Off-Road Equipment	15,637
Phase Two Construction Off-Road Equipment	15,631
Total	31,268
Source: Appendix C.	

As shown in Table 19, construction activities associated with the proposed project would be estimated to consume 31,268 gallons of diesel fuel. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in other parts of the state.

On-Road Vehicles

On-road vehicles for construction workers, vendors, and haulers would require fuel for travel to and from the site during construction. Table 21 provides an estimate of the total on-road vehicle fuel usage during construction. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in other parts of the state. Therefore, it is expected that construction fuel consumption associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than at other construction sites in the region.

Table 21: Construction On-Road Fuel Consumption

Project Component	Average Fuel Economy (miles/gallon)	Total VMT	Total Fuel Consumption (gallons)
Phase One			
Worker Trips	26.95	437,558	17,570
Vendor Trips	9.34	115,340	12,348
Haul Trips	6.54	0	0
Phase Two			
Worker Trips	26.95	569,408	21,126
Vendor Trips	9.34	140,160	15,006
Haul Trips	6.54	0	0
Total Construction On-Road Trips		1,262,466	66,050



AIR QUALITY, GREENHOUSE GAS, AND ENERGY IMPACT ASSESSMENT

Energy

Project Component	Average Fuel Economy (miles/gallon)	Total VMT	Total Fuel Consumption (gallons)
Notes: Calculations use unrounded numbers; totals may not appear to sum exactly due to rounding. VMT = vehicle miles traveled Source: Appendix C			

Other Construction Energy Consumption

Other equipment could include construction lighting, field services (office trailers), and electrically driven equipment such as pumps and other tools. As on-site construction activities would be restricted to permissible construction hours, it is anticipated that the use of construction lighting would be minimal. Singlewide mobile office trailers, which are commonly used in construction staging areas, generally range in size from 160 square feet to 720 square feet. Table 22 shows the energy consumption estimated for a typical 720-square-foot trailer during construction over Phase One and Phase Two. There is a gap between the end of Phase One and the start of Phase Two, it was conservatively assumed that the trailer would remain occupied and using energy during that time.

Table 22: Construction Trailer

Project Component	Kilowatt hours per year (kWh/yr)
Construction	15,644
Source: Appendix C	

There are no unusual project characteristics that would necessitate the use of construction vehicles or equipment that would be less energy efficient than at comparable construction sites in other parts of the state. Therefore, it is expected that construction energy consumption associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than at other construction sites in the region.

Long-term Operations

Transportation Energy Demand

Table 23 provides an estimate of the daily and annual fuel consumed by vehicles traveling to and from the project site. These estimates were derived using the same assumptions used in the operational air quality analysis for the proposed project. For details relating assumptions used in the calculations, please refer to Appendix C.



AIR QUALITY, GREENHOUSE GAS, AND ENERGY IMPACT ASSESSMENT

Energy

Table 22: Long-Term Operational Vehicle Fuel Consumption

Vehicle Type	Percent of Vehicle Trips	Daily VMT	Annual VMT	Average Fuel Economy (miles/gallon) ¹	Total Daily Fuel Consumption (gallons)	Total Annual Fuel Consumption (gallons)
Passenger Cars (LDA)	51.0%	8,722	3,183,626	33.45	260.8	95,178
Light Trucks and Medium Duty Vehicles (LDT1, LDT2, MDV)	39.3%	6,725	2,454,614	24.24	277.5	101,270
Light-Heavy to Heavy-Heavy Diesel Trucks (LHD1, LHD2, MHDT, HHDT)	6.7%	1,151	420,234	8.66	119.7	43,704
Motorcycles (MCY)	2.4%	403	147,037	37.84	10.6	3,885
Other (OBUS, UBUS, SBUS, MH)	0.6%	104	38,117	6.89	14.6	5,332
Total	100%	17,106	6,243,629	—	683.2	249,369
Notes: VMT = vehicle miles traveled Percent of Vehicle Trips and VMT provided by CalEEMod. "Other" consists of buses and motor homes. Source: Appendix C						

As shown in Table 25, annual vehicular fuel consumption is estimated to be 249,369 gallons of a combination of gasoline and diesel fuel.

Building Energy Demand

As shown in Appendix C the proposed project is estimated to demand 1,849,780 kilowatt hours of electricity and 3,048,506 kilo-British Thermal Units of natural gas, respectively, on an annual basis.



AIR QUALITY, GREENHOUSE GAS, AND ENERGY IMPACT ASSESSMENT

Energy

It would be expected that building energy consumption associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than for any other similar buildings in the region. Current state regulatory requirements for new building construction contained in the 2019 CALGreen and Title 24 standards would increase energy efficiency and reduce energy demand in comparison to existing commercial structures, and therefore would reduce actual environmental effects associated with energy use from the proposed project. Additionally, the CALGreen and Title 24 standards have increased efficiency standards through each update. Further, the most recent CALGreen standards require single-family housing constructed after January 1, 2020 to include rooftop photovoltaic cells. The reductions from the energy generation was not accounted for in order to provide a conservative analysis.

Therefore, while the proposed project would result in increased electricity and natural gas demand, the electricity and natural gas would be consumed more efficiently and would be typical of residential development. Compliance with future building code standards would result in increased energy efficiency.

For the above reasons, energy impacts would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

None.

Level of Significance After Mitigation

Less Than Significant Impact.



Energy

Impact ENERGY-2	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?
------------------------	---

The proposed project would comply with federal, State, and local regulations aimed at reducing energy consumption. Local regulations have been developed in accordance with federal and State energy regulations, such as the California Energy Code Building Energy Efficiency Standards (CCR Title 24, Part 6), the CALGreen Code (CCR Title 24, Part 11), and SB 743, which are also aimed at reducing energy consumption.

The proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. The impact would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

None.

Level of Significance After Mitigation

Less Than Significant Impact.



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AIR QUALITY, GREENHOUSE GAS, AND ENERGY IMPACT ASSESSMENT

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AIR QUALITY, GREENHOUSE GAS, AND ENERGY IMPACT ASSESSMENT

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APPENDIX A

CRITERIA AIR POLLUTANT AND GHG EMISSIONS RESULTS



Lombardi Development - Phase 1 - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Lombardi Development - Phase 1

Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	9.08	Acre	9.08	395,524.80	0
Single Family Housing	128.00	Dwelling Unit	19.34	230,400.00	366

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	51
Climate Zone	7			Operational Year	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Acreage adjusted to account for the project site.

Construction Phase - Construction will take place over one year (October 2021 to October 2022)

Grading - Grading balanced on-site.

Sequestration - At least one tree will be planted at each lot.

Construction Off-road Equipment Mitigation - SJVAPCD Rule 8021.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00

Lombardi Development - Phase 1 - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
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tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstructionPhase	NumDays	35.00	14.00
tblConstructionPhase	NumDays	440.00	200.00
tblConstructionPhase	NumDays	45.00	25.00
tblConstructionPhase	NumDays	35.00	12.00
tblConstructionPhase	NumDays	20.00	10.00

Lombardi Development - Phase 1 - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblLandUse	LotAcreage	41.56	19.34
tblSequestration	NumberOfNewTrees	0.00	128.00

2.0 Emissions Summary

Lombardi Development - Phase 1 - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2.1 Overall Construction****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1210	1.1476	0.8933	1.9100e-003	0.2503	0.0516	0.3019	0.1062	0.0478	0.1540	0.0000	170.6025	170.6025	0.0373	4.7200e-003	172.9432
2022	2.4940	1.8204	2.1400	5.1400e-003	0.1899	0.0774	0.2673	0.0515	0.0728	0.1243	0.0000	464.6741	464.6741	0.0563	0.0244	473.3555
Maximum	2.4940	1.8204	2.1400	5.1400e-003	0.2503	0.0774	0.3019	0.1062	0.0728	0.1540	0.0000	464.6741	464.6741	0.0563	0.0244	473.3555

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0441	0.5658	0.9955	1.9100e-003	0.2503	4.5600e-003	0.2549	0.1062	4.4800e-003	0.1107	0.0000	170.6023	170.6023	0.0373	4.7200e-003	172.9430
2022	2.3892	1.4140	2.2841	5.1400e-003	0.1899	0.0124	0.2023	0.0515	0.0122	0.0637	0.0000	464.6739	464.6739	0.0563	0.0244	473.3552
Maximum	2.3892	1.4140	2.2841	5.1400e-003	0.2503	0.0124	0.2549	0.1062	0.0122	0.1107	0.0000	464.6739	464.6739	0.0563	0.0244	473.3552

Lombardi Development - Phase 1 - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	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	6.95	33.30	-8.12	0.00	0.00	86.82	19.67	0.00	86.18	37.34	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	10-1-2021	12-31-2021	1.2679	0.6103
2	1-1-2022	3-31-2022	0.7549	0.5660
3	4-1-2022	6-30-2022	0.7547	0.5637
4	7-1-2022	9-30-2022	2.6305	2.4979
		Highest	2.6305	2.4979

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	1.1842	0.0589	0.9719	3.6000e-004		9.1300e-003	9.1300e-003		9.1300e-003	9.1300e-003	0.0000	57.0032	57.0032	2.5600e-003	1.0200e-003	57.3702
Energy	0.0164	0.1402	0.0596	8.9000e-004		0.0113	0.0113		0.0113	0.0113	0.0000	342.5309	342.5309	0.0183	4.8200e-003	344.4252
Mobile	0.6939	1.2339	6.4478	0.0137	1.2573	0.0143	1.2717	0.3367	0.0135	0.3502	0.0000	1,270.9330	1,270.9330	0.0742	0.0713	1,294.0308
Waste						0.0000	0.0000		0.0000	0.0000	26.7461	0.0000	26.7461	1.5807	0.0000	66.2623
Water						0.0000	0.0000		0.0000	0.0000	2.6458	11.2664	13.9122	0.2727	6.5300e-003	22.6762
Total	1.8946	1.4329	7.4793	0.0149	1.2573	0.0348	1.2921	0.3367	0.0340	0.3706	29.3919	1,681.7335	1,711.1254	1.9484	0.0837	1,784.7646

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Mitigated Operational

[illegible]

Lombardi Development - Phase 1 - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2.3 Vegetation****Vegetation**

	CO2e
Category	MT
New Trees	90.6240
Total	90.6240

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	10/1/2021	10/14/2021	5	10	
2	Grading	Grading	10/15/2021	11/18/2021	5	25	
3	Building Construction	Building Construction	11/19/2021	8/25/2022	5	200	
4	Paving	Paving	8/26/2022	9/12/2022	5	12	
5	Architectural Coating	Architectural Coating	9/13/2022	9/30/2022	5	14	

Acres of Grading (Site Preparation Phase): 15**Acres of Grading (Grading Phase): 75****Acres of Paving: 9.08**

Residential Indoor: 466,560; Residential Outdoor: 155,520; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 23,731 (Architectural Coating – sqft)

Lombardi Development - Phase 1 - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	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	9	212.00	79.00	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	42.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Lombardi Development - Phase 1 - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Use Cleaner Engines for Construction Equipment

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2021**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					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0194	0.2025	0.1058	1.9000e-004		0.0102	0.0102		9.4000e-003	9.4000e-003	0.0000	16.7179	16.7179	5.4100e-003	0.0000	16.8530
Total	0.0194	0.2025	0.1058	1.9000e-004	0.0983	0.0102	0.1085	0.0505	9.4000e-003	0.0599	0.0000	16.7179	16.7179	5.4100e-003	0.0000	16.8530

Lombardi Development - Phase 1 - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.8000e-004	2.9000e-004	3.0000e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.6087	0.6087	2.0000e-005	2.0000e-005	0.6160
Total	3.8000e-004	2.9000e-004	3.0000e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.6087	0.6087	2.0000e-005	2.0000e-005	0.6160

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					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.4800e-003	0.0608	0.1148	1.9000e-004		3.1000e-004	3.1000e-004		3.1000e-004	3.1000e-004	0.0000	16.7178	16.7178	5.4100e-003	0.0000	16.8530
Total	3.4800e-003	0.0608	0.1148	1.9000e-004	0.0983	3.1000e-004	0.0986	0.0505	3.1000e-004	0.0508	0.0000	16.7178	16.7178	5.4100e-003	0.0000	16.8530

Lombardi Development - Phase 1 - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.8000e-004	2.9000e-004	3.0000e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.6087	0.6087	2.0000e-005	2.0000e-005	0.6160
Total	3.8000e-004	2.9000e-004	3.0000e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.6087	0.6087	2.0000e-005	2.0000e-005	0.6160

3.3 Grading - 2021

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					0.1150	0.0000	0.1150	0.0457	0.0000	0.0457	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0524	0.5800	0.3860	7.8000e-004		0.0248	0.0248		0.0228	0.0228	0.0000	68.1187	68.1187	0.0220	0.0000	68.6695
Total	0.0524	0.5800	0.3860	7.8000e-004	0.1150	0.0248	0.1399	0.0457	0.0228	0.0685	0.0000	68.1187	68.1187	0.0220	0.0000	68.6695

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0500e-003	8.1000e-004	8.3300e-003	2.0000e-005	1.9900e-003	1.0000e-005	2.0000e-003	5.3000e-004	1.0000e-005	5.4000e-004	0.0000	1.6909	1.6909	7.0000e-005	6.0000e-005	1.7110
Total	1.0500e-003	8.1000e-004	8.3300e-003	2.0000e-005	1.9900e-003	1.0000e-005	2.0000e-003	5.3000e-004	1.0000e-005	5.4000e-004	0.0000	1.6909	1.6909	7.0000e-005	6.0000e-005	1.7110

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					0.1150	0.0000	0.1150	0.0457	0.0000	0.0457	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0126	0.2409	0.4590	7.8000e-004		1.2700e-003	1.2700e-003		1.2700e-003	1.2700e-003	0.0000	68.1187	68.1187	0.0220	0.0000	68.6694
Total	0.0126	0.2409	0.4590	7.8000e-004	0.1150	1.2700e-003	0.1163	0.0457	1.2700e-003	0.0469	0.0000	68.1187	68.1187	0.0220	0.0000	68.6694

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0500e-003	8.1000e-004	8.3300e-003	2.0000e-005	1.9900e-003	1.0000e-005	2.0000e-003	5.3000e-004	1.0000e-005	5.4000e-004	0.0000	1.6909	1.6909	7.0000e-005	6.0000e-005	1.7110
Total	1.0500e-003	8.1000e-004	8.3300e-003	2.0000e-005	1.9900e-003	1.0000e-005	2.0000e-003	5.3000e-004	1.0000e-005	5.4000e-004	0.0000	1.6909	1.6909	7.0000e-005	6.0000e-005	1.7110

3.4 Building Construction - 2021

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	0.0295	0.2702	0.2569	4.2000e-004		0.0149	0.0149		0.0140	0.0140	0.0000	35.9038	35.9038	8.6600e-003	0.0000	36.1203
Total	0.0295	0.2702	0.2569	4.2000e-004		0.0149	0.0149		0.0140	0.0140	0.0000	35.9038	35.9038	8.6600e-003	0.0000	36.1203

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.4800e-003	0.0832	0.0237	2.6000e-004	8.0900e-003	1.5000e-003	9.5900e-003	2.3400e-003	1.4300e-003	3.7700e-003	0.0000	25.3371	25.3371	2.5000e-004	3.8300e-003	26.4840
Worker	0.0138	0.0106	0.1095	2.4000e-004	0.0262	1.6000e-004	0.0263	6.9600e-003	1.4000e-004	7.1000e-003	0.0000	22.2254	22.2254	9.0000e-004	8.1000e-004	22.4894
Total	0.0183	0.0939	0.1333	5.0000e-004	0.0343	1.6600e-003	0.0359	9.3000e-003	1.5700e-003	0.0109	0.0000	47.5625	47.5625	1.1500e-003	4.6400e-003	48.9734

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	8.2700e-003	0.1691	0.2770	4.2000e-004		1.3100e-003	1.3100e-003		1.3100e-003	1.3100e-003	0.0000	35.9037	35.9037	8.6600e-003	0.0000	36.1203
Total	8.2700e-003	0.1691	0.2770	4.2000e-004		1.3100e-003	1.3100e-003		1.3100e-003	1.3100e-003	0.0000	35.9037	35.9037	8.6600e-003	0.0000	36.1203

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Building Construction - 2021****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.4800e-003	0.0832	0.0237	2.6000e-004	8.0900e-003	1.5000e-003	9.5900e-003	2.3400e-003	1.4300e-003	3.7700e-003	0.0000	25.3371	25.3371	2.5000e-004	3.8300e-003	26.4840
Worker	0.0138	0.0106	0.1095	2.4000e-004	0.0262	1.6000e-004	0.0263	6.9600e-003	1.4000e-004	7.1000e-003	0.0000	22.2254	22.2254	9.0000e-004	8.1000e-004	22.4894
Total	0.0183	0.0939	0.1333	5.0000e-004	0.0343	1.6600e-003	0.0359	9.3000e-003	1.5700e-003	0.0109	0.0000	47.5625	47.5625	1.1500e-003	4.6400e-003	48.9734

3.4 Building Construction - 2022**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	0.1442	1.3195	1.3827	2.2800e-003		0.0684	0.0684		0.0643	0.0643	0.0000	195.8078	195.8078	0.0469	0.0000	196.9806
Total	0.1442	1.3195	1.3827	2.2800e-003		0.0684	0.0684		0.0643	0.0643	0.0000	195.8078	195.8078	0.0469	0.0000	196.9806

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0149	0.3728	0.1065	1.4000e-003	0.0441	4.2300e-003	0.0484	0.0128	4.0500e-003	0.0168	0.0000	134.6687	134.6687	9.2000e-004	0.0203	140.7427
Worker	0.0685	0.0504	0.5391	1.2800e-003	0.1427	7.9000e-004	0.1435	0.0379	7.3000e-004	0.0387	0.0000	117.8672	117.8672	4.3600e-003	4.0200e-003	119.1737
Total	0.0834	0.4232	0.6456	2.6800e-003	0.1868	5.0200e-003	0.1919	0.0507	4.7800e-003	0.0555	0.0000	252.5359	252.5359	5.2800e-003	0.0243	259.9164

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	0.0451	0.9221	1.5103	2.2800e-003		7.1500e-003	7.1500e-003		7.1500e-003	7.1500e-003	0.0000	195.8076	195.8076	0.0469	0.0000	196.9804
Total	0.0451	0.9221	1.5103	2.2800e-003		7.1500e-003	7.1500e-003		7.1500e-003	7.1500e-003	0.0000	195.8076	195.8076	0.0469	0.0000	196.9804

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0149	0.3728	0.1065	1.4000e-003	0.0441	4.2300e-003	0.0484	0.0128	4.0500e-003	0.0168	0.0000	134.6687	134.6687	9.2000e-004	0.0203	140.7427
Worker	0.0685	0.0504	0.5391	1.2800e-003	0.1427	7.9000e-004	0.1435	0.0379	7.3000e-004	0.0387	0.0000	117.8672	117.8672	4.3600e-003	4.0200e-003	119.1737
Total	0.0834	0.4232	0.6456	2.6800e-003	0.1868	5.0200e-003	0.1919	0.0507	4.7800e-003	0.0555	0.0000	252.5359	252.5359	5.2800e-003	0.0243	259.9164

3.5 Paving - 2022

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	6.6200e-003	0.0668	0.0875	1.4000e-004		3.4100e-003	3.4100e-003		3.1300e-003	3.1300e-003	0.0000	12.0165	12.0165	3.8900e-003	0.0000	12.1137
Paving	0.0119					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0185	0.0668	0.0875	1.4000e-004		3.4100e-003	3.4100e-003		3.1300e-003	3.1300e-003	0.0000	12.0165	12.0165	3.8900e-003	0.0000	12.1137

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.4000e-004	2.5000e-004	2.7100e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5922	0.5922	2.0000e-005	2.0000e-005	0.5987
Total	3.4000e-004	2.5000e-004	2.7100e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5922	0.5922	2.0000e-005	2.0000e-005	0.5987

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	2.0000e-003	0.0602	0.1038	1.4000e-004		2.2000e-004	2.2000e-004		2.2000e-004	2.2000e-004	0.0000	12.0165	12.0165	3.8900e-003	0.0000	12.1137
Paving	0.0119					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0139	0.0602	0.1038	1.4000e-004		2.2000e-004	2.2000e-004		2.2000e-004	2.2000e-004	0.0000	12.0165	12.0165	3.8900e-003	0.0000	12.1137

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.4000e-004	2.5000e-004	2.7100e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5922	0.5922	2.0000e-005	2.0000e-005	0.5987
Total	3.4000e-004	2.5000e-004	2.7100e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5922	0.5922	2.0000e-005	2.0000e-005	0.5987

3.6 Architectural Coating - 2022

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	2.2450					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.4300e-003	9.8600e-003	0.0127	2.0000e-005		5.7000e-004	5.7000e-004		5.7000e-004	5.7000e-004	0.0000	1.7873	1.7873	1.2000e-004	0.0000	1.7902
Total	2.2464	9.8600e-003	0.0127	2.0000e-005		5.7000e-004	5.7000e-004		5.7000e-004	5.7000e-004	0.0000	1.7873	1.7873	1.2000e-004	0.0000	1.7902

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3.6 Architectural Coating - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1200e-003	8.3000e-004	8.8500e-003	2.0000e-005	2.3400e-003	1.0000e-005	2.3500e-003	6.2000e-004	1.0000e-005	6.3000e-004	0.0000	1.9344	1.9344	7.0000e-005	7.0000e-005	1.9559
Total	1.1200e-003	8.3000e-004	8.8500e-003	2.0000e-005	2.3400e-003	1.0000e-005	2.3500e-003	6.2000e-004	1.0000e-005	6.3000e-004	0.0000	1.9344	1.9344	7.0000e-005	7.0000e-005	1.9559

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	2.2450					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.8000e-004	7.4200e-003	0.0128	2.0000e-005		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	1.7873	1.7873	1.2000e-004	0.0000	1.7902
Total	2.2454	7.4200e-003	0.0128	2.0000e-005		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	1.7873	1.7873	1.2000e-004	0.0000	1.7902

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Architectural Coating - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1200e-003	8.3000e-004	8.8500e-003	2.0000e-005	2.3400e-003	1.0000e-005	2.3500e-003	6.2000e-004	1.0000e-005	6.3000e-004	0.0000	1.9344	1.9344	7.0000e-005	7.0000e-005	1.9559
Total	1.1200e-003	8.3000e-004	8.8500e-003	2.0000e-005	2.3400e-003	1.0000e-005	2.3500e-003	6.2000e-004	1.0000e-005	6.3000e-004	0.0000	1.9344	1.9344	7.0000e-005	7.0000e-005	1.9559

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	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	0.6939	1.2339	6.4478	0.0137	1.2573	0.0143	1.2717	0.3367	0.0135	0.3502	0.0000	1,270.9330	1,270.9330	0.0742	0.0713	1,294.0308
Unmitigated	0.6939	1.2339	6.4478	0.0137	1.2573	0.0143	1.2717	0.3367	0.0135	0.3502	0.0000	1,270.9330	1,270.9330	0.0742	0.0713	1,294.0308

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Single Family Housing	1,208.32	1,221.12	1094.40	3,365,214	3,365,214
Total	1,208.32	1,221.12	1,094.40	3,365,214	3,365,214

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
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Single Family Housing	10.80	7.30	7.50	38.40	22.60	39.00	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.491968	0.051162	0.166648	0.188672	0.034593	0.008513	0.012315	0.015417	0.000659	0.000471	0.024128	0.001541	0.003914
Single Family Housing	0.491968	0.051162	0.166648	0.188672	0.034593	0.008513	0.012315	0.015417	0.000659	0.000471	0.024128	0.001541	0.003914

5.0 Energy Detail

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	180.2160	180.2160	0.0152	1.8400e-003	181.1457
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	180.2160	180.2160	0.0152	1.8400e-003	181.1457
NaturalGas Mitigated	0.0164	0.1402	0.0596	8.9000e-004		0.0113	0.0113		0.0113	0.0113	0.0000	162.3149	162.3149	3.1100e-003	2.9800e-003	163.2795
NaturalGas Unmitigated	0.0164	0.1402	0.0596	8.9000e-004		0.0113	0.0113		0.0113	0.0113	0.0000	162.3149	162.3149	3.1100e-003	2.9800e-003	163.2795

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	3.04167e+006	0.0164	0.1402	0.0596	8.9000e-004		0.0113	0.0113		0.0113	0.0113	0.0000	162.3149	162.3149	3.1100e-003	2.9800e-003	163.2795
Total		0.0164	0.1402	0.0596	8.9000e-004		0.0113	0.0113		0.0113	0.0113	0.0000	162.3149	162.3149	3.1100e-003	2.9800e-003	163.2795

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					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	3.04167e+006	0.0164	0.1402	0.0596	8.9000e-004		0.0113	0.0113		0.0113	0.0113	0.0000	162.3149	162.3149	3.1100e-003	2.9800e-003	163.2795
Total		0.0164	0.1402	0.0596	8.9000e-004		0.0113	0.0113		0.0113	0.0113	0.0000	162.3149	162.3149	3.1100e-003	2.9800e-003	163.2795

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.3 Energy by Land Use - Electricity****Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	1.01619e+006	180.2160	0.0152	1.8400e-003	181.1457
Total		180.2160	0.0152	1.8400e-003	181.1457

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	1.01619e+006	180.2160	0.0152	1.8400e-003	181.1457
Total		180.2160	0.0152	1.8400e-003	181.1457

6.0 Area Detail

Lombardi Development - Phase 1 - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	1.1842	0.0589	0.9719	3.6000e-004		9.1300e-003	9.1300e-003		9.1300e-003	9.1300e-003	0.0000	57.0032	57.0032	2.5600e-003	1.0200e-003	57.3702
Unmitigated	1.1842	0.0589	0.9719	3.6000e-004		9.1300e-003	9.1300e-003		9.1300e-003	9.1300e-003	0.0000	57.0032	57.0032	2.5600e-003	1.0200e-003	57.3702

Lombardi Development - Phase 1 - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.2245					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.9254					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	5.6000e-003	0.0479	0.0204	3.1000e-004		3.8700e-003	3.8700e-003		3.8700e-003	3.8700e-003	0.0000	55.4506	55.4506	1.0600e-003	1.0200e-003	55.7801
Landscaping	0.0288	0.0110	0.9515	5.0000e-005		5.2600e-003	5.2600e-003		5.2600e-003	5.2600e-003	0.0000	1.5527	1.5527	1.5000e-003	0.0000	1.5901
Total	1.1842	0.0589	0.9719	3.6000e-004		9.1300e-003	9.1300e-003		9.1300e-003	9.1300e-003	0.0000	57.0032	57.0032	2.5600e-003	1.0200e-003	57.3702

Lombardi Development - Phase 1 - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.2245					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.9254					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	5.6000e-003	0.0479	0.0204	3.1000e-004		3.8700e-003	3.8700e-003		3.8700e-003	3.8700e-003	0.0000	55.4506	55.4506	1.0600e-003	1.0200e-003	55.7801
Landscaping	0.0288	0.0110	0.9515	5.0000e-005		5.2600e-003	5.2600e-003		5.2600e-003	5.2600e-003	0.0000	1.5527	1.5527	1.5000e-003	0.0000	1.5901
Total	1.1842	0.0589	0.9719	3.6000e-004		9.1300e-003	9.1300e-003		9.1300e-003	9.1300e-003	0.0000	57.0032	57.0032	2.5600e-003	1.0200e-003	57.3702

7.0 Water Detail

7.1 Mitigation Measures Water

Lombardi Development - Phase 1 - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	13.9122	0.2727	6.5300e-003	22.6762
Unmitigated	13.9122	0.2727	6.5300e-003	22.6762

7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	8.33972 / 5.25765	13.9122	0.2727	6.5300e-003	22.6762
Total		13.9122	0.2727	6.5300e-003	22.6762

Lombardi Development - Phase 1 - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**7.2 Water by Land Use****Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	8.33972 / 5.25765	13.9122	0.2727	6.5300e-003	22.6762
Total		13.9122	0.2727	6.5300e-003	22.6762

8.0 Waste Detail**8.1 Mitigation Measures Waste****Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	26.7461	1.5807	0.0000	66.2623
Unmitigated	26.7461	1.5807	0.0000	66.2623

Lombardi Development - Phase 1 - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**8.2 Waste by Land Use****Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	131.76	26.7461	1.5807	0.0000	66.2623
Total		26.7461	1.5807	0.0000	66.2623

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	131.76	26.7461	1.5807	0.0000	66.2623
Total		26.7461	1.5807	0.0000	66.2623

9.0 Operational Offroad

Lombardi Development - Phase 1 - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment**Fire Pumps and Emergency Generators**

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

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

Equipment Type	Number
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11.0 Vegetation

	Total CO2	CH4	N2O	CO2e
Category	MT			
Unmitigated	90.6240	0.0000	0.0000	90.6240

Lombardi Development - Phase 1 - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**11.2 Net New Trees****Species Class**

	Number of Trees	Total CO2	CH4	N2O	CO2e
		MT			
Miscellaneous	128	90.6240	0.0000	0.0000	90.6240
Total		90.6240	0.0000	0.0000	90.6240

Lombardi Development - Phase 1 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Lombardi Development - Phase 1

Tulare County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	9.08	Acre	9.08	395,524.80	0
Single Family Housing	128.00	Dwelling Unit	19.34	230,400.00	366

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	51
Climate Zone	7			Operational Year	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Acreage adjusted to account for the project site.

Construction Phase - Construction will take place over one year (October 2021 to October 2022)

Grading - Grading balanced on-site.

Sequestration - At least one tree will be planted at each lot.

Construction Off-road Equipment Mitigation - SJVAPCD Rule 8021.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00

Lombardi Development - Phase 1 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstructionPhase	NumDays	35.00	14.00
tblConstructionPhase	NumDays	440.00	200.00
tblConstructionPhase	NumDays	45.00	25.00
tblConstructionPhase	NumDays	35.00	12.00
tblConstructionPhase	NumDays	20.00	10.00

Lombardi Development - Phase 1 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblLandUse	LotAcreage	41.56	19.34
tblSequestration	NumberOfNewTrees	0.00	128.00

2.0 Emissions Summary

Lombardi Development - Phase 1 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2.1 Overall Construction (Maximum Daily Emission)****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2894	46.4601	31.6597	0.0636	19.8049	2.0453	21.8502	10.1417	1.8817	12.0234	0.0000	6,169.441 9	6,169.441 9	1.9487	0.3271	6,219.707 4
2022	321.1067	20.3893	25.0590	0.0600	2.2771	0.8684	3.1455	0.6162	0.8176	1.4338	0.0000	5,984.572 0	5,984.572 0	0.7179	0.3148	6,095.354 8
Maximum	321.1067	46.4601	31.6597	0.0636	19.8049	2.0453	21.8502	10.1417	1.8817	12.0234	0.0000	6,169.441 9	6,169.441 9	1.9487	0.3271	6,219.707 4

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	1.8660	19.3310	37.5038	0.0636	19.8049	0.1912	19.8678	10.1417	0.1862	10.2045	0.0000	6,169.441 9	6,169.441 9	1.9487	0.3271	6,219.707 4
2022	320.9567	15.6858	26.5694	0.0600	2.2771	0.1440	2.4211	0.6162	0.1411	0.7572	0.0000	5,984.572 0	5,984.572 0	0.7179	0.3148	6,095.354 8
Maximum	320.9567	19.3310	37.5038	0.0636	19.8049	0.1912	19.8678	10.1417	0.1862	10.2045	0.0000	6,169.441 9	6,169.441 9	1.9487	0.3271	6,219.707 4

Lombardi Development - Phase 1 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	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	0.79	47.62	-12.97	0.00	0.00	88.50	10.83	0.00	87.87	18.54	0.00	0.00	0.00	0.00	0.00	0.00

Lombardi Development - Phase 1 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	lb/day										lb/day					
Area	6.7568	1.2897	11.0694	8.0100e-003		0.1528	0.1528		0.1528	0.1528	0.0000	1,509.8402	1,509.8402	0.0469	0.0273	1,519.1582
Energy	0.0899	0.7680	0.3268	4.9000e-003		0.0621	0.0621		0.0621	0.0621		980.3921	980.3921	0.0188	0.0180	986.2181
Mobile	4.7205	6.5188	39.5462	0.0820	7.2845	0.0806	7.3651	1.9456	0.0759	2.0215		8,389.5397	8,389.5397	0.4401	0.4291	8,528.4010
Total	11.5672	8.5765	50.9424	0.0949	7.2845	0.2955	7.5800	1.9456	0.2908	2.2364	0.0000	10,879.7720	10,879.7720	0.5059	0.4744	11,033.7773

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	lb/day										lb/day					
Area	6.7568	1.2897	11.0694	8.0100e-003		0.1528	0.1528		0.1528	0.1528	0.0000	1,509.8402	1,509.8402	0.0469	0.0273	1,519.1582
Energy	0.0899	0.7680	0.3268	4.9000e-003		0.0621	0.0621		0.0621	0.0621		980.3921	980.3921	0.0188	0.0180	986.2181
Mobile	4.7205	6.5188	39.5462	0.0820	7.2845	0.0806	7.3651	1.9456	0.0759	2.0215		8,389.5397	8,389.5397	0.4401	0.4291	8,528.4010
Total	11.5672	8.5765	50.9424	0.0949	7.2845	0.2955	7.5800	1.9456	0.2908	2.2364	0.0000	10,879.7720	10,879.7720	0.5059	0.4744	11,033.7773

Lombardi Development - Phase 1 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	10/1/2021	10/14/2021	5	10	
2	Grading	Grading	10/15/2021	11/18/2021	5	25	
3	Building Construction	Building Construction	11/19/2021	8/25/2022	5	200	
4	Paving	Paving	8/26/2022	9/12/2022	5	12	
5	Architectural Coating	Architectural Coating	9/13/2022	9/30/2022	5	14	

Acres of Grading (Site Preparation Phase): 15**Acres of Grading (Grading Phase): 75****Acres of Paving: 9.08****Residential Indoor: 466,560; Residential Outdoor: 155,520; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 23,731 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48

Lombardi Development - Phase 1 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	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	9	212.00	79.00	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	42.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Reduce Vehicle Speed on Unpaved Roads

Lombardi Development - Phase 1 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Site Preparation - 2021****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	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.656 9	3,685.656 9	1.1920		3,715.457 3
Total	3.8882	40.4971	21.1543	0.0380	19.6570	2.0445	21.7015	10.1025	1.8809	11.9834		3,685.656 9	3,685.656 9	1.1920		3,715.457 3

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0884	0.0543	0.7031	1.4400e-003	0.1479	8.5000e-004	0.1487	0.0392	7.9000e-004	0.0400		146.1586	146.1586	5.2900e-003	4.6800e-003	147.6846
Total	0.0884	0.0543	0.7031	1.4400e-003	0.1479	8.5000e-004	0.1487	0.0392	7.9000e-004	0.0400		146.1586	146.1586	5.2900e-003	4.6800e-003	147.6846

Lombardi Development - Phase 1 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Site Preparation - 2021****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	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	0.6967	12.1620	22.9600	0.0380		0.0621	0.0621		0.0621	0.0621	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	0.6967	12.1620	22.9600	0.0380	19.6570	0.0621	19.7191	10.1025	0.0621	10.1645	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0884	0.0543	0.7031	1.4400e-003	0.1479	8.5000e-004	0.1487	0.0392	7.9000e-004	0.0400		146.1586	146.1586	5.2900e-003	4.6800e-003	147.6846
Total	0.0884	0.0543	0.7031	1.4400e-003	0.1479	8.5000e-004	0.1487	0.0392	7.9000e-004	0.0400		146.1586	146.1586	5.2900e-003	4.6800e-003	147.6846

Lombardi Development - Phase 1 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Grading - 2021****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	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.043 4	6,007.043 4	1.9428		6,055.613 4
Total	4.1912	46.3998	30.8785	0.0620	9.2036	1.9853	11.1889	3.6538	1.8265	5.4803		6,007.043 4	6,007.043 4	1.9428		6,055.613 4

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0982	0.0603	0.7812	1.6000e-003	0.1643	9.5000e-004	0.1652	0.0436	8.7000e-004	0.0445		162.3984	162.3984	5.8800e-003	5.2000e-003	164.0940
Total	0.0982	0.0603	0.7812	1.6000e-003	0.1643	9.5000e-004	0.1652	0.0436	8.7000e-004	0.0445		162.3984	162.3984	5.8800e-003	5.2000e-003	164.0940

Lombardi Development - Phase 1 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Grading - 2021****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	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	1.0110	19.2707	36.7226	0.0620		0.1015	0.1015		0.1015	0.1015	0.0000	6,007.043 4	6,007.043 4	1.9428		6,055.613 4
Total	1.0110	19.2707	36.7226	0.0620	9.2036	0.1015	9.3051	3.6538	0.1015	3.7553	0.0000	6,007.043 4	6,007.043 4	1.9428		6,055.613 4

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0982	0.0603	0.7812	1.6000e-003	0.1643	9.5000e-004	0.1652	0.0436	8.7000e-004	0.0445		162.3984	162.3984	5.8800e-003	5.2000e-003	164.0940
Total	0.0982	0.0603	0.7812	1.6000e-003	0.1643	9.5000e-004	0.1652	0.0436	8.7000e-004	0.0445		162.3984	162.3984	5.8800e-003	5.2000e-003	164.0940

Lombardi Development - Phase 1 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Building Construction - 2021****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	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.363 9	2,553.363 9	0.6160		2,568.764 3
Total	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.363 9	2,553.363 9	0.6160		2,568.764 3

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2917	5.1293	1.5103	0.0170	0.5356	0.0966	0.6321	0.1542	0.0924	0.2466		1,801.537 2	1,801.537 2	0.0176	0.2720	1,883.037 9
Worker	1.0409	0.6393	8.2807	0.0170	1.7415	0.0101	1.7516	0.4619	9.2600e-003	0.4712		1,721.423 4	1,721.423 4	0.0623	0.0551	1,739.396 5
Total	1.3325	5.7687	9.7910	0.0340	2.2771	0.1066	2.3837	0.6162	0.1016	0.7178		3,522.960 6	3,522.960 6	0.0798	0.3271	3,622.434 4

Lombardi Development - Phase 1 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2021

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	lb/day										lb/day					
Off-Road	0.5335	10.9122	17.8738	0.0269		0.0846	0.0846		0.0846	0.0846	0.0000	2,553.363 9	2,553.363 9	0.6160		2,568.764 3
Total	0.5335	10.9122	17.8738	0.0269		0.0846	0.0846		0.0846	0.0846	0.0000	2,553.363 9	2,553.363 9	0.6160		2,568.764 3

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2917	5.1293	1.5103	0.0170	0.5356	0.0966	0.6321	0.1542	0.0924	0.2466		1,801.537 2	1,801.537 2	0.0176	0.2720	1,883.037 9
Worker	1.0409	0.6393	8.2807	0.0170	1.7415	0.0101	1.7516	0.4619	9.2600e-003	0.4712		1,721.423 4	1,721.423 4	0.0623	0.0551	1,739.396 5
Total	1.3325	5.7687	9.7910	0.0340	2.2771	0.1066	2.3837	0.6162	0.1016	0.7178		3,522.960 6	3,522.960 6	0.0798	0.3271	3,622.434 4

Lombardi Development - Phase 1 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Building Construction - 2022****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	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.333 6	2,554.333 6	0.6120		2,569.632 2
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.333 6	2,554.333 6	0.6120		2,569.632 2

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1788	4.2171	1.2417	0.0166	0.5356	0.0500	0.5856	0.1542	0.0478	0.2021		1,756.147 5	1,756.147 5	0.0121	0.2647	1,835.317 3
Worker	0.9480	0.5566	7.4540	0.0165	1.7415	9.3900e-003	1.7509	0.4619	8.6500e-003	0.4706		1,674.090 9	1,674.090 9	0.0553	0.0501	1,690.405 3
Total	1.1268	4.7736	8.6956	0.0331	2.2771	0.0594	2.3365	0.6162	0.0565	0.6726		3,430.238 4	3,430.238 4	0.0674	0.3148	3,525.722 6

Lombardi Development - Phase 1 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Building Construction - 2022****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	lb/day										lb/day					
Off-Road	0.5335	10.9122	17.8738	0.0269		0.0846	0.0846		0.0846	0.0846	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	0.5335	10.9122	17.8738	0.0269		0.0846	0.0846		0.0846	0.0846	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1788	4.2171	1.2417	0.0166	0.5356	0.0500	0.5856	0.1542	0.0478	0.2021		1,756.1475	1,756.1475	0.0121	0.2647	1,835.3173
Worker	0.9480	0.5566	7.4540	0.0165	1.7415	9.3900e-003	1.7509	0.4619	8.6500e-003	0.4706		1,674.0909	1,674.0909	0.0553	0.0501	1,690.4053
Total	1.1268	4.7736	8.6956	0.0331	2.2771	0.0594	2.3365	0.6162	0.0565	0.6726		3,430.2384	3,430.2384	0.0674	0.3148	3,525.7226

Lombardi Development - Phase 1 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Paving - 2022****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	lb/day										lb/day					
Off-Road	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225		2,207.660 ₃	2,207.660 ₃	0.7140		2,225.510 ₄
Paving	1.9825					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	3.0853	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225		2,207.660₃	2,207.660₃	0.7140		2,225.510₄

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0671	0.0394	0.5274	1.1600e-003	0.1232	6.6000e-004	0.1239	0.0327	6.1000e-004	0.0333		118.4498	118.4498	3.9100e-003	3.5500e-003	119.6042
Total	0.0671	0.0394	0.5274	1.1600e-003	0.1232	6.6000e-004	0.1239	0.0327	6.1000e-004	0.0333		118.4498	118.4498	3.9100e-003	3.5500e-003	119.6042

Lombardi Development - Phase 1 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2022

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	lb/day										lb/day					
Off-Road	0.3341	10.0395	17.2957	0.0228		0.0374	0.0374		0.0374	0.0374	0.0000	2,207.660 3	2,207.660 3	0.7140		2,225.510 4
Paving	1.9825					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.3166	10.0395	17.2957	0.0228		0.0374	0.0374		0.0374	0.0374	0.0000	2,207.660 3	2,207.660 3	0.7140		2,225.510 4

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0671	0.0394	0.5274	1.1600e-003	0.1232	6.6000e-004	0.1239	0.0327	6.1000e-004	0.0333		118.4498	118.4498	3.9100e-003	3.5500e-003	119.6042
Total	0.0671	0.0394	0.5274	1.1600e-003	0.1232	6.6000e-004	0.1239	0.0327	6.1000e-004	0.0333		118.4498	118.4498	3.9100e-003	3.5500e-003	119.6042

Lombardi Development - Phase 1 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Architectural Coating - 2022****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	lb/day										lb/day					
Archit. Coating	320.7144					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	320.9189	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1878	0.1103	1.4767	3.2600e-003	0.3450	1.8600e-003	0.3469	0.0915	1.7100e-003	0.0932		331.6595	331.6595	0.0110	9.9300e-003	334.8916
Total	0.1878	0.1103	1.4767	3.2600e-003	0.3450	1.8600e-003	0.3469	0.0915	1.7100e-003	0.0932		331.6595	331.6595	0.0110	9.9300e-003	334.8916

Lombardi Development - Phase 1 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Architectural Coating - 2022****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	lb/day										lb/day					
Archit. Coating	320.7144					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0183		281.9062
Total	320.7688	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0183		281.9062

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1878	0.1103	1.4767	3.2600e-003	0.3450	1.8600e-003	0.3469	0.0915	1.7100e-003	0.0932		331.6595	331.6595	0.0110	9.9300e-003	334.8916
Total	0.1878	0.1103	1.4767	3.2600e-003	0.3450	1.8600e-003	0.3469	0.0915	1.7100e-003	0.0932		331.6595	331.6595	0.0110	9.9300e-003	334.8916

Lombardi Development - Phase 1 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	lb/day										lb/day					
Mitigated	4.7205	6.5188	39.5462	0.0820	7.2845	0.0806	7.3651	1.9456	0.0759	2.0215		8,389.5397	8,389.5397	0.4401	0.4291	8,528.4010
Unmitigated	4.7205	6.5188	39.5462	0.0820	7.2845	0.0806	7.3651	1.9456	0.0759	2.0215		8,389.5397	8,389.5397	0.4401	0.4291	8,528.4010

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Single Family Housing	1,208.32	1,221.12	1094.40	3,365,214	3,365,214
Total	1,208.32	1,221.12	1,094.40	3,365,214	3,365,214

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
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Single Family Housing	10.80	7.30	7.50	38.40	22.60	39.00	86	11	3

4.4 Fleet Mix

Lombardi Development - Phase 1 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.491968	0.051162	0.166648	0.188672	0.034593	0.008513	0.012315	0.015417	0.000659	0.000471	0.024128	0.001541	0.003914
Single Family Housing	0.491968	0.051162	0.166648	0.188672	0.034593	0.008513	0.012315	0.015417	0.000659	0.000471	0.024128	0.001541	0.003914

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	lb/day										lb/day					
NaturalGas Mitigated	0.0899	0.7680	0.3268	4.9000e-003		0.0621	0.0621		0.0621	0.0621		980.3921	980.3921	0.0188	0.0180	986.2181
NaturalGas Unmitigated	0.0899	0.7680	0.3268	4.9000e-003		0.0621	0.0621		0.0621	0.0621		980.3921	980.3921	0.0188	0.0180	986.2181

Lombardi Development - Phase 1 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	lb/day										lb/day					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	8333.33	0.0899	0.7680	0.3268	4.9000e-003		0.0621	0.0621		0.0621	0.0621		980.3921	980.3921	0.0188	0.0180	986.2181
Total		0.0899	0.7680	0.3268	4.9000e-003		0.0621	0.0621		0.0621	0.0621		980.3921	980.3921	0.0188	0.0180	986.2181

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	lb/day										lb/day					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	8.33333	0.0899	0.7680	0.3268	4.9000e-003		0.0621	0.0621		0.0621	0.0621		980.3921	980.3921	0.0188	0.0180	986.2181
Total		0.0899	0.7680	0.3268	4.9000e-003		0.0621	0.0621		0.0621	0.0621		980.3921	980.3921	0.0188	0.0180	986.2181

6.0 Area Detail

Lombardi Development - Phase 1 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	lb/day										lb/day					
Mitigated	6.7568	1.2897	11.0694	8.0100e-003		0.1528	0.1528		0.1528	0.1528	0.0000	1,509.8402	1,509.8402	0.0469	0.0273	1,519.1582
Unmitigated	6.7568	1.2897	11.0694	8.0100e-003		0.1528	0.1528		0.1528	0.1528	0.0000	1,509.8402	1,509.8402	0.0469	0.0273	1,519.1582

Lombardi Development - Phase 1 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	lb/day										lb/day					
Architectural Coating	1.2301					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.0707					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.1367	1.1678	0.4969	7.4500e-003		0.0944	0.0944		0.0944	0.0944	0.0000	1,490.8235	1,490.8235	0.0286	0.0273	1,499.6828
Landscaping	0.3194	0.1219	10.5725	5.6000e-004		0.0584	0.0584		0.0584	0.0584		19.0167	19.0167	0.0184		19.4754
Total	6.7568	1.2897	11.0694	8.0100e-003		0.1528	0.1528		0.1528	0.1528	0.0000	1,509.8402	1,509.8402	0.0469	0.0273	1,519.1582

Lombardi Development - Phase 1 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.2301					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.0707					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.1367	1.1678	0.4969	7.4500e-003		0.0944	0.0944		0.0944	0.0944	0.0000	1,490.8235	1,490.8235	0.0286	0.0273	1,499.6828
Landscaping	0.3194	0.1219	10.5725	5.6000e-004		0.0584	0.0584		0.0584	0.0584		19.0167	19.0167	0.0184		19.4754
Total	6.7568	1.2897	11.0694	8.0100e-003		0.1528	0.1528		0.1528	0.1528	0.0000	1,509.8402	1,509.8402	0.0469	0.0273	1,519.1582

7.0 Water Detail

7.1 Mitigation Measures Water

Lombardi Development - Phase 1 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**8.0 Waste Detail**

8.1 Mitigation Measures Waste**9.0 Operational Offroad**

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

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

Lombardi Development - Phase 1 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Lombardi Development - Phase 1

Tulare County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	9.08	Acre	9.08	395,524.80	0
Single Family Housing	128.00	Dwelling Unit	19.34	230,400.00	366

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	51
Climate Zone	7			Operational Year	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Acreage adjusted to account for the project site.

Construction Phase - Construction will take place over one year (October 2021 to October 2022)

Grading - Grading balanced on-site.

Sequestration - At least one tree will be planted at each lot.

Construction Off-road Equipment Mitigation - SJVAPCD Rule 8021.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00

Lombardi Development - Phase 1 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstructionPhase	NumDays	35.00	14.00
tblConstructionPhase	NumDays	440.00	200.00
tblConstructionPhase	NumDays	45.00	25.00
tblConstructionPhase	NumDays	35.00	12.00
tblConstructionPhase	NumDays	20.00	10.00

Lombardi Development - Phase 1 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblLandUse	LotAcreage	41.56	19.34
tblSequestration	NumberOfNewTrees	0.00	128.00

2.0 Emissions Summary

Lombardi Development - Phase 1 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2.1 Overall Construction (Maximum Daily Emission)****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2767	46.4706	31.5268	0.0634	19.8049	2.0453	21.8502	10.1417	1.8817	12.0234	0.0000	6,150.778 3	6,150.778 3	1.9492	0.3337	6,201.231 5
2022	321.0829	20.7762	23.8680	0.0581	2.2771	0.8686	3.1457	0.6162	0.8178	1.4339	0.0000	5,794.272 1	5,794.272 1	0.7183	0.3208	5,906.992 7
Maximum	321.0829	46.4706	31.5268	0.0634	19.8049	2.0453	21.8502	10.1417	1.8817	12.0234	0.0000	6,150.778 3	6,150.778 3	1.9492	0.3337	6,201.231 5

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	1.7280	19.3415	37.3709	0.0634	19.8049	0.1914	19.8678	10.1417	0.1864	10.2045	0.0000	6,150.778 2	6,150.778 2	1.9492	0.3337	6,201.231 5
2022	320.9328	16.0728	25.3784	0.0581	2.2771	0.1441	2.4213	0.6162	0.1412	0.7574	0.0000	5,794.272 1	5,794.272 1	0.7183	0.3208	5,906.992 7
Maximum	320.9328	19.3415	37.3709	0.0634	19.8049	0.1914	19.8678	10.1417	0.1864	10.2045	0.0000	6,150.778 2	6,150.778 2	1.9492	0.3337	6,201.231 5

Lombardi Development - Phase 1 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	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	0.83	47.34	-13.28	0.00	0.00	88.48	10.83	0.00	87.86	18.54	0.00	0.00	0.00	0.00	0.00	0.00

Lombardi Development - Phase 1 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	lb/day										lb/day					
Area	6.7568	1.2897	11.0694	8.0100e-003		0.1528	0.1528		0.1528	0.1528	0.0000	1,509.8402	1,509.8402	0.0469	0.0273	1,519.1582
Energy	0.0899	0.7680	0.3268	4.9000e-003		0.0621	0.0621		0.0621	0.0621		980.3921	980.3921	0.0188	0.0180	986.2181
Mobile	3.6919	7.2988	37.1618	0.0750	7.2845	0.0807	7.3652	1.9456	0.0760	2.0215		7,679.7748	7,679.7748	0.4907	0.4582	7,828.5794
Total	10.5386	9.3565	48.5580	0.0879	7.2845	0.2956	7.5801	1.9456	0.2909	2.2364	0.0000	10,170.0071	10,170.0071	0.5564	0.5035	10,333.9557

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	lb/day										lb/day					
Area	6.7568	1.2897	11.0694	8.0100e-003		0.1528	0.1528		0.1528	0.1528	0.0000	1,509.8402	1,509.8402	0.0469	0.0273	1,519.1582
Energy	0.0899	0.7680	0.3268	4.9000e-003		0.0621	0.0621		0.0621	0.0621		980.3921	980.3921	0.0188	0.0180	986.2181
Mobile	3.6919	7.2988	37.1618	0.0750	7.2845	0.0807	7.3652	1.9456	0.0760	2.0215		7,679.7748	7,679.7748	0.4907	0.4582	7,828.5794
Total	10.5386	9.3565	48.5580	0.0879	7.2845	0.2956	7.5801	1.9456	0.2909	2.2364	0.0000	10,170.0071	10,170.0071	0.5564	0.5035	10,333.9557

Lombardi Development - Phase 1 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	10/1/2021	10/14/2021	5	10	
2	Grading	Grading	10/15/2021	11/18/2021	5	25	
3	Building Construction	Building Construction	11/19/2021	8/25/2022	5	200	
4	Paving	Paving	8/26/2022	9/12/2022	5	12	
5	Architectural Coating	Architectural Coating	9/13/2022	9/30/2022	5	14	

Acres of Grading (Site Preparation Phase): 15**Acres of Grading (Grading Phase): 75****Acres of Paving: 9.08****Residential Indoor: 466,560; Residential Outdoor: 155,520; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 23,731 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48

Lombardi Development - Phase 1 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	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	9	212.00	79.00	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	42.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Reduce Vehicle Speed on Unpaved Roads

Lombardi Development - Phase 1 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Site Preparation - 2021

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	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.656 9	3,685.656 9	1.1920		3,715.457 3
Total	3.8882	40.4971	21.1543	0.0380	19.6570	2.0445	21.7015	10.1025	1.8809	11.9834		3,685.656 9	3,685.656 9	1.1920		3,715.457 3

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0770	0.0637	0.5835	1.2800e-003	0.1479	8.5000e-004	0.1487	0.0392	7.9000e-004	0.0400		129.3613	129.3613	5.7600e-003	5.2000e-003	131.0563
Total	0.0770	0.0637	0.5835	1.2800e-003	0.1479	8.5000e-004	0.1487	0.0392	7.9000e-004	0.0400		129.3613	129.3613	5.7600e-003	5.2000e-003	131.0563

Lombardi Development - Phase 1 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Site Preparation - 2021

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	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	0.6967	12.1620	22.9600	0.0380		0.0621	0.0621		0.0621	0.0621	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	0.6967	12.1620	22.9600	0.0380	19.6570	0.0621	19.7191	10.1025	0.0621	10.1645	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0770	0.0637	0.5835	1.2800e-003	0.1479	8.5000e-004	0.1487	0.0392	7.9000e-004	0.0400		129.3613	129.3613	5.7600e-003	5.2000e-003	131.0563
Total	0.0770	0.0637	0.5835	1.2800e-003	0.1479	8.5000e-004	0.1487	0.0392	7.9000e-004	0.0400		129.3613	129.3613	5.7600e-003	5.2000e-003	131.0563

Lombardi Development - Phase 1 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Grading - 2021****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	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.043 4	6,007.043 4	1.9428		6,055.613 4
Total	4.1912	46.3998	30.8785	0.0620	9.2036	1.9853	11.1889	3.6538	1.8265	5.4803		6,007.043 4	6,007.043 4	1.9428		6,055.613 4

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0856	0.0708	0.6483	1.4200e-003	0.1643	9.5000e-004	0.1652	0.0436	8.7000e-004	0.0445		143.7348	143.7348	6.4000e-003	5.7800e-003	145.6181
Total	0.0856	0.0708	0.6483	1.4200e-003	0.1643	9.5000e-004	0.1652	0.0436	8.7000e-004	0.0445		143.7348	143.7348	6.4000e-003	5.7800e-003	145.6181

Lombardi Development - Phase 1 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2021

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	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	1.0110	19.2707	36.7226	0.0620		0.1015	0.1015		0.1015	0.1015	0.0000	6,007.043 4	6,007.043 4	1.9428		6,055.613 4
Total	1.0110	19.2707	36.7226	0.0620	9.2036	0.1015	9.3051	3.6538	0.1015	3.7553	0.0000	6,007.043 4	6,007.043 4	1.9428		6,055.613 4

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0856	0.0708	0.6483	1.4200e-003	0.1643	9.5000e-004	0.1652	0.0436	8.7000e-004	0.0445		143.7348	143.7348	6.4000e-003	5.7800e-003	145.6181
Total	0.0856	0.0708	0.6483	1.4200e-003	0.1643	9.5000e-004	0.1652	0.0436	8.7000e-004	0.0445		143.7348	143.7348	6.4000e-003	5.7800e-003	145.6181

Lombardi Development - Phase 1 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2021

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	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.363 9	2,553.363 9	0.6160		2,568.764 3
Total	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.363 9	2,553.363 9	0.6160		2,568.764 3

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2876	5.4803	1.5560	0.0170	0.5356	0.0968	0.6323	0.1542	0.0926	0.2468		1,802.401 5	1,802.401 5	0.0173	0.2724	1,884.015 2
Worker	0.9069	0.7503	6.8719	0.0150	1.7415	0.0101	1.7516	0.4619	9.2600e-003	0.4712		1,523.589 0	1,523.589 0	0.0678	0.0613	1,543.551 6
Total	1.1945	6.2305	8.4280	0.0321	2.2771	0.1068	2.3839	0.6162	0.1018	0.7180		3,325.990 5	3,325.990 5	0.0852	0.3337	3,427.566 8

Lombardi Development - Phase 1 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2021

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	lb/day										lb/day					
Off-Road	0.5335	10.9122	17.8738	0.0269		0.0846	0.0846		0.0846	0.0846	0.0000	2,553.363 9	2,553.363 9	0.6160		2,568.764 3
Total	0.5335	10.9122	17.8738	0.0269		0.0846	0.0846		0.0846	0.0846	0.0000	2,553.363 9	2,553.363 9	0.6160		2,568.764 3

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2876	5.4803	1.5560	0.0170	0.5356	0.0968	0.6323	0.1542	0.0926	0.2468		1,802.401 5	1,802.401 5	0.0173	0.2724	1,884.015 2
Worker	0.9069	0.7503	6.8719	0.0150	1.7415	0.0101	1.7516	0.4619	9.2600e-003	0.4712		1,523.589 0	1,523.589 0	0.0678	0.0613	1,543.551 6
Total	1.1945	6.2305	8.4280	0.0321	2.2771	0.1068	2.3839	0.6162	0.1018	0.7180		3,325.990 5	3,325.990 5	0.0852	0.3337	3,427.566 8

Lombardi Development - Phase 1 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Building Construction - 2022****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	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.333 6	2,554.333 6	0.6120		2,569.632 2
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.333 6	2,554.333 6	0.6120		2,569.632 2

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1743	4.5078	1.2853	0.0166	0.5356	0.0502	0.5857	0.1542	0.0480	0.2022		1,757.630 7	1,757.630 7	0.0119	0.2651	1,836.932 8
Worker	0.8277	0.6528	6.2193	0.0146	1.7415	9.3900e-003	1.7509	0.4619	8.6500e-003	0.4706		1,482.307 8	1,482.307 8	0.0606	0.0557	1,500.427 7
Total	1.0019	5.1606	7.5046	0.0312	2.2771	0.0595	2.3367	0.6162	0.0566	0.6728		3,239.938 5	3,239.938 5	0.0725	0.3208	3,337.360 5

Lombardi Development - Phase 1 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2022

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	lb/day										lb/day					
Off-Road	0.5335	10.9122	17.8738	0.0269		0.0846	0.0846		0.0846	0.0846	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	0.5335	10.9122	17.8738	0.0269		0.0846	0.0846		0.0846	0.0846	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1743	4.5078	1.2853	0.0166	0.5356	0.0502	0.5857	0.1542	0.0480	0.2022		1,757.6307	1,757.6307	0.0119	0.2651	1,836.9328
Worker	0.8277	0.6528	6.2193	0.0146	1.7415	9.3900e-003	1.7509	0.4619	8.6500e-003	0.4706		1,482.3078	1,482.3078	0.0606	0.0557	1,500.4277
Total	1.0019	5.1606	7.5046	0.0312	2.2771	0.0595	2.3367	0.6162	0.0566	0.6728		3,239.9385	3,239.9385	0.0725	0.3208	3,337.3605

Lombardi Development - Phase 1 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Paving - 2022****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	lb/day										lb/day					
Off-Road	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225		2,207.660 3	2,207.660 3	0.7140		2,225.510 4
Paving	1.9825					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	3.0853	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225		2,207.660 3	2,207.660 3	0.7140		2,225.510 4

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0586	0.0462	0.4400	1.0300e-003	0.1232	6.6000e-004	0.1239	0.0327	6.1000e-004	0.0333		104.8803	104.8803	4.2900e-003	3.9400e-003	106.1623
Total	0.0586	0.0462	0.4400	1.0300e-003	0.1232	6.6000e-004	0.1239	0.0327	6.1000e-004	0.0333		104.8803	104.8803	4.2900e-003	3.9400e-003	106.1623

Lombardi Development - Phase 1 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2022

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	lb/day										lb/day					
Off-Road	0.3341	10.0395	17.2957	0.0228		0.0374	0.0374		0.0374	0.0374	0.0000	2,207.660 3	2,207.660 3	0.7140		2,225.510 4
Paving	1.9825					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.3166	10.0395	17.2957	0.0228		0.0374	0.0374		0.0374	0.0374	0.0000	2,207.660 3	2,207.660 3	0.7140		2,225.510 4

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0586	0.0462	0.4400	1.0300e-003	0.1232	6.6000e-004	0.1239	0.0327	6.1000e-004	0.0333		104.8803	104.8803	4.2900e-003	3.9400e-003	106.1623
Total	0.0586	0.0462	0.4400	1.0300e-003	0.1232	6.6000e-004	0.1239	0.0327	6.1000e-004	0.0333		104.8803	104.8803	4.2900e-003	3.9400e-003	106.1623

Lombardi Development - Phase 1 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Architectural Coating - 2022****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	lb/day										lb/day					
Archit. Coating	320.7144					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	320.9189	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1640	0.1293	1.2321	2.8900e-003	0.3450	1.8600e-003	0.3469	0.0915	1.7100e-003	0.0932		293.6648	293.6648	0.0120	0.0110	297.2546
Total	0.1640	0.1293	1.2321	2.8900e-003	0.3450	1.8600e-003	0.3469	0.0915	1.7100e-003	0.0932		293.6648	293.6648	0.0120	0.0110	297.2546

Lombardi Development - Phase 1 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Architectural Coating - 2022****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	lb/day										lb/day					
Archit. Coating	320.7144					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0183		281.9062
Total	320.7688	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0183		281.9062

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1640	0.1293	1.2321	2.8900e-003	0.3450	1.8600e-003	0.3469	0.0915	1.7100e-003	0.0932		293.6648	293.6648	0.0120	0.0110	297.2546
Total	0.1640	0.1293	1.2321	2.8900e-003	0.3450	1.8600e-003	0.3469	0.0915	1.7100e-003	0.0932		293.6648	293.6648	0.0120	0.0110	297.2546

Lombardi Development - Phase 1 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	lb/day										lb/day					
Mitigated	3.6919	7.2988	37.1618	0.0750	7.2845	0.0807	7.3652	1.9456	0.0760	2.0215		7,679.7748	7,679.7748	0.4907	0.4582	7,828.5794
Unmitigated	3.6919	7.2988	37.1618	0.0750	7.2845	0.0807	7.3652	1.9456	0.0760	2.0215		7,679.7748	7,679.7748	0.4907	0.4582	7,828.5794

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Single Family Housing	1,208.32	1,221.12	1094.40	3,365,214	3,365,214
Total	1,208.32	1,221.12	1,094.40	3,365,214	3,365,214

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
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Single Family Housing	10.80	7.30	7.50	38.40	22.60	39.00	86	11	3

4.4 Fleet Mix

Lombardi Development - Phase 1 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.491968	0.051162	0.166648	0.188672	0.034593	0.008513	0.012315	0.015417	0.000659	0.000471	0.024128	0.001541	0.003914
Single Family Housing	0.491968	0.051162	0.166648	0.188672	0.034593	0.008513	0.012315	0.015417	0.000659	0.000471	0.024128	0.001541	0.003914

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	lb/day										lb/day					
NaturalGas Mitigated	0.0899	0.7680	0.3268	4.9000e-003		0.0621	0.0621		0.0621	0.0621		980.3921	980.3921	0.0188	0.0180	986.2181
NaturalGas Unmitigated	0.0899	0.7680	0.3268	4.9000e-003		0.0621	0.0621		0.0621	0.0621		980.3921	980.3921	0.0188	0.0180	986.2181

Lombardi Development - Phase 1 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**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	lb/day										lb/day					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	8333.33	0.0899	0.7680	0.3268	4.9000e-003		0.0621	0.0621		0.0621	0.0621		980.3921	980.3921	0.0188	0.0180	986.2181
Total		0.0899	0.7680	0.3268	4.9000e-003		0.0621	0.0621		0.0621	0.0621		980.3921	980.3921	0.0188	0.0180	986.2181

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	lb/day										lb/day					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	8.33333	0.0899	0.7680	0.3268	4.9000e-003		0.0621	0.0621		0.0621	0.0621		980.3921	980.3921	0.0188	0.0180	986.2181
Total		0.0899	0.7680	0.3268	4.9000e-003		0.0621	0.0621		0.0621	0.0621		980.3921	980.3921	0.0188	0.0180	986.2181

6.0 Area Detail

Lombardi Development - Phase 1 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	lb/day										lb/day					
Mitigated	6.7568	1.2897	11.0694	8.0100e-003		0.1528	0.1528		0.1528	0.1528	0.0000	1,509.8402	1,509.8402	0.0469	0.0273	1,519.1582
Unmitigated	6.7568	1.2897	11.0694	8.0100e-003		0.1528	0.1528		0.1528	0.1528	0.0000	1,509.8402	1,509.8402	0.0469	0.0273	1,519.1582

Lombardi Development - Phase 1 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	lb/day										lb/day					
Architectural Coating	1.2301					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.0707					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.1367	1.1678	0.4969	7.4500e-003		0.0944	0.0944		0.0944	0.0944	0.0000	1,490.8235	1,490.8235	0.0286	0.0273	1,499.6828
Landscaping	0.3194	0.1219	10.5725	5.6000e-004		0.0584	0.0584		0.0584	0.0584		19.0167	19.0167	0.0184		19.4754
Total	6.7568	1.2897	11.0694	8.0100e-003		0.1528	0.1528		0.1528	0.1528	0.0000	1,509.8402	1,509.8402	0.0469	0.0273	1,519.1582

Lombardi Development - Phase 1 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.2301					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.0707					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.1367	1.1678	0.4969	7.4500e-003		0.0944	0.0944		0.0944	0.0944	0.0000	1,490.8235	1,490.8235	0.0286	0.0273	1,499.6828
Landscaping	0.3194	0.1219	10.5725	5.6000e-004		0.0584	0.0584		0.0584	0.0584		19.0167	19.0167	0.0184		19.4754
Total	6.7568	1.2897	11.0694	8.0100e-003		0.1528	0.1528		0.1528	0.1528	0.0000	1,509.8402	1,509.8402	0.0469	0.0273	1,519.1582

7.0 Water Detail

7.1 Mitigation Measures Water

Lombardi Development - Phase 1 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**8.0 Waste Detail**

8.1 Mitigation Measures Waste**9.0 Operational Offroad**

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

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

Lombardi Development Phase 2 - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Lombardi Development Phase 2
Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	8.43	Acre	8.43	367,210.80	0
City Park	3.51	Acre	3.51	152,895.60	0
Single Family Housing	105.00	Dwelling Unit	18.88	189,000.00	300

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	51
Climate Zone	7			Operational Year	2024
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Acreage adjusted for the Project site.

Construction Phase - Construction will take place over one year (January 2023 to January 2024)

Grading - Grading balanced on-site

Sequestration - At least one tree will be planted at each lot.

Construction Off-road Equipment Mitigation - SJVAPCD Rule 8021

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00

Lombardi Development Phase 2 - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstructionPhase	NumDays	35.00	13.00
tblConstructionPhase	NumDays	500.00	200.00
tblConstructionPhase	NumDays	45.00	25.00
tblConstructionPhase	NumDays	35.00	12.00

Lombardi Development Phase 2 - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblConstructionPhase	NumDays	20.00	10.00
tblLandUse	LotAcreage	34.09	18.88
tblSequestration	NumberOfNewTrees	0.00	105.00

2.0 Emissions Summary**2.1 Overall Construction****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	2.1840	2.5743	3.0129	7.5800e-003	0.4868	0.1015	0.5883	0.1704	0.0950	0.2653	0.0000	683.7508	683.7508	0.0932	0.0335	696.0526
Maximum	2.1840	2.5743	3.0129	7.5800e-003	0.4868	0.1015	0.5883	0.1704	0.0950	0.2653	0.0000	683.7508	683.7508	0.0932	0.0335	696.0526

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	2.0363	1.9571	3.3242	7.5800e-003	0.4868	0.0141	0.5009	0.1704	0.0139	0.1843	0.0000	683.7504	683.7504	0.0932	0.0335	696.0522
Maximum	2.0363	1.9571	3.3242	7.5800e-003	0.4868	0.0141	0.5009	0.1704	0.0139	0.1843	0.0000	683.7504	683.7504	0.0932	0.0335	696.0522

Lombardi Development Phase 2 - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	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	6.76	23.97	-10.33	0.00	0.00	86.07	14.85	0.00	85.33	30.54	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2023	3-31-2023	0.9466	0.5790
2	4-1-2023	6-30-2023	0.7095	0.5629
3	7-1-2023	9-30-2023	0.7173	0.5691
		Highest	0.9466	0.5790

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	0.9764	0.0483	0.7961	2.9000e-004		7.5000e-003	7.5000e-003		7.5000e-003	7.5000e-003	0.0000	46.7605	46.7605	2.0900e-003	8.3000e-004	47.0614
Energy	0.0135	0.1150	0.0489	7.3000e-004		9.3000e-003	9.3000e-003		9.3000e-003	9.3000e-003	0.0000	280.9824	280.9824	0.0150	3.9500e-003	282.5363
Mobile	0.5015	0.8269	4.6448	0.0105	1.0339	9.1500e-003	1.0431	0.2767	8.5900e-003	0.2853	0.0000	970.1987	970.1987	0.0535	0.0526	987.2129
Waste						0.0000	0.0000		0.0000	0.0000	21.9839	0.0000	21.9839	1.2992	0.0000	54.4642
Water						0.0000	0.0000		0.0000	0.0000	2.1704	11.8378	14.0082	0.2239	5.3800e-003	21.2109
Total	1.4914	0.9901	5.4898	0.0115	1.0339	0.0260	1.0599	0.2767	0.0254	0.3021	24.1543	1,309.7794	1,333.9337	1.5938	0.0628	1,392.4857

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Mitigated Operational

[illegible]

Lombardi Development Phase 2 - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**2.3 Vegetation****Vegetation**

	CO2e
Category	MT
New Trees	74.3400
Total	74.3400

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	1/1/2023	1/13/2023	5	10	
2	Grading	Grading	1/14/2023	2/17/2023	5	25	
3	Building Construction	Building Construction	2/18/2023	11/24/2023	5	200	
4	Paving	Paving	11/25/2023	12/12/2023	5	12	
5	Architectural Coating	Architectural Coating	12/13/2023	12/31/2023	5	13	

Acres of Grading (Site Preparation Phase): 15**Acres of Grading (Grading Phase): 75****Acres of Paving: 8.43**

Residential Indoor: 382,725; Residential Outdoor: 127,575; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 22,033 (Architectural Coating – sqft)

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	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	9	256.00	96.00	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	51.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Use Cleaner Engines for Construction Equipment

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2023**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					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0133	0.1376	0.0912	1.9000e-004		6.3300e-003	6.3300e-003		5.8200e-003	5.8200e-003	0.0000	16.7254	16.7254	5.4100e-003	0.0000	16.8606
Total	0.0133	0.1376	0.0912	1.9000e-004	0.0983	6.3300e-003	0.1046	0.0505	5.8200e-003	0.0563	0.0000	16.7254	16.7254	5.4100e-003	0.0000	16.8606

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.1000e-004	2.2000e-004	2.4500e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5694	0.5694	2.0000e-005	2.0000e-005	0.5753
Total	3.1000e-004	2.2000e-004	2.4500e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5694	0.5694	2.0000e-005	2.0000e-005	0.5753

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					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.4800e-003	0.0608	0.1148	1.9000e-004		3.1000e-004	3.1000e-004		3.1000e-004	3.1000e-004	0.0000	16.7253	16.7253	5.4100e-003	0.0000	16.8606
Total	3.4800e-003	0.0608	0.1148	1.9000e-004	0.0983	3.1000e-004	0.0986	0.0505	3.1000e-004	0.0508	0.0000	16.7253	16.7253	5.4100e-003	0.0000	16.8606

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.2 Site Preparation - 2023****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.1000e-004	2.2000e-004	2.4500e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5694	0.5694	2.0000e-005	2.0000e-005	0.5753
Total	3.1000e-004	2.2000e-004	2.4500e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5694	0.5694	2.0000e-005	2.0000e-005	0.5753

3.3 Grading - 2023**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					0.1150	0.0000	0.1150	0.0457	0.0000	0.0457	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0415	0.4314	0.3506	7.8000e-004		0.0178	0.0178		0.0164	0.0164	0.0000	68.1690	68.1690	0.0221	0.0000	68.7202
Total	0.0415	0.4314	0.3506	7.8000e-004	0.1150	0.0178	0.1329	0.0457	0.0164	0.0621	0.0000	68.1690	68.1690	0.0221	0.0000	68.7202

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.7000e-004	6.1000e-004	6.8000e-003	2.0000e-005	1.9900e-003	1.0000e-005	2.0000e-003	5.3000e-004	1.0000e-005	5.4000e-004	0.0000	1.5816	1.5816	5.0000e-005	5.0000e-005	1.5982
Total	8.7000e-004	6.1000e-004	6.8000e-003	2.0000e-005	1.9900e-003	1.0000e-005	2.0000e-003	5.3000e-004	1.0000e-005	5.4000e-004	0.0000	1.5816	1.5816	5.0000e-005	5.0000e-005	1.5982

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					0.1150	0.0000	0.1150	0.0457	0.0000	0.0457	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0126	0.2409	0.4590	7.8000e-004		1.2700e-003	1.2700e-003		1.2700e-003	1.2700e-003	0.0000	68.1689	68.1689	0.0221	0.0000	68.7201
Total	0.0126	0.2409	0.4590	7.8000e-004	0.1150	1.2700e-003	0.1163	0.0457	1.2700e-003	0.0469	0.0000	68.1689	68.1689	0.0221	0.0000	68.7201

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.7000e-004	6.1000e-004	6.8000e-003	2.0000e-005	1.9900e-003	1.0000e-005	2.0000e-003	5.3000e-004	1.0000e-005	5.4000e-004	0.0000	1.5816	1.5816	5.0000e-005	5.0000e-005	1.5982
Total	8.7000e-004	6.1000e-004	6.8000e-003	2.0000e-005	1.9900e-003	1.0000e-005	2.0000e-003	5.3000e-004	1.0000e-005	5.4000e-004	0.0000	1.5816	1.5816	5.0000e-005	5.0000e-005	1.5982

3.4 Building Construction - 2023

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	0.1573	1.4385	1.6244	2.6900e-003		0.0700	0.0700		0.0658	0.0658	0.0000	231.8048	231.8048	0.0551	0.0000	233.1833
Total	0.1573	1.4385	1.6244	2.6900e-003		0.0700	0.0700		0.0658	0.0658	0.0000	231.8048	231.8048	0.0551	0.0000	233.1833

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0108	0.4324	0.1305	1.9500e-003	0.0635	2.7600e-003	0.0662	0.0183	2.6400e-003	0.0210	0.0000	186.6075	186.6075	8.6000e-004	0.0281	194.9926
Worker	0.0894	0.0628	0.6961	1.7700e-003	0.2039	1.0600e-003	0.2050	0.0542	9.8000e-004	0.0552	0.0000	161.9511	161.9511	5.5600e-003	5.2400e-003	163.6525
Total	0.1002	0.4952	0.8266	3.7200e-003	0.2674	3.8200e-003	0.2712	0.0726	3.6200e-003	0.0762	0.0000	348.5585	348.5585	6.4200e-003	0.0333	358.6451

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	0.0534	1.0912	1.7874	2.6900e-003		8.4600e-003	8.4600e-003		8.4600e-003	8.4600e-003	0.0000	231.8045	231.8045	0.0551	0.0000	233.1830
Total	0.0534	1.0912	1.7874	2.6900e-003		8.4600e-003	8.4600e-003		8.4600e-003	8.4600e-003	0.0000	231.8045	231.8045	0.0551	0.0000	233.1830

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0108	0.4324	0.1305	1.9500e-003	0.0635	2.7600e-003	0.0662	0.0183	2.6400e-003	0.0210	0.0000	186.6075	186.6075	8.6000e-004	0.0281	194.9926
Worker	0.0894	0.0628	0.6961	1.7700e-003	0.2039	1.0600e-003	0.2050	0.0542	9.8000e-004	0.0552	0.0000	161.9511	161.9511	5.5600e-003	5.2400e-003	163.6525
Total	0.1002	0.4952	0.8266	3.7200e-003	0.2674	3.8200e-003	0.2712	0.0726	3.6200e-003	0.0762	0.0000	348.5585	348.5585	6.4200e-003	0.0333	358.6451

3.5 Paving - 2023

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	6.2000e-003	0.0612	0.0875	1.4000e-004		3.0600e-003	3.0600e-003		2.8200e-003	2.8200e-003	0.0000	12.0161	12.0161	3.8900e-003	0.0000	12.1133
Paving	0.0110					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0172	0.0612	0.0875	1.4000e-004		3.0600e-003	3.0600e-003		2.8200e-003	2.8200e-003	0.0000	12.0161	12.0161	3.8900e-003	0.0000	12.1133

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.1000e-004	2.2000e-004	2.4500e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5694	0.5694	2.0000e-005	2.0000e-005	0.5753
Total	3.1000e-004	2.2000e-004	2.4500e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5694	0.5694	2.0000e-005	2.0000e-005	0.5753

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	2.0000e-003	0.0602	0.1038	1.4000e-004		2.2000e-004	2.2000e-004		2.2000e-004	2.2000e-004	0.0000	12.0161	12.0161	3.8900e-003	0.0000	12.1133
Paving	0.0110					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0130	0.0602	0.1038	1.4000e-004		2.2000e-004	2.2000e-004		2.2000e-004	2.2000e-004	0.0000	12.0161	12.0161	3.8900e-003	0.0000	12.1133

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.5 Paving - 2023****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.1000e-004	2.2000e-004	2.4500e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5694	0.5694	2.0000e-005	2.0000e-005	0.5753
Total	3.1000e-004	2.2000e-004	2.4500e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5694	0.5694	2.0000e-005	2.0000e-005	0.5753

3.6 Architectural Coating - 2023**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	1.8505					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.2500e-003	8.4700e-003	0.0118	2.0000e-005		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	1.6596	1.6596	1.0000e-004	0.0000	1.6621
Total	1.8518	8.4700e-003	0.0118	2.0000e-005		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	1.6596	1.6596	1.0000e-004	0.0000	1.6621

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1600e-003	8.1000e-004	9.0100e-003	2.0000e-005	2.6400e-003	1.0000e-005	2.6500e-003	7.0000e-004	1.0000e-005	7.1000e-004	0.0000	2.0971	2.0971	7.0000e-005	7.0000e-005	2.1192
Total	1.1600e-003	8.1000e-004	9.0100e-003	2.0000e-005	2.6400e-003	1.0000e-005	2.6500e-003	7.0000e-004	1.0000e-005	7.1000e-004	0.0000	2.0971	2.0971	7.0000e-005	7.0000e-005	2.1192

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	1.8505					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.5000e-004	6.8900e-003	0.0119	2.0000e-005		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	1.6596	1.6596	1.0000e-004	0.0000	1.6621
Total	1.8509	6.8900e-003	0.0119	2.0000e-005		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	1.6596	1.6596	1.0000e-004	0.0000	1.6621

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.6 Architectural Coating - 2023****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1600e-003	8.1000e-004	9.0100e-003	2.0000e-005	2.6400e-003	1.0000e-005	2.6500e-003	7.0000e-004	1.0000e-005	7.1000e-004	0.0000	2.0971	2.0971	7.0000e-005	7.0000e-005	2.1192
Total	1.1600e-003	8.1000e-004	9.0100e-003	2.0000e-005	2.6400e-003	1.0000e-005	2.6500e-003	7.0000e-004	1.0000e-005	7.1000e-004	0.0000	2.0971	2.0971	7.0000e-005	7.0000e-005	2.1192

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	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	0.5015	0.8269	4.6448	0.0105	1.0339	9.1500e-003	1.0431	0.2767	8.5900e-003	0.2853	0.0000	970.1987	970.1987	0.0535	0.0526	987.2129
Unmitigated	0.5015	0.8269	4.6448	0.0105	1.0339	9.1500e-003	1.0431	0.2767	8.5900e-003	0.2853	0.0000	970.1987	970.1987	0.0535	0.0526	987.2129

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	2.74	6.88	7.69	8,617	8,617
Other Asphalt Surfaces	0.00	0.00	0.00		
Single Family Housing	991.20	1,001.70	897.75	2,760,527	2,760,527
Total	993.94	1,008.58	905.44	2,769,145	2,769,145

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Single Family Housing	10.80	7.30	7.50	38.40	22.60	39.00	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.509869	0.051139	0.167106	0.174849	0.031609	0.007996	0.012006	0.015707	0.000636	0.000471	0.023554	0.001465	0.003592
Other Asphalt Surfaces	0.509869	0.051139	0.167106	0.174849	0.031609	0.007996	0.012006	0.015707	0.000636	0.000471	0.023554	0.001465	0.003592

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Single Family Housing	0.509869	0.051139	0.167106	0.174849	0.031609	0.007996	0.012006	0.015707	0.000636	0.000471	0.023554	0.001465	0.003592
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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	147.8334	147.8334	0.0125	1.5100e-003	148.5961
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	147.8334	147.8334	0.0125	1.5100e-003	148.5961
Natural Gas Mitigated	0.0135	0.1150	0.0489	7.3000e-004		9.3000e-003	9.3000e-003		9.3000e-003	9.3000e-003	0.0000	133.1490	133.1490	2.5500e-003	2.4400e-003	133.9402
Natural Gas Unmitigated	0.0135	0.1150	0.0489	7.3000e-004		9.3000e-003	9.3000e-003		9.3000e-003	9.3000e-003	0.0000	133.1490	133.1490	2.5500e-003	2.4400e-003	133.9402

Lombardi Development Phase 2 - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	2.49512e+006	0.0135	0.1150	0.0489	7.3000e-004		9.3000e-003	9.3000e-003		9.3000e-003	9.3000e-003	0.0000	133.1490	133.1490	2.5500e-003	2.4400e-003	133.9402
Total		0.0135	0.1150	0.0489	7.3000e-004		9.3000e-003	9.3000e-003		9.3000e-003	9.3000e-003	0.0000	133.1490	133.1490	2.5500e-003	2.4400e-003	133.9402

Lombardi Development Phase 2 - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**5.2 Energy by Land Use - NaturalGas****Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	2.49512e+006	0.0135	0.1150	0.0489	7.3000e-004		9.3000e-003	9.3000e-003		9.3000e-003	9.3000e-003	0.0000	133.1490	133.1490	2.5500e-003	2.4400e-003	133.9402
Total		0.0135	0.1150	0.0489	7.3000e-004		9.3000e-003	9.3000e-003		9.3000e-003	9.3000e-003	0.0000	133.1490	133.1490	2.5500e-003	2.4400e-003	133.9402

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**5.3 Energy by Land Use - Electricity****Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	833590	147.8334	0.0125	1.5100e-003	148.5961
Total		147.8334	0.0125	1.5100e-003	148.5961

Lombardi Development Phase 2 - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**5.3 Energy by Land Use - Electricity****Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	833590	147.8334	0.0125	1.5100e-003	148.5961
Total		147.8334	0.0125	1.5100e-003	148.5961

6.0 Area Detail**6.1 Mitigation Measures Area**

Lombardi Development Phase 2 - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	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	0.9764	0.0483	0.7961	2.9000e-004		7.5000e-003	7.5000e-003		7.5000e-003	7.5000e-003	0.0000	46.7605	46.7605	2.0900e-003	8.3000e-004	47.0614
Unmitigated	0.9764	0.0483	0.7961	2.9000e-004		7.5000e-003	7.5000e-003		7.5000e-003	7.5000e-003	0.0000	46.7605	46.7605	2.0900e-003	8.3000e-004	47.0614

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	0.1851					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.7633					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	4.6000e-003	0.0393	0.0167	2.5000e-004		3.1800e-003	3.1800e-003		3.1800e-003	3.1800e-003	0.0000	45.4868	45.4868	8.7000e-004	8.3000e-004	45.7571
Landscaping	0.0234	8.9800e-003	0.7794	4.0000e-005		4.3200e-003	4.3200e-003		4.3200e-003	4.3200e-003	0.0000	1.2737	1.2737	1.2200e-003	0.0000	1.3043
Total	0.9764	0.0483	0.7961	2.9000e-004		7.5000e-003	7.5000e-003		7.5000e-003	7.5000e-003	0.0000	46.7605	46.7605	2.0900e-003	8.3000e-004	47.0614

Lombardi Development Phase 2 - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1851					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.7633					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	4.6000e-003	0.0393	0.0167	2.5000e-004		3.1800e-003	3.1800e-003		3.1800e-003	3.1800e-003	0.0000	45.4868	45.4868	8.7000e-004	8.3000e-004	45.7571
Landscaping	0.0234	8.9800e-003	0.7794	4.0000e-005		4.3200e-003	4.3200e-003		4.3200e-003	4.3200e-003	0.0000	1.2737	1.2737	1.2200e-003	0.0000	1.3043
Total	0.9764	0.0483	0.7961	2.9000e-004		7.5000e-003	7.5000e-003		7.5000e-003	7.5000e-003	0.0000	46.7605	46.7605	2.0900e-003	8.3000e-004	47.0614

7.0 Water Detail**7.1 Mitigation Measures Water**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	14.0082	0.2239	5.3800e-003	21.2109
Unmitigated	14.0082	0.2239	5.3800e-003	21.2109

7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 4.1821	2.5959	2.2000e-004	3.0000e-005	2.6093
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	6.84117 / 4.31291	11.4124	0.2237	5.3600e-003	18.6016
Total		14.0082	0.2239	5.3900e-003	21.2109

Lombardi Development Phase 2 - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**7.2 Water by Land Use****Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 4.1821	2.5959	2.2000e-004	3.0000e-005	2.6093
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	6.84117 / 4.31291	11.4124	0.2237	5.3600e-003	18.6016
Total		14.0082	0.2239	5.3900e-003	21.2109

8.0 Waste Detail**8.1 Mitigation Measures Waste**

Lombardi Development Phase 2 - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	21.9839	1.2992	0.0000	54.4642
Unmitigated	21.9839	1.2992	0.0000	54.4642

8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.3	0.0609	3.6000e-003	0.0000	0.1509
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	108	21.9230	1.2956	0.0000	54.3134
Total		21.9839	1.2992	0.0000	54.4642

Lombardi Development Phase 2 - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**8.2 Waste by Land Use****Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.3	0.0609	3.6000e-003	0.0000	0.1509
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	108	21.9230	1.2956	0.0000	54.3134
Total		21.9839	1.2992	0.0000	54.4642

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment**Fire Pumps and Emergency Generators**

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

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

Equipment Type	Number
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Lombardi Development Phase 2 - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**11.0 Vegetation**

	Total CO2	CH4	N2O	CO2e
Category	MT			
Unmitigated	74.3400	0.0000	0.0000	74.3400

11.2 Net New Trees**Species Class**

	Number of Trees	Total CO2	CH4	N2O	CO2e
		MT			
Miscellaneous	105	74.3400	0.0000	0.0000	74.3400
Total		74.3400	0.0000	0.0000	74.3400

Lombardi Development Phase 2 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Lombardi Development Phase 2
Tulare County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	8.43	Acre	8.43	367,210.80	0
City Park	3.51	Acre	3.51	152,895.60	0
Single Family Housing	105.00	Dwelling Unit	18.88	189,000.00	300

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	51
Climate Zone	7			Operational Year	2024
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	390.98	CH4 Intensity (lb/MW hr)	0.033	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Acreage adjusted for the Project site.

Construction Phase - Construction will take place over one year (January 2023 to January 2024)

Grading - Grading balanced on-site

Sequestration - At least one tree will be planted at each lot.

Construction Off-road Equipment Mitigation - SJVAPCD Rule 8021

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00

Lombardi Development Phase 2 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstructionPhase	NumDays	35.00	13.00
tblConstructionPhase	NumDays	500.00	200.00
tblConstructionPhase	NumDays	45.00	25.00
tblConstructionPhase	NumDays	35.00	12.00

Lombardi Development Phase 2 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblConstructionPhase	NumDays	20.00	10.00
tblLandUse	LotAcreage	34.09	18.88
tblSequestration	NumberOfNewTrees	0.00	105.00

2.0 Emissions Summary**2.1 Overall Construction (Maximum Daily Emission)****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	285.0953	34.5614	28.6849	0.0656	19.8049	1.4253	21.0716	10.1417	1.3113	11.3071	0.0000	6,553.7104	6,553.7104	1.9489	0.3642	6,679.1751
Maximum	285.0953	34.5614	28.6849	0.0656	19.8049	1.4253	21.0716	10.1417	1.3113	11.3071	0.0000	6,553.7104	6,553.7104	1.9489	0.3642	6,679.1751

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	284.9581	19.3165	37.3563	0.0656	19.8049	0.1227	19.8677	10.1417	0.1207	10.2044	0.0000	6,553.7104	6,553.7104	1.9489	0.3642	6,679.1751
Maximum	284.9581	19.3165	37.3563	0.0656	19.8049	0.1227	19.8677	10.1417	0.1207	10.2044	0.0000	6,553.7104	6,553.7104	1.9489	0.3642	6,679.1751

Lombardi Development Phase 2 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	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	0.05	44.11	-30.23	0.00	0.00	91.39	5.71	0.00	90.80	9.75	0.00	0.00	0.00	0.00	0.00	0.00

Lombardi Development Phase 2 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**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	lb/day										lb/day					
Area	5.5691	1.0578	9.0679	6.5700e-003		0.1255	0.1255		0.1255	0.1255	0.0000	1,238.5418	1,238.5418	0.0384	0.0224	1,246.1834
Energy	0.0737	0.6300	0.2681	4.0200e-003		0.0509	0.0509		0.0509	0.0509		804.2279	804.2279	0.0154	0.0147	809.0070
Mobile	3.4366	4.3777	28.4038	0.0631	6.0062	0.0516	6.0578	1.6035	0.0485	1.6519		6,420.2595	6,420.2595	0.3181	0.3178	6,522.9081
Total	9.0794	6.0654	37.7397	0.0736	6.0062	0.2280	6.2341	1.6035	0.2249	1.8283	0.0000	8,463.0292	8,463.0292	0.3719	0.3549	8,578.0986

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	lb/day										lb/day					
Area	5.5691	1.0578	9.0679	6.5700e-003		0.1255	0.1255		0.1255	0.1255	0.0000	1,238.5418	1,238.5418	0.0384	0.0224	1,246.1834
Energy	0.0737	0.6300	0.2681	4.0200e-003		0.0509	0.0509		0.0509	0.0509		804.2279	804.2279	0.0154	0.0147	809.0070
Mobile	3.4366	4.3777	28.4038	0.0631	6.0062	0.0516	6.0578	1.6035	0.0485	1.6519		6,420.2595	6,420.2595	0.3181	0.3178	6,522.9081
Total	9.0794	6.0654	37.7397	0.0736	6.0062	0.2280	6.2341	1.6035	0.2249	1.8283	0.0000	8,463.0292	8,463.0292	0.3719	0.3549	8,578.0986

Lombardi Development Phase 2 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2023	1/13/2023	5	10	
2	Grading	Grading	1/14/2023	2/17/2023	5	25	
3	Building Construction	Building Construction	2/18/2023	11/24/2023	5	200	
4	Paving	Paving	11/25/2023	12/12/2023	5	12	
5	Architectural Coating	Architectural Coating	12/13/2023	12/31/2023	5	13	

Acres of Grading (Site Preparation Phase): 15**Acres of Grading (Grading Phase): 75****Acres of Paving: 8.43****Residential Indoor: 382,725; Residential Outdoor: 127,575; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 22,033 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48

Lombardi Development Phase 2 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	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	9	256.00	96.00	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	51.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Reduce Vehicle Speed on Unpaved Roads

Lombardi Development Phase 2 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.2 Site Preparation - 2023****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	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	2.6595	27.5242	18.2443	0.0381		1.2660	1.2660		1.1647	1.1647		3,687.308 1	3,687.308 1	1.1926		3,717.121 9
Total	2.6595	27.5242	18.2443	0.0381	19.6570	1.2660	20.9230	10.1025	1.1647	11.2672		3,687.308 1	3,687.308 1	1.1926		3,717.121 9

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0734	0.0412	0.5704	1.3500e-003	0.1479	7.4000e-004	0.1486	0.0392	6.9000e-004	0.0399		136.6267	136.6267	4.1700e-003	3.8900e-003	137.8891
Total	0.0734	0.0412	0.5704	1.3500e-003	0.1479	7.4000e-004	0.1486	0.0392	6.9000e-004	0.0399		136.6267	136.6267	4.1700e-003	3.8900e-003	137.8891

Lombardi Development Phase 2 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.2 Site Preparation - 2023****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	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	0.6967	12.1620	22.9600	0.0381		0.0621	0.0621		0.0621	0.0621	0.0000	3,687.308 1	3,687.308 1	1.1926		3,717.121 9
Total	0.6967	12.1620	22.9600	0.0381	19.6570	0.0621	19.7191	10.1025	0.0621	10.1645	0.0000	3,687.308 1	3,687.308 1	1.1926		3,717.121 9

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0734	0.0412	0.5704	1.3500e-003	0.1479	7.4000e-004	0.1486	0.0392	6.9000e-004	0.0399		136.6267	136.6267	4.1700e-003	3.8900e-003	137.8891
Total	0.0734	0.0412	0.5704	1.3500e-003	0.1479	7.4000e-004	0.1486	0.0392	6.9000e-004	0.0399		136.6267	136.6267	4.1700e-003	3.8900e-003	137.8891

Lombardi Development Phase 2 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.3 Grading - 2023****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	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105		6,011.477 7	6,011.477 7	1.9442		6,060.083 6
Total	3.3217	34.5156	28.0512	0.0621	9.2036	1.4245	10.6281	3.6538	1.3105	4.9643		6,011.477 7	6,011.477 7	1.9442		6,060.083 6

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0815	0.0458	0.6337	1.5000e-003	0.1643	8.3000e-004	0.1651	0.0436	7.6000e-004	0.0443		151.8074	151.8074	4.6400e-003	4.3200e-003	153.2101
Total	0.0815	0.0458	0.6337	1.5000e-003	0.1643	8.3000e-004	0.1651	0.0436	7.6000e-004	0.0443		151.8074	151.8074	4.6400e-003	4.3200e-003	153.2101

Lombardi Development Phase 2 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.3 Grading - 2023****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	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	1.0110	19.2707	36.7226	0.0621		0.1015	0.1015		0.1015	0.1015	0.0000	6,011.477 7	6,011.477 7	1.9442		6,060.083 6
Total	1.0110	19.2707	36.7226	0.0621	9.2036	0.1015	9.3051	3.6538	0.1015	3.7553	0.0000	6,011.477 7	6,011.477 7	1.9442		6,060.083 6

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0815	0.0458	0.6337	1.5000e-003	0.1643	8.3000e-004	0.1651	0.0436	7.6000e-004	0.0443		151.8074	151.8074	4.6400e-003	4.3200e-003	153.2101
Total	0.0815	0.0458	0.6337	1.5000e-003	0.1643	8.3000e-004	0.1651	0.0436	7.6000e-004	0.0443		151.8074	151.8074	4.6400e-003	4.3200e-003	153.2101

Lombardi Development Phase 2 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.4 Building Construction - 2023****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	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.209 9	2,555.209 9	0.6079		2,570.406 1

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1122	4.1327	1.2861	0.0194	0.6509	0.0275	0.6784	0.1874	0.0264	0.2138		2,055.365 5	2,055.365 5	9.6200e- 003	0.3090	2,147.679 6
Worker	1.0433	0.5861	8.1118	0.0192	2.1030	0.0106	2.1136	0.5578	9.7500e- 003	0.5676		1,943.135 0	1,943.135 0	0.0594	0.0553	1,961.089 4
Total	1.1556	4.7188	9.3979	0.0387	2.7538	0.0381	2.7920	0.7452	0.0361	0.7813		3,998.500 5	3,998.500 5	0.0690	0.3642	4,108.769 0

Lombardi Development Phase 2 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.4 Building Construction - 2023****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	lb/day										lb/day					
Off-Road	0.5335	10.9122	17.8738	0.0269		0.0846	0.0846		0.0846	0.0846	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	0.5335	10.9122	17.8738	0.0269		0.0846	0.0846		0.0846	0.0846	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1122	4.1327	1.2861	0.0194	0.6509	0.0275	0.6784	0.1874	0.0264	0.2138		2,055.3655	2,055.3655	9.6200e-003	0.3090	2,147.6796
Worker	1.0433	0.5861	8.1118	0.0192	2.1030	0.0106	2.1136	0.5578	9.7500e-003	0.5676		1,943.1350	1,943.1350	0.0594	0.0553	1,961.0894
Total	1.1556	4.7188	9.3979	0.0387	2.7538	0.0381	2.7920	0.7452	0.0361	0.7813		3,998.5005	3,998.5005	0.0690	0.3642	4,108.7690

Lombardi Development Phase 2 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.5 Paving - 2023****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	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.584 1	2,207.584 1	0.7140		2,225.433 6
Paving	1.8406					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.8733	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.584 1	2,207.584 1	0.7140		2,225.433 6

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0611	0.0343	0.4753	1.1300e-003	0.1232	6.2000e-004	0.1238	0.0327	5.7000e-004	0.0333		113.8556	113.8556	3.4800e-003	3.2400e-003	114.9076
Total	0.0611	0.0343	0.4753	1.1300e-003	0.1232	6.2000e-004	0.1238	0.0327	5.7000e-004	0.0333		113.8556	113.8556	3.4800e-003	3.2400e-003	114.9076

Lombardi Development Phase 2 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.5 Paving - 2023****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	lb/day										lb/day					
Off-Road	0.3341	10.0395	17.2957	0.0228		0.0374	0.0374		0.0374	0.0374	0.0000	2,207.584 1	2,207.584 1	0.7140		2,225.433 6
Paving	1.8406					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.1746	10.0395	17.2957	0.0228		0.0374	0.0374		0.0374	0.0374	0.0000	2,207.584 1	2,207.584 1	0.7140		2,225.433 6

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0611	0.0343	0.4753	1.1300e-003	0.1232	6.2000e-004	0.1238	0.0327	5.7000e-004	0.0333		113.8556	113.8556	3.4800e-003	3.2400e-003	114.9076
Total	0.0611	0.0343	0.4753	1.1300e-003	0.1232	6.2000e-004	0.1238	0.0327	5.7000e-004	0.0333		113.8556	113.8556	3.4800e-003	3.2400e-003	114.9076

Lombardi Development Phase 2 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.6 Architectural Coating - 2023****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	lb/day										lb/day					
Archit. Coating	284.6958					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	284.8874	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2079	0.1168	1.6160	3.8300e-003	0.4190	2.1100e-003	0.4211	0.1111	1.9400e-003	0.1131		387.1089	387.1089	0.0118	0.0110	390.6858
Total	0.2079	0.1168	1.6160	3.8300e-003	0.4190	2.1100e-003	0.4211	0.1111	1.9400e-003	0.1131		387.1089	387.1089	0.0118	0.0110	390.6858

Lombardi Development Phase 2 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.6 Architectural Coating - 2023****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	lb/day										lb/day					
Archit. Coating	284.6958					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0168		281.8690
Total	284.7503	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0168		281.8690

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2079	0.1168	1.6160	3.8300e-003	0.4190	2.1100e-003	0.4211	0.1111	1.9400e-003	0.1131		387.1089	387.1089	0.0118	0.0110	390.6858
Total	0.2079	0.1168	1.6160	3.8300e-003	0.4190	2.1100e-003	0.4211	0.1111	1.9400e-003	0.1131		387.1089	387.1089	0.0118	0.0110	390.6858

Lombardi Development Phase 2 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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	lb/day										lb/day					
Mitigated	3.4366	4.3777	28.4038	0.0631	6.0062	0.0516	6.0578	1.6035	0.0485	1.6519		6,420.2595	6,420.2595	0.3181	0.3178	6,522.9081
Unmitigated	3.4366	4.3777	28.4038	0.0631	6.0062	0.0516	6.0578	1.6035	0.0485	1.6519		6,420.2595	6,420.2595	0.3181	0.3178	6,522.9081

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	2.74	6.88	7.69	8,617	8,617
Other Asphalt Surfaces	0.00	0.00	0.00		
Single Family Housing	991.20	1,001.70	897.75	2,760,527	2,760,527
Total	993.94	1,008.58	905.44	2,769,145	2,769,145

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Single Family Housing	10.80	7.30	7.50	38.40	22.60	39.00	86	11	3

Lombardi Development Phase 2 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.509869	0.051139	0.167106	0.174849	0.031609	0.007996	0.012006	0.015707	0.000636	0.000471	0.023554	0.001465	0.003592
Other Asphalt Surfaces	0.509869	0.051139	0.167106	0.174849	0.031609	0.007996	0.012006	0.015707	0.000636	0.000471	0.023554	0.001465	0.003592
Single Family Housing	0.509869	0.051139	0.167106	0.174849	0.031609	0.007996	0.012006	0.015707	0.000636	0.000471	0.023554	0.001465	0.003592

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	lb/day										lb/day					
NaturalGas Mitigated	0.0737	0.6300	0.2681	4.0200e-003		0.0509	0.0509		0.0509	0.0509		804.2279	804.2279	0.0154	0.0147	809.0070
NaturalGas Unmitigated	0.0737	0.6300	0.2681	4.0200e-003		0.0509	0.0509		0.0509	0.0509		804.2279	804.2279	0.0154	0.0147	809.0070

Lombardi Development Phase 2 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**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	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	6835.94	0.0737	0.6300	0.2681	4.0200e-003		0.0509	0.0509		0.0509	0.0509		804.2279	804.2279	0.0154	0.0147	809.0070
Total		0.0737	0.6300	0.2681	4.0200e-003		0.0509	0.0509		0.0509	0.0509		804.2279	804.2279	0.0154	0.0147	809.0070

Lombardi Development Phase 2 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**5.2 Energy by Land Use - NaturalGas****Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	6.83594	0.0737	0.6300	0.2681	4.0200e-003		0.0509	0.0509		0.0509	0.0509		804.2279	804.2279	0.0154	0.0147	809.0070
Total		0.0737	0.6300	0.2681	4.0200e-003		0.0509	0.0509		0.0509	0.0509		804.2279	804.2279	0.0154	0.0147	809.0070

6.0 Area Detail**6.1 Mitigation Measures Area**

Lombardi Development Phase 2 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	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	lb/day										lb/day					
Mitigated	5.5691	1.0578	9.0679	6.5700e-003		0.1255	0.1255		0.1255	0.1255	0.0000	1,238.5418	1,238.5418	0.0384	0.0224	1,246.1834
Unmitigated	5.5691	1.0578	9.0679	6.5700e-003		0.1255	0.1255		0.1255	0.1255	0.0000	1,238.5418	1,238.5418	0.0384	0.0224	1,246.1834

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	lb/day										lb/day					
Architectural Coating	1.0140					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.1825					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.1121	0.9580	0.4077	6.1100e-003		0.0775	0.0775		0.0775	0.0775	0.0000	1,222.9412	1,222.9412	0.0234	0.0224	1,230.2085
Landscaping	0.2605	0.0998	8.6602	4.6000e-004		0.0480	0.0480		0.0480	0.0480		15.6006	15.6006	0.0150		15.9749
Total	5.5691	1.0578	9.0679	6.5700e-003		0.1255	0.1255		0.1255	0.1255	0.0000	1,238.5418	1,238.5418	0.0384	0.0224	1,246.1834

Lombardi Development Phase 2 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.0140					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.1825					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.1121	0.9580	0.4077	6.1100e-003		0.0775	0.0775		0.0775	0.0775	0.0000	1,222.9412	1,222.9412	0.0234	0.0224	1,230.2085
Landscaping	0.2605	0.0998	8.6602	4.6000e-004		0.0480	0.0480		0.0480	0.0480		15.6006	15.6006	0.0150		15.9749
Total	5.5691	1.0578	9.0679	6.5700e-003		0.1255	0.1255		0.1255	0.1255	0.0000	1,238.5418	1,238.5418	0.0384	0.0224	1,246.1834

7.0 Water Detail

7.1 Mitigation Measures Water

Lombardi Development Phase 2 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**8.0 Waste Detail**

8.1 Mitigation Measures Waste**9.0 Operational Offroad**

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

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

Lombardi Development Phase 2 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Lombardi Development Phase 2
Tulare County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	8.43	Acre	8.43	367,210.80	0
City Park	3.51	Acre	3.51	152,895.60	0
Single Family Housing	105.00	Dwelling Unit	18.88	189,000.00	300

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	51
Climate Zone	7			Operational Year	2024
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	390.98	CH4 Intensity (lb/MW hr)	0.033	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Acreage adjusted for the Project site.

Construction Phase - Construction will take place over one year (January 2023 to January 2024)

Grading - Grading balanced on-site

Sequestration - At least one tree will be planted at each lot.

Construction Off-road Equipment Mitigation - SJVAPCD Rule 8021

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00

Lombardi Development Phase 2 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstructionPhase	NumDays	35.00	13.00
tblConstructionPhase	NumDays	500.00	200.00
tblConstructionPhase	NumDays	45.00	25.00
tblConstructionPhase	NumDays	35.00	12.00

Lombardi Development Phase 2 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblConstructionPhase	NumDays	20.00	10.00
tblLandUse	LotAcreage	34.09	18.88
tblSequestration	NumberOfNewTrees	0.00	105.00

2.0 Emissions Summary**2.1 Overall Construction (Maximum Daily Emission)****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	285.0694	34.5693	28.5826	0.0634	19.8049	1.4253	21.0716	10.1417	1.3113	11.3071	0.0000	6,335.6819	6,335.6819	1.9493	0.3713	6,463.3811
Maximum	285.0694	34.5693	28.5826	0.0634	19.8049	1.4253	21.0716	10.1417	1.3113	11.3071	0.0000	6,335.6819	6,335.6819	1.9493	0.3713	6,463.3811

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	284.9322	19.3244	37.2540	0.0634	19.8049	0.1228	19.8677	10.1417	0.1208	10.2044	0.0000	6,335.6819	6,335.6819	1.9493	0.3713	6,463.3811
Maximum	284.9322	19.3244	37.2540	0.0634	19.8049	0.1228	19.8677	10.1417	0.1208	10.2044	0.0000	6,335.6819	6,335.6819	1.9493	0.3713	6,463.3811

Lombardi Development Phase 2 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	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	0.05	44.10	-30.34	0.00	0.00	91.38	5.71	0.00	90.79	9.75	0.00	0.00	0.00	0.00	0.00	0.00

Lombardi Development Phase 2 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**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	lb/day										lb/day					
Area	5.5691	1.0578	9.0679	6.5700e-003		0.1255	0.1255		0.1255	0.1255	0.0000	1,238.5418	1,238.5418	0.0384	0.0224	1,246.1834
Energy	0.0737	0.6300	0.2681	4.0200e-003		0.0509	0.0509		0.0509	0.0509		804.2279	804.2279	0.0154	0.0147	809.0070
Mobile	2.6642	4.9082	26.9440	0.0577	6.0062	0.0516	6.0578	1.6035	0.0485	1.6520		5,879.1842	5,879.1842	0.3549	0.3387	5,988.9905
Total	8.3071	6.5959	36.2799	0.0683	6.0062	0.2280	6.2342	1.6035	0.2249	1.8284	0.0000	7,921.9539	7,921.9539	0.4087	0.3759	8,044.1809

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	lb/day										lb/day					
Area	5.5691	1.0578	9.0679	6.5700e-003		0.1255	0.1255		0.1255	0.1255	0.0000	1,238.5418	1,238.5418	0.0384	0.0224	1,246.1834
Energy	0.0737	0.6300	0.2681	4.0200e-003		0.0509	0.0509		0.0509	0.0509		804.2279	804.2279	0.0154	0.0147	809.0070
Mobile	2.6642	4.9082	26.9440	0.0577	6.0062	0.0516	6.0578	1.6035	0.0485	1.6520		5,879.1842	5,879.1842	0.3549	0.3387	5,988.9905
Total	8.3071	6.5959	36.2799	0.0683	6.0062	0.2280	6.2342	1.6035	0.2249	1.8284	0.0000	7,921.9539	7,921.9539	0.4087	0.3759	8,044.1809

Lombardi Development Phase 2 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2023	1/13/2023	5	10	
2	Grading	Grading	1/14/2023	2/17/2023	5	25	
3	Building Construction	Building Construction	2/18/2023	11/24/2023	5	200	
4	Paving	Paving	11/25/2023	12/12/2023	5	12	
5	Architectural Coating	Architectural Coating	12/13/2023	12/31/2023	5	13	

Acres of Grading (Site Preparation Phase): 15**Acres of Grading (Grading Phase): 75****Acres of Paving: 8.43****Residential Indoor: 382,725; Residential Outdoor: 127,575; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 22,033 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48

Lombardi Development Phase 2 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	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	9	256.00	96.00	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	51.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Reduce Vehicle Speed on Unpaved Roads

Lombardi Development Phase 2 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.2 Site Preparation - 2023****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	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	2.6595	27.5242	18.2443	0.0381		1.2660	1.2660		1.1647	1.1647		3,687.308 1	3,687.308 1	1.1926		3,717.121 9
Total	2.6595	27.5242	18.2443	0.0381	19.6570	1.2660	20.9230	10.1025	1.1647	11.2672		3,687.308 1	3,687.308 1	1.1926		3,717.121 9

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0642	0.0483	0.4782	1.2000e-003	0.1479	7.4000e-004	0.1486	0.0392	6.9000e-004	0.0399		121.0230	121.0230	4.6000e-003	4.3200e-003	122.4250
Total	0.0642	0.0483	0.4782	1.2000e-003	0.1479	7.4000e-004	0.1486	0.0392	6.9000e-004	0.0399		121.0230	121.0230	4.6000e-003	4.3200e-003	122.4250

Lombardi Development Phase 2 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.2 Site Preparation - 2023****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	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	0.6967	12.1620	22.9600	0.0381		0.0621	0.0621		0.0621	0.0621	0.0000	3,687.308 1	3,687.308 1	1.1926		3,717.121 9
Total	0.6967	12.1620	22.9600	0.0381	19.6570	0.0621	19.7191	10.1025	0.0621	10.1645	0.0000	3,687.308 1	3,687.308 1	1.1926		3,717.121 9

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0642	0.0483	0.4782	1.2000e-003	0.1479	7.4000e-004	0.1486	0.0392	6.9000e-004	0.0399		121.0230	121.0230	4.6000e-003	4.3200e-003	122.4250
Total	0.0642	0.0483	0.4782	1.2000e-003	0.1479	7.4000e-004	0.1486	0.0392	6.9000e-004	0.0399		121.0230	121.0230	4.6000e-003	4.3200e-003	122.4250

Lombardi Development Phase 2 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.3 Grading - 2023****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	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105		6,011.477 7	6,011.477 7	1.9442		6,060.083 6
Total	3.3217	34.5156	28.0512	0.0621	9.2036	1.4245	10.6281	3.6538	1.3105	4.9643		6,011.477 7	6,011.477 7	1.9442		6,060.083 6

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0714	0.0537	0.5314	1.3300e-003	0.1643	8.3000e-004	0.1651	0.0436	7.6000e-004	0.0443		134.4700	134.4700	5.1100e-003	4.8000e-003	136.0278
Total	0.0714	0.0537	0.5314	1.3300e-003	0.1643	8.3000e-004	0.1651	0.0436	7.6000e-004	0.0443		134.4700	134.4700	5.1100e-003	4.8000e-003	136.0278

Lombardi Development Phase 2 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.3 Grading - 2023****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	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	1.0110	19.2707	36.7226	0.0621		0.1015	0.1015		0.1015	0.1015	0.0000	6,011.477 7	6,011.477 7	1.9442		6,060.083 6
Total	1.0110	19.2707	36.7226	0.0621	9.2036	0.1015	9.3051	3.6538	0.1015	3.7553	0.0000	6,011.477 7	6,011.477 7	1.9442		6,060.083 6

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0714	0.0537	0.5314	1.3300e-003	0.1643	8.3000e-004	0.1651	0.0436	7.6000e-004	0.0443		134.4700	134.4700	5.1100e-003	4.8000e-003	136.0278
Total	0.0714	0.0537	0.5314	1.3300e-003	0.1643	8.3000e-004	0.1651	0.0436	7.6000e-004	0.0443		134.4700	134.4700	5.1100e-003	4.8000e-003	136.0278

Lombardi Development Phase 2 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.4 Building Construction - 2023****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	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.209 9	2,555.209 9	0.6079		2,570.406 1

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1056	4.4305	1.3298	0.0195	0.6509	0.0276	0.6785	0.1874	0.0264	0.2139		2,059.256 1	2,059.256 1	9.3100e- 003	0.3098	2,151.819 3
Worker	0.9132	0.6869	6.8016	0.0170	2.1030	0.0106	2.1136	0.5578	9.7500e- 003	0.5676		1,721.215 8	1,721.215 8	0.0654	0.0614	1,741.155 8
Total	1.0188	5.1174	8.1314	0.0365	2.7538	0.0382	2.7921	0.7452	0.0362	0.7814		3,780.471 9	3,780.471 9	0.0747	0.3713	3,892.975 1

Lombardi Development Phase 2 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.4 Building Construction - 2023****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	lb/day										lb/day					
Off-Road	0.5335	10.9122	17.8738	0.0269		0.0846	0.0846		0.0846	0.0846	0.0000	2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	0.5335	10.9122	17.8738	0.0269		0.0846	0.0846		0.0846	0.0846	0.0000	2,555.209 9	2,555.209 9	0.6079		2,570.406 1

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1056	4.4305	1.3298	0.0195	0.6509	0.0276	0.6785	0.1874	0.0264	0.2139		2,059.256 1	2,059.256 1	9.3100e- 003	0.3098	2,151.819 3
Worker	0.9132	0.6869	6.8016	0.0170	2.1030	0.0106	2.1136	0.5578	9.7500e- 003	0.5676		1,721.215 8	1,721.215 8	0.0654	0.0614	1,741.155 8
Total	1.0188	5.1174	8.1314	0.0365	2.7538	0.0382	2.7921	0.7452	0.0362	0.7814		3,780.471 9	3,780.471 9	0.0747	0.3713	3,892.975 1

Lombardi Development Phase 2 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.5 Paving - 2023****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	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.584 1	2,207.584 1	0.7140		2,225.433 6
Paving	1.8406					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.8733	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.584 1	2,207.584 1	0.7140		2,225.433 6

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0535	0.0403	0.3985	1.0000e-003	0.1232	6.2000e-004	0.1238	0.0327	5.7000e-004	0.0333		100.8525	100.8525	3.8300e-003	3.6000e-003	102.0209
Total	0.0535	0.0403	0.3985	1.0000e-003	0.1232	6.2000e-004	0.1238	0.0327	5.7000e-004	0.0333		100.8525	100.8525	3.8300e-003	3.6000e-003	102.0209

Lombardi Development Phase 2 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.5 Paving - 2023****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	lb/day										lb/day					
Off-Road	0.3341	10.0395	17.2957	0.0228		0.0374	0.0374		0.0374	0.0374	0.0000	2,207.584 1	2,207.584 1	0.7140		2,225.433 6
Paving	1.8406					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.1746	10.0395	17.2957	0.0228		0.0374	0.0374		0.0374	0.0374	0.0000	2,207.584 1	2,207.584 1	0.7140		2,225.433 6

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0535	0.0403	0.3985	1.0000e-003	0.1232	6.2000e-004	0.1238	0.0327	5.7000e-004	0.0333		100.8525	100.8525	3.8300e-003	3.6000e-003	102.0209
Total	0.0535	0.0403	0.3985	1.0000e-003	0.1232	6.2000e-004	0.1238	0.0327	5.7000e-004	0.0333		100.8525	100.8525	3.8300e-003	3.6000e-003	102.0209

Lombardi Development Phase 2 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.6 Architectural Coating - 2023****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	lb/day										lb/day					
Archit. Coating	284.6958					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	284.8874	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1819	0.1369	1.3550	3.3900e-003	0.4190	2.1100e-003	0.4211	0.1111	1.9400e-003	0.1131		342.8985	342.8985	0.0130	0.0122	346.8709
Total	0.1819	0.1369	1.3550	3.3900e-003	0.4190	2.1100e-003	0.4211	0.1111	1.9400e-003	0.1131		342.8985	342.8985	0.0130	0.0122	346.8709

Lombardi Development Phase 2 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.6 Architectural Coating - 2023****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	lb/day										lb/day					
Archit. Coating	284.6958					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0168		281.8690
Total	284.7503	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0168		281.8690

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1819	0.1369	1.3550	3.3900e-003	0.4190	2.1100e-003	0.4211	0.1111	1.9400e-003	0.1131		342.8985	342.8985	0.0130	0.0122	346.8709
Total	0.1819	0.1369	1.3550	3.3900e-003	0.4190	2.1100e-003	0.4211	0.1111	1.9400e-003	0.1131		342.8985	342.8985	0.0130	0.0122	346.8709

Lombardi Development Phase 2 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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	lb/day										lb/day					
Mitigated	2.6642	4.9082	26.9440	0.0577	6.0062	0.0516	6.0578	1.6035	0.0485	1.6520		5,879.184 2	5,879.184 2	0.3549	0.3387	5,988.990 5
Unmitigated	2.6642	4.9082	26.9440	0.0577	6.0062	0.0516	6.0578	1.6035	0.0485	1.6520		5,879.184 2	5,879.184 2	0.3549	0.3387	5,988.990 5

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	2.74	6.88	7.69	8,617	8,617
Other Asphalt Surfaces	0.00	0.00	0.00		
Single Family Housing	991.20	1,001.70	897.75	2,760,527	2,760,527
Total	993.94	1,008.58	905.44	2,769,145	2,769,145

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
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Single Family Housing	10.80	7.30	7.50	38.40	22.60	39.00	86	11	3

Lombardi Development Phase 2 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.509869	0.051139	0.167106	0.174849	0.031609	0.007996	0.012006	0.015707	0.000636	0.000471	0.023554	0.001465	0.003592
Other Asphalt Surfaces	0.509869	0.051139	0.167106	0.174849	0.031609	0.007996	0.012006	0.015707	0.000636	0.000471	0.023554	0.001465	0.003592
Single Family Housing	0.509869	0.051139	0.167106	0.174849	0.031609	0.007996	0.012006	0.015707	0.000636	0.000471	0.023554	0.001465	0.003592

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	lb/day										lb/day					
NaturalGas Mitigated	0.0737	0.6300	0.2681	4.0200e-003		0.0509	0.0509		0.0509	0.0509		804.2279	804.2279	0.0154	0.0147	809.0070
NaturalGas Unmitigated	0.0737	0.6300	0.2681	4.0200e-003		0.0509	0.0509		0.0509	0.0509		804.2279	804.2279	0.0154	0.0147	809.0070

Lombardi Development Phase 2 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**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	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	6835.94	0.0737	0.6300	0.2681	4.0200e-003		0.0509	0.0509		0.0509	0.0509		804.2279	804.2279	0.0154	0.0147	809.0070
Total		0.0737	0.6300	0.2681	4.0200e-003		0.0509	0.0509		0.0509	0.0509		804.2279	804.2279	0.0154	0.0147	809.0070

Lombardi Development Phase 2 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**5.2 Energy by Land Use - NaturalGas****Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	6.83594	0.0737	0.6300	0.2681	4.0200e-003		0.0509	0.0509		0.0509	0.0509		804.2279	804.2279	0.0154	0.0147	809.0070
Total		0.0737	0.6300	0.2681	4.0200e-003		0.0509	0.0509		0.0509	0.0509		804.2279	804.2279	0.0154	0.0147	809.0070

6.0 Area Detail**6.1 Mitigation Measures Area**

Lombardi Development Phase 2 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	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	lb/day										lb/day					
Mitigated	5.5691	1.0578	9.0679	6.5700e-003		0.1255	0.1255		0.1255	0.1255	0.0000	1,238.5418	1,238.5418	0.0384	0.0224	1,246.1834
Unmitigated	5.5691	1.0578	9.0679	6.5700e-003		0.1255	0.1255		0.1255	0.1255	0.0000	1,238.5418	1,238.5418	0.0384	0.0224	1,246.1834

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	lb/day										lb/day					
Architectural Coating	1.0140					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.1825					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.1121	0.9580	0.4077	6.1100e-003		0.0775	0.0775		0.0775	0.0775	0.0000	1,222.9412	1,222.9412	0.0234	0.0224	1,230.2085
Landscaping	0.2605	0.0998	8.6602	4.6000e-004		0.0480	0.0480		0.0480	0.0480		15.6006	15.6006	0.0150		15.9749
Total	5.5691	1.0578	9.0679	6.5700e-003		0.1255	0.1255		0.1255	0.1255	0.0000	1,238.5418	1,238.5418	0.0384	0.0224	1,246.1834

Lombardi Development Phase 2 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.0140					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.1825					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.1121	0.9580	0.4077	6.1100e-003		0.0775	0.0775		0.0775	0.0775	0.0000	1,222.9412	1,222.9412	0.0234	0.0224	1,230.2085
Landscaping	0.2605	0.0998	8.6602	4.6000e-004		0.0480	0.0480		0.0480	0.0480		15.6006	15.6006	0.0150		15.9749
Total	5.5691	1.0578	9.0679	6.5700e-003		0.1255	0.1255		0.1255	0.1255	0.0000	1,238.5418	1,238.5418	0.0384	0.0224	1,246.1834

7.0 Water Detail**7.1 Mitigation Measures Water**

Lombardi Development Phase 2 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**8.0 Waste Detail**

8.1 Mitigation Measures Waste**9.0 Operational Offroad**

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

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

APPENDIX B

HEALTH RISK CALCULATIONS AND AERMOD OUTPUT FILES



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**
*****
**
** AERMOD Input Produced by:
** AERMOD View Ver. 10.0.0
** Lakes Environmental Software Inc.
** Date: 7/23/2021
** File: C:\Lakes\AERMOD View\LombardiPorterville\LombardiPorterville.ADI
**
*****
**
**
*****
** AERMOD Control Pathway
*****
**
**
CO STARTING
  TITLEONE C:\Lakes\AERMOD View\LombardiPorterville\LombardiPorterville.isc
  MODELOPT DFAULT CONC
  AVERTIME 1 ANNUAL
  URBANOPT 59988 Porterville,_CA
  POLLUTID PM_2.5
  RUNORNOT RUN
  ERRORFIL LombardiPorterville.err
CO FINISHED
**
*****
** AERMOD Source Pathway
*****
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
  LOCATION PAREA1      AREAPOLY      313577.994      3996166.184      125.800
** Source Parameters **
  SRCPARAM PAREA1      1.4246E-08      3.000      13
  AREAVERT PAREA1      313577.994 3996166.184 313563.335 3995657.628
  AREAVERT PAREA1      313703.160 3995653.117 313704.288 3995698.222
  AREAVERT PAREA1      313804.646 3995697.095 313802.390 3995655.373
  AREAVERT PAREA1      313954.619 3995648.607 313955.747 3995897.811
  AREAVERT PAREA1      313909.514 3995897.811 313911.769 3996035.380
  AREAVERT PAREA1      313956.874 3996036.508 313961.385 3996256.394
  AREAVERT PAREA1      313661.438 3996256.394
  URBANSRC ALL
  SRCGROUP ALL
SO FINISHED
**
*****

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** AERMOD Receptor Pathway
*****
**
**
RE STARTING
  INCLUDED LombardiPorterville.rou
RE FINISHED
**
*****
** AERMOD Meteorology Pathway
*****
**
**
ME STARTING
  SURFFILE "C:\Users\kheck\Desktop\Porterville Met Data\Porterville_2006-2009.SFC"
  PROFFILE "C:\Users\kheck\Desktop\Porterville Met Data\Porterville_2006-2009.PFL"
  SURFDATA 23149 2006 Porterville
  UAIRDATA 23230 2006 OAKLAND/WSO_AP
  PROFBASE 135.0 METERS
ME FINISHED
**
*****
** AERMOD Output Pathway
*****
**
**
OU STARTING
  RECTABLE ALLAVE 1ST
  RECTABLE 1 1ST
** Auto-Generated Plotfiles
  PLOTFILE 1 ALL 1ST LombardiPorterville.AD\01H1GALL.PLT 31
  PLOTFILE ANNUAL ALL LombardiPorterville.AD\AN00GALL.PLT 32
  SUMMFILE LombardiPorterville.sum
OU FINISHED
**
*****
** Project Parameters
*****
** PROJCTN  CoordinateSystemUTM
** DESCPTN  UTM: Universal Transverse Mercator
** DATUM    World Geodetic System 1984
** DTMRGN   Global Definition
** UNITS    m
** ZONE      11
** ZONEINX  0
**

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**
*****
**
** AERMOD Input Produced by:
** AERMOD View Ver. 10.0.0
** Lakes Environmental Software Inc.
** Date: 7/23/2021
** File: C:\Lakes\AERMOD View\LombardiPorterville\LombardiPorterville.ADI
**
*****
**
**
*****
** AERMOD Control Pathway
*****
**
**
CO STARTING
  TITLEONE C:\Lakes\AERMOD View\LombardiPorterville\LombardiPorterville.isc
  MODELOPT DFAULT CONC
  AVERTIME 1 ANNUAL
  URBANOPT 59988 Porterville,_CA
  POLLUTID PM_2.5
  RUNORNOT RUN
  ERRORFIL LombardiPorterville.err
CO FINISHED
**
*****
** AERMOD Source Pathway
*****
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
  LOCATION PAREA1      AREAPOLY      313577.994      3996166.184      125.800
** Source Parameters **
  SRCPARAM PAREA1      1.4246E-08      3.000      13
  AREAVERT PAREA1      313577.994 3996166.184 313563.335 3995657.628
  AREAVERT PAREA1      313703.160 3995653.117 313704.288 3995698.222
  AREAVERT PAREA1      313804.646 3995697.095 313802.390 3995655.373
  AREAVERT PAREA1      313954.619 3995648.607 313955.747 3995897.811
  AREAVERT PAREA1      313909.514 3995897.811 313911.769 3996035.380
  AREAVERT PAREA1      313956.874 3996036.508 313961.385 3996256.394
  AREAVERT PAREA1      313661.438 3996256.394
  URBANSRC ALL
  SRCGROUP ALL
SO FINISHED
**
*****

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** AERMOD Receptor Pathway

**

**

RE STARTING

INCLUDED LombardiPorterville.rou

RE FINISHED

**

** AERMOD Meteorology Pathway

**

**

ME STARTING

SURFFILE "C:\Users\kheck\Desktop\Porterville Met Data\Porterville_2006-2009.SFC"

PROFFILE "C:\Users\kheck\Desktop\Porterville Met Data\Porterville_2006-2009.PFL"

SURFDATA 23149 2006 Porterville

UAIRDATA 23230 2006 OAKLAND/WSO_AP

PROFBASE 135.0 METERS

ME FINISHED

**

** AERMOD Output Pathway

**

**

OU STARTING

RECTABLE ALLAVE 1ST

RECTABLE 1 1ST

** Auto-Generated Plotfiles

PLOTFILE 1 ALL 1ST LombardiPorterville.AD\01H1GALL.PLT 31

PLOTFILE ANNUAL ALL LombardiPorterville.AD\AN00GALL.PLT 32

SUMMFILE LombardiPorterville.sum

OU FINISHED

*** Message Summary For AERMOD Model Setup ***

----- Summary of Total Messages -----

A Total of	0 Fatal Error Message(s)
A Total of	1 Warning Message(s)
A Total of	0 Informational Message(s)

***** FATAL ERROR MESSAGES *****

*** NONE ***

***** WARNING MESSAGES *****

ME W187 70 MEOPEN: ADJ_U* Option for Stable Low Winds used in AERMET

*** SETUP Finishes Successfully ***

▲ *** AERMOD - VERSION 21112 *** *** C:\Lakes\AERMOD
View\LombardiPorterville\LombardiPorterville.isc *** 07/23/21
*** AERMET - VERSION 18081 *** ***
 *** 09:19:05

PAGE 1
*** MODELOPTs: RegDEFAULT CONC ELEV URBAN ADJ_U*

*** MODEL SETUP OPTIONS SUMMARY

-- --
- - - - -
- - - - -
**Model Is Setup For Calculation of Average CONCentration Values.

-- DEPOSITION LOGIC --
**NO GAS DEPOSITION Data Provided.
**NO PARTICLE DEPOSITION Data Provided.
**Model Uses NO DRY DEPLETION. DRYDPLT = F
**Model Uses NO WET DEPLETION. WETDPLT = F

**Model Uses URBAN Dispersion Algorithm for the SBL for 1 Source(s),
for Total of 1 Urban Area(s):
Urban Population = 59988.0 ; Urban Roughness Length = 1.000 m

**Model Uses Regulatory DEFAULT Options:
1. Stack-tip Downwash.
2. Model Accounts for ELEVated Terrain Effects.
3. Use Calms Processing Routine.
4. Use Missing Data Processing Routine.
5. No Exponential Decay.
6. Urban Roughness Length of 1.0 Meter Assumed.

**Other Options Specified:
ADJ_U* - Use ADJ_U* option for SBL in AERMET
CCVR_Sub - Meteorological data includes CCVR substitutions
TEMP_Sub - Meteorological data includes TEMP substitutions

**Model Assumes No FLAGPOLE Receptor Heights.

**The User Specified a Pollutant Type of: PM_2.5

**Model Calculates 1 Short Term Average(s) of: 1-HR

and Calculates ANNUAL Averages

**This Run Includes: 1 Source(s); 1 Source Group(s); and 1934 Receptor(s)

with: 0 POINT(s), including
0 POINTCAP(s) and 0 POINTHOR(s)
and: 0 VOLUME source(s)
and: 1 AREA type source(s)
and: 0 LINE source(s)
and: 0 RLINE/RLINEXT source(s)
and: 0 OPENPIT source(s)
and: 0 BUOYANT LINE source(s) with a total of 0 line(s)

**Model Set To Continue RUNning After the Setup Testing.

**The AERMET Input Meteorological Data Version Date: 18081

**Output Options Selected:

Model Outputs Tables of ANNUAL Averages by Receptor
Model Outputs Tables of Highest Short Term Values by Receptor (RECTABLE
Keyword)
Model Outputs External File(s) of High Values for Plotting (PLOTFILE
Keyword)
Model Outputs Separate Summary File of High Ranked Values (SUMMFILE
Keyword)

**NOTE: The Following Flags May Appear Following CONC Values: c for Calm Hours
m for Missing Hours
b for Both Calm and

Missing Hours

**Misc. Inputs: Base Elev. for Pot. Temp. Profile (m MSL) = 135.00 ; Decay
Coef. = 0.000 ; Rot. Angle = 0.0
Emission Units = GRAMS/SEC ;
Emission Rate Unit Factor = 0.10000E+07
Output Units = MICROGRAMS/M**3

**Approximate Storage Requirements of Model = 3.7 MB of RAM.

**Input Runstream File: aermod.inp

**Output Print File: aermod.out

**Detailed Error/Message File: LombardiPorterville.err

**File for Summary of Results: LombardiPorterville.sum

▲ *** AERMOD - VERSION 21112 *** *** C:\Lakes\AERMOD
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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** AREAPOLY SOURCE DATA ***

INIT.	URBAN	NUMBER	EMISSION	RATE	LOCATION	OF	AREA	BASE	RELEASE	NUMBER
SOURCE		EMISSION	RATE							
SZ	SOURCE	PART.	(GRAMS/SEC		X	Y	ELEV.	HEIGHT	OF	VERTS.
ID		SCALAR	VARY							
(METERS)		CATS.	/METER**2)		(METERS)	(METERS)	(METERS)	(METERS)		
		BY								

PAREA1 0 0.14246E-07 313578.0 3996166.2 125.8 3.00 13
0.00 YES

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** SOURCE IDs DEFINING SOURCE GROUPS ***

SRCGROUP ID	SOURCE IDs
-----	-----

ALL PAREA1 ,

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** SOURCE IDs DEFINED AS URBAN SOURCES

URBAN ID URBAN POP

SOURCE IDs

59988. PAREA1 ,
▲ *** AERMOD - VERSION 21112 *** C:\Lakes\AERMOD
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*** MODELOPTs: RegDFault CONC ELEV URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

(313271.5, 3995341.5, 126.0, 126.0, 0.0);	(313291.5,
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(313311.5, 3995341.5, 126.1, 126.1, 0.0);	(313331.5,
3995341.5, 126.1, 126.1, 0.0);	
(313351.5, 3995341.5, 126.1, 126.1, 0.0);	(313371.5,
3995341.5, 126.1, 126.1, 0.0);	
(313391.5, 3995341.5, 126.2, 126.2, 0.0);	(313411.5,
3995341.5, 126.2, 126.2, 0.0);	
(313431.5, 3995341.5, 126.2, 126.2, 0.0);	(313451.5,
3995341.5, 126.3, 126.3, 0.0);	
(313471.5, 3995341.5, 126.3, 126.3, 0.0);	(313491.5,
3995341.5, 126.3, 126.3, 0.0);	
(313511.5, 3995341.5, 126.4, 126.4, 0.0);	(313531.5,
3995341.5, 126.4, 126.4, 0.0);	
(313551.5, 3995341.5, 126.4, 126.4, 0.0);	(313571.5,
3995341.5, 126.5, 126.5, 0.0);	
(313591.5, 3995341.5, 126.5, 126.5, 0.0);	(313611.5,
3995341.5, 126.5, 126.5, 0.0);	
(313631.5, 3995341.5, 126.5, 126.5, 0.0);	(313651.5,
3995341.5, 126.6, 126.6, 0.0);	
(313671.5, 3995341.5, 126.6, 126.6, 0.0);	(313691.5,
3995341.5, 126.6, 126.6, 0.0);	
(313711.5, 3995341.5, 126.7, 126.7, 0.0);	(313731.5,
3995341.5, 126.7, 126.7, 0.0);	
(313751.5, 3995341.5, 126.7, 126.7, 0.0);	(313771.5,
3995341.5, 126.7, 126.7, 0.0);	
(313791.5, 3995341.5, 126.8, 126.8, 0.0);	(313811.5,
3995341.5, 126.8, 126.8, 0.0);	
(313831.5, 3995341.5, 126.8, 126.8, 0.0);	(313851.5,
3995341.5, 126.8, 126.8, 0.0);	
(313871.5, 3995341.5, 126.9, 126.9, 0.0);	(313891.5,
3995341.5, 126.9, 126.9, 0.0);	
(313911.5, 3995341.5, 126.9, 126.9, 0.0);	(313931.5,

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3995341.5,	127.0,	127.0,	0.0);		
(314031.5,	3995341.5,	127.0,	127.0,	0.0);	(314051.5,
3995341.5,	127.0,	127.0,	0.0);		
(314071.5,	3995341.5,	127.1,	127.1,	0.0);	(314091.5,
3995341.5,	127.1,	127.1,	0.0);		
(314111.5,	3995341.5,	127.1,	127.1,	0.0);	(314131.5,
3995341.5,	127.1,	127.1,	0.0);		
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3995341.5,	127.1,	127.1,	0.0);		
(314191.5,	3995341.5,	127.1,	127.1,	0.0);	(314211.5,
3995341.5,	127.2,	127.2,	0.0);		
(314231.5,	3995341.5,	127.2,	127.2,	0.0);	(314251.5,
3995341.5,	127.2,	127.2,	0.0);		
(314271.5,	3995341.5,	127.2,	127.2,	0.0);	(313271.5,
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(313291.5,	3995361.5,	126.0,	126.0,	0.0);	(313311.5,
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(313371.5,	3995361.5,	126.1,	126.1,	0.0);	(313391.5,
3995361.5,	126.1,	126.1,	0.0);		
(313411.5,	3995361.5,	126.2,	126.2,	0.0);	(313431.5,
3995361.5,	126.2,	126.2,	0.0);		
(313451.5,	3995361.5,	126.2,	126.2,	0.0);	(313471.5,
3995361.5,	126.3,	126.3,	0.0);		
(313491.5,	3995361.5,	126.3,	126.3,	0.0);	(313511.5,
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(313531.5,	3995361.5,	126.3,	126.3,	0.0);	(313551.5,
3995361.5,	126.4,	126.4,	0.0);		
(313571.5,	3995361.5,	126.4,	126.4,	0.0);	(313591.5,
3995361.5,	126.4,	126.4,	0.0);		
(313611.5,	3995361.5,	126.5,	126.5,	0.0);	(313631.5,
3995361.5,	126.5,	126.5,	0.0);		
(313651.5,	3995361.5,	126.5,	126.5,	0.0);	(313671.5,
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(313691.5,	3995361.5,	126.6,	126.6,	0.0);	(313711.5,
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(313731.5,	3995361.5,	126.6,	126.6,	0.0);	(313751.5,
3995361.5,	126.7,	126.7,	0.0);		
(313771.5,	3995361.5,	126.7,	126.7,	0.0);	(313791.5,
3995361.5,	126.7,	126.7,	0.0);		
(313811.5,	3995361.5,	126.8,	126.8,	0.0);	(313831.5,
3995361.5,	126.8,	126.8,	0.0);		
(313851.5,	3995361.5,	126.8,	126.8,	0.0);	(313871.5,
3995361.5,	126.8,	126.8,	0.0);		
(313891.5,	3995361.5,	126.9,	126.9,	0.0);	(313911.5,

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( 313931.5, 3995361.5,    126.9,    126.9,    0.0);      ( 313951.5,
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( 313971.5, 3995361.5,    126.9,    126.9,    0.0);      ( 313991.5,
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( 314011.5, 3995361.5,    127.0,    127.0,    0.0);      ( 314031.5,
3995361.5,    127.0,    127.0,    0.0);

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*** AERMET - VERSION 18081 *** ***

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

```

( 314051.5, 3995361.5,    127.0,    127.0,    0.0);      ( 314071.5,
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( 314091.5, 3995361.5,    127.0,    127.0,    0.0);      ( 314111.5,
3995361.5,    127.1,    127.1,    0.0);
( 314131.5, 3995361.5,    127.1,    127.1,    0.0);      ( 314151.5,
3995361.5,    127.1,    127.1,    0.0);
( 314171.5, 3995361.5,    127.1,    127.1,    0.0);      ( 314191.5,
3995361.5,    127.1,    127.1,    0.0);
( 314211.5, 3995361.5,    127.1,    127.1,    0.0);      ( 314231.5,
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( 314251.5, 3995361.5,    127.2,    127.2,    0.0);      ( 314271.5,
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( 313271.5, 3995381.5,    126.0,    126.0,    0.0);      ( 313291.5,
3995381.5,    126.0,    126.0,    0.0);
( 313311.5, 3995381.5,    126.0,    126.0,    0.0);      ( 313331.5,
3995381.5,    126.0,    126.0,    0.0);
( 313351.5, 3995381.5,    126.0,    126.0,    0.0);      ( 313371.5,
3995381.5,    126.1,    126.1,    0.0);
( 313391.5, 3995381.5,    126.1,    126.1,    0.0);      ( 313411.5,
3995381.5,    126.1,    126.1,    0.0);
( 313431.5, 3995381.5,    126.2,    126.2,    0.0);      ( 313451.5,
3995381.5,    126.2,    126.2,    0.0);
( 313471.5, 3995381.5,    126.2,    126.2,    0.0);      ( 313491.5,
3995381.5,    126.2,    126.2,    0.0);
( 313511.5, 3995381.5,    126.3,    126.3,    0.0);      ( 313531.5,
3995381.5,    126.3,    126.3,    0.0);
( 313551.5, 3995381.5,    126.3,    126.3,    0.0);      ( 313571.5,
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( 313591.5, 3995381.5,    126.4,    126.4,    0.0);      ( 313611.5,
3995381.5,    126.4,    126.4,    0.0);
( 313631.5, 3995381.5,    126.5,    126.5,    0.0);      ( 313651.5,

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3995381.5,	126.5,	126.5,	0.0);		
(313711.5,	3995381.5,	126.6,	126.6,	0.0);	(313731.5,
3995381.5,	126.6,	126.6,	0.0);		
(313751.5,	3995381.5,	126.6,	126.6,	0.0);	(313771.5,
3995381.5,	126.7,	126.7,	0.0);		
(313791.5,	3995381.5,	126.7,	126.7,	0.0);	(313811.5,
3995381.5,	126.7,	126.7,	0.0);		
(313831.5,	3995381.5,	126.7,	126.7,	0.0);	(313851.5,
3995381.5,	126.8,	126.8,	0.0);		
(313871.5,	3995381.5,	126.8,	126.8,	0.0);	(313891.5,
3995381.5,	126.8,	126.8,	0.0);		
(313911.5,	3995381.5,	126.8,	126.8,	0.0);	(313931.5,
3995381.5,	126.8,	126.8,	0.0);		
(313951.5,	3995381.5,	126.9,	126.9,	0.0);	(313971.5,
3995381.5,	126.9,	126.9,	0.0);		
(313991.5,	3995381.5,	126.9,	126.9,	0.0);	(314011.5,
3995381.5,	126.9,	126.9,	0.0);		
(314031.5,	3995381.5,	127.0,	127.0,	0.0);	(314051.5,
3995381.5,	127.0,	127.0,	0.0);		
(314071.5,	3995381.5,	127.0,	127.0,	0.0);	(314091.5,
3995381.5,	127.0,	127.0,	0.0);		
(314111.5,	3995381.5,	127.0,	127.0,	0.0);	(314131.5,
3995381.5,	127.0,	127.0,	0.0);		
(314151.5,	3995381.5,	127.1,	127.1,	0.0);	(314171.5,
3995381.5,	127.1,	127.1,	0.0);		
(314191.5,	3995381.5,	127.1,	127.1,	0.0);	(314211.5,
3995381.5,	127.1,	127.1,	0.0);		
(314231.5,	3995381.5,	127.1,	127.1,	0.0);	(314251.5,
3995381.5,	127.2,	127.2,	0.0);		
(314271.5,	3995381.5,	127.2,	127.2,	0.0);	(313271.5,
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(313291.5,	3995401.5,	125.9,	125.9,	0.0);	(313311.5,
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(313331.5,	3995401.5,	126.0,	126.0,	0.0);	(313351.5,
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(313371.5,	3995401.5,	126.0,	126.0,	0.0);	(313391.5,
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(313411.5,	3995401.5,	126.1,	126.1,	0.0);	(313431.5,
3995401.5,	126.1,	126.1,	0.0);		
(313451.5,	3995401.5,	126.1,	126.1,	0.0);	(313471.5,
3995401.5,	126.2,	126.2,	0.0);		
(313491.5,	3995401.5,	126.2,	126.2,	0.0);	(313511.5,
3995401.5,	126.2,	126.2,	0.0);		
(313531.5,	3995401.5,	126.3,	126.3,	0.0);	(313551.5,
3995401.5,	126.3,	126.3,	0.0);		
(313571.5,	3995401.5,	126.3,	126.3,	0.0);	(313591.5,
3995401.5,	126.4,	126.4,	0.0);		
(313611.5,	3995401.5,	126.4,	126.4,	0.0);	(313631.5,

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3995401.5,    126.5,    126.5,    0.0);
  ( 313691.5, 3995401.5,    126.5,    126.5,    0.0);      ( 313711.5,
3995401.5,    126.5,    126.5,    0.0);
  ( 313731.5, 3995401.5,    126.6,    126.6,    0.0);      ( 313751.5,
3995401.5,    126.6,    126.6,    0.0);
  ( 313771.5, 3995401.5,    126.6,    126.6,    0.0);      ( 313791.5,
3995401.5,    126.6,    126.6,    0.0);

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*** AERMET - VERSION 18081 *** ***

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
 (X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
 (METERS)

```

  ( 313811.5, 3995401.5,    126.7,    126.7,    0.0);      ( 313831.5,
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  ( 313851.5, 3995401.5,    126.7,    126.7,    0.0);      ( 313871.5,
3995401.5,    126.7,    126.7,    0.0);
  ( 313891.5, 3995401.5,    126.8,    126.8,    0.0);      ( 313911.5,
3995401.5,    126.8,    126.8,    0.0);
  ( 313931.5, 3995401.5,    126.8,    126.8,    0.0);      ( 313951.5,
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  ( 313971.5, 3995401.5,    126.8,    126.8,    0.0);      ( 313991.5,
3995401.5,    126.9,    126.9,    0.0);
  ( 314011.5, 3995401.5,    126.9,    126.9,    0.0);      ( 314031.5,
3995401.5,    126.9,    126.9,    0.0);
  ( 314051.5, 3995401.5,    126.9,    126.9,    0.0);      ( 314071.5,
3995401.5,    127.0,    127.0,    0.0);
  ( 314091.5, 3995401.5,    127.0,    127.0,    0.0);      ( 314111.5,
3995401.5,    127.0,    127.0,    0.0);
  ( 314131.5, 3995401.5,    127.0,    127.0,    0.0);      ( 314151.5,
3995401.5,    127.0,    127.0,    0.0);
  ( 314171.5, 3995401.5,    127.0,    127.0,    0.0);      ( 314191.5,
3995401.5,    127.1,    127.1,    0.0);
  ( 314211.5, 3995401.5,    127.1,    127.1,    0.0);      ( 314231.5,
3995401.5,    127.1,    127.1,    0.0);
  ( 314251.5, 3995401.5,    127.1,    127.1,    0.0);      ( 314271.5,
3995401.5,    127.2,    127.2,    0.0);
  ( 313271.5, 3995421.5,    125.9,    125.9,    0.0);      ( 313291.5,
3995421.5,    125.9,    125.9,    0.0);
  ( 313311.5, 3995421.5,    125.9,    125.9,    0.0);      ( 313331.5,
3995421.5,    126.0,    126.0,    0.0);
  ( 313351.5, 3995421.5,    126.0,    126.0,    0.0);      ( 313371.5,

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3995421.5,	126.1,	126.1,	0.0);		
(313471.5,	3995421.5,	126.1,	126.1,	0.0);	(313491.5,
3995421.5,	126.2,	126.2,	0.0);		
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3995421.5,	126.2,	126.2,	0.0);		
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(313591.5,	3995421.5,	126.3,	126.3,	0.0);	(313611.5,
3995421.5,	126.3,	126.3,	0.0);		
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3995421.5,	126.4,	126.4,	0.0);		
(313671.5,	3995421.5,	126.4,	126.4,	0.0);	(313691.5,
3995421.5,	126.5,	126.5,	0.0);		
(313711.5,	3995421.5,	126.5,	126.5,	0.0);	(313731.5,
3995421.5,	126.5,	126.5,	0.0);		
(313751.5,	3995421.5,	126.5,	126.5,	0.0);	(313771.5,
3995421.5,	126.6,	126.6,	0.0);		
(313791.5,	3995421.5,	126.6,	126.6,	0.0);	(313811.5,
3995421.5,	126.6,	126.6,	0.0);		
(313831.5,	3995421.5,	126.6,	126.6,	0.0);	(313851.5,
3995421.5,	126.7,	126.7,	0.0);		
(313871.5,	3995421.5,	126.7,	126.7,	0.0);	(313891.5,
3995421.5,	126.7,	126.7,	0.0);		
(313911.5,	3995421.5,	126.7,	126.7,	0.0);	(313931.5,
3995421.5,	126.8,	126.8,	0.0);		
(313951.5,	3995421.5,	126.8,	126.8,	0.0);	(313971.5,
3995421.5,	126.8,	126.8,	0.0);		
(313991.5,	3995421.5,	126.8,	126.8,	0.0);	(314011.5,
3995421.5,	126.8,	126.8,	0.0);		
(314031.5,	3995421.5,	126.9,	126.9,	0.0);	(314051.5,
3995421.5,	126.9,	126.9,	0.0);		
(314071.5,	3995421.5,	126.9,	126.9,	0.0);	(314091.5,
3995421.5,	126.9,	126.9,	0.0);		
(314111.5,	3995421.5,	127.0,	127.0,	0.0);	(314131.5,
3995421.5,	127.0,	127.0,	0.0);		
(314151.5,	3995421.5,	127.0,	127.0,	0.0);	(314171.5,
3995421.5,	127.0,	127.0,	0.0);		
(314191.5,	3995421.5,	127.0,	127.0,	0.0);	(314211.5,
3995421.5,	127.1,	127.1,	0.0);		
(314231.5,	3995421.5,	127.1,	127.1,	0.0);	(314251.5,
3995421.5,	127.1,	127.1,	0.0);		
(314271.5,	3995421.5,	127.1,	127.1,	0.0);	(313271.5,
3995441.5,	125.8,	125.8,	0.0);		
(313291.5,	3995441.5,	125.9,	125.9,	0.0);	(313311.5,
3995441.5,	125.9,	125.9,	0.0);		
(313331.5,	3995441.5,	125.9,	125.9,	0.0);	(313351.5,

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3995441.5,    126.0,    126.0,    0.0);
( 313371.5, 3995441.5,    126.0,    126.0,    0.0);      ( 313391.5,
3995441.5,    126.0,    126.0,    0.0);
( 313411.5, 3995441.5,    126.0,    126.0,    0.0);      ( 313431.5,
3995441.5,    126.0,    126.0,    0.0);
( 313451.5, 3995441.5,    126.1,    126.1,    0.0);      ( 313471.5,
3995441.5,    126.1,    126.1,    0.0);
( 313491.5, 3995441.5,    126.1,    126.1,    0.0);      ( 313511.5,
3995441.5,    126.2,    126.2,    0.0);
( 313531.5, 3995441.5,    126.2,    126.2,    0.0);      ( 313551.5,
3995441.5,    126.2,    126.2,    0.0);

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^ *** AERMOD - VERSION 21112 *** *** C:\Lakes\AERMOD
View\LombardiPorterville\LombardiPorterville.isc ***
*** AERMET - VERSION 18081 *** ***

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PAGE 8

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

```

( 313571.5, 3995441.5,    126.2,    126.2,    0.0);      ( 313591.5,
3995441.5,    126.3,    126.3,    0.0);
( 313611.5, 3995441.5,    126.3,    126.3,    0.0);      ( 313631.5,
3995441.5,    126.3,    126.3,    0.0);
( 313651.5, 3995441.5,    126.4,    126.4,    0.0);      ( 313671.5,
3995441.5,    126.4,    126.4,    0.0);
( 313691.5, 3995441.5,    126.4,    126.4,    0.0);      ( 313711.5,
3995441.5,    126.4,    126.4,    0.0);
( 313731.5, 3995441.5,    126.5,    126.5,    0.0);      ( 313751.5,
3995441.5,    126.5,    126.5,    0.0);
( 313771.5, 3995441.5,    126.5,    126.5,    0.0);      ( 313791.5,
3995441.5,    126.5,    126.5,    0.0);
( 313811.5, 3995441.5,    126.6,    126.6,    0.0);      ( 313831.5,
3995441.5,    126.6,    126.6,    0.0);
( 313851.5, 3995441.5,    126.6,    126.6,    0.0);      ( 313871.5,
3995441.5,    126.6,    126.6,    0.0);
( 313891.5, 3995441.5,    126.7,    126.7,    0.0);      ( 313911.5,
3995441.5,    126.7,    126.7,    0.0);
( 313931.5, 3995441.5,    126.7,    126.7,    0.0);      ( 313951.5,
3995441.5,    126.7,    126.7,    0.0);
( 313971.5, 3995441.5,    126.8,    126.8,    0.0);      ( 313991.5,
3995441.5,    126.8,    126.8,    0.0);
( 314011.5, 3995441.5,    126.8,    126.8,    0.0);      ( 314031.5,
3995441.5,    126.8,    126.8,    0.0);
( 314051.5, 3995441.5,    126.8,    126.8,    0.0);      ( 314071.5,
3995441.5,    126.9,    126.9,    0.0);
( 314091.5, 3995441.5,    126.9,    126.9,    0.0);      ( 314111.5,

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(314131.5,	3995441.5,	126.9,	126.9,	0.0);	(314151.5,
3995441.5,	127.0,	127.0,	0.0);		
(314171.5,	3995441.5,	127.0,	127.0,	0.0);	(314191.5,
3995441.5,	127.0,	127.0,	0.0);		
(314211.5,	3995441.5,	127.0,	127.0,	0.0);	(314231.5,
3995441.5,	127.1,	127.1,	0.0);		
(314251.5,	3995441.5,	127.1,	127.1,	0.0);	(314271.5,
3995441.5,	127.1,	127.1,	0.0);		
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3995461.5,	125.8,	125.8,	0.0);		
(313311.5,	3995461.5,	125.9,	125.9,	0.0);	(313331.5,
3995461.5,	125.9,	125.9,	0.0);		
(313351.5,	3995461.5,	125.9,	125.9,	0.0);	(313371.5,
3995461.5,	125.9,	125.9,	0.0);		
(313391.5,	3995461.5,	126.0,	126.0,	0.0);	(313411.5,
3995461.5,	126.0,	126.0,	0.0);		
(313431.5,	3995461.5,	126.0,	126.0,	0.0);	(313451.5,
3995461.5,	126.0,	126.0,	0.0);		
(313471.5,	3995461.5,	126.1,	126.1,	0.0);	(313491.5,
3995461.5,	126.1,	126.1,	0.0);		
(313511.5,	3995461.5,	126.1,	126.1,	0.0);	(313531.5,
3995461.5,	126.1,	126.1,	0.0);		
(313551.5,	3995461.5,	126.2,	126.2,	0.0);	(313571.5,
3995461.5,	126.2,	126.2,	0.0);		
(313591.5,	3995461.5,	126.2,	126.2,	0.0);	(313611.5,
3995461.5,	126.3,	126.3,	0.0);		
(313631.5,	3995461.5,	126.3,	126.3,	0.0);	(313651.5,
3995461.5,	126.3,	126.3,	0.0);		
(313671.5,	3995461.5,	126.3,	126.3,	0.0);	(313691.5,
3995461.5,	126.4,	126.4,	0.0);		
(313711.5,	3995461.5,	126.4,	126.4,	0.0);	(313731.5,
3995461.5,	126.4,	126.4,	0.0);		
(313751.5,	3995461.5,	126.5,	126.5,	0.0);	(313771.5,
3995461.5,	126.5,	126.5,	0.0);		
(313791.5,	3995461.5,	126.5,	126.5,	0.0);	(313811.5,
3995461.5,	126.5,	126.5,	0.0);		
(313831.5,	3995461.5,	126.6,	126.6,	0.0);	(313851.5,
3995461.5,	126.6,	126.6,	0.0);		
(313871.5,	3995461.5,	126.6,	126.6,	0.0);	(313891.5,
3995461.5,	126.6,	126.6,	0.0);		
(313911.5,	3995461.5,	126.6,	126.6,	0.0);	(313931.5,
3995461.5,	126.7,	126.7,	0.0);		
(313951.5,	3995461.5,	126.7,	126.7,	0.0);	(313971.5,
3995461.5,	126.7,	126.7,	0.0);		
(313991.5,	3995461.5,	126.7,	126.7,	0.0);	(314011.5,
3995461.5,	126.8,	126.8,	0.0);		
(314031.5,	3995461.5,	126.8,	126.8,	0.0);	(314051.5,
3995461.5,	126.8,	126.8,	0.0);		
(314071.5,	3995461.5,	126.8,	126.8,	0.0);	(314091.5,

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  ( 314111.5, 3995461.5,    126.9,    126.9,    0.0);      ( 314131.5,
3995461.5,    126.9,    126.9,    0.0);
  ( 314151.5, 3995461.5,    126.9,    126.9,    0.0);      ( 314171.5,
3995461.5,    127.0,    127.0,    0.0);
  ( 314191.5, 3995461.5,    127.0,    127.0,    0.0);      ( 314211.5,
3995461.5,    127.0,    127.0,    0.0);
  ( 314231.5, 3995461.5,    127.0,    127.0,    0.0);      ( 314251.5,
3995461.5,    127.1,    127.1,    0.0);
  ( 314271.5, 3995461.5,    127.1,    127.1,    0.0);      ( 313271.5,
3995481.5,    125.8,    125.8,    0.0);
  ( 313291.5, 3995481.5,    125.8,    125.8,    0.0);      ( 313311.5,
3995481.5,    125.8,    125.8,    0.0);

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^ *** AERMOD - VERSION 21112 *** *** C:\Lakes\AERMOD
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*** AERMET - VERSION 18081 *** ***
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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
 (X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
 (METERS)

```

  ( 313331.5, 3995481.5,    125.8,    125.8,    0.0);      ( 313351.5,
3995481.5,    125.9,    125.9,    0.0);
  ( 313371.5, 3995481.5,    125.9,    125.9,    0.0);      ( 313391.5,
3995481.5,    125.9,    125.9,    0.0);
  ( 313411.5, 3995481.5,    126.0,    126.0,    0.0);      ( 313431.5,
3995481.5,    126.0,    126.0,    0.0);
  ( 313451.5, 3995481.5,    126.0,    126.0,    0.0);      ( 313471.5,
3995481.5,    126.0,    126.0,    0.0);
  ( 313491.5, 3995481.5,    126.1,    126.1,    0.0);      ( 313511.5,
3995481.5,    126.1,    126.1,    0.0);
  ( 313531.5, 3995481.5,    126.1,    126.1,    0.0);      ( 313551.5,
3995481.5,    126.1,    126.1,    0.0);
  ( 313571.5, 3995481.5,    126.2,    126.2,    0.0);      ( 313591.5,
3995481.5,    126.2,    126.2,    0.0);
  ( 313611.5, 3995481.5,    126.2,    126.2,    0.0);      ( 313631.5,
3995481.5,    126.3,    126.3,    0.0);
  ( 313651.5, 3995481.5,    126.3,    126.3,    0.0);      ( 313671.5,
3995481.5,    126.3,    126.3,    0.0);
  ( 313691.5, 3995481.5,    126.3,    126.3,    0.0);      ( 313711.5,
3995481.5,    126.3,    126.3,    0.0);
  ( 313731.5, 3995481.5,    126.4,    126.4,    0.0);      ( 313751.5,
3995481.5,    126.4,    126.4,    0.0);
  ( 313771.5, 3995481.5,    126.4,    126.4,    0.0);      ( 313791.5,
3995481.5,    126.5,    126.5,    0.0);
  ( 313811.5, 3995481.5,    126.5,    126.5,    0.0);      ( 313831.5,

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(313851.5,	3995481.5,	126.5,	126.5,	0.0);	(313871.5,
3995481.5,	126.6,	126.6,	0.0);		
(313891.5,	3995481.5,	126.6,	126.6,	0.0);	(313911.5,
3995481.5,	126.6,	126.6,	0.0);		
(313931.5,	3995481.5,	126.6,	126.6,	0.0);	(313951.5,
3995481.5,	126.6,	126.6,	0.0);		
(313971.5,	3995481.5,	126.7,	126.7,	0.0);	(313991.5,
3995481.5,	126.7,	126.7,	0.0);		
(314011.5,	3995481.5,	126.7,	126.7,	0.0);	(314031.5,
3995481.5,	126.8,	126.8,	0.0);		
(314051.5,	3995481.5,	126.8,	126.8,	0.0);	(314071.5,
3995481.5,	126.8,	126.8,	0.0);		
(314091.5,	3995481.5,	126.8,	126.8,	0.0);	(314111.5,
3995481.5,	126.8,	126.8,	0.0);		
(314131.5,	3995481.5,	126.9,	126.9,	0.0);	(314151.5,
3995481.5,	126.9,	126.9,	0.0);		
(314171.5,	3995481.5,	126.9,	126.9,	0.0);	(314191.5,
3995481.5,	126.9,	126.9,	0.0);		
(314211.5,	3995481.5,	127.0,	127.0,	0.0);	(314231.5,
3995481.5,	127.0,	127.0,	0.0);		
(314251.5,	3995481.5,	127.0,	127.0,	0.0);	(314271.5,
3995481.5,	127.1,	127.1,	0.0);		
(313271.5,	3995501.5,	125.8,	125.8,	0.0);	(313291.5,
3995501.5,	125.8,	125.8,	0.0);		
(313311.5,	3995501.5,	125.8,	125.8,	0.0);	(313331.5,
3995501.5,	125.8,	125.8,	0.0);		
(313351.5,	3995501.5,	125.8,	125.8,	0.0);	(313371.5,
3995501.5,	125.9,	125.9,	0.0);		
(313391.5,	3995501.5,	125.9,	125.9,	0.0);	(313411.5,
3995501.5,	125.9,	125.9,	0.0);		
(313431.5,	3995501.5,	126.0,	126.0,	0.0);	(313451.5,
3995501.5,	126.0,	126.0,	0.0);		
(313471.5,	3995501.5,	126.0,	126.0,	0.0);	(313491.5,
3995501.5,	126.0,	126.0,	0.0);		
(313511.5,	3995501.5,	126.0,	126.0,	0.0);	(313531.5,
3995501.5,	126.1,	126.1,	0.0);		
(313551.5,	3995501.5,	126.1,	126.1,	0.0);	(313571.5,
3995501.5,	126.1,	126.1,	0.0);		
(313591.5,	3995501.5,	126.2,	126.2,	0.0);	(313611.5,
3995501.5,	126.2,	126.2,	0.0);		
(313631.5,	3995501.5,	126.2,	126.2,	0.0);	(313651.5,
3995501.5,	126.2,	126.2,	0.0);		
(313671.5,	3995501.5,	126.3,	126.3,	0.0);	(313691.5,
3995501.5,	126.3,	126.3,	0.0);		
(313711.5,	3995501.5,	126.3,	126.3,	0.0);	(313731.5,
3995501.5,	126.3,	126.3,	0.0);		
(313751.5,	3995501.5,	126.4,	126.4,	0.0);	(313771.5,
3995501.5,	126.4,	126.4,	0.0);		
(313791.5,	3995501.5,	126.4,	126.4,	0.0);	(313811.5,

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3995501.5,    126.5,    126.5,    0.0);
  ( 313831.5, 3995501.5,    126.5,    126.5,    0.0);      ( 313851.5,
3995501.5,    126.5,    126.5,    0.0);
  ( 313871.5, 3995501.5,    126.5,    126.5,    0.0);      ( 313891.5,
3995501.5,    126.5,    126.5,    0.0);
  ( 313911.5, 3995501.5,    126.6,    126.6,    0.0);      ( 313931.5,
3995501.5,    126.6,    126.6,    0.0);
  ( 313951.5, 3995501.5,    126.6,    126.6,    0.0);      ( 313971.5,
3995501.5,    126.6,    126.6,    0.0);
  ( 313991.5, 3995501.5,    126.7,    126.7,    0.0);      ( 314011.5,
3995501.5,    126.7,    126.7,    0.0);
  ( 314031.5, 3995501.5,    126.7,    126.7,    0.0);      ( 314051.5,
3995501.5,    126.7,    126.7,    0.0);
  ( 314071.5, 3995501.5,    126.8,    126.8,    0.0);      ( 314091.5,
3995501.5,    126.8,    126.8,    0.0);

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^ *** AERMOD - VERSION 21112 *** *** C:\Lakes\AERMOD
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*** AERMET - VERSION 18081 *** ***

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*** MODELOPTs:   RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

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*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

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  ( 314111.5, 3995501.5,    126.8,    126.8,    0.0);      ( 314131.5,
3995501.5,    126.8,    126.8,    0.0);
  ( 314151.5, 3995501.5,    126.9,    126.9,    0.0);      ( 314171.5,
3995501.5,    126.9,    126.9,    0.0);
  ( 314191.5, 3995501.5,    126.9,    126.9,    0.0);      ( 314211.5,
3995501.5,    127.0,    127.0,    0.0);
  ( 314231.5, 3995501.5,    127.0,    127.0,    0.0);      ( 314251.5,
3995501.5,    127.0,    127.0,    0.0);
  ( 314271.5, 3995501.5,    127.0,    127.0,    0.0);      ( 313271.5,
3995521.5,    125.7,    125.7,    0.0);
  ( 313291.5, 3995521.5,    125.7,    125.7,    0.0);      ( 313311.5,
3995521.5,    125.8,    125.8,    0.0);
  ( 313331.5, 3995521.5,    125.8,    125.8,    0.0);      ( 313351.5,
3995521.5,    125.8,    125.8,    0.0);
  ( 313371.5, 3995521.5,    125.8,    125.8,    0.0);      ( 313391.5,
3995521.5,    125.9,    125.9,    0.0);
  ( 313411.5, 3995521.5,    125.9,    125.9,    0.0);      ( 313431.5,
3995521.5,    125.9,    125.9,    0.0);
  ( 313451.5, 3995521.5,    125.9,    125.9,    0.0);      ( 313471.5,
3995521.5,    126.0,    126.0,    0.0);
  ( 313491.5, 3995521.5,    126.0,    126.0,    0.0);      ( 313511.5,
3995521.5,    126.0,    126.0,    0.0);
  ( 313531.5, 3995521.5,    126.0,    126.0,    0.0);      ( 313551.5,

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3995521.5,	126.1,	126.1,	0.0);		
(313571.5,	3995521.5,	126.1,	126.1,	0.0);	(313591.5,
3995521.5,	126.1,	126.1,	0.0);		
(313611.5,	3995521.5,	126.2,	126.2,	0.0);	(313631.5,
3995521.5,	126.2,	126.2,	0.0);		
(313651.5,	3995521.5,	126.2,	126.2,	0.0);	(313671.5,
3995521.5,	126.2,	126.2,	0.0);		
(313691.5,	3995521.5,	126.2,	126.2,	0.0);	(313711.5,
3995521.5,	126.3,	126.3,	0.0);		
(313731.5,	3995521.5,	126.3,	126.3,	0.0);	(313751.5,
3995521.5,	126.3,	126.3,	0.0);		
(313771.5,	3995521.5,	126.3,	126.3,	0.0);	(313791.5,
3995521.5,	126.4,	126.4,	0.0);		
(313811.5,	3995521.5,	126.4,	126.4,	0.0);	(313831.5,
3995521.5,	126.4,	126.4,	0.0);		
(313851.5,	3995521.5,	126.5,	126.5,	0.0);	(313871.5,
3995521.5,	126.5,	126.5,	0.0);		
(313891.5,	3995521.5,	126.5,	126.5,	0.0);	(313911.5,
3995521.5,	126.5,	126.5,	0.0);		
(313931.5,	3995521.5,	126.5,	126.5,	0.0);	(313951.5,
3995521.5,	126.6,	126.6,	0.0);		
(313971.5,	3995521.5,	126.6,	126.6,	0.0);	(313991.5,
3995521.5,	126.6,	126.6,	0.0);		
(314011.5,	3995521.5,	126.6,	126.6,	0.0);	(314031.5,
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(314051.5,	3995521.5,	126.7,	126.7,	0.0);	(314071.5,
3995521.5,	126.7,	126.7,	0.0);		
(314091.5,	3995521.5,	126.8,	126.8,	0.0);	(314111.5,
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(314131.5,	3995521.5,	126.8,	126.8,	0.0);	(314151.5,
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(314211.5,	3995521.5,	126.9,	126.9,	0.0);	(314231.5,
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(314251.5,	3995521.5,	127.0,	127.0,	0.0);	(314271.5,
3995521.5,	127.0,	127.0,	0.0);		
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3995541.5,	125.7,	125.7,	0.0);		
(313311.5,	3995541.5,	125.7,	125.7,	0.0);	(313331.5,
3995541.5,	125.8,	125.8,	0.0);		
(313351.5,	3995541.5,	125.8,	125.8,	0.0);	(313371.5,
3995541.5,	125.8,	125.8,	0.0);		
(313391.5,	3995541.5,	125.8,	125.8,	0.0);	(313411.5,
3995541.5,	125.8,	125.8,	0.0);		
(313431.5,	3995541.5,	125.9,	125.9,	0.0);	(313451.5,
3995541.5,	125.9,	125.9,	0.0);		
(313471.5,	3995541.5,	125.9,	125.9,	0.0);	(313491.5,
3995541.5,	126.0,	126.0,	0.0);		
(313511.5,	3995541.5,	126.0,	126.0,	0.0);	(313531.5,

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  ( 313551.5, 3995541.5,    126.0,    126.0,    0.0);      ( 313571.5,
3995541.5,    126.1,    126.1,    0.0);
  ( 313591.5, 3995541.5,    126.1,    126.1,    0.0);      ( 313611.5,
3995541.5,    126.1,    126.1,    0.0);
  ( 313631.5, 3995541.5,    126.1,    126.1,    0.0);      ( 313651.5,
3995541.5,    126.2,    126.2,    0.0);
  ( 313671.5, 3995541.5,    126.2,    126.2,    0.0);      ( 313691.5,
3995541.5,    126.2,    126.2,    0.0);
  ( 313711.5, 3995541.5,    126.2,    126.2,    0.0);      ( 313731.5,
3995541.5,    126.3,    126.3,    0.0);
  ( 313751.5, 3995541.5,    126.3,    126.3,    0.0);      ( 313771.5,
3995541.5,    126.3,    126.3,    0.0);
  ( 313791.5, 3995541.5,    126.3,    126.3,    0.0);      ( 313811.5,
3995541.5,    126.3,    126.3,    0.0);
  ( 313831.5, 3995541.5,    126.4,    126.4,    0.0);      ( 313851.5,
3995541.5,    126.4,    126.4,    0.0);

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^ *** AERMOD - VERSION 21112 ***      *** C:\Lakes\AERMOD
View\LombardiPorterville\LombardiPorterville.isc      ***

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*** AERMET - VERSION 18081 ***      ***

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*** MODELOPTs:      RegDFault  CONC  ELEV  URBAN  ADJ_U*

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*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

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  ( 313871.5, 3995541.5,    126.4,    126.4,    0.0);      ( 313891.5,
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  ( 313911.5, 3995541.5,    126.5,    126.5,    0.0);      ( 313931.5,
3995541.5,    126.5,    126.5,    0.0);
  ( 313951.5, 3995541.5,    126.5,    126.5,    0.0);      ( 313971.5,
3995541.5,    126.5,    126.5,    0.0);
  ( 313991.5, 3995541.5,    126.6,    126.6,    0.0);      ( 314011.5,
3995541.5,    126.6,    126.6,    0.0);
  ( 314031.5, 3995541.5,    126.6,    126.6,    0.0);      ( 314051.5,
3995541.5,    126.7,    126.7,    0.0);
  ( 314071.5, 3995541.5,    126.7,    126.7,    0.0);      ( 314091.5,
3995541.5,    126.7,    126.7,    0.0);
  ( 314111.5, 3995541.5,    126.8,    126.8,    0.0);      ( 314131.5,
3995541.5,    126.8,    126.8,    0.0);
  ( 314151.5, 3995541.5,    126.8,    126.8,    0.0);      ( 314171.5,
3995541.5,    126.8,    126.8,    0.0);
  ( 314191.5, 3995541.5,    126.9,    126.9,    0.0);      ( 314211.5,
3995541.5,    126.9,    126.9,    0.0);
  ( 314231.5, 3995541.5,    126.9,    126.9,    0.0);      ( 314251.5,
3995541.5,    127.0,    127.0,    0.0);
  ( 314271.5, 3995541.5,    127.0,    127.0,    0.0);      ( 313271.5,

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3995561.5,	125.8,	125.8,	0.0);		
(313371.5,	3995561.5,	125.8,	125.8,	0.0);	(313391.5,
3995561.5,	125.8,	125.8,	0.0);		
(313411.5,	3995561.5,	125.8,	125.8,	0.0);	(313431.5,
3995561.5,	125.8,	125.8,	0.0);		
(313451.5,	3995561.5,	125.9,	125.9,	0.0);	(313471.5,
3995561.5,	125.9,	125.9,	0.0);		
(313491.5,	3995561.5,	125.9,	125.9,	0.0);	(313511.5,
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(313611.5,	3995561.5,	126.1,	126.1,	0.0);	(313631.5,
3995561.5,	126.1,	126.1,	0.0);		
(313651.5,	3995561.5,	126.1,	126.1,	0.0);	(313671.5,
3995561.5,	126.1,	126.1,	0.0);		
(313691.5,	3995561.5,	126.2,	126.2,	0.0);	(313711.5,
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(313731.5,	3995561.5,	126.2,	126.2,	0.0);	(313751.5,
3995561.5,	126.2,	126.2,	0.0);		
(313771.5,	3995561.5,	126.2,	126.2,	0.0);	(313791.5,
3995561.5,	126.3,	126.3,	0.0);		
(313811.5,	3995561.5,	126.3,	126.3,	0.0);	(313831.5,
3995561.5,	126.3,	126.3,	0.0);		
(313851.5,	3995561.5,	126.3,	126.3,	0.0);	(313871.5,
3995561.5,	126.4,	126.4,	0.0);		
(313891.5,	3995561.5,	126.4,	126.4,	0.0);	(313911.5,
3995561.5,	126.4,	126.4,	0.0);		
(313931.5,	3995561.5,	126.4,	126.4,	0.0);	(313951.5,
3995561.5,	126.5,	126.5,	0.0);		
(313971.5,	3995561.5,	126.5,	126.5,	0.0);	(313991.5,
3995561.5,	126.5,	126.5,	0.0);		
(314011.5,	3995561.5,	126.6,	126.6,	0.0);	(314031.5,
3995561.5,	126.6,	126.6,	0.0);		
(314051.5,	3995561.5,	126.6,	126.6,	0.0);	(314071.5,
3995561.5,	126.6,	126.6,	0.0);		
(314091.5,	3995561.5,	126.7,	126.7,	0.0);	(314111.5,
3995561.5,	126.7,	126.7,	0.0);		
(314131.5,	3995561.5,	126.7,	126.7,	0.0);	(314151.5,
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(314171.5,	3995561.5,	126.8,	126.8,	0.0);	(314191.5,
3995561.5,	126.8,	126.8,	0.0);		
(314211.5,	3995561.5,	126.8,	126.8,	0.0);	(314231.5,
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(314251.5,	3995561.5,	126.9,	126.9,	0.0);	(314271.5,

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3995581.5,    125.7,    125.7,    0.0);
  ( 313311.5, 3995581.5,    125.7,    125.7,    0.0);      ( 313331.5,
3995581.5,    125.7,    125.7,    0.0);
  ( 313351.5, 3995581.5,    125.7,    125.7,    0.0);      ( 313371.5,
3995581.5,    125.8,    125.8,    0.0);
  ( 313391.5, 3995581.5,    125.8,    125.8,    0.0);      ( 313411.5,
3995581.5,    125.8,    125.8,    0.0);
  ( 313431.5, 3995581.5,    125.8,    125.8,    0.0);      ( 313451.5,
3995581.5,    125.8,    125.8,    0.0);
  ( 313471.5, 3995581.5,    125.9,    125.9,    0.0);      ( 313491.5,
3995581.5,    125.9,    125.9,    0.0);
  ( 313511.5, 3995581.5,    125.9,    125.9,    0.0);      ( 313531.5,
3995581.5,    126.0,    126.0,    0.0);
  ( 313551.5, 3995581.5,    126.0,    126.0,    0.0);      ( 313571.5,
3995581.5,    126.0,    126.0,    0.0);
  ( 313591.5, 3995581.5,    126.0,    126.0,    0.0);      ( 313611.5,
3995581.5,    126.0,    126.0,    0.0);

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▲ *** AERMOD - VERSION 21112 *** *** C:\Lakes\AERMOD

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*** AERMET - VERSION 18081 *** ***

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*** MODELOPTs: RegDEFAULT CONC ELEV URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

```

  ( 313631.5, 3995581.5,    126.1,    126.1,    0.0);      ( 313651.5,
3995581.5,    126.1,    126.1,    0.0);
  ( 313671.5, 3995581.5,    126.1,    126.1,    0.0);      ( 313691.5,
3995581.5,    126.1,    126.1,    0.0);
  ( 313711.5, 3995581.5,    126.1,    126.1,    0.0);      ( 313731.5,
3995581.5,    126.2,    126.2,    0.0);
  ( 313751.5, 3995581.5,    126.2,    126.2,    0.0);      ( 313771.5,
3995581.5,    126.2,    126.2,    0.0);
  ( 313791.5, 3995581.5,    126.2,    126.2,    0.0);      ( 313811.5,
3995581.5,    126.2,    126.2,    0.0);
  ( 313831.5, 3995581.5,    126.3,    126.3,    0.0);      ( 313851.5,
3995581.5,    126.3,    126.3,    0.0);
  ( 313871.5, 3995581.5,    126.3,    126.3,    0.0);      ( 313891.5,
3995581.5,    126.3,    126.3,    0.0);
  ( 313911.5, 3995581.5,    126.4,    126.4,    0.0);      ( 313931.5,
3995581.5,    126.4,    126.4,    0.0);
  ( 313951.5, 3995581.5,    126.4,    126.4,    0.0);      ( 313971.5,
3995581.5,    126.4,    126.4,    0.0);
  ( 313991.5, 3995581.5,    126.5,    126.5,    0.0);      ( 314011.5,

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(314031.5,	3995581.5,	126.5,	126.5,	0.0);	(314051.5,
3995581.5,	126.6,	126.6,	0.0);		
(314071.5,	3995581.5,	126.6,	126.6,	0.0);	(314091.5,
3995581.5,	126.6,	126.6,	0.0);		
(314111.5,	3995581.5,	126.7,	126.7,	0.0);	(314131.5,
3995581.5,	126.7,	126.7,	0.0);		
(314151.5,	3995581.5,	126.7,	126.7,	0.0);	(314171.5,
3995581.5,	126.8,	126.8,	0.0);		
(314191.5,	3995581.5,	126.8,	126.8,	0.0);	(314211.5,
3995581.5,	126.8,	126.8,	0.0);		
(314231.5,	3995581.5,	126.9,	126.9,	0.0);	(314251.5,
3995581.5,	126.9,	126.9,	0.0);		
(314271.5,	3995581.5,	126.9,	126.9,	0.0);	(313271.5,
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(313291.5,	3995601.5,	125.6,	125.6,	0.0);	(313311.5,
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(313331.5,	3995601.5,	125.7,	125.7,	0.0);	(313351.5,
3995601.5,	125.7,	125.7,	0.0);		
(313371.5,	3995601.5,	125.7,	125.7,	0.0);	(313391.5,
3995601.5,	125.8,	125.8,	0.0);		
(313411.5,	3995601.5,	125.8,	125.8,	0.0);	(313431.5,
3995601.5,	125.8,	125.8,	0.0);		
(313451.5,	3995601.5,	125.8,	125.8,	0.0);	(313471.5,
3995601.5,	125.8,	125.8,	0.0);		
(313491.5,	3995601.5,	125.9,	125.9,	0.0);	(313511.5,
3995601.5,	125.9,	125.9,	0.0);		
(313531.5,	3995601.5,	125.9,	125.9,	0.0);	(313551.5,
3995601.5,	125.9,	125.9,	0.0);		
(313571.5,	3995601.5,	126.0,	126.0,	0.0);	(313591.5,
3995601.5,	126.0,	126.0,	0.0);		
(313611.5,	3995601.5,	126.0,	126.0,	0.0);	(313631.5,
3995601.5,	126.0,	126.0,	0.0);		
(313651.5,	3995601.5,	126.0,	126.0,	0.0);	(313671.5,
3995601.5,	126.1,	126.1,	0.0);		
(313691.5,	3995601.5,	126.1,	126.1,	0.0);	(313711.5,
3995601.5,	126.1,	126.1,	0.0);		
(313731.5,	3995601.5,	126.1,	126.1,	0.0);	(313751.5,
3995601.5,	126.1,	126.1,	0.0);		
(313771.5,	3995601.5,	126.2,	126.2,	0.0);	(313791.5,
3995601.5,	126.2,	126.2,	0.0);		
(313811.5,	3995601.5,	126.2,	126.2,	0.0);	(313831.5,
3995601.5,	126.2,	126.2,	0.0);		
(313851.5,	3995601.5,	126.2,	126.2,	0.0);	(313871.5,
3995601.5,	126.3,	126.3,	0.0);		
(313891.5,	3995601.5,	126.3,	126.3,	0.0);	(313911.5,
3995601.5,	126.3,	126.3,	0.0);		
(313931.5,	3995601.5,	126.3,	126.3,	0.0);	(313951.5,
3995601.5,	126.4,	126.4,	0.0);		
(313971.5,	3995601.5,	126.4,	126.4,	0.0);	(313991.5,

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  ( 314011.5, 3995601.5,    126.5,    126.5,    0.0);      ( 314031.5,
3995601.5,    126.5,    126.5,    0.0);
  ( 314051.5, 3995601.5,    126.5,    126.5,    0.0);      ( 314071.5,
3995601.5,    126.6,    126.6,    0.0);
  ( 314091.5, 3995601.5,    126.6,    126.6,    0.0);      ( 314111.5,
3995601.5,    126.6,    126.6,    0.0);
  ( 314131.5, 3995601.5,    126.7,    126.7,    0.0);      ( 314151.5,
3995601.5,    126.7,    126.7,    0.0);
  ( 314171.5, 3995601.5,    126.7,    126.7,    0.0);      ( 314191.5,
3995601.5,    126.8,    126.8,    0.0);
  ( 314211.5, 3995601.5,    126.8,    126.8,    0.0);      ( 314231.5,
3995601.5,    126.8,    126.8,    0.0);
  ( 314251.5, 3995601.5,    126.9,    126.9,    0.0);      ( 314271.5,
3995601.5,    126.9,    126.9,    0.0);
  ( 313271.5, 3995621.5,    125.6,    125.6,    0.0);      ( 313291.5,
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  ( 313311.5, 3995621.5,    125.6,    125.6,    0.0);      ( 313331.5,
3995621.5,    125.7,    125.7,    0.0);
  ( 313351.5, 3995621.5,    125.7,    125.7,    0.0);      ( 313371.5,
3995621.5,    125.7,    125.7,    0.0);

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▲ *** AERMOD - VERSION 21112 *** *** C:\Lakes\AERMOD

View\LombardiPorterville\LombardiPorterville.isc ***

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*** AERMET - VERSION 18081 *** ***

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*** MODELOPTs: RegDEFAULT CONC ELEV URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
 (X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
 (METERS)

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  ( 313391.5, 3995621.5,    125.7,    125.7,    0.0);      ( 313411.5,
3995621.5,    125.8,    125.8,    0.0);
  ( 313431.5, 3995621.5,    125.8,    125.8,    0.0);      ( 313451.5,
3995621.5,    125.8,    125.8,    0.0);
  ( 313471.5, 3995621.5,    125.8,    125.8,    0.0);      ( 313491.5,
3995621.5,    125.8,    125.8,    0.0);
  ( 313511.5, 3995621.5,    125.9,    125.9,    0.0);      ( 313531.5,
3995621.5,    125.9,    125.9,    0.0);
  ( 313551.5, 3995621.5,    125.9,    125.9,    0.0);      ( 313571.5,
3995621.5,    125.9,    125.9,    0.0);
  ( 313591.5, 3995621.5,    126.0,    126.0,    0.0);      ( 313611.5,
3995621.5,    126.0,    126.0,    0.0);
  ( 313631.5, 3995621.5,    126.0,    126.0,    0.0);      ( 313651.5,
3995621.5,    126.0,    126.0,    0.0);
  ( 313671.5, 3995621.5,    126.0,    126.0,    0.0);      ( 313691.5,
3995621.5,    126.0,    126.0,    0.0);
  ( 313711.5, 3995621.5,    126.1,    126.1,    0.0);      ( 313731.5,

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3995621.5,	126.1,	126.1,	0.0);		
(313751.5,	3995621.5,	126.1,	126.1,	0.0);	(313771.5,
3995621.5,	126.1,	126.1,	0.0);		
(313791.5,	3995621.5,	126.1,	126.1,	0.0);	(313811.5,
3995621.5,	126.1,	126.1,	0.0);		
(313831.5,	3995621.5,	126.2,	126.2,	0.0);	(313851.5,
3995621.5,	126.2,	126.2,	0.0);		
(313871.5,	3995621.5,	126.2,	126.2,	0.0);	(313891.5,
3995621.5,	126.2,	126.2,	0.0);		
(313911.5,	3995621.5,	126.3,	126.3,	0.0);	(313931.5,
3995621.5,	126.3,	126.3,	0.0);		
(313951.5,	3995621.5,	126.3,	126.3,	0.0);	(313971.5,
3995621.5,	126.3,	126.3,	0.0);		
(313991.5,	3995621.5,	126.4,	126.4,	0.0);	(314011.5,
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(314031.5,	3995621.5,	126.5,	126.5,	0.0);	(314051.5,
3995621.5,	126.5,	126.5,	0.0);		
(314071.5,	3995621.5,	126.5,	126.5,	0.0);	(314091.5,
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3995621.5,	126.6,	126.6,	0.0);		
(314151.5,	3995621.5,	126.7,	126.7,	0.0);	(314171.5,
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(314271.5,	3995621.5,	126.9,	126.9,	0.0);	(313271.5,
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(313291.5,	3995641.5,	125.6,	125.6,	0.0);	(313311.5,
3995641.5,	125.6,	125.6,	0.0);		
(313331.5,	3995641.5,	125.6,	125.6,	0.0);	(313351.5,
3995641.5,	125.7,	125.7,	0.0);		
(313371.5,	3995641.5,	125.7,	125.7,	0.0);	(313391.5,
3995641.5,	125.7,	125.7,	0.0);		
(313411.5,	3995641.5,	125.7,	125.7,	0.0);	(313431.5,
3995641.5,	125.8,	125.8,	0.0);		
(313451.5,	3995641.5,	125.8,	125.8,	0.0);	(313471.5,
3995641.5,	125.8,	125.8,	0.0);		
(313491.5,	3995641.5,	125.8,	125.8,	0.0);	(313511.5,
3995641.5,	125.8,	125.8,	0.0);		
(313531.5,	3995641.5,	125.9,	125.9,	0.0);	(313551.5,
3995641.5,	125.9,	125.9,	0.0);		
(313571.5,	3995641.5,	125.9,	125.9,	0.0);	(313591.5,
3995641.5,	125.9,	125.9,	0.0);		
(313611.5,	3995641.5,	125.9,	125.9,	0.0);	(313631.5,
3995641.5,	126.0,	126.0,	0.0);		
(313651.5,	3995641.5,	126.0,	126.0,	0.0);	(313671.5,
3995641.5,	126.0,	126.0,	0.0);		
(313691.5,	3995641.5,	126.0,	126.0,	0.0);	(313711.5,

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3995641.5,    126.0,    126.0,    0.0);
  ( 313731.5, 3995641.5,    126.1,    126.1,    0.0);      ( 313751.5,
3995641.5,    126.1,    126.1,    0.0);
  ( 313771.5, 3995641.5,    126.1,    126.1,    0.0);      ( 313791.5,
3995641.5,    126.1,    126.1,    0.0);
  ( 313811.5, 3995641.5,    126.1,    126.1,    0.0);      ( 313971.5,
3995641.5,    126.3,    126.3,    0.0);
  ( 313991.5, 3995641.5,    126.3,    126.3,    0.0);      ( 314011.5,
3995641.5,    126.4,    126.4,    0.0);
  ( 314031.5, 3995641.5,    126.4,    126.4,    0.0);      ( 314051.5,
3995641.5,    126.4,    126.4,    0.0);
  ( 314071.5, 3995641.5,    126.5,    126.5,    0.0);      ( 314091.5,
3995641.5,    126.5,    126.5,    0.0);
  ( 314111.5, 3995641.5,    126.5,    126.5,    0.0);      ( 314131.5,
3995641.5,    126.6,    126.6,    0.0);
  ( 314151.5, 3995641.5,    126.6,    126.6,    0.0);      ( 314171.5,
3995641.5,    126.7,    126.7,    0.0);
  ( 314191.5, 3995641.5,    126.7,    126.7,    0.0);      ( 314211.5,
3995641.5,    126.7,    126.7,    0.0);
  ( 314231.5, 3995641.5,    126.8,    126.8,    0.0);      ( 314251.5,
3995641.5,    126.8,    126.8,    0.0);
  ( 314271.5, 3995641.5,    126.8,    126.8,    0.0);      ( 313271.5,
3995661.5,    125.5,    125.5,    0.0);

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^ *** AERMOD - VERSION 21112 ***      *** C:\Lakes\AERMOD
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*** AERMET - VERSION 18081 ***      ***
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PAGE 14

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

```

  ( 313291.5, 3995661.5,    125.6,    125.6,    0.0);      ( 313311.5,
3995661.5,    125.6,    125.6,    0.0);
  ( 313331.5, 3995661.5,    125.6,    125.6,    0.0);      ( 313351.5,
3995661.5,    125.6,    125.6,    0.0);
  ( 313371.5, 3995661.5,    125.7,    125.7,    0.0);      ( 313391.5,
3995661.5,    125.7,    125.7,    0.0);
  ( 313411.5, 3995661.5,    125.7,    125.7,    0.0);      ( 313431.5,
3995661.5,    125.7,    125.7,    0.0);
  ( 313451.5, 3995661.5,    125.8,    125.8,    0.0);      ( 313471.5,
3995661.5,    125.8,    125.8,    0.0);
  ( 313491.5, 3995661.5,    125.8,    125.8,    0.0);      ( 313511.5,
3995661.5,    125.8,    125.8,    0.0);
  ( 313531.5, 3995661.5,    125.8,    125.8,    0.0);      ( 313971.5,
3995661.5,    126.2,    126.2,    0.0);
  ( 313991.5, 3995661.5,    126.3,    126.3,    0.0);      ( 314011.5,

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3995661.5,	126.3,	126.3,	0.0);		
(314031.5,	3995661.5,	126.3,	126.3,	0.0);	(314051.5,
3995661.5,	126.4,	126.4,	0.0);		
(314071.5,	3995661.5,	126.4,	126.4,	0.0);	(314091.5,
3995661.5,	126.5,	126.5,	0.0);		
(314111.5,	3995661.5,	126.5,	126.5,	0.0);	(314131.5,
3995661.5,	126.5,	126.5,	0.0);		
(314151.5,	3995661.5,	126.6,	126.6,	0.0);	(314171.5,
3995661.5,	126.6,	126.6,	0.0);		
(314191.5,	3995661.5,	126.7,	126.7,	0.0);	(314211.5,
3995661.5,	126.7,	126.7,	0.0);		
(314231.5,	3995661.5,	126.7,	126.7,	0.0);	(314251.5,
3995661.5,	126.8,	126.8,	0.0);		
(314271.5,	3995661.5,	126.8,	126.8,	0.0);	(313271.5,
3995681.5,	125.5,	125.5,	0.0);		
(313291.5,	3995681.5,	125.5,	125.5,	0.0);	(313311.5,
3995681.5,	125.6,	125.6,	0.0);		
(313331.5,	3995681.5,	125.6,	125.6,	0.0);	(313351.5,
3995681.5,	125.6,	125.6,	0.0);		
(313371.5,	3995681.5,	125.6,	125.6,	0.0);	(313391.5,
3995681.5,	125.7,	125.7,	0.0);		
(313411.5,	3995681.5,	125.7,	125.7,	0.0);	(313431.5,
3995681.5,	125.7,	125.7,	0.0);		
(313451.5,	3995681.5,	125.7,	125.7,	0.0);	(313471.5,
3995681.5,	125.8,	125.8,	0.0);		
(313491.5,	3995681.5,	125.8,	125.8,	0.0);	(313511.5,
3995681.5,	125.8,	125.8,	0.0);		
(313531.5,	3995681.5,	125.8,	125.8,	0.0);	(313971.5,
3995681.5,	126.2,	126.2,	0.0);		
(313991.5,	3995681.5,	126.2,	126.2,	0.0);	(314011.5,
3995681.5,	126.3,	126.3,	0.0);		
(314031.5,	3995681.5,	126.3,	126.3,	0.0);	(314051.5,
3995681.5,	126.3,	126.3,	0.0);		
(314071.5,	3995681.5,	126.4,	126.4,	0.0);	(314091.5,
3995681.5,	126.4,	126.4,	0.0);		
(314111.5,	3995681.5,	126.5,	126.5,	0.0);	(314131.5,
3995681.5,	126.5,	126.5,	0.0);		
(314151.5,	3995681.5,	126.5,	126.5,	0.0);	(314171.5,
3995681.5,	126.6,	126.6,	0.0);		
(314191.5,	3995681.5,	126.6,	126.6,	0.0);	(314211.5,
3995681.5,	126.7,	126.7,	0.0);		
(314231.5,	3995681.5,	126.7,	126.7,	0.0);	(314251.5,
3995681.5,	126.7,	126.7,	0.0);		
(314271.5,	3995681.5,	126.8,	126.8,	0.0);	(313271.5,
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(313291.5,	3995701.5,	125.5,	125.5,	0.0);	(313311.5,
3995701.5,	125.6,	125.6,	0.0);		
(313331.5,	3995701.5,	125.6,	125.6,	0.0);	(313351.5,
3995701.5,	125.6,	125.6,	0.0);		
(313371.5,	3995701.5,	125.6,	125.6,	0.0);	(313391.5,

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3995701.5,    125.7,    125.7,    0.0);
  ( 313411.5, 3995701.5,    125.7,    125.7,    0.0);      ( 313431.5,
3995701.5,    125.7,    125.7,    0.0);
  ( 313451.5, 3995701.5,    125.7,    125.7,    0.0);      ( 313471.5,
3995701.5,    125.7,    125.7,    0.0);
  ( 313491.5, 3995701.5,    125.8,    125.8,    0.0);      ( 313511.5,
3995701.5,    125.8,    125.8,    0.0);
  ( 313531.5, 3995701.5,    125.8,    125.8,    0.0);      ( 313971.5,
3995701.5,    126.2,    126.2,    0.0);
  ( 313991.5, 3995701.5,    126.2,    126.2,    0.0);      ( 314011.5,
3995701.5,    126.2,    126.2,    0.0);
  ( 314031.5, 3995701.5,    126.3,    126.3,    0.0);      ( 314051.5,
3995701.5,    126.3,    126.3,    0.0);
  ( 314071.5, 3995701.5,    126.3,    126.3,    0.0);      ( 314091.5,
3995701.5,    126.4,    126.4,    0.0);
  ( 314111.5, 3995701.5,    126.4,    126.4,    0.0);      ( 314131.5,
3995701.5,    126.5,    126.5,    0.0);
  ( 314151.5, 3995701.5,    126.5,    126.5,    0.0);      ( 314171.5,
3995701.5,    126.5,    126.5,    0.0);
  ( 314191.5, 3995701.5,    126.6,    126.6,    0.0);      ( 314211.5,
3995701.5,    126.6,    126.6,    0.0);
  ( 314231.5, 3995701.5,    126.7,    126.7,    0.0);      ( 314251.5,
3995701.5,    126.7,    126.7,    0.0);
  ( 314271.5, 3995701.5,    126.8,    126.8,    0.0);      ( 313271.5,
3995721.5,    125.5,    125.5,    0.0);

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^ *** AERMOD - VERSION 21112 *** *** C:\Lakes\AERMOD
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*** AERMET - VERSION 18081 *** ***

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

```

  ( 313291.5, 3995721.5,    125.5,    125.5,    0.0);      ( 313311.5,
3995721.5,    125.5,    125.5,    0.0);
  ( 313331.5, 3995721.5,    125.6,    125.6,    0.0);      ( 313351.5,
3995721.5,    125.6,    125.6,    0.0);
  ( 313371.5, 3995721.5,    125.6,    125.6,    0.0);      ( 313391.5,
3995721.5,    125.6,    125.6,    0.0);
  ( 313411.5, 3995721.5,    125.7,    125.7,    0.0);      ( 313431.5,
3995721.5,    125.7,    125.7,    0.0);
  ( 313451.5, 3995721.5,    125.7,    125.7,    0.0);      ( 313471.5,
3995721.5,    125.7,    125.7,    0.0);
  ( 313491.5, 3995721.5,    125.7,    125.7,    0.0);      ( 313511.5,
3995721.5,    125.8,    125.8,    0.0);
  ( 313531.5, 3995721.5,    125.8,    125.8,    0.0);      ( 313971.5,

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3995721.5,	126.1,	126.1,	0.0);		
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3995721.5,	126.2,	126.2,	0.0);		
(314031.5,	3995721.5,	126.2,	126.2,	0.0);	(314051.5,
3995721.5,	126.2,	126.2,	0.0);		
(314071.5,	3995721.5,	126.3,	126.3,	0.0);	(314091.5,
3995721.5,	126.3,	126.3,	0.0);		
(314111.5,	3995721.5,	126.4,	126.4,	0.0);	(314131.5,
3995721.5,	126.4,	126.4,	0.0);		
(314151.5,	3995721.5,	126.5,	126.5,	0.0);	(314171.5,
3995721.5,	126.5,	126.5,	0.0);		
(314191.5,	3995721.5,	126.5,	126.5,	0.0);	(314211.5,
3995721.5,	126.6,	126.6,	0.0);		
(314231.5,	3995721.5,	126.6,	126.6,	0.0);	(314251.5,
3995721.5,	126.7,	126.7,	0.0);		
(314271.5,	3995721.5,	126.7,	126.7,	0.0);	(313271.5,
3995741.5,	125.5,	125.5,	0.0);		
(313291.5,	3995741.5,	125.5,	125.5,	0.0);	(313311.5,
3995741.5,	125.5,	125.5,	0.0);		
(313331.5,	3995741.5,	125.5,	125.5,	0.0);	(313351.5,
3995741.5,	125.6,	125.6,	0.0);		
(313371.5,	3995741.5,	125.6,	125.6,	0.0);	(313391.5,
3995741.5,	125.6,	125.6,	0.0);		
(313411.5,	3995741.5,	125.7,	125.7,	0.0);	(313431.5,
3995741.5,	125.7,	125.7,	0.0);		
(313451.5,	3995741.5,	125.7,	125.7,	0.0);	(313471.5,
3995741.5,	125.7,	125.7,	0.0);		
(313491.5,	3995741.5,	125.7,	125.7,	0.0);	(313511.5,
3995741.5,	125.7,	125.7,	0.0);		
(313531.5,	3995741.5,	125.8,	125.8,	0.0);	(313971.5,
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(313991.5,	3995741.5,	126.1,	126.1,	0.0);	(314011.5,
3995741.5,	126.1,	126.1,	0.0);		
(314031.5,	3995741.5,	126.2,	126.2,	0.0);	(314051.5,
3995741.5,	126.2,	126.2,	0.0);		
(314071.5,	3995741.5,	126.2,	126.2,	0.0);	(314091.5,
3995741.5,	126.3,	126.3,	0.0);		
(314111.5,	3995741.5,	126.3,	126.3,	0.0);	(314131.5,
3995741.5,	126.4,	126.4,	0.0);		
(314151.5,	3995741.5,	126.4,	126.4,	0.0);	(314171.5,
3995741.5,	126.5,	126.5,	0.0);		
(314191.5,	3995741.5,	126.5,	126.5,	0.0);	(314211.5,
3995741.5,	126.6,	126.6,	0.0);		
(314231.5,	3995741.5,	126.6,	126.6,	0.0);	(314251.5,
3995741.5,	126.6,	126.6,	0.0);		
(314271.5,	3995741.5,	126.7,	126.7,	0.0);	(313271.5,
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(313291.5,	3995761.5,	125.5,	125.5,	0.0);	(313311.5,
3995761.5,	125.5,	125.5,	0.0);		
(313331.5,	3995761.5,	125.5,	125.5,	0.0);	(313351.5,

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3995761.5,    125.6,    125.6,    0.0);
  ( 313371.5, 3995761.5,    125.6,    125.6,    0.0);      ( 313391.5,
3995761.5,    125.6,    125.6,    0.0);
  ( 313411.5, 3995761.5,    125.7,    125.7,    0.0);      ( 313431.5,
3995761.5,    125.7,    125.7,    0.0);
  ( 313451.5, 3995761.5,    125.7,    125.7,    0.0);      ( 313471.5,
3995761.5,    125.7,    125.7,    0.0);
  ( 313491.5, 3995761.5,    125.7,    125.7,    0.0);      ( 313511.5,
3995761.5,    125.7,    125.7,    0.0);
  ( 313531.5, 3995761.5,    125.7,    125.7,    0.0);      ( 313971.5,
3995761.5,    126.0,    126.0,    0.0);
  ( 313991.5, 3995761.5,    126.1,    126.1,    0.0);      ( 314011.5,
3995761.5,    126.1,    126.1,    0.0);
  ( 314031.5, 3995761.5,    126.1,    126.1,    0.0);      ( 314051.5,
3995761.5,    126.2,    126.2,    0.0);
  ( 314071.5, 3995761.5,    126.2,    126.2,    0.0);      ( 314091.5,
3995761.5,    126.2,    126.2,    0.0);
  ( 314111.5, 3995761.5,    126.3,    126.3,    0.0);      ( 314131.5,
3995761.5,    126.3,    126.3,    0.0);
  ( 314151.5, 3995761.5,    126.4,    126.4,    0.0);      ( 314171.5,
3995761.5,    126.4,    126.4,    0.0);
  ( 314191.5, 3995761.5,    126.5,    126.5,    0.0);      ( 314211.5,
3995761.5,    126.5,    126.5,    0.0);
  ( 314231.5, 3995761.5,    126.6,    126.6,    0.0);      ( 314251.5,
3995761.5,    126.6,    126.6,    0.0);
  ( 314271.5, 3995761.5,    126.7,    126.7,    0.0);      ( 313271.5,
3995781.5,    125.4,    125.4,    0.0);

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^ *** AERMOD - VERSION 21112 *** *** C:\Lakes\AERMOD
View\LombardiPorterville\LombardiPorterville.isc ***
*** AERMET - VERSION 18081 *** ***

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*** 09:19:05

PAGE 16

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

```

  ( 313291.5, 3995781.5,    125.5,    125.5,    0.0);      ( 313311.5,
3995781.5,    125.5,    125.5,    0.0);
  ( 313331.5, 3995781.5,    125.5,    125.5,    0.0);      ( 313351.5,
3995781.5,    125.6,    125.6,    0.0);
  ( 313371.5, 3995781.5,    125.6,    125.6,    0.0);      ( 313391.5,
3995781.5,    125.6,    125.6,    0.0);
  ( 313411.5, 3995781.5,    125.6,    125.6,    0.0);      ( 313431.5,
3995781.5,    125.7,    125.7,    0.0);
  ( 313451.5, 3995781.5,    125.7,    125.7,    0.0);      ( 313471.5,
3995781.5,    125.7,    125.7,    0.0);
  ( 313491.5, 3995781.5,    125.7,    125.7,    0.0);      ( 313511.5,

```


3995781.5,	125.7,	125.7,	0.0);		
(313531.5,	3995781.5,	125.7,	125.7,	0.0);	(313971.5,
3995781.5,	126.0,	126.0,	0.0);		
(313991.5,	3995781.5,	126.0,	126.0,	0.0);	(314011.5,
3995781.5,	126.1,	126.1,	0.0);		
(314031.5,	3995781.5,	126.1,	126.1,	0.0);	(314051.5,
3995781.5,	126.1,	126.1,	0.0);		
(314071.5,	3995781.5,	126.2,	126.2,	0.0);	(314091.5,
3995781.5,	126.2,	126.2,	0.0);		
(314111.5,	3995781.5,	126.3,	126.3,	0.0);	(314131.5,
3995781.5,	126.3,	126.3,	0.0);		
(314151.5,	3995781.5,	126.3,	126.3,	0.0);	(314171.5,
3995781.5,	126.4,	126.4,	0.0);		
(314191.5,	3995781.5,	126.5,	126.5,	0.0);	(314211.5,
3995781.5,	126.5,	126.5,	0.0);		
(314231.5,	3995781.5,	126.5,	126.5,	0.0);	(314251.5,
3995781.5,	126.6,	126.6,	0.0);		
(314271.5,	3995781.5,	126.6,	126.6,	0.0);	(313271.5,
3995801.5,	125.4,	125.4,	0.0);		
(313291.5,	3995801.5,	125.5,	125.5,	0.0);	(313311.5,
3995801.5,	125.5,	125.5,	0.0);		
(313331.5,	3995801.5,	125.5,	125.5,	0.0);	(313351.5,
3995801.5,	125.6,	125.6,	0.0);		
(313371.5,	3995801.5,	125.6,	125.6,	0.0);	(313391.5,
3995801.5,	125.6,	125.6,	0.0);		
(313411.5,	3995801.5,	125.6,	125.6,	0.0);	(313431.5,
3995801.5,	125.7,	125.7,	0.0);		
(313451.5,	3995801.5,	125.7,	125.7,	0.0);	(313471.5,
3995801.5,	125.7,	125.7,	0.0);		
(313491.5,	3995801.5,	125.7,	125.7,	0.0);	(313511.5,
3995801.5,	125.7,	125.7,	0.0);		
(313531.5,	3995801.5,	125.7,	125.7,	0.0);	(313971.5,
3995801.5,	126.0,	126.0,	0.0);		
(313991.5,	3995801.5,	126.0,	126.0,	0.0);	(314011.5,
3995801.5,	126.0,	126.0,	0.0);		
(314031.5,	3995801.5,	126.1,	126.1,	0.0);	(314051.5,
3995801.5,	126.1,	126.1,	0.0);		
(314071.5,	3995801.5,	126.1,	126.1,	0.0);	(314091.5,
3995801.5,	126.2,	126.2,	0.0);		
(314111.5,	3995801.5,	126.2,	126.2,	0.0);	(314131.5,
3995801.5,	126.3,	126.3,	0.0);		
(314151.5,	3995801.5,	126.3,	126.3,	0.0);	(314171.5,
3995801.5,	126.4,	126.4,	0.0);		
(314191.5,	3995801.5,	126.4,	126.4,	0.0);	(314211.5,
3995801.5,	126.5,	126.5,	0.0);		
(314231.5,	3995801.5,	126.5,	126.5,	0.0);	(314251.5,
3995801.5,	126.5,	126.5,	0.0);		
(314271.5,	3995801.5,	126.6,	126.6,	0.0);	(313271.5,
3995821.5,	125.4,	125.4,	0.0);		
(313291.5,	3995821.5,	125.5,	125.5,	0.0);	(313311.5,

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3995821.5,    125.5,    125.5,    0.0);
  ( 313331.5, 3995821.5,    125.5,    125.5,    0.0);    ( 313351.5,
3995821.5,    125.5,    125.5,    0.0);
  ( 313371.5, 3995821.5,    125.6,    125.6,    0.0);    ( 313391.5,
3995821.5,    125.6,    125.6,    0.0);
  ( 313411.5, 3995821.5,    125.6,    125.6,    0.0);    ( 313431.5,
3995821.5,    125.6,    125.6,    0.0);
  ( 313451.5, 3995821.5,    125.7,    125.7,    0.0);    ( 313471.5,
3995821.5,    125.7,    125.7,    0.0);
  ( 313491.5, 3995821.5,    125.7,    125.7,    0.0);    ( 313511.5,
3995821.5,    125.7,    125.7,    0.0);
  ( 313531.5, 3995821.5,    125.7,    125.7,    0.0);    ( 313971.5,
3995821.5,    125.9,    125.9,    0.0);
  ( 313991.5, 3995821.5,    126.0,    126.0,    0.0);    ( 314011.5,
3995821.5,    126.0,    126.0,    0.0);
  ( 314031.5, 3995821.5,    126.0,    126.0,    0.0);    ( 314051.5,
3995821.5,    126.1,    126.1,    0.0);
  ( 314071.5, 3995821.5,    126.1,    126.1,    0.0);    ( 314091.5,
3995821.5,    126.1,    126.1,    0.0);
  ( 314111.5, 3995821.5,    126.2,    126.2,    0.0);    ( 314131.5,
3995821.5,    126.2,    126.2,    0.0);
  ( 314151.5, 3995821.5,    126.3,    126.3,    0.0);    ( 314171.5,
3995821.5,    126.3,    126.3,    0.0);
  ( 314191.5, 3995821.5,    126.4,    126.4,    0.0);    ( 314211.5,
3995821.5,    126.4,    126.4,    0.0);
  ( 314231.5, 3995821.5,    126.5,    126.5,    0.0);    ( 314251.5,
3995821.5,    126.5,    126.5,    0.0);
  ( 314271.5, 3995821.5,    126.6,    126.6,    0.0);    ( 313271.5,
3995841.5,    125.4,    125.4,    0.0);

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^ *** AERMOD - VERSION 21112 *** *** C:\Lakes\AERMOD
View\LombardiPorterville\LombardiPorterville.isc *** 07/23/21
*** AERMET - VERSION 18081 *** ***
*** 09:19:05

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

```

  ( 313291.5, 3995841.5,    125.4,    125.4,    0.0);    ( 313311.5,
3995841.5,    125.5,    125.5,    0.0);
  ( 313331.5, 3995841.5,    125.5,    125.5,    0.0);    ( 313351.5,
3995841.5,    125.5,    125.5,    0.0);
  ( 313371.5, 3995841.5,    125.6,    125.6,    0.0);    ( 313391.5,
3995841.5,    125.6,    125.6,    0.0);
  ( 313411.5, 3995841.5,    125.6,    125.6,    0.0);    ( 313431.5,
3995841.5,    125.6,    125.6,    0.0);
  ( 313451.5, 3995841.5,    125.7,    125.7,    0.0);    ( 313471.5,

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3995841.5,	125.7,	125.7,	0.0);		
(313491.5,	3995841.5,	125.7,	125.7,	0.0);	(313511.5,
3995841.5,	125.7,	125.7,	0.0);		
(313531.5,	3995841.5,	125.7,	125.7,	0.0);	(313971.5,
3995841.5,	125.9,	125.9,	0.0);		
(313991.5,	3995841.5,	125.9,	125.9,	0.0);	(314011.5,
3995841.5,	126.0,	126.0,	0.0);		
(314031.5,	3995841.5,	126.0,	126.0,	0.0);	(314051.5,
3995841.5,	126.0,	126.0,	0.0);		
(314071.5,	3995841.5,	126.1,	126.1,	0.0);	(314091.5,
3995841.5,	126.1,	126.1,	0.0);		
(314111.5,	3995841.5,	126.2,	126.2,	0.0);	(314131.5,
3995841.5,	126.2,	126.2,	0.0);		
(314151.5,	3995841.5,	126.3,	126.3,	0.0);	(314171.5,
3995841.5,	126.3,	126.3,	0.0);		
(314191.5,	3995841.5,	126.4,	126.4,	0.0);	(314211.5,
3995841.5,	126.4,	126.4,	0.0);		
(314231.5,	3995841.5,	126.5,	126.5,	0.0);	(314251.5,
3995841.5,	126.5,	126.5,	0.0);		
(314271.5,	3995841.5,	126.5,	126.5,	0.0);	(313271.5,
3995861.5,	125.4,	125.4,	0.0);		
(313291.5,	3995861.5,	125.4,	125.4,	0.0);	(313311.5,
3995861.5,	125.5,	125.5,	0.0);		
(313331.5,	3995861.5,	125.5,	125.5,	0.0);	(313351.5,
3995861.5,	125.5,	125.5,	0.0);		
(313371.5,	3995861.5,	125.6,	125.6,	0.0);	(313391.5,
3995861.5,	125.6,	125.6,	0.0);		
(313411.5,	3995861.5,	125.6,	125.6,	0.0);	(313431.5,
3995861.5,	125.6,	125.6,	0.0);		
(313451.5,	3995861.5,	125.7,	125.7,	0.0);	(313471.5,
3995861.5,	125.7,	125.7,	0.0);		
(313491.5,	3995861.5,	125.7,	125.7,	0.0);	(313511.5,
3995861.5,	125.7,	125.7,	0.0);		
(313531.5,	3995861.5,	125.7,	125.7,	0.0);	(313991.5,
3995861.5,	125.9,	125.9,	0.0);		
(314011.5,	3995861.5,	125.9,	125.9,	0.0);	(314031.5,
3995861.5,	126.0,	126.0,	0.0);		
(314051.5,	3995861.5,	126.0,	126.0,	0.0);	(314071.5,
3995861.5,	126.0,	126.0,	0.0);		
(314091.5,	3995861.5,	126.1,	126.1,	0.0);	(314111.5,
3995861.5,	126.1,	126.1,	0.0);		
(314131.5,	3995861.5,	126.2,	126.2,	0.0);	(314151.5,
3995861.5,	126.2,	126.2,	0.0);		
(314171.5,	3995861.5,	126.3,	126.3,	0.0);	(314191.5,
3995861.5,	126.3,	126.3,	0.0);		
(314211.5,	3995861.5,	126.4,	126.4,	0.0);	(314231.5,
3995861.5,	126.4,	126.4,	0.0);		
(314251.5,	3995861.5,	126.5,	126.5,	0.0);	(314271.5,
3995861.5,	126.5,	126.5,	0.0);		
(313271.5,	3995881.5,	125.4,	125.4,	0.0);	(313291.5,

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3995881.5,    125.4,    125.4,    0.0);
  ( 313311.5, 3995881.5,    125.5,    125.5,    0.0);      ( 313331.5,
3995881.5,    125.5,    125.5,    0.0);
  ( 313351.5, 3995881.5,    125.5,    125.5,    0.0);      ( 313371.5,
3995881.5,    125.6,    125.6,    0.0);
  ( 313391.5, 3995881.5,    125.6,    125.6,    0.0);      ( 313411.5,
3995881.5,    125.6,    125.6,    0.0);
  ( 313431.5, 3995881.5,    125.6,    125.6,    0.0);      ( 313451.5,
3995881.5,    125.7,    125.7,    0.0);
  ( 313471.5, 3995881.5,    125.7,    125.7,    0.0);      ( 313491.5,
3995881.5,    125.7,    125.7,    0.0);
  ( 313511.5, 3995881.5,    125.7,    125.7,    0.0);      ( 313531.5,
3995881.5,    125.7,    125.7,    0.0);
  ( 313991.5, 3995881.5,    125.8,    125.8,    0.0);      ( 314011.5,
3995881.5,    125.9,    125.9,    0.0);
  ( 314031.5, 3995881.5,    125.9,    125.9,    0.0);      ( 314051.5,
3995881.5,    126.0,    126.0,    0.0);
  ( 314071.5, 3995881.5,    126.0,    126.0,    0.0);      ( 314091.5,
3995881.5,    126.1,    126.1,    0.0);
  ( 314111.5, 3995881.5,    126.1,    126.1,    0.0);      ( 314131.5,
3995881.5,    126.2,    126.2,    0.0);
  ( 314151.5, 3995881.5,    126.2,    126.2,    0.0);      ( 314171.5,
3995881.5,    126.2,    126.2,    0.0);
  ( 314191.5, 3995881.5,    126.3,    126.3,    0.0);      ( 314211.5,
3995881.5,    126.3,    126.3,    0.0);
  ( 314231.5, 3995881.5,    126.4,    126.4,    0.0);      ( 314251.5,
3995881.5,    126.4,    126.4,    0.0);
  ( 314271.5, 3995881.5,    126.5,    126.5,    0.0);      ( 313291.5,
3995901.5,    125.4,    125.4,    0.0);
  ( 313311.5, 3995901.5,    125.5,    125.5,    0.0);      ( 313331.5,
3995901.5,    125.5,    125.5,    0.0);

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^ *** AERMOD - VERSION 21112 ***      *** C:\Lakes\AERMOD
View\LombardiPorterville\LombardiPorterville.isc      ***
*** AERMET - VERSION 18081 ***      ***
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07/23/21

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

```

  ( 313351.5, 3995901.5,    125.5,    125.5,    0.0);      ( 313371.5,
3995901.5,    125.6,    125.6,    0.0);
  ( 313391.5, 3995901.5,    125.6,    125.6,    0.0);      ( 313411.5,
3995901.5,    125.6,    125.6,    0.0);
  ( 313431.5, 3995901.5,    125.6,    125.6,    0.0);      ( 313451.5,
3995901.5,    125.7,    125.7,    0.0);
  ( 313471.5, 3995901.5,    125.7,    125.7,    0.0);      ( 313491.5,

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3995901.5,	125.7,	125.7,	0.0);		
(313511.5,	3995901.5,	125.7,	125.7,	0.0);	(313531.5,
3995901.5,	125.7,	125.7,	0.0);		
(313991.5,	3995901.5,	125.8,	125.8,	0.0);	(314011.5,
3995901.5,	125.9,	125.9,	0.0);		
(314031.5,	3995901.5,	125.9,	125.9,	0.0);	(314051.5,
3995901.5,	126.0,	126.0,	0.0);		
(314071.5,	3995901.5,	126.0,	126.0,	0.0);	(314091.5,
3995901.5,	126.0,	126.0,	0.0);		
(314111.5,	3995901.5,	126.1,	126.1,	0.0);	(314131.5,
3995901.5,	126.1,	126.1,	0.0);		
(314151.5,	3995901.5,	126.2,	126.2,	0.0);	(314171.5,
3995901.5,	126.2,	126.2,	0.0);		
(314191.5,	3995901.5,	126.3,	126.3,	0.0);	(314211.5,
3995901.5,	126.3,	126.3,	0.0);		
(314231.5,	3995901.5,	126.3,	126.3,	0.0);	(314251.5,
3995901.5,	126.4,	126.4,	0.0);		
(314271.5,	3995901.5,	126.4,	126.4,	0.0);	(313311.5,
3995921.5,	125.5,	125.5,	0.0);		
(313331.5,	3995921.5,	125.5,	125.5,	0.0);	(313351.5,
3995921.5,	125.5,	125.5,	0.0);		
(313371.5,	3995921.5,	125.6,	125.6,	0.0);	(313391.5,
3995921.5,	125.6,	125.6,	0.0);		
(313411.5,	3995921.5,	125.6,	125.6,	0.0);	(313431.5,
3995921.5,	125.6,	125.6,	0.0);		
(313451.5,	3995921.5,	125.7,	125.7,	0.0);	(313471.5,
3995921.5,	125.7,	125.7,	0.0);		
(313491.5,	3995921.5,	125.7,	125.7,	0.0);	(313511.5,
3995921.5,	125.7,	125.7,	0.0);		
(313531.5,	3995921.5,	125.7,	125.7,	0.0);	(313991.5,
3995921.5,	125.8,	125.8,	0.0);		
(314011.5,	3995921.5,	125.8,	125.8,	0.0);	(314031.5,
3995921.5,	125.9,	125.9,	0.0);		
(314051.5,	3995921.5,	125.9,	125.9,	0.0);	(314071.5,
3995921.5,	126.0,	126.0,	0.0);		
(314091.5,	3995921.5,	126.0,	126.0,	0.0);	(314111.5,
3995921.5,	126.1,	126.1,	0.0);		
(314131.5,	3995921.5,	126.1,	126.1,	0.0);	(314151.5,
3995921.5,	126.1,	126.1,	0.0);		
(314171.5,	3995921.5,	126.2,	126.2,	0.0);	(314191.5,
3995921.5,	126.2,	126.2,	0.0);		
(314211.5,	3995921.5,	126.3,	126.3,	0.0);	(314231.5,
3995921.5,	126.3,	126.3,	0.0);		
(314251.5,	3995921.5,	126.3,	126.3,	0.0);	(314271.5,
3995921.5,	126.4,	126.4,	0.0);		
(313331.5,	3995941.5,	125.5,	125.5,	0.0);	(313351.5,
3995941.5,	125.5,	125.5,	0.0);		
(313371.5,	3995941.5,	125.5,	125.5,	0.0);	(313391.5,
3995941.5,	125.6,	125.6,	0.0);		
(313411.5,	3995941.5,	125.6,	125.6,	0.0);	(313431.5,

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3995941.5,    125.6,    125.6,    0.0);
  ( 313451.5, 3995941.5,    125.7,    125.7,    0.0);      ( 313471.5,
3995941.5,    125.7,    125.7,    0.0);
  ( 313491.5, 3995941.5,    125.7,    125.7,    0.0);      ( 313511.5,
3995941.5,    125.7,    125.7,    0.0);
  ( 313531.5, 3995941.5,    125.7,    125.7,    0.0);      ( 313991.5,
3995941.5,    125.8,    125.8,    0.0);
  ( 314011.5, 3995941.5,    125.8,    125.8,    0.0);      ( 314031.5,
3995941.5,    125.9,    125.9,    0.0);
  ( 314051.5, 3995941.5,    125.9,    125.9,    0.0);      ( 314071.5,
3995941.5,    126.0,    126.0,    0.0);
  ( 314091.5, 3995941.5,    126.0,    126.0,    0.0);      ( 314111.5,
3995941.5,    126.0,    126.0,    0.0);
  ( 314131.5, 3995941.5,    126.1,    126.1,    0.0);      ( 314151.5,
3995941.5,    126.1,    126.1,    0.0);
  ( 314171.5, 3995941.5,    126.2,    126.2,    0.0);      ( 314191.5,
3995941.5,    126.2,    126.2,    0.0);
  ( 314211.5, 3995941.5,    126.2,    126.2,    0.0);      ( 314231.5,
3995941.5,    126.3,    126.3,    0.0);
  ( 314251.5, 3995941.5,    126.3,    126.3,    0.0);      ( 314271.5,
3995941.5,    126.4,    126.4,    0.0);
  ( 313351.5, 3995961.5,    125.5,    125.5,    0.0);      ( 313371.5,
3995961.5,    125.5,    125.5,    0.0);
  ( 313391.5, 3995961.5,    125.6,    125.6,    0.0);      ( 313411.5,
3995961.5,    125.6,    125.6,    0.0);
  ( 313431.5, 3995961.5,    125.6,    125.6,    0.0);      ( 313451.5,
3995961.5,    125.7,    125.7,    0.0);
  ( 313471.5, 3995961.5,    125.7,    125.7,    0.0);      ( 313491.5,
3995961.5,    125.7,    125.7,    0.0);
  ( 313511.5, 3995961.5,    125.8,    125.8,    0.0);      ( 313531.5,
3995961.5,    125.8,    125.8,    0.0);
  ( 313991.5, 3995961.5,    125.8,    125.8,    0.0);      ( 314011.5,
3995961.5,    125.8,    125.8,    0.0);

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▲ *** AERMOD - VERSION 21112 ***      *** C:\Lakes\AERMOD
View\LombardiPorterville\LombardiPorterville.isc      ***
*** AERMET - VERSION 18081 ***      ***

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*** MODELOPTs: RegDEFAULT CONC ELEV URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

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  ( 314031.5, 3995961.5,    125.8,    125.8,    0.0);      ( 314051.5,
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  ( 314071.5, 3995961.5,    125.9,    125.9,    0.0);      ( 314091.5,
3995961.5,    126.0,    126.0,    0.0);
  ( 314111.5, 3995961.5,    126.0,    126.0,    0.0);      ( 314131.5,

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3995961.5,	126.1,	126.1,	0.0);		
(314151.5,	3995961.5,	126.1,	126.1,	0.0);	(314171.5,
3995961.5,	126.1,	126.1,	0.0);		
(314191.5,	3995961.5,	126.2,	126.2,	0.0);	(314211.5,
3995961.5,	126.2,	126.2,	0.0);		
(314231.5,	3995961.5,	126.2,	126.2,	0.0);	(314251.5,
3995961.5,	126.3,	126.3,	0.0);		
(314271.5,	3995961.5,	126.3,	126.3,	0.0);	(313371.5,
3995981.5,	125.5,	125.5,	0.0);		
(313391.5,	3995981.5,	125.6,	125.6,	0.0);	(313411.5,
3995981.5,	125.6,	125.6,	0.0);		
(313431.5,	3995981.5,	125.6,	125.6,	0.0);	(313451.5,
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(313471.5,	3995981.5,	125.7,	125.7,	0.0);	(313491.5,
3995981.5,	125.7,	125.7,	0.0);		
(313511.5,	3995981.5,	125.8,	125.8,	0.0);	(313531.5,
3995981.5,	125.8,	125.8,	0.0);		
(313991.5,	3995981.5,	125.8,	125.8,	0.0);	(314011.5,
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(314031.5,	3995981.5,	125.8,	125.8,	0.0);	(314051.5,
3995981.5,	125.9,	125.9,	0.0);		
(314071.5,	3995981.5,	125.9,	125.9,	0.0);	(314091.5,
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(314111.5,	3995981.5,	126.0,	126.0,	0.0);	(314131.5,
3995981.5,	126.0,	126.0,	0.0);		
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3995981.5,	126.1,	126.1,	0.0);		
(314191.5,	3995981.5,	126.2,	126.2,	0.0);	(314211.5,
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(314231.5,	3995981.5,	126.2,	126.2,	0.0);	(314251.5,
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(313531.5,	3996001.5,	125.8,	125.8,	0.0);	(313991.5,
3996001.5,	125.8,	125.8,	0.0);		
(314011.5,	3996001.5,	125.8,	125.8,	0.0);	(314031.5,
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(314051.5,	3996001.5,	125.9,	125.9,	0.0);	(314071.5,
3996001.5,	125.9,	125.9,	0.0);		
(314091.5,	3996001.5,	126.0,	126.0,	0.0);	(314111.5,
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(314131.5,	3996001.5,	126.0,	126.0,	0.0);	(314151.5,
3996001.5,	126.1,	126.1,	0.0);		
(314171.5,	3996001.5,	126.1,	126.1,	0.0);	(314191.5,

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3996001.5,    126.1,    126.1,    0.0);
  ( 314211.5, 3996001.5,    126.2,    126.2,    0.0);      ( 314231.5,
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  ( 314251.5, 3996001.5,    126.2,    126.2,    0.0);      ( 314271.5,
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  ( 313451.5, 3996021.5,    125.7,    125.7,    0.0);      ( 313471.5,
3996021.5,    125.7,    125.7,    0.0);
  ( 313491.5, 3996021.5,    125.7,    125.7,    0.0);      ( 313511.5,
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  ( 313531.5, 3996021.5,    125.8,    125.8,    0.0);      ( 313991.5,
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  ( 314011.5, 3996021.5,    125.8,    125.8,    0.0);      ( 314031.5,
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  ( 314051.5, 3996021.5,    125.8,    125.8,    0.0);      ( 314071.5,
3996021.5,    125.9,    125.9,    0.0);
  ( 314091.5, 3996021.5,    125.9,    125.9,    0.0);      ( 314111.5,
3996021.5,    126.0,    126.0,    0.0);
  ( 314131.5, 3996021.5,    126.0,    126.0,    0.0);      ( 314151.5,
3996021.5,    126.0,    126.0,    0.0);
  ( 314171.5, 3996021.5,    126.1,    126.1,    0.0);      ( 314191.5,
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  ( 314211.5, 3996021.5,    126.1,    126.1,    0.0);      ( 314231.5,
3996021.5,    126.2,    126.2,    0.0);
  ( 314251.5, 3996021.5,    126.2,    126.2,    0.0);      ( 314271.5,
3996021.5,    126.3,    126.3,    0.0);
  ( 313431.5, 3996041.5,    125.6,    125.6,    0.0);      ( 313451.5,
3996041.5,    125.7,    125.7,    0.0);
  ( 313471.5, 3996041.5,    125.7,    125.7,    0.0);      ( 313491.5,
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  ( 313511.5, 3996041.5,    125.8,    125.8,    0.0);      ( 313531.5,
3996041.5,    125.8,    125.8,    0.0);
  ( 313991.5, 3996041.5,    125.7,    125.7,    0.0);      ( 314011.5,
3996041.5,    125.8,    125.8,    0.0);

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▲ *** AERMOD - VERSION 21112 *** C:\Lakes\AERMOD

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*** AERMET - VERSION 18081 ***

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*** MODELOPTs: RegDEFAULT CONC ELEV URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
 (X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
 (METERS)

```

  ( 314031.5, 3996041.5,    125.8,    125.8,    0.0);      ( 314051.5,
3996041.5,    125.8,    125.8,    0.0);
  ( 314071.5, 3996041.5,    125.9,    125.9,    0.0);      ( 314091.5,

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(314191.5,	3996041.5,	126.1,	126.1,	0.0);	(314211.5,
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(314231.5,	3996041.5,	126.2,	126.2,	0.0);	(314251.5,
3996041.5,	126.2,	126.2,	0.0);		
(314271.5,	3996041.5,	126.2,	126.2,	0.0);	(313991.5,
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(314011.5,	3996061.5,	125.7,	125.7,	0.0);	(314031.5,
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(314051.5,	3996061.5,	125.8,	125.8,	0.0);	(314071.5,
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(314091.5,	3996061.5,	125.9,	125.9,	0.0);	(314111.5,
3996061.5,	125.9,	125.9,	0.0);		
(314131.5,	3996061.5,	126.0,	126.0,	0.0);	(314151.5,
3996061.5,	126.0,	126.0,	0.0);		
(314171.5,	3996061.5,	126.0,	126.0,	0.0);	(314191.5,
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(314251.5,	3996061.5,	126.2,	126.2,	0.0);	(314271.5,
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(314031.5,	3996081.5,	125.8,	125.8,	0.0);	(314051.5,
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(314071.5,	3996081.5,	125.8,	125.8,	0.0);	(314091.5,
3996081.5,	125.9,	125.9,	0.0);		
(314111.5,	3996081.5,	125.9,	125.9,	0.0);	(314131.5,
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(314151.5,	3996081.5,	126.0,	126.0,	0.0);	(314171.5,
3996081.5,	126.0,	126.0,	0.0);		
(314191.5,	3996081.5,	126.1,	126.1,	0.0);	(314211.5,
3996081.5,	126.1,	126.1,	0.0);		
(314231.5,	3996081.5,	126.1,	126.1,	0.0);	(314251.5,
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(314011.5,	3996101.5,	125.7,	125.7,	0.0);	(314031.5,
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(314051.5,	3996101.5,	125.8,	125.8,	0.0);	(314071.5,
3996101.5,	125.8,	125.8,	0.0);		
(314091.5,	3996101.5,	125.9,	125.9,	0.0);	(314111.5,
3996101.5,	125.9,	125.9,	0.0);		
(314131.5,	3996101.5,	125.9,	125.9,	0.0);	(314151.5,
3996101.5,	126.0,	126.0,	0.0);		
(314171.5,	3996101.5,	126.0,	126.0,	0.0);	(314191.5,

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3996101.5,    126.1,    126.1,    0.0);
  ( 314251.5, 3996101.5,    126.1,    126.1,    0.0);      ( 314271.5,
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  ( 314031.5, 3996121.5,    125.7,    125.7,    0.0);      ( 314051.5,
3996121.5,    125.8,    125.8,    0.0);
  ( 314071.5, 3996121.5,    125.8,    125.8,    0.0);      ( 314091.5,
3996121.5,    125.8,    125.8,    0.0);
  ( 314111.5, 3996121.5,    125.9,    125.9,    0.0);      ( 314131.5,
3996121.5,    125.9,    125.9,    0.0);
  ( 314151.5, 3996121.5,    125.9,    125.9,    0.0);      ( 314171.5,
3996121.5,    126.0,    126.0,    0.0);
  ( 314191.5, 3996121.5,    126.0,    126.0,    0.0);      ( 314211.5,
3996121.5,    126.0,    126.0,    0.0);
  ( 314231.5, 3996121.5,    126.1,    126.1,    0.0);      ( 314251.5,
3996121.5,    126.1,    126.1,    0.0);
  ( 314271.5, 3996121.5,    126.1,    126.1,    0.0);      ( 313991.5,
3996141.5,    125.6,    125.6,    0.0);
  ( 314011.5, 3996141.5,    125.7,    125.7,    0.0);      ( 314031.5,
3996141.5,    125.7,    125.7,    0.0);
  ( 314051.5, 3996141.5,    125.7,    125.7,    0.0);      ( 314071.5,
3996141.5,    125.8,    125.8,    0.0);
  ( 314091.5, 3996141.5,    125.8,    125.8,    0.0);      ( 314111.5,
3996141.5,    125.8,    125.8,    0.0);
  ( 314131.5, 3996141.5,    125.9,    125.9,    0.0);      ( 314151.5,
3996141.5,    125.9,    125.9,    0.0);
  ( 314171.5, 3996141.5,    126.0,    126.0,    0.0);      ( 314191.5,
3996141.5,    126.0,    126.0,    0.0);
  ( 314211.5, 3996141.5,    126.0,    126.0,    0.0);      ( 314231.5,
3996141.5,    126.1,    126.1,    0.0);
  ( 314251.5, 3996141.5,    126.1,    126.1,    0.0);      ( 314271.5,
3996141.5,    126.1,    126.1,    0.0);
  ( 313991.5, 3996161.5,    125.6,    125.6,    0.0);      ( 314011.5,
3996161.5,    125.6,    125.6,    0.0);

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▲ *** AERMOD - VERSION 21112 *** *** C:\Lakes\AERMOD

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*** AERMET - VERSION 18081 *** ***

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
 (X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
 (METERS)

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( 314031.5, 3996161.5,    125.7,    125.7,    0.0);      ( 314051.5,

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3996161.5,	125.8,	125.8,	0.0);		
(314111.5,	3996161.5,	125.8,	125.8,	0.0);	(314131.5,
3996161.5,	125.9,	125.9,	0.0);		
(314151.5,	3996161.5,	125.9,	125.9,	0.0);	(314171.5,
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(314191.5,	3996161.5,	126.0,	126.0,	0.0);	(314211.5,
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(314231.5,	3996161.5,	126.0,	126.0,	0.0);	(314251.5,
3996161.5,	126.1,	126.1,	0.0);		
(314271.5,	3996161.5,	126.1,	126.1,	0.0);	(313991.5,
3996181.5,	125.6,	125.6,	0.0);		
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3996181.5,	125.7,	125.7,	0.0);		
(314091.5,	3996181.5,	125.8,	125.8,	0.0);	(314111.5,
3996181.5,	125.8,	125.8,	0.0);		
(314131.5,	3996181.5,	125.8,	125.8,	0.0);	(314151.5,
3996181.5,	125.9,	125.9,	0.0);		
(314171.5,	3996181.5,	125.9,	125.9,	0.0);	(314191.5,
3996181.5,	126.0,	126.0,	0.0);		
(314211.5,	3996181.5,	126.0,	126.0,	0.0);	(314231.5,
3996181.5,	126.0,	126.0,	0.0);		
(314251.5,	3996181.5,	126.0,	126.0,	0.0);	(314271.5,
3996181.5,	126.1,	126.1,	0.0);		
(313991.5,	3996201.5,	125.6,	125.6,	0.0);	(314011.5,
3996201.5,	125.6,	125.6,	0.0);		
(314031.5,	3996201.5,	125.6,	125.6,	0.0);	(314051.5,
3996201.5,	125.7,	125.7,	0.0);		
(314071.5,	3996201.5,	125.7,	125.7,	0.0);	(314091.5,
3996201.5,	125.7,	125.7,	0.0);		
(314111.5,	3996201.5,	125.8,	125.8,	0.0);	(314131.5,
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(314151.5,	3996201.5,	125.8,	125.8,	0.0);	(314171.5,
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(314191.5,	3996201.5,	125.9,	125.9,	0.0);	(314211.5,
3996201.5,	126.0,	126.0,	0.0);		
(314231.5,	3996201.5,	126.0,	126.0,	0.0);	(314251.5,
3996201.5,	126.0,	126.0,	0.0);		
(314271.5,	3996201.5,	126.1,	126.1,	0.0);	(313991.5,
3996221.5,	125.5,	125.5,	0.0);		
(314011.5,	3996221.5,	125.6,	125.6,	0.0);	(314031.5,
3996221.5,	125.6,	125.6,	0.0);		
(314051.5,	3996221.5,	125.6,	125.6,	0.0);	(314071.5,
3996221.5,	125.7,	125.7,	0.0);		
(314091.5,	3996221.5,	125.7,	125.7,	0.0);	(314111.5,
3996221.5,	125.8,	125.8,	0.0);		
(314131.5,	3996221.5,	125.8,	125.8,	0.0);	(314151.5,

```

3996221.5,    125.8,    125.8,    0.0);
  ( 314171.5, 3996221.5,    125.9,    125.9,    0.0);      ( 314191.5,
3996221.5,    125.9,    125.9,    0.0);
  ( 314211.5, 3996221.5,    125.9,    125.9,    0.0);      ( 314231.5,
3996221.5,    126.0,    126.0,    0.0);
  ( 314251.5, 3996221.5,    126.0,    126.0,    0.0);      ( 314271.5,
3996221.5,    126.0,    126.0,    0.0);
  ( 313991.5, 3996241.5,    125.5,    125.5,    0.0);      ( 314011.5,
3996241.5,    125.6,    125.6,    0.0);
  ( 314031.5, 3996241.5,    125.6,    125.6,    0.0);      ( 314051.5,
3996241.5,    125.6,    125.6,    0.0);
  ( 314071.5, 3996241.5,    125.7,    125.7,    0.0);      ( 314091.5,
3996241.5,    125.7,    125.7,    0.0);
  ( 314111.5, 3996241.5,    125.7,    125.7,    0.0);      ( 314131.5,
3996241.5,    125.8,    125.8,    0.0);
  ( 314151.5, 3996241.5,    125.8,    125.8,    0.0);      ( 314171.5,
3996241.5,    125.8,    125.8,    0.0);
  ( 314191.5, 3996241.5,    125.9,    125.9,    0.0);      ( 314211.5,
3996241.5,    125.9,    125.9,    0.0);
  ( 314231.5, 3996241.5,    125.9,    125.9,    0.0);      ( 314251.5,
3996241.5,    126.0,    126.0,    0.0);
  ( 314271.5, 3996241.5,    126.0,    126.0,    0.0);      ( 313991.5,
3996261.5,    125.5,    125.5,    0.0);
  ( 314011.5, 3996261.5,    125.5,    125.5,    0.0);      ( 314031.5,
3996261.5,    125.6,    125.6,    0.0);
  ( 314051.5, 3996261.5,    125.6,    125.6,    0.0);      ( 314071.5,
3996261.5,    125.6,    125.6,    0.0);
  ( 314091.5, 3996261.5,    125.7,    125.7,    0.0);      ( 314111.5,
3996261.5,    125.7,    125.7,    0.0);
  ( 314131.5, 3996261.5,    125.7,    125.7,    0.0);      ( 314151.5,
3996261.5,    125.8,    125.8,    0.0);
  ( 314171.5, 3996261.5,    125.8,    125.8,    0.0);      ( 314191.5,
3996261.5,    125.8,    125.8,    0.0);
  ( 314211.5, 3996261.5,    125.9,    125.9,    0.0);      ( 314231.5,
3996261.5,    125.9,    125.9,    0.0);
  ( 314251.5, 3996261.5,    126.0,    126.0,    0.0);      ( 314271.5,
3996261.5,    126.0,    126.0,    0.0);
  ( 313991.5, 3996281.5,    125.5,    125.5,    0.0);      ( 314011.5,
3996281.5,    125.5,    125.5,    0.0);

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^ *** AERMOD - VERSION 21112 *** *** C:\Lakes\AERMOD
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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
 (X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
 (METERS)

(314031.5, 3996281.5, 125.5, 125.5,	0.0);	(314051.5,
3996281.5, 125.6, 125.6, 0.0);		
(314071.5, 3996281.5, 125.6, 125.6,	0.0);	(314091.5,
3996281.5, 125.6, 125.6, 0.0);		
(314111.5, 3996281.5, 125.7, 125.7,	0.0);	(314131.5,
3996281.5, 125.7, 125.7, 0.0);		
(314151.5, 3996281.5, 125.8, 125.8,	0.0);	(314171.5,
3996281.5, 125.8, 125.8, 0.0);		
(314191.5, 3996281.5, 125.8, 125.8,	0.0);	(314211.5,
3996281.5, 125.9, 125.9, 0.0);		
(314231.5, 3996281.5, 125.9, 125.9,	0.0);	(314251.5,
3996281.5, 125.9, 125.9, 0.0);		
(314271.5, 3996281.5, 126.0, 126.0,	0.0);	(313811.5,
3996301.5, 125.2, 125.2, 0.0);		
(313831.5, 3996301.5, 125.2, 125.2,	0.0);	(313851.5,
3996301.5, 125.2, 125.2, 0.0);		
(313871.5, 3996301.5, 125.3, 125.3,	0.0);	(313891.5,
3996301.5, 125.3, 125.3, 0.0);		
(313911.5, 3996301.5, 125.3, 125.3,	0.0);	(313931.5,
3996301.5, 125.4, 125.4, 0.0);		
(313951.5, 3996301.5, 125.4, 125.4,	0.0);	(313971.5,
3996301.5, 125.4, 125.4, 0.0);		
(313991.5, 3996301.5, 125.5, 125.5,	0.0);	(314011.5,
3996301.5, 125.5, 125.5, 0.0);		
(314031.5, 3996301.5, 125.5, 125.5,	0.0);	(314051.5,
3996301.5, 125.6, 125.6, 0.0);		
(314071.5, 3996301.5, 125.6, 125.6,	0.0);	(314091.5,
3996301.5, 125.6, 125.6, 0.0);		
(314111.5, 3996301.5, 125.7, 125.7,	0.0);	(314131.5,
3996301.5, 125.7, 125.7, 0.0);		
(314151.5, 3996301.5, 125.7, 125.7,	0.0);	(314171.5,
3996301.5, 125.8, 125.8, 0.0);		
(314191.5, 3996301.5, 125.8, 125.8,	0.0);	(314211.5,
3996301.5, 125.8, 125.8, 0.0);		
(314231.5, 3996301.5, 125.9, 125.9,	0.0);	(314251.5,
3996301.5, 125.9, 125.9, 0.0);		
(314271.5, 3996301.5, 125.9, 125.9,	0.0);	(313811.5,
3996321.5, 125.2, 125.2, 0.0);		
(313831.5, 3996321.5, 125.2, 125.2,	0.0);	(313851.5,
3996321.5, 125.2, 125.2, 0.0);		
(313871.5, 3996321.5, 125.2, 125.2,	0.0);	(313891.5,
3996321.5, 125.3, 125.3, 0.0);		
(313911.5, 3996321.5, 125.3, 125.3,	0.0);	(313931.5,
3996321.5, 125.3, 125.3, 0.0);		
(313951.5, 3996321.5, 125.4, 125.4,	0.0);	(313971.5,
3996321.5, 125.4, 125.4, 0.0);		
(313991.5, 3996321.5, 125.4, 125.4,	0.0);	(314011.5,
3996321.5, 125.5, 125.5, 0.0);		
(314031.5, 3996321.5, 125.5, 125.5,	0.0);	(314051.5,

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3996321.5,    125.5,    125.5,    0.0);
  ( 314071.5, 3996321.5,    125.6,    125.6,    0.0);      ( 314091.5,
3996321.5,    125.6,    125.6,    0.0);
  ( 314111.5, 3996321.5,    125.6,    125.6,    0.0);      ( 314131.5,
3996321.5,    125.7,    125.7,    0.0);
  ( 314151.5, 3996321.5,    125.7,    125.7,    0.0);      ( 314171.5,
3996321.5,    125.7,    125.7,    0.0);
  ( 314191.5, 3996321.5,    125.8,    125.8,    0.0);      ( 314211.5,
3996321.5,    125.8,    125.8,    0.0);
  ( 314231.5, 3996321.5,    125.8,    125.8,    0.0);      ( 314251.5,
3996321.5,    125.9,    125.9,    0.0);
  ( 314271.5, 3996321.5,    125.9,    125.9,    0.0);      ( 313811.5,
3996341.5,    125.1,    125.1,    0.0);
  ( 313831.5, 3996341.5,    125.2,    125.2,    0.0);      ( 313851.5,
3996341.5,    125.2,    125.2,    0.0);
  ( 313871.5, 3996341.5,    125.2,    125.2,    0.0);      ( 313891.5,
3996341.5,    125.3,    125.3,    0.0);
  ( 313911.5, 3996341.5,    125.3,    125.3,    0.0);      ( 313931.5,
3996341.5,    125.3,    125.3,    0.0);
  ( 313951.5, 3996341.5,    125.4,    125.4,    0.0);      ( 313971.5,
3996341.5,    125.4,    125.4,    0.0);
  ( 313991.5, 3996341.5,    125.4,    125.4,    0.0);      ( 314011.5,
3996341.5,    125.5,    125.5,    0.0);
  ( 314031.5, 3996341.5,    125.5,    125.5,    0.0);      ( 314051.5,
3996341.5,    125.5,    125.5,    0.0);
  ( 314071.5, 3996341.5,    125.5,    125.5,    0.0);      ( 314091.5,
3996341.5,    125.6,    125.6,    0.0);
  ( 314111.5, 3996341.5,    125.6,    125.6,    0.0);      ( 314131.5,
3996341.5,    125.6,    125.6,    0.0);
  ( 314151.5, 3996341.5,    125.7,    125.7,    0.0);      ( 314171.5,
3996341.5,    125.7,    125.7,    0.0);
  ( 314191.5, 3996341.5,    125.7,    125.7,    0.0);      ( 314211.5,
3996341.5,    125.8,    125.8,    0.0);
  ( 314231.5, 3996341.5,    125.8,    125.8,    0.0);      ( 314251.5,
3996341.5,    125.8,    125.8,    0.0);
  ( 314271.5, 3996341.5,    125.9,    125.9,    0.0);      ( 313811.5,
3996361.5,    125.1,    125.1,    0.0);
  ( 313831.5, 3996361.5,    125.1,    125.1,    0.0);      ( 313851.5,
3996361.5,    125.2,    125.2,    0.0);
  ( 313871.5, 3996361.5,    125.2,    125.2,    0.0);      ( 313891.5,
3996361.5,    125.2,    125.2,    0.0);

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***

(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

(313911.5, 3996361.5, 125.3, 125.3, 0.0);	(313931.5,
3996361.5, 125.3, 125.3, 0.0);	
(313951.5, 3996361.5, 125.3, 125.3, 0.0);	(313971.5,
3996361.5, 125.4, 125.4, 0.0);	
(313991.5, 3996361.5, 125.4, 125.4, 0.0);	(314011.5,
3996361.5, 125.4, 125.4, 0.0);	
(314031.5, 3996361.5, 125.5, 125.5, 0.0);	(314051.5,
3996361.5, 125.5, 125.5, 0.0);	
(314071.5, 3996361.5, 125.5, 125.5, 0.0);	(314091.5,
3996361.5, 125.6, 125.6, 0.0);	
(314111.5, 3996361.5, 125.6, 125.6, 0.0);	(314131.5,
3996361.5, 125.6, 125.6, 0.0);	
(314151.5, 3996361.5, 125.6, 125.6, 0.0);	(314171.5,
3996361.5, 125.7, 125.7, 0.0);	
(314191.5, 3996361.5, 125.7, 125.7, 0.0);	(314211.5,
3996361.5, 125.7, 125.7, 0.0);	
(314231.5, 3996361.5, 125.8, 125.8, 0.0);	(314251.5,
3996361.5, 125.8, 125.8, 0.0);	
(314271.5, 3996361.5, 125.8, 125.8, 0.0);	(313731.5,
3996381.5, 125.0, 125.0, 0.0);	
(313751.5, 3996381.5, 125.0, 125.0, 0.0);	(313771.5,
3996381.5, 125.0, 125.0, 0.0);	
(313791.5, 3996381.5, 125.0, 125.0, 0.0);	(313811.5,
3996381.5, 125.1, 125.1, 0.0);	
(313831.5, 3996381.5, 125.1, 125.1, 0.0);	(313851.5,
3996381.5, 125.1, 125.1, 0.0);	
(313871.5, 3996381.5, 125.2, 125.2, 0.0);	(313891.5,
3996381.5, 125.2, 125.2, 0.0);	
(313911.5, 3996381.5, 125.2, 125.2, 0.0);	(313931.5,
3996381.5, 125.3, 125.3, 0.0);	
(313951.5, 3996381.5, 125.3, 125.3, 0.0);	(313971.5,
3996381.5, 125.3, 125.3, 0.0);	
(313991.5, 3996381.5, 125.4, 125.4, 0.0);	(314011.5,
3996381.5, 125.4, 125.4, 0.0);	
(314031.5, 3996381.5, 125.4, 125.4, 0.0);	(314051.5,
3996381.5, 125.5, 125.5, 0.0);	
(314071.5, 3996381.5, 125.5, 125.5, 0.0);	(314091.5,
3996381.5, 125.5, 125.5, 0.0);	
(314111.5, 3996381.5, 125.6, 125.6, 0.0);	(314131.5,
3996381.5, 125.6, 125.6, 0.0);	
(314151.5, 3996381.5, 125.6, 125.6, 0.0);	(314171.5,
3996381.5, 125.6, 125.6, 0.0);	
(314191.5, 3996381.5, 125.7, 125.7, 0.0);	(314211.5,
3996381.5, 125.7, 125.7, 0.0);	
(314231.5, 3996381.5, 125.8, 125.8, 0.0);	(314251.5,
3996381.5, 125.8, 125.8, 0.0);	
(314271.5, 3996381.5, 125.8, 125.8, 0.0);	(313731.5,

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3996401.5,    125.0,    125.0,    0.0);
  ( 313751.5, 3996401.5,    125.0,    125.0,    0.0);      ( 313771.5,
3996401.5,    125.0,    125.0,    0.0);
  ( 313791.5, 3996401.5,    125.0,    125.0,    0.0);      ( 313811.5,
3996401.5,    125.0,    125.0,    0.0);
  ( 313831.5, 3996401.5,    125.1,    125.1,    0.0);      ( 313851.5,
3996401.5,    125.1,    125.1,    0.0);
  ( 313871.5, 3996401.5,    125.1,    125.1,    0.0);      ( 313891.5,
3996401.5,    125.2,    125.2,    0.0);
  ( 313911.5, 3996401.5,    125.2,    125.2,    0.0);      ( 313931.5,
3996401.5,    125.2,    125.2,    0.0);
  ( 313951.5, 3996401.5,    125.3,    125.3,    0.0);      ( 313971.5,
3996401.5,    125.3,    125.3,    0.0);
  ( 313991.5, 3996401.5,    125.3,    125.3,    0.0);      ( 314011.5,
3996401.5,    125.4,    125.4,    0.0);
  ( 314031.5, 3996401.5,    125.4,    125.4,    0.0);      ( 314051.5,
3996401.5,    125.4,    125.4,    0.0);
  ( 314071.5, 3996401.5,    125.5,    125.5,    0.0);      ( 314091.5,
3996401.5,    125.5,    125.5,    0.0);
  ( 314111.5, 3996401.5,    125.5,    125.5,    0.0);      ( 314131.5,
3996401.5,    125.6,    125.6,    0.0);
  ( 314151.5, 3996401.5,    125.6,    125.6,    0.0);      ( 314171.5,
3996401.5,    125.6,    125.6,    0.0);
  ( 314191.5, 3996401.5,    125.6,    125.6,    0.0);      ( 314211.5,
3996401.5,    125.7,    125.7,    0.0);
  ( 314231.5, 3996401.5,    125.7,    125.7,    0.0);      ( 314251.5,
3996401.5,    125.8,    125.8,    0.0);
  ( 314271.5, 3996401.5,    125.8,    125.8,    0.0);      ( 313731.5,
3996421.5,    124.9,    124.9,    0.0);
  ( 313751.5, 3996421.5,    124.9,    124.9,    0.0);      ( 313771.5,
3996421.5,    125.0,    125.0,    0.0);
  ( 313791.5, 3996421.5,    125.0,    125.0,    0.0);      ( 313811.5,
3996421.5,    125.0,    125.0,    0.0);
  ( 313831.5, 3996421.5,    125.1,    125.1,    0.0);      ( 313851.5,
3996421.5,    125.1,    125.1,    0.0);
  ( 313871.5, 3996421.5,    125.1,    125.1,    0.0);      ( 313891.5,
3996421.5,    125.1,    125.1,    0.0);
  ( 313911.5, 3996421.5,    125.2,    125.2,    0.0);      ( 313931.5,
3996421.5,    125.2,    125.2,    0.0);
  ( 313951.5, 3996421.5,    125.2,    125.2,    0.0);      ( 313971.5,
3996421.5,    125.3,    125.3,    0.0);
  ( 313991.5, 3996421.5,    125.3,    125.3,    0.0);      ( 314011.5,
3996421.5,    125.3,    125.3,    0.0);

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

(314031.5, 3996421.5, 125.4, 125.4, 0.0);	(314051.5,
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3996421.5, 125.5, 125.5, 0.0);	
(314111.5, 3996421.5, 125.5, 125.5, 0.0);	(314131.5,
3996421.5, 125.5, 125.5, 0.0);	
(314151.5, 3996421.5, 125.6, 125.6, 0.0);	(314171.5,
3996421.5, 125.6, 125.6, 0.0);	
(314191.5, 3996421.5, 125.6, 125.6, 0.0);	(314211.5,
3996421.5, 125.7, 125.7, 0.0);	
(314231.5, 3996421.5, 125.7, 125.7, 0.0);	(314251.5,
3996421.5, 125.7, 125.7, 0.0);	
(314271.5, 3996421.5, 125.8, 125.8, 0.0);	(313751.5,
3996441.5, 124.9, 124.9, 0.0);	
(313771.5, 3996441.5, 124.9, 124.9, 0.0);	(313791.5,
3996441.5, 125.0, 125.0, 0.0);	
(313811.5, 3996441.5, 125.0, 125.0, 0.0);	(313831.5,
3996441.5, 125.0, 125.0, 0.0);	
(313851.5, 3996441.5, 125.1, 125.1, 0.0);	(313871.5,
3996441.5, 125.1, 125.1, 0.0);	
(313891.5, 3996441.5, 125.1, 125.1, 0.0);	(313911.5,
3996441.5, 125.2, 125.2, 0.0);	
(313931.5, 3996441.5, 125.2, 125.2, 0.0);	(313951.5,
3996441.5, 125.2, 125.2, 0.0);	
(313971.5, 3996441.5, 125.3, 125.3, 0.0);	(313991.5,
3996441.5, 125.3, 125.3, 0.0);	
(314011.5, 3996441.5, 125.3, 125.3, 0.0);	(314031.5,
3996441.5, 125.3, 125.3, 0.0);	
(314051.5, 3996441.5, 125.4, 125.4, 0.0);	(314071.5,
3996441.5, 125.4, 125.4, 0.0);	
(314091.5, 3996441.5, 125.5, 125.5, 0.0);	(314111.5,
3996441.5, 125.5, 125.5, 0.0);	
(314131.5, 3996441.5, 125.5, 125.5, 0.0);	(314151.5,
3996441.5, 125.5, 125.5, 0.0);	
(314171.5, 3996441.5, 125.6, 125.6, 0.0);	(314191.5,
3996441.5, 125.6, 125.6, 0.0);	
(314211.5, 3996441.5, 125.6, 125.6, 0.0);	(314231.5,
3996441.5, 125.7, 125.7, 0.0);	
(314251.5, 3996441.5, 125.7, 125.7, 0.0);	(314271.5,
3996441.5, 125.7, 125.7, 0.0);	
(313751.5, 3996461.5, 124.9, 124.9, 0.0);	(313771.5,
3996461.5, 124.9, 124.9, 0.0);	
(313791.5, 3996461.5, 124.9, 124.9, 0.0);	(313811.5,
3996461.5, 125.0, 125.0, 0.0);	
(313831.5, 3996461.5, 125.0, 125.0, 0.0);	(313851.5,

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3996461.5,    125.0,    125.0,    0.0);
  ( 313871.5, 3996461.5,    125.1,    125.1,    0.0);      ( 313891.5,
3996461.5,    125.1,    125.1,    0.0);
  ( 313911.5, 3996461.5,    125.1,    125.1,    0.0);      ( 313931.5,
3996461.5,    125.2,    125.2,    0.0);
  ( 313951.5, 3996461.5,    125.2,    125.2,    0.0);      ( 313971.5,
3996461.5,    125.2,    125.2,    0.0);
  ( 313991.5, 3996461.5,    125.3,    125.3,    0.0);      ( 314011.5,
3996461.5,    125.3,    125.3,    0.0);
  ( 314031.5, 3996461.5,    125.3,    125.3,    0.0);      ( 314051.5,
3996461.5,    125.3,    125.3,    0.0);
  ( 314071.5, 3996461.5,    125.4,    125.4,    0.0);      ( 314091.5,
3996461.5,    125.4,    125.4,    0.0);
  ( 314111.5, 3996461.5,    125.5,    125.5,    0.0);      ( 314131.5,
3996461.5,    125.5,    125.5,    0.0);
  ( 314151.5, 3996461.5,    125.5,    125.5,    0.0);      ( 314171.5,
3996461.5,    125.5,    125.5,    0.0);
  ( 314191.5, 3996461.5,    125.6,    125.6,    0.0);      ( 314211.5,
3996461.5,    125.6,    125.6,    0.0);
  ( 314231.5, 3996461.5,    125.6,    125.6,    0.0);      ( 314251.5,
3996461.5,    125.7,    125.7,    0.0);
  ( 314271.5, 3996461.5,    125.7,    125.7,    0.0);      ( 313751.5,
3996481.5,    124.8,    124.8,    0.0);
  ( 313771.5, 3996481.5,    124.9,    124.9,    0.0);      ( 313791.5,
3996481.5,    124.9,    124.9,    0.0);
  ( 313811.5, 3996481.5,    124.9,    124.9,    0.0);      ( 313831.5,
3996481.5,    125.0,    125.0,    0.0);
  ( 313851.5, 3996481.5,    125.0,    125.0,    0.0);      ( 313871.5,
3996481.5,    125.0,    125.0,    0.0);
  ( 313891.5, 3996481.5,    125.1,    125.1,    0.0);      ( 313911.5,
3996481.5,    125.1,    125.1,    0.0);
  ( 313931.5, 3996481.5,    125.1,    125.1,    0.0);      ( 313951.5,
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  ( 313971.5, 3996481.5,    125.2,    125.2,    0.0);      ( 313991.5,
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  ( 314011.5, 3996481.5,    125.3,    125.3,    0.0);      ( 314031.5,
3996481.5,    125.3,    125.3,    0.0);
  ( 314051.5, 3996481.5,    125.3,    125.3,    0.0);      ( 314071.5,
3996481.5,    125.4,    125.4,    0.0);
  ( 314091.5, 3996481.5,    125.4,    125.4,    0.0);      ( 314111.5,
3996481.5,    125.4,    125.4,    0.0);
  ( 314131.5, 3996481.5,    125.5,    125.5,    0.0);      ( 314151.5,
3996481.5,    125.5,    125.5,    0.0);
  ( 314171.5, 3996481.5,    125.5,    125.5,    0.0);      ( 314191.5,
3996481.5,    125.5,    125.5,    0.0);

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^ *** AERMOD - VERSION 21112 *** *** C:\Lakes\AERMOD
View\LombardiPorterville\LombardiPorterville.isc ***

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07/23/21

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*** AERMET - VERSION 18081 *** ***

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09:19:05

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
 (X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
 (METERS)

(314211.5, 3996481.5, 125.6, 125.6, 0.0);	(314231.5,
3996481.5, 125.6, 125.6, 0.0);	
(314251.5, 3996481.5, 125.6, 125.6, 0.0);	(314271.5,
3996481.5, 125.7, 125.7, 0.0);	
(313771.5, 3996501.5, 124.8, 124.8, 0.0);	(313791.5,
3996501.5, 124.9, 124.9, 0.0);	
(313811.5, 3996501.5, 124.9, 124.9, 0.0);	(313831.5,
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(313851.5, 3996501.5, 125.0, 125.0, 0.0);	(313871.5,
3996501.5, 125.0, 125.0, 0.0);	
(313891.5, 3996501.5, 125.0, 125.0, 0.0);	(313911.5,
3996501.5, 125.1, 125.1, 0.0);	
(313931.5, 3996501.5, 125.1, 125.1, 0.0);	(313951.5,
3996501.5, 125.1, 125.1, 0.0);	
(313971.5, 3996501.5, 125.2, 125.2, 0.0);	(313991.5,
3996501.5, 125.2, 125.2, 0.0);	
(314011.5, 3996501.5, 125.2, 125.2, 0.0);	(314031.5,
3996501.5, 125.3, 125.3, 0.0);	
(314051.5, 3996501.5, 125.3, 125.3, 0.0);	(314071.5,
3996501.5, 125.3, 125.3, 0.0);	
(314091.5, 3996501.5, 125.4, 125.4, 0.0);	(314111.5,
3996501.5, 125.4, 125.4, 0.0);	
(314131.5, 3996501.5, 125.4, 125.4, 0.0);	(314151.5,
3996501.5, 125.5, 125.5, 0.0);	
(314171.5, 3996501.5, 125.5, 125.5, 0.0);	(314191.5,
3996501.5, 125.5, 125.5, 0.0);	
(314211.5, 3996501.5, 125.6, 125.6, 0.0);	(314231.5,
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(314251.5, 3996501.5, 125.6, 125.6, 0.0);	(314271.5,
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(313851.5, 3996521.5, 125.0, 125.0, 0.0);	(313871.5,
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(313891.5, 3996521.5, 125.0, 125.0, 0.0);	(313911.5,
3996521.5, 125.0, 125.0, 0.0);	
(313931.5, 3996521.5, 125.1, 125.1, 0.0);	(313951.5,
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(314011.5, 3996521.5, 125.2, 125.2, 0.0);	(314031.5,

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( 314091.5, 3996521.5,    125.3,    125.3,    0.0);      ( 314111.5,
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( 314131.5, 3996521.5,    125.4,    125.4,    0.0);      ( 314151.5,
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( 314171.5, 3996521.5,    125.5,    125.5,    0.0);      ( 314191.5,
3996521.5,    125.5,    125.5,    0.0);
( 314211.5, 3996521.5,    125.5,    125.5,    0.0);      ( 314231.5,
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( 314251.5, 3996521.5,    125.6,    125.6,    0.0);      ( 314271.5,
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( 313791.5, 3996541.5,    124.8,    124.8,    0.0);      ( 313811.5,
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( 313831.5, 3996541.5,    124.9,    124.9,    0.0);      ( 313851.5,
3996541.5,    124.9,    124.9,    0.0);
( 313871.5, 3996541.5,    125.0,    125.0,    0.0);      ( 313891.5,
3996541.5,    125.0,    125.0,    0.0);
( 313911.5, 3996541.5,    125.0,    125.0,    0.0);      ( 313931.5,
3996541.5,    125.1,    125.1,    0.0);
( 313951.5, 3996541.5,    125.1,    125.1,    0.0);      ( 313971.5,
3996541.5,    125.1,    125.1,    0.0);
( 313991.5, 3996541.5,    125.1,    125.1,    0.0);      ( 314011.5,
3996541.5,    125.2,    125.2,    0.0);
( 314031.5, 3996541.5,    125.2,    125.2,    0.0);      ( 314051.5,
3996541.5,    125.2,    125.2,    0.0);
( 314071.5, 3996541.5,    125.3,    125.3,    0.0);      ( 314091.5,
3996541.5,    125.3,    125.3,    0.0);
( 314111.5, 3996541.5,    125.3,    125.3,    0.0);      ( 314131.5,
3996541.5,    125.4,    125.4,    0.0);
( 314151.5, 3996541.5,    125.4,    125.4,    0.0);      ( 314171.5,
3996541.5,    125.5,    125.5,    0.0);
( 314191.5, 3996541.5,    125.5,    125.5,    0.0);      ( 314211.5,
3996541.5,    125.5,    125.5,    0.0);
( 314231.5, 3996541.5,    125.5,    125.5,    0.0);      ( 314251.5,
3996541.5,    125.6,    125.6,    0.0);
( 314271.5, 3996541.5,    125.6,    125.6,    0.0);      ( 313791.5,
3996561.5,    124.8,    124.8,    0.0);
( 313811.5, 3996561.5,    124.8,    124.8,    0.0);      ( 313831.5,
3996561.5,    124.9,    124.9,    0.0);
( 313851.5, 3996561.5,    124.9,    124.9,    0.0);      ( 313871.5,
3996561.5,    124.9,    124.9,    0.0);
( 313891.5, 3996561.5,    125.0,    125.0,    0.0);      ( 313911.5,
3996561.5,    125.0,    125.0,    0.0);
( 313931.5, 3996561.5,    125.0,    125.0,    0.0);      ( 313951.5,
3996561.5,    125.1,    125.1,    0.0);

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▲ *** AERMOD - VERSION 21112 ***      *** C:\Lakes\AERMOD
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*** AERMET - VERSION 18081 ***      ***

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

(313971.5, 3996561.5, 125.1, 125.1, 0.0);	(313991.5,
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(314011.5, 3996561.5, 125.2, 125.2, 0.0);	(314031.5,
3996561.5, 125.2, 125.2, 0.0);	
(314051.5, 3996561.5, 125.2, 125.2, 0.0);	(314071.5,
3996561.5, 125.2, 125.2, 0.0);	
(314091.5, 3996561.5, 125.3, 125.3, 0.0);	(314111.5,
3996561.5, 125.3, 125.3, 0.0);	
(314131.5, 3996561.5, 125.3, 125.3, 0.0);	(314151.5,
3996561.5, 125.4, 125.4, 0.0);	
(314171.5, 3996561.5, 125.4, 125.4, 0.0);	(314191.5,
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(314211.5, 3996561.5, 125.5, 125.5, 0.0);	(314231.5,
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(314251.5, 3996561.5, 125.5, 125.5, 0.0);	(314271.5,
3996561.5, 125.6, 125.6, 0.0);	
(313791.5, 3996581.5, 124.8, 124.8, 0.0);	(313811.5,
3996581.5, 124.8, 124.8, 0.0);	
(313831.5, 3996581.5, 124.9, 124.9, 0.0);	(313851.5,
3996581.5, 124.9, 124.9, 0.0);	
(313871.5, 3996581.5, 124.9, 124.9, 0.0);	(313891.5,
3996581.5, 125.0, 125.0, 0.0);	
(313911.5, 3996581.5, 125.0, 125.0, 0.0);	(313931.5,
3996581.5, 125.0, 125.0, 0.0);	
(313951.5, 3996581.5, 125.0, 125.0, 0.0);	(313971.5,
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(313991.5, 3996581.5, 125.1, 125.1, 0.0);	(314011.5,
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(314031.5, 3996581.5, 125.2, 125.2, 0.0);	(314051.5,
3996581.5, 125.2, 125.2, 0.0);	
(314071.5, 3996581.5, 125.2, 125.2, 0.0);	(314091.5,
3996581.5, 125.3, 125.3, 0.0);	
(314111.5, 3996581.5, 125.3, 125.3, 0.0);	(314131.5,
3996581.5, 125.3, 125.3, 0.0);	
(314151.5, 3996581.5, 125.3, 125.3, 0.0);	(314171.5,
3996581.5, 125.4, 125.4, 0.0);	
(314191.5, 3996581.5, 125.4, 125.4, 0.0);	(314211.5,
3996581.5, 125.5, 125.5, 0.0);	
(314231.5, 3996581.5, 125.5, 125.5, 0.0);	(314251.5,
3996581.5, 125.5, 125.5, 0.0);	
(314271.5, 3996581.5, 125.5, 125.5, 0.0);	(313529.1,

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*** AERMOD - VERSION 21112 ***      *** C:\Lakes\AERMOD
View\LombardiPorterville\LombardiPorterville.isc      ***      07/23/21

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*** AERMET - VERSION 18081 ***  
*** 09:19:05
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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ U*

*** METEOROLOGICAL DAYS SELECTED FOR

PROCESSING ***

(1=YES; 0=NO)

[illegible]

NOTE: METEOROLOGICAL DATA ACTUALLY PROCESSED WILL ALSO DEPEND ON WHAT IS INCLUDED IN THE DATA FILE.

*** UPPER BOUND OF FIRST THROUGH FIFTH WIND SPEED

CATEGORIES ***

(METERS/SEC)

1.54, 3.09, 5.14, 8.23,

10.80,

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*** AERMOD - VERSION 21112 ***      *** C:\Lakes\AERMOD
View\LombardiPorterville\LombardiPorterville.isc      ***      07/23/21

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*** AERMET - VERSION 18081 ***
*** 09:19:05
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*** MODELOPTs: RegDFault CONC ELEV URBAN ADJ U*

*** UP TO THE FIRST 24 HOURS OF METEOROLOGICAL

DATA ***

Surface file: C:\Users\kheck\Desktop\Porterville Met
Data\Porterville_2006-2009.SFC Met Version: 18081
Profile file: C:\Users\kheck\Desktop\Porterville Met
Data\Porterville_2006-2009.PFL
Surface format: FREE

Profile format: FREE

Surface station no.: 23149 Upper air station no.: 23230
Name: PORTERVILLE Name:
OAKLAND/WSO_AP
Year: 2006 Year: 2006

First 24 hours of scalar data

YR	MO	DY	JDY	HR	H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O	LEN	Z0	BOWEN
ALBEDO	REF	WS	WD	HT	REF	TA	HT							
06	01	01	1	01	-24.8	0.249	-9.000	-9.000	-999.	297.	68.0	0.03	0.76	
1.00	3.86	101.	10.0	280.1	2.0									
06	01	01	1	02	-24.7	0.249	-9.000	-9.000	-999.	298.	68.0	0.03	0.76	
1.00	3.86	108.	10.0	281.1	2.0									
06	01	01	1	03	-21.4	0.215	-9.000	-9.000	-999.	240.	50.9	0.03	0.76	
1.00	3.36	104.	10.0	280.1	2.0									
06	01	01	1	04	-24.7	0.249	-9.000	-9.000	-999.	297.	68.0	0.03	0.76	
1.00	3.86	113.	10.0	281.1	2.0									
06	01	01	1	05	-24.7	0.249	-9.000	-9.000	-999.	298.	68.0	0.03	0.76	
1.00	3.86	113.	10.0	281.1	2.0									
06	01	01	1	06	-25.0	0.252	-9.000	-9.000	-999.	303.	69.7	0.03	0.76	
1.00	3.86	132.	10.0	281.1	2.0									
06	01	01	1	07	-28.4	0.286	-9.000	-9.000	-999.	366.	89.8	0.03	0.76	
1.00	4.36	145.	10.0	281.1	2.0									
06	01	01	1	08	-18.7	0.205	-9.000	-9.000	-999.	225.	46.2	0.02	0.76	
0.61	3.36	163.	10.0	280.1	2.0									
06	01	01	1	09	11.0	-9.000	-9.000	-9.000	95.	-999.	-99999.0	0.03	0.76	
0.34	0.00	0.	10.0	282.1	2.0									
06	01	01	1	10	48.2	-9.000	-9.000	-9.000	186.	-999.	-99999.0	0.03	0.76	
0.25	0.00	0.	10.0	284.1	2.0									
06	01	01	1	11	81.6	0.277	0.863	0.005	280.	350.	-23.1	0.04	0.76	
0.22	3.36	4.	10.0	284.1	2.0									
06	01	01	1	12	96.6	0.230	0.994	0.005	360.	265.	-11.1	0.02	0.76	
0.21	2.86	306.	10.0	284.1	2.0									
06	01	01	1	13	101.2	-9.000	-9.000	-9.000	608.	-999.	-99999.0	0.03	0.76	
0.21	0.00	0.	10.0	284.1	2.0									
06	01	01	1	14	17.7	0.212	0.685	0.005	644.	234.	-47.5	0.03	0.76	
0.22	2.86	119.	10.0	284.1	2.0									
06	01	01	1	15	10.3	0.274	0.579	0.005	666.	344.	-176.6	0.03	0.76	

0.25	3.86	142.	10.0	284.1	2.0								
06 01 01	1 16	0.1	0.263	0.123	0.005	668.	323.	-8888.0	0.03	0.76			
0.35	3.86	104.	10.0	284.1	2.0								
06 01 01	1 17	-11.7	0.144	-9.000	-9.000	-999.	139.	22.8	0.02	0.76			
0.62	2.36	41.	10.0	283.1	2.0								
06 01 01	1 18	-6.7	0.108	-9.000	-9.000	-999.	85.	16.3	0.03	0.76			
1.00	1.76	97.	10.0	284.1	2.0								
06 01 01	1 19	-6.5	0.105	-9.000	-9.000	-999.	81.	15.7	0.02	0.76			
1.00	1.76	44.	10.0	284.1	2.0								
06 01 01	1 20	-17.2	0.177	-9.000	-9.000	-999.	178.	34.3	0.02	0.76			
1.00	2.86	317.	10.0	284.1	2.0								
06 01 01	1 21	-999.0	-9.000	-9.000	-9.000	-999.	-999.	-99999.0	0.03	0.76			
1.00	0.00	0.	10.0	284.1	2.0								
06 01 01	1 22	-11.9	0.144	-9.000	-9.000	-999.	131.	22.7	0.02	0.76			
1.00	2.36	32.	10.0	284.1	2.0								
06 01 01	1 23	-18.8	0.192	-9.000	-9.000	-999.	202.	40.6	0.04	0.76			
1.00	2.86	20.	10.0	284.1	2.0								
06 01 01	1 24	-17.2	0.177	-9.000	-9.000	-999.	178.	34.3	0.02	0.76			
1.00	2.86	50.	10.0	285.1	2.0								

First hour of profile data

YR	MO	DY	HR	HEIGHT	F	WDIR	WSPD	AMB_TMP	sigmaA	sigmaW	sigmaV
06	01	01	01	10.0	1	101.	3.86	280.2	99.0	-99.00	-99.00

F indicates top of profile (=1) or below (=0)

^ *** AERMOD - VERSION 21112 *** C:\Lakes\AERMOD
 View\LombardiPorterville\LombardiPorterville.isc *** 07/23/21
 *** AERMET - VERSION 18081 ***
 *** 09:19:05

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 4
 YEARS FOR SOURCE GROUP: ALL ***

INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		
313271.45	3995341.55	0.00111	313291.45
3995341.55	0.00114		

313311.45	3995341.55	0.00118	313331.45
3995341.55	0.00121		
313351.45	3995341.55	0.00125	313371.45
3995341.55	0.00130		
313391.45	3995341.55	0.00135	313411.45
3995341.55	0.00141		
313431.45	3995341.55	0.00148	313451.45
3995341.55	0.00155		
313471.45	3995341.55	0.00163	313491.45
3995341.55	0.00172		
313511.45	3995341.55	0.00182	313531.45
3995341.55	0.00194		
313551.45	3995341.55	0.00207	313571.45
3995341.55	0.00222		
313591.45	3995341.55	0.00239	313611.45
3995341.55	0.00258		
313631.45	3995341.55	0.00279	313651.45
3995341.55	0.00303		
313671.45	3995341.55	0.00330	313691.45
3995341.55	0.00358		
313711.45	3995341.55	0.00388	313731.45
3995341.55	0.00419		
313751.45	3995341.55	0.00451	313771.45
3995341.55	0.00483		
313791.45	3995341.55	0.00515	313811.45
3995341.55	0.00547		
313831.45	3995341.55	0.00578	313851.45
3995341.55	0.00609		
313871.45	3995341.55	0.00638	313891.45
3995341.55	0.00667		
313911.45	3995341.55	0.00694	313931.45
3995341.55	0.00719		
313951.45	3995341.55	0.00742	313971.45
3995341.55	0.00762		
313991.45	3995341.55	0.00779	314011.45
3995341.55	0.00792		
314031.45	3995341.55	0.00801	314051.45
3995341.55	0.00806		
314071.45	3995341.55	0.00808	314091.45
3995341.55	0.00806		
314111.45	3995341.55	0.00801	314131.45
3995341.55	0.00792		
314151.45	3995341.55	0.00781	314171.45
3995341.55	0.00768		
314191.45	3995341.55	0.00754	314211.45
3995341.55	0.00737		
314231.45	3995341.55	0.00720	314251.45
3995341.55	0.00702		
314271.45	3995341.55	0.00683	313271.45
3995361.55	0.00117		

313291.45	3995361.55	0.00120	313311.45
3995361.55	0.00124		
313331.45	3995361.55	0.00127	313351.45
3995361.55	0.00132		
313371.45	3995361.55	0.00136	313391.45
3995361.55	0.00142		
313411.45	3995361.55	0.00148	313431.45
3995361.55	0.00155		
313451.45	3995361.55	0.00162	313471.45
3995361.55	0.00171		
313491.45	3995361.55	0.00181	313511.45
3995361.55	0.00192		
313531.45	3995361.55	0.00204	313551.45
3995361.55	0.00219		
313571.45	3995361.55	0.00235	313591.45
3995361.55	0.00254		
313611.45	3995361.55	0.00275	313631.45
3995361.55	0.00299		
313651.45	3995361.55	0.00326	313671.45
3995361.55	0.00355		
313691.45	3995361.55	0.00387	313711.45
3995361.55	0.00420		
313731.45	3995361.55	0.00454	313751.45
3995361.55	0.00490		
313771.45	3995361.55	0.00525	313791.45
3995361.55	0.00560		
313811.45	3995361.55	0.00594	313831.45
3995361.55	0.00628		

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 *** AERMET - VERSION 18081 ***
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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 4
 YEARS FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M³

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		

- - - - -
 - - - - -

313851.45	3995361.55	0.00661	313871.45
3995361.55	0.00693		
313891.45	3995361.55	0.00723	313911.45
3995361.55	0.00752		
313931.45	3995361.55	0.00779	313951.45
3995361.55	0.00803		
313971.45	3995361.55	0.00823	313991.45
3995361.55	0.00840		
314011.45	3995361.55	0.00852	314031.45
3995361.55	0.00860		
314051.45	3995361.55	0.00864	314071.45
3995361.55	0.00863		
314091.45	3995361.55	0.00859	314111.45
3995361.55	0.00850		
314131.45	3995361.55	0.00839	314151.45
3995361.55	0.00825		
314171.45	3995361.55	0.00809	314191.45
3995361.55	0.00791		
314211.45	3995361.55	0.00772	314231.45
3995361.55	0.00752		
314251.45	3995361.55	0.00731	314271.45
3995361.55	0.00709		
313271.45	3995381.55	0.00124	313291.45
3995381.55	0.00127		
313311.45	3995381.55	0.00130	313331.45
3995381.55	0.00134		
313351.45	3995381.55	0.00139	313371.45
3995381.55	0.00144		
313391.45	3995381.55	0.00149	313411.45
3995381.55	0.00155		
313431.45	3995381.55	0.00163	313451.45
3995381.55	0.00171		
313471.45	3995381.55	0.00180	313491.45
3995381.55	0.00190		
313511.45	3995381.55	0.00202	313531.45
3995381.55	0.00216		
313551.45	3995381.55	0.00231	313571.45
3995381.55	0.00249		
313591.45	3995381.55	0.00270	313611.45
3995381.55	0.00294		
313631.45	3995381.55	0.00321	313651.45
3995381.55	0.00351		
313671.45	3995381.55	0.00385	313691.45
3995381.55	0.00420		
313711.45	3995381.55	0.00457	313731.45
3995381.55	0.00495		
313751.45	3995381.55	0.00534	313771.45
3995381.55	0.00573		
313791.45	3995381.55	0.00611	313811.45
3995381.55	0.00648		

313831.45	3995381.55	0.00685	313851.45
3995381.55	0.00720		
313871.45	3995381.55	0.00755	313891.45
3995381.55	0.00787		
313911.45	3995381.55	0.00818	313931.45
3995381.55	0.00846		
313951.45	3995381.55	0.00870	313971.45
3995381.55	0.00891		
313991.45	3995381.55	0.00908	314011.45
3995381.55	0.00919		
314031.45	3995381.55	0.00926	314051.45
3995381.55	0.00927		
314071.45	3995381.55	0.00924	314091.45
3995381.55	0.00916		
314111.45	3995381.55	0.00904	314131.45
3995381.55	0.00889		
314151.45	3995381.55	0.00871	314171.45
3995381.55	0.00851		
314191.45	3995381.55	0.00830	314211.45
3995381.55	0.00807		
314231.45	3995381.55	0.00784	314251.45
3995381.55	0.00760		
314271.45	3995381.55	0.00736	313271.45
3995401.55	0.00131		
313291.45	3995401.55	0.00134	313311.45
3995401.55	0.00138		
313331.45	3995401.55	0.00142	313351.45
3995401.55	0.00147		
313371.45	3995401.55	0.00152	313391.45
3995401.55	0.00157		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 4
 YEARS FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		

313411.45	3995401.55	0.00164		313431.45
3995401.55	0.00172			
313451.45	3995401.55	0.00180		313471.45
3995401.55	0.00190			
313491.45	3995401.55	0.00201		313511.45
3995401.55	0.00214			
313531.45	3995401.55	0.00229		313551.45
3995401.55	0.00246			
313571.45	3995401.55	0.00266		313591.45
3995401.55	0.00289			
313611.45	3995401.55	0.00316		313631.45
3995401.55	0.00347			
313651.45	3995401.55	0.00381		313671.45
3995401.55	0.00419			
313691.45	3995401.55	0.00459		313711.45
3995401.55	0.00500			
313731.45	3995401.55	0.00543		313751.45
3995401.55	0.00586			
313771.45	3995401.55	0.00628		313791.45
3995401.55	0.00670			
313811.45	3995401.55	0.00710		313831.45
3995401.55	0.00750			
313851.45	3995401.55	0.00788		313871.45
3995401.55	0.00824			
313891.45	3995401.55	0.00859		313911.45
3995401.55	0.00892			
313931.45	3995401.55	0.00921		313951.45
3995401.55	0.00947			
313971.45	3995401.55	0.00968		313991.45
3995401.55	0.00984			
314011.45	3995401.55	0.00994		314031.45
3995401.55	0.00998			
314051.45	3995401.55	0.00997		314071.45
3995401.55	0.00989			
314091.45	3995401.55	0.00977		314111.45
3995401.55	0.00961			
314131.45	3995401.55	0.00942		314151.45
3995401.55	0.00920			
314171.45	3995401.55	0.00896		314191.45
3995401.55	0.00870			
314211.45	3995401.55	0.00844		314231.45
3995401.55	0.00817			
314251.45	3995401.55	0.00790		314271.45
3995401.55	0.00764			
313271.45	3995421.55	0.00140		313291.45
3995421.55	0.00143			
313311.45	3995421.55	0.00147		313331.45
3995421.55	0.00151			

313351.45	3995421.55	0.00156	313371.45
3995421.55	0.00161		
313391.45	3995421.55	0.00167	313411.45
3995421.55	0.00174		
313431.45	3995421.55	0.00182	313451.45
3995421.55	0.00191		
313471.45	3995421.55	0.00201	313491.45
3995421.55	0.00213		
313511.45	3995421.55	0.00227	313531.45
3995421.55	0.00243		
313551.45	3995421.55	0.00262	313571.45
3995421.55	0.00284		
313591.45	3995421.55	0.00311	313611.45
3995421.55	0.00341		
313631.45	3995421.55	0.00376	313651.45
3995421.55	0.00415		
313671.45	3995421.55	0.00458	313691.45
3995421.55	0.00504		
313711.45	3995421.55	0.00551	313731.45
3995421.55	0.00599		
313751.45	3995421.55	0.00646	313771.45
3995421.55	0.00692		
313791.45	3995421.55	0.00738	313811.45
3995421.55	0.00781		
313831.45	3995421.55	0.00824	313851.45
3995421.55	0.00865		
313871.45	3995421.55	0.00904	313891.45
3995421.55	0.00941		
313911.45	3995421.55	0.00976	313931.45
3995421.55	0.01007		
313951.45	3995421.55	0.01033	313971.45
3995421.55	0.01055		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 4
 YEARS FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M**3

**

X-COORD (M) Y-COORD (M)	Y-COORD (M) CONC	CONC	X-COORD (M)
313991.45	3995421.55	0.01070	314011.45
3995421.55	0.01078		
314031.45	3995421.55	0.01079	314051.45
3995421.55	0.01073		
314071.45	3995421.55	0.01061	314091.45
3995421.55	0.01044		
314111.45	3995421.55	0.01023	314131.45
3995421.55	0.00998		
314151.45	3995421.55	0.00971	314171.45
3995421.55	0.00942		
314191.45	3995421.55	0.00912	314211.45
3995421.55	0.00882		
314231.45	3995421.55	0.00851	314251.45
3995421.55	0.00821		
314271.45	3995421.55	0.00791	313271.45
3995441.55	0.00150		
313291.45	3995441.55	0.00153	313311.45
3995441.55	0.00157		
313331.45	3995441.55	0.00161	313351.45
3995441.55	0.00166		
313371.45	3995441.55	0.00171	313391.45
3995441.55	0.00178		
313411.45	3995441.55	0.00185	313431.45
3995441.55	0.00193		
313451.45	3995441.55	0.00203	313471.45
3995441.55	0.00214		
313491.45	3995441.55	0.00227	313511.45
3995441.55	0.00242		
313531.45	3995441.55	0.00259	313551.45
3995441.55	0.00281		
313571.45	3995441.55	0.00306	313591.45
3995441.55	0.00335		
313611.45	3995441.55	0.00371	313631.45
3995441.55	0.00411		
313651.45	3995441.55	0.00456	313671.45
3995441.55	0.00506		
313691.45	3995441.55	0.00557	313711.45
3995441.55	0.00611		
313731.45	3995441.55	0.00664	313751.45
3995441.55	0.00717		
313771.45	3995441.55	0.00767	313791.45
3995441.55	0.00816		
313811.45	3995441.55	0.00863	313831.45
3995441.55	0.00909		
313851.45	3995441.55	0.00953	313871.45
3995441.55	0.00995		

313891.45	3995441.55	0.01035	313911.45
3995441.55	0.01072		
313931.45	3995441.55	0.01105	313951.45
3995441.55	0.01132		
313971.45	3995441.55	0.01153	313991.45
3995441.55	0.01167		
314011.45	3995441.55	0.01172	314031.45
3995441.55	0.01168		
314051.45	3995441.55	0.01157	314071.45
3995441.55	0.01140		
314091.45	3995441.55	0.01116	314111.45
3995441.55	0.01089		
314131.45	3995441.55	0.01058	314151.45
3995441.55	0.01025		
314171.45	3995441.55	0.00990	314191.45
3995441.55	0.00956		
314211.45	3995441.55	0.00921	314231.45
3995441.55	0.00886		
314251.45	3995441.55	0.00852	314271.45
3995441.55	0.00819		
313271.45	3995461.55	0.00161	313291.45
3995461.55	0.00165		
313311.45	3995461.55	0.00169	313331.45
3995461.55	0.00173		
313351.45	3995461.55	0.00178	313371.45
3995461.55	0.00184		
313391.45	3995461.55	0.00190	313411.45
3995461.55	0.00198		
313431.45	3995461.55	0.00206	313451.45
3995461.55	0.00217		
313471.45	3995461.55	0.00228	313491.45
3995461.55	0.00242		
313511.45	3995461.55	0.00259	313531.45
3995461.55	0.00278		

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*** MODELOPTs: RegDFault CONC ELEV URBAN ADJ_U*

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 4
 YEARS FOR SOURCE GROUP: ALL ***

INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M**3

**

X-COORD (M)		Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)		CONC		

	313551.45	3995461.55	0.00302	313571.45
3995461.55		0.00330		
	313591.45	3995461.55	0.00365	313611.45
3995461.55		0.00405		
	313631.45	3995461.55	0.00453	313651.45
3995461.55		0.00505		
	313671.45	3995461.55	0.00562	313691.45
3995461.55		0.00622		
	313711.45	3995461.55	0.00683	313731.45
3995461.55		0.00742		
	313751.45	3995461.55	0.00800	313771.45
3995461.55		0.00855		
	313791.45	3995461.55	0.00908	313811.45
3995461.55		0.00958		
	313831.45	3995461.55	0.01007	313851.45
3995461.55		0.01054		
	313871.45	3995461.55	0.01099	313891.45
3995461.55		0.01143		
	313911.45	3995461.55	0.01182	313931.45
3995461.55		0.01218		
	313951.45	3995461.55	0.01246	313971.45
3995461.55		0.01266		
	313991.45	3995461.55	0.01277	314011.45
3995461.55		0.01278		
	314031.45	3995461.55	0.01269	314051.45
3995461.55		0.01250		
	314071.45	3995461.55	0.01225	314091.45
3995461.55		0.01194		
	314111.45	3995461.55	0.01158	314131.45
3995461.55		0.01120		
	314151.45	3995461.55	0.01081	314171.45
3995461.55		0.01040		
	314191.45	3995461.55	0.01000	314211.45
3995461.55		0.00960		
	314231.45	3995461.55	0.00921	314251.45
3995461.55		0.00883		
	314271.45	3995461.55	0.00847	313271.45
3995481.55		0.00175		
	313291.45	3995481.55	0.00179	313311.45
3995481.55		0.00183		
	313331.45	3995481.55	0.00187	313351.45
3995481.55		0.00193		
	313371.45	3995481.55	0.00198	313391.45
3995481.55		0.00205		

313411.45	3995481.55	0.00213	313431.45
3995481.55	0.00222		
313451.45	3995481.55	0.00233	313471.45
3995481.55	0.00246		
313491.45	3995481.55	0.00260	313511.45
3995481.55	0.00278		
313531.45	3995481.55	0.00300	313551.45
3995481.55	0.00327		
313571.45	3995481.55	0.00359	313591.45
3995481.55	0.00399		
313611.45	3995481.55	0.00447	313631.45
3995481.55	0.00503		
313651.45	3995481.55	0.00565	313671.45
3995481.55	0.00632		
313691.45	3995481.55	0.00701	313711.45
3995481.55	0.00770		
313731.45	3995481.55	0.00837	313751.45
3995481.55	0.00900		
313771.45	3995481.55	0.00959	313791.45
3995481.55	0.01015		
313811.45	3995481.55	0.01068	313831.45
3995481.55	0.01120		
313851.45	3995481.55	0.01171	313871.45
3995481.55	0.01221		
313891.45	3995481.55	0.01268	313911.45
3995481.55	0.01312		
313931.45	3995481.55	0.01349	313951.45
3995481.55	0.01378		
313971.45	3995481.55	0.01397	313991.45
3995481.55	0.01404		
314011.45	3995481.55	0.01398	314031.45
3995481.55	0.01381		
314051.45	3995481.55	0.01353	314071.45
3995481.55	0.01318		
314091.45	3995481.55	0.01277	314111.45
3995481.55	0.01232		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 4
 YEARS FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M**3

**

X-COORD (M) Y-COORD (M)		Y-COORD (M) CONC	CONC	X-COORD (M)

314131.45	3995481.55	0.01186		314151.45
3995481.55	0.01138			
314171.45	3995481.55	0.01091		314191.45
3995481.55	0.01045			
314211.45	3995481.55	0.01000		314231.45
3995481.55	0.00956			
314251.45	3995481.55	0.00915		314271.45
3995481.55	0.00875			
313271.45	3995501.55	0.00191		313291.45
3995501.55	0.00195			
313311.45	3995501.55	0.00200		313331.45
3995501.55	0.00204			
313351.45	3995501.55	0.00210		313371.45
3995501.55	0.00216			
313391.45	3995501.55	0.00223		313411.45
3995501.55	0.00232			
313431.45	3995501.55	0.00241		313451.45
3995501.55	0.00252			
313471.45	3995501.55	0.00266		313491.45
3995501.55	0.00282			
313511.45	3995501.55	0.00302		313531.45
3995501.55	0.00326			
313551.45	3995501.55	0.00356		313571.45
3995501.55	0.00394			
313591.45	3995501.55	0.00441		313611.45
3995501.55	0.00499			
313631.45	3995501.55	0.00566		313651.45
3995501.55	0.00640			
313671.45	3995501.55	0.00719		313691.45
3995501.55	0.00800			
313711.45	3995501.55	0.00878		313731.45
3995501.55	0.00952			
313751.45	3995501.55	0.01021		313771.45
3995501.55	0.01083			
313791.45	3995501.55	0.01142		313811.45
3995501.55	0.01198			
313831.45	3995501.55	0.01253		313851.45
3995501.55	0.01309			
313871.45	3995501.55	0.01364		313891.45
3995501.55	0.01416			
313911.45	3995501.55	0.01464		313931.45
3995501.55	0.01504			

313951.45	3995501.55	0.01534	313971.45
3995501.55	0.01550		
313991.45	3995501.55	0.01551	314011.45
3995501.55	0.01535		
314031.45	3995501.55	0.01506	314051.45
3995501.55	0.01467		
314071.45	3995501.55	0.01419	314091.45
3995501.55	0.01366		
314111.45	3995501.55	0.01310	314131.45
3995501.55	0.01254		
314151.45	3995501.55	0.01198	314171.45
3995501.55	0.01143		
314191.45	3995501.55	0.01091	314211.45
3995501.55	0.01040		
314231.45	3995501.55	0.00991	314251.45
3995501.55	0.00945		
314271.45	3995501.55	0.00902	313271.45
3995521.55	0.00211		
313291.45	3995521.55	0.00215	313311.45
3995521.55	0.00220		
313331.45	3995521.55	0.00225	313351.45
3995521.55	0.00231		
313371.45	3995521.55	0.00238	313391.45
3995521.55	0.00245		
313411.45	3995521.55	0.00254	313431.45
3995521.55	0.00264		
313451.45	3995521.55	0.00276	313471.45
3995521.55	0.00291		
313491.45	3995521.55	0.00308	313511.45
3995521.55	0.00330		
313531.45	3995521.55	0.00357	313551.45
3995521.55	0.00392		
313571.45	3995521.55	0.00436	313591.45
3995521.55	0.00494		
313611.45	3995521.55	0.00564	313631.45
3995521.55	0.00646		
313651.45	3995521.55	0.00737	313671.45
3995521.55	0.00831		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 4
 YEARS FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M**3

**			
X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		

313691.45	3995521.55	0.00925	313711.45
3995521.55	0.01014		
313731.45	3995521.55	0.01096	313751.45
3995521.55	0.01168		
313771.45	3995521.55	0.01233	313791.45
3995521.55	0.01292		
313811.45	3995521.55	0.01351	313831.45
3995521.55	0.01411		
313851.45	3995521.55	0.01472	313871.45
3995521.55	0.01534		
313891.45	3995521.55	0.01594	313911.45
3995521.55	0.01647		
313931.45	3995521.55	0.01690	313951.45
3995521.55	0.01720		
313971.45	3995521.55	0.01731	313991.45
3995521.55	0.01722		
314011.45	3995521.55	0.01693	314031.45
3995521.55	0.01648		
314051.45	3995521.55	0.01591	314071.45
3995521.55	0.01527		
314091.45	3995521.55	0.01460	314111.45
3995521.55	0.01391		
314131.45	3995521.55	0.01324	314151.45
3995521.55	0.01259		
314171.45	3995521.55	0.01196	314191.45
3995521.55	0.01136		
314211.45	3995521.55	0.01080	314231.45
3995521.55	0.01026		
314251.45	3995521.55	0.00976	314271.45
3995521.55	0.00928		
313271.45	3995541.55	0.00235	313291.45
3995541.55	0.00240		
313311.45	3995541.55	0.00245	313331.45
3995541.55	0.00251		
313351.45	3995541.55	0.00258	313371.45
3995541.55	0.00265		
313391.45	3995541.55	0.00273	313411.45
3995541.55	0.00282		
313431.45	3995541.55	0.00293	313451.45
3995541.55	0.00306		

313471.45	3995541.55	0.00322	313491.45
3995541.55	0.00341		
313511.45	3995541.55	0.00365	313531.45
3995541.55	0.00395		
313551.45	3995541.55	0.00436	313571.45
3995541.55	0.00490		
313591.45	3995541.55	0.00561	313611.45
3995541.55	0.00650		
313631.45	3995541.55	0.00753	313651.45
3995541.55	0.00864		
313671.45	3995541.55	0.00978	313691.45
3995541.55	0.01088		
313711.45	3995541.55	0.01189	313731.45
3995541.55	0.01276		
313751.45	3995541.55	0.01350	313771.45
3995541.55	0.01413		
313791.45	3995541.55	0.01473	313811.45
3995541.55	0.01533		
313831.45	3995541.55	0.01599	313851.45
3995541.55	0.01670		
313871.45	3995541.55	0.01742	313891.45
3995541.55	0.01811		
313911.45	3995541.55	0.01872	313931.45
3995541.55	0.01918		
313951.45	3995541.55	0.01946	313971.45
3995541.55	0.01948		
313991.45	3995541.55	0.01924	314011.45
3995541.55	0.01874		
314031.45	3995541.55	0.01806	314051.45
3995541.55	0.01727		
314071.45	3995541.55	0.01643	314091.45
3995541.55	0.01558		
314111.45	3995541.55	0.01475	314131.45
3995541.55	0.01395		
314151.45	3995541.55	0.01320	314171.45
3995541.55	0.01248		
314191.45	3995541.55	0.01181	314211.45
3995541.55	0.01118		
314231.45	3995541.55	0.01060	314251.45
3995541.55	0.01005		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 4
 YEARS FOR SOURCE GROUP: ALL ***

INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		
314271.45	3995541.55	0.00954	313271.45
3995561.55	0.00264		
313291.45	3995561.55	0.00270	313311.45
3995561.55	0.00277		
313331.45	3995561.55	0.00283	313351.45
3995561.55	0.00291		
313371.45	3995561.55	0.00299	313391.45
3995561.55	0.00308		
313411.45	3995561.55	0.00319	313431.45
3995561.55	0.00331		
313451.45	3995561.55	0.00345	313471.45
3995561.55	0.00362		
313491.45	3995561.55	0.00383	313511.45
3995561.55	0.00409		
313531.45	3995561.55	0.00444	313551.45
3995561.55	0.00492		
313571.45	3995561.55	0.00559	313591.45
3995561.55	0.00651		
313611.45	3995561.55	0.00767	313631.45
3995561.55	0.00900		
313651.45	3995561.55	0.01040	313671.45
3995561.55	0.01179		
313691.45	3995561.55	0.01307	313711.45
3995561.55	0.01419		
313731.45	3995561.55	0.01508	313751.45
3995561.55	0.01577		
313771.45	3995561.55	0.01635	313791.45
3995561.55	0.01691		
313811.45	3995561.55	0.01754	313831.45
3995561.55	0.01829		
313851.45	3995561.55	0.01915	313871.45
3995561.55	0.02003		
313891.45	3995561.55	0.02086	313911.45
3995561.55	0.02155		
313931.45	3995561.55	0.02205	313951.45
3995561.55	0.02228		
313971.45	3995561.55	0.02215	313991.45
3995561.55	0.02165		

314011.45	3995561.55	0.02083	314031.45
3995561.55	0.01982		
314051.45	3995561.55	0.01874	314071.45
3995561.55	0.01765		
314091.45	3995561.55	0.01660	314111.45
3995561.55	0.01560		
314131.45	3995561.55	0.01467	314151.45
3995561.55	0.01380		
314171.45	3995561.55	0.01299	314191.45
3995561.55	0.01225		
314211.45	3995561.55	0.01156	314231.45
3995561.55	0.01092		
314251.45	3995561.55	0.01033	314271.45
3995561.55	0.00978		
313271.45	3995581.55	0.00301	313291.45
3995581.55	0.00308		
313311.45	3995581.55	0.00316	313331.45
3995581.55	0.00324		
313351.45	3995581.55	0.00333	313371.45
3995581.55	0.00343		
313391.45	3995581.55	0.00354	313411.45
3995581.55	0.00366		
313431.45	3995581.55	0.00380	313451.45
3995581.55	0.00396		
313471.45	3995581.55	0.00415	313491.45
3995581.55	0.00438		
313511.45	3995581.55	0.00468	313531.45
3995581.55	0.00508		
313551.45	3995581.55	0.00566	313571.45
3995581.55	0.00653		
313591.45	3995581.55	0.00778	313611.45
3995581.55	0.00937		
313631.45	3995581.55	0.01114	313651.45
3995581.55	0.01293		
313671.45	3995581.55	0.01462	313691.45
3995581.55	0.01612		
313711.45	3995581.55	0.01732	313731.45
3995581.55	0.01814		
313751.45	3995581.55	0.01867	313771.45
3995581.55	0.01910		
313791.45	3995581.55	0.01959	313811.45
3995581.55	0.02027		

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07/23/21

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 4
YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM _{2.5} IN MICROGRAMS/M ³			
**			
X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		

313831.45	3995581.55	0.02121	313851.45
3995581.55	0.02233		
313871.45	3995581.55	0.02345	313891.45
3995581.55	0.02446		
313911.45	3995581.55	0.02526	313931.45
3995581.55	0.02578		
313951.45	3995581.55	0.02592	313971.45
3995581.55	0.02553		
313991.45	3995581.55	0.02457	314011.45
3995581.55	0.02323		
314031.45	3995581.55	0.02176	314051.45
3995581.55	0.02029		
314071.45	3995581.55	0.01891	314091.45
3995581.55	0.01762		
314111.45	3995581.55	0.01644	314131.45
3995581.55	0.01537		
314151.45	3995581.55	0.01438	314171.45
3995581.55	0.01348		
314191.45	3995581.55	0.01266	314211.45
3995581.55	0.01191		
314231.45	3995581.55	0.01122	314251.45
3995581.55	0.01058		
314271.45	3995581.55	0.01000	313271.45
3995601.55	0.00345		
313291.45	3995601.55	0.00355	313311.45
3995601.55	0.00365		
313331.45	3995601.55	0.00376	313351.45
3995601.55	0.00388		
313371.45	3995601.55	0.00401	313391.45
3995601.55	0.00415		
313411.45	3995601.55	0.00430	313431.45
3995601.55	0.00448		
313451.45	3995601.55	0.00467	313471.45
3995601.55	0.00489		
313491.45	3995601.55	0.00517	313511.45
3995601.55	0.00551		

313531.45	3995601.55	0.00598	313551.45
3995601.55	0.00670		
313571.45	3995601.55	0.00789	313591.45
3995601.55	0.00974		
313611.45	3995601.55	0.01205	313631.45
3995601.55	0.01447		
313651.45	3995601.55	0.01677	313671.45
3995601.55	0.01884		
313691.45	3995601.55	0.02058	313711.45
3995601.55	0.02178		
313731.45	3995601.55	0.02229	313751.45
3995601.55	0.02243		
313771.45	3995601.55	0.02258	313791.45
3995601.55	0.02297		
313811.45	3995601.55	0.02379	313831.45
3995601.55	0.02514		
313851.45	3995601.55	0.02674	313871.45
3995601.55	0.02823		
313891.45	3995601.55	0.02947	313911.45
3995601.55	0.03039		
313931.45	3995601.55	0.03093	313951.45
3995601.55	0.03091		
313971.45	3995601.55	0.02996	313991.45
3995601.55	0.02812		
314011.45	3995601.55	0.02595	314031.45
3995601.55	0.02383		
314051.45	3995601.55	0.02189	314071.45
3995601.55	0.02016		
314091.45	3995601.55	0.01863	314111.45
3995601.55	0.01726		
314131.45	3995601.55	0.01603	314151.45
3995601.55	0.01493		
314171.45	3995601.55	0.01394	314191.45
3995601.55	0.01305		
314211.45	3995601.55	0.01223	314231.45
3995601.55	0.01149		
314251.45	3995601.55	0.01082	314271.45
3995601.55	0.01020		
313271.45	3995621.55	0.00399	313291.45
3995621.55	0.00412		
313311.45	3995621.55	0.00426	313331.45
3995621.55	0.00442		
313351.45	3995621.55	0.00458	313371.45
3995621.55	0.00476		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 4
YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_2.5 IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		
313391.45	3995621.55	0.00496	313411.45
3995621.55	0.00518		
313431.45	3995621.55	0.00542	313451.45
3995621.55	0.00569		
313471.45	3995621.55	0.00599	313491.45
3995621.55	0.00635		
313511.45	3995621.55	0.00678	313531.45
3995621.55	0.00735		
313551.45	3995621.55	0.00826	313571.45
3995621.55	0.01007		
313591.45	3995621.55	0.01318	313611.45
3995621.55	0.01676		
313631.45	3995621.55	0.02010	313651.45
3995621.55	0.02304		
313671.45	3995621.55	0.02556	313691.45
3995621.55	0.02757		
313711.45	3995621.55	0.02851	313731.45
3995621.55	0.02806		
313751.45	3995621.55	0.02739	313771.45
3995621.55	0.02716		
313791.45	3995621.55	0.02748	313811.45
3995621.55	0.02872		
313831.45	3995621.55	0.03112	313851.45
3995621.55	0.03361		
313871.45	3995621.55	0.03561	313891.45
3995621.55	0.03708		
313911.45	3995621.55	0.03809	313931.45
3995621.55	0.03863		
313951.45	3995621.55	0.03831	313971.45
3995621.55	0.03601		
313991.45	3995621.55	0.03233	314011.45
3995621.55	0.02886		
314031.45	3995621.55	0.02592	314051.45
3995621.55	0.02346		

314071.45	3995621.55	0.02137	314091.45
3995621.55	0.01957		
314111.45	3995621.55	0.01801	314131.45
3995621.55	0.01664		
314151.45	3995621.55	0.01543	314171.45
3995621.55	0.01436		
314191.45	3995621.55	0.01339	314211.45
3995621.55	0.01252		
314231.45	3995621.55	0.01174	314251.45
3995621.55	0.01102		
314271.45	3995621.55	0.01037	313271.45
3995641.55	0.00463		
313291.45	3995641.55	0.00482	313311.45
3995641.55	0.00501		
313331.45	3995641.55	0.00523	313351.45
3995641.55	0.00547		
313371.45	3995641.55	0.00574	313391.45
3995641.55	0.00603		
313411.45	3995641.55	0.00636	313431.45
3995641.55	0.00674		
313451.45	3995641.55	0.00717	313471.45
3995641.55	0.00767		
313491.45	3995641.55	0.00825	313511.45
3995641.55	0.00895		
313531.45	3995641.55	0.00980	313551.45
3995641.55	0.01108		
313571.45	3995641.55	0.01428	313591.45
3995641.55	0.02051		
313611.45	3995641.55	0.02613	313631.45
3995641.55	0.03054		
313651.45	3995641.55	0.03403	313671.45
3995641.55	0.03684		
313691.45	3995641.55	0.03905	313711.45
3995641.55	0.03915		
313731.45	3995641.55	0.03591	313751.45
3995641.55	0.03414		
313771.45	3995641.55	0.03375	313791.45
3995641.55	0.03420		
313811.45	3995641.55	0.03670	313971.45
3995641.55	0.04390		
313991.45	3995641.55	0.03676	314011.45
3995641.55	0.03167		
314031.45	3995641.55	0.02787	314051.45
3995641.55	0.02489		
314071.45	3995641.55	0.02245	314091.45
3995641.55	0.02042		

^ *** AERMOD - VERSION 21112 *** *** C:\Lakes\AERMOD
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07/23/21

*** AERMET - VERSION 18081 *** ***

09:19:05

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 4
YEARS FOR SOURCE GROUP: ALL ***

INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		
314111.45	3995641.55	0.01869	314131.45
3995641.55	0.01719		
314151.45	3995641.55	0.01587	314171.45
3995641.55	0.01472		
314191.45	3995641.55	0.01369	314211.45
3995641.55	0.01277		
314231.45	3995641.55	0.01194	314251.45
3995641.55	0.01120		
314271.45	3995641.55	0.01052	313271.45
3995661.55	0.00539		
313291.45	3995661.55	0.00564	313311.45
3995661.55	0.00592		
313331.45	3995661.55	0.00622	313351.45
3995661.55	0.00656		
313371.45	3995661.55	0.00695	313391.45
3995661.55	0.00739		
313411.45	3995661.55	0.00791	313431.45
3995661.55	0.00852		
313451.45	3995661.55	0.00924	313471.45
3995661.55	0.01014		
313491.45	3995661.55	0.01129	313511.45
3995661.55	0.01282		
313531.45	3995661.55	0.01498	313971.45
3995661.55	0.05043		
313991.45	3995661.55	0.04044	314011.45
3995661.55	0.03405		
314031.45	3995661.55	0.02954	314051.45
3995661.55	0.02611		
314071.45	3995661.55	0.02339	314091.45
3995661.55	0.02115		
314111.45	3995661.55	0.01926	314131.45
3995661.55	0.01765		

314151.45	3995661.55	0.01625	314171.45
3995661.55	0.01503		
314191.45	3995661.55	0.01394	314211.45
3995661.55	0.01298		
314231.45	3995661.55	0.01212	314251.45
3995661.55	0.01134		
314271.45	3995661.55	0.01063	313271.45
3995681.55	0.00627		
313291.45	3995681.55	0.00660	313311.45
3995681.55	0.00697		
313331.45	3995681.55	0.00739	313351.45
3995681.55	0.00787		
313371.45	3995681.55	0.00842	313391.45
3995681.55	0.00906		
313411.45	3995681.55	0.00982	313431.45
3995681.55	0.01075		
313451.45	3995681.55	0.01191	313471.45
3995681.55	0.01342		
313491.45	3995681.55	0.01546	313511.45
3995681.55	0.01843		
313531.45	3995681.55	0.02309	313971.45
3995681.55	0.05472		
313991.45	3995681.55	0.04312	314011.45
3995681.55	0.03589		
314031.45	3995681.55	0.03087	314051.45
3995681.55	0.02711		
314071.45	3995681.55	0.02415	314091.45
3995681.55	0.02174		
314111.45	3995681.55	0.01973	314131.45
3995681.55	0.01803		
314151.45	3995681.55	0.01656	314171.45
3995681.55	0.01528		
314191.45	3995681.55	0.01415	314211.45
3995681.55	0.01315		
314231.45	3995681.55	0.01226	314251.45
3995681.55	0.01145		
314271.45	3995681.55	0.01072	313271.45
3995701.55	0.00726		
313291.45	3995701.55	0.00769	313311.45
3995701.55	0.00817		
313331.45	3995701.55	0.00872	313351.45
3995701.55	0.00935		
313371.45	3995701.55	0.01010	313391.45
3995701.55	0.01097		
313411.45	3995701.55	0.01203	313431.45
3995701.55	0.01334		
313451.45	3995701.55	0.01500	313471.45
3995701.55	0.01718		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 4
YEARS FOR SOURCE GROUP: ALL ***

INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_2.5 IN MICROGRAMS/M**3

**

Y-COORD (M)	X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
3995701.55	313491.45	3995701.55	0.02017	313511.45
3995701.55	313531.45	3995701.55	0.03108	313971.45
3995701.55	313991.45	3995701.55	0.04516	314011.45
3995701.55	314031.45	3995701.55	0.03191	314051.45
3995701.55	314071.45	3995701.55	0.02475	314091.45
3995701.55	314111.45	3995701.55	0.02010	314131.45
3995701.55	314151.45	3995701.55	0.01680	314171.45
3995701.55	314191.45	3995701.55	0.01431	314211.45
3995701.55	314231.45	3995701.55	0.01236	314251.45
3995701.55	314271.45	3995701.55	0.01079	313271.45
3995721.55	313291.45	3995721.55	0.00887	313311.45
3995721.55	313331.45	3995721.55	0.01018	313351.45
3995721.55	313371.45	3995721.55	0.01193	313391.45
3995721.55	313411.45	3995721.55	0.01443	313431.45
3995721.55	313451.45	3995721.55	0.01826	313471.45
3995721.55				

313491.45	3995721.55	0.02482	313511.45
3995721.55	0.03013		
313531.45	3995721.55	0.03799	313971.45
3995721.55	0.06025		
313991.45	3995721.55	0.04674	314011.45
3995721.55	0.03842		
314031.45	3995721.55	0.03271	314051.45
3995721.55	0.02849		
314071.45	3995721.55	0.02520	314091.45
3995721.55	0.02256		
314111.45	3995721.55	0.02038	314131.45
3995721.55	0.01854		
314151.45	3995721.55	0.01697	314171.45
3995721.55	0.01561		
314191.45	3995721.55	0.01442	314211.45
3995721.55	0.01336		
314231.45	3995721.55	0.01242	314251.45
3995721.55	0.01158		
314271.45	3995721.55	0.01082	313271.45
3995741.55	0.00949		
313291.45	3995741.55	0.01014	313311.45
3995741.55	0.01088		
313331.45	3995741.55	0.01172	313351.45
3995741.55	0.01270		
313371.45	3995741.55	0.01386	313391.45
3995741.55	0.01523		
313411.45	3995741.55	0.01689	313431.45
3995741.55	0.01893		
313451.45	3995741.55	0.02149	313471.45
3995741.55	0.02478		
313491.45	3995741.55	0.02916	313511.45
3995741.55	0.03520		
313531.45	3995741.55	0.04391	313971.45
3995741.55	0.06208		
313991.45	3995741.55	0.04798	314011.45
3995741.55	0.03926		
314031.45	3995741.55	0.03330	314051.45
3995741.55	0.02891		
314071.45	3995741.55	0.02552	314091.45
3995741.55	0.02280		
314111.45	3995741.55	0.02056	314131.45
3995741.55	0.01868		
314151.45	3995741.55	0.01708	314171.45
3995741.55	0.01569		
314191.45	3995741.55	0.01448	314211.45
3995741.55	0.01341		
314231.45	3995741.55	0.01245	314251.45
3995741.55	0.01160		
314271.45	3995741.55	0.01083	313271.45
3995761.55	0.01070		

^ *** AERMOD - VERSION 21112 *** *** C:\Lakes\AERMOD
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 *** AERMET - VERSION 18081 *** ***
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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 4
 YEARS FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M³

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		
313291.45	3995761.55	0.01146	313311.45
3995761.55	0.01232		
313331.45	3995761.55	0.01331	313351.45
3995761.55	0.01446		
313371.45	3995761.55	0.01581	313391.45
3995761.55	0.01740		
313411.45	3995761.55	0.01932	313431.45
3995761.55	0.02166		
313451.45	3995761.55	0.02457	313471.45
3995761.55	0.02828		
313491.45	3995761.55	0.03313	313511.45
3995761.55	0.03973		
313531.45	3995761.55	0.04901	313971.45
3995761.55	0.06348		
313991.45	3995761.55	0.04889	314011.45
3995761.55	0.03986		
314031.45	3995761.55	0.03370	314051.45
3995761.55	0.02918		
314071.45	3995761.55	0.02571	314091.45
3995761.55	0.02294		
314111.45	3995761.55	0.02066	314131.45
3995761.55	0.01876		
314151.45	3995761.55	0.01714	314171.45
3995761.55	0.01573		
314191.45	3995761.55	0.01450	314211.45
3995761.55	0.01342		
314231.45	3995761.55	0.01245	314251.45
3995761.55	0.01159		

314271.45	3995761.55	0.01081	313271.45
3995781.55	0.01193		
313291.45	3995781.55	0.01279	313311.45
3995781.55	0.01378		
313331.45	3995781.55	0.01490	313351.45
3995781.55	0.01621		
313371.45	3995781.55	0.01773	313391.45
3995781.55	0.01952		
313411.45	3995781.55	0.02167	313431.45
3995781.55	0.02427		
313451.45	3995781.55	0.02747	313471.45
3995781.55	0.03151		
313491.45	3995781.55	0.03674	313511.45
3995781.55	0.04375		
313531.45	3995781.55	0.05345	313971.45
3995781.55	0.06448		
313991.45	3995781.55	0.04949	314011.45
3995781.55	0.04022		
314031.45	3995781.55	0.03391	314051.45
3995781.55	0.02931		
314071.45	3995781.55	0.02579	314091.45
3995781.55	0.02299		
314111.45	3995781.55	0.02070	314131.45
3995781.55	0.01878		
314151.45	3995781.55	0.01714	314171.45
3995781.55	0.01573		
314191.45	3995781.55	0.01449	314211.45
3995781.55	0.01339		
314231.45	3995781.55	0.01242	314251.45
3995781.55	0.01155		
314271.45	3995781.55	0.01077	313271.45
3995801.55	0.01316		
313291.45	3995801.55	0.01412	313311.45
3995801.55	0.01522		
313331.45	3995801.55	0.01647	313351.45
3995801.55	0.01792		
313371.45	3995801.55	0.01959	313391.45
3995801.55	0.02156		
313411.45	3995801.55	0.02390	313431.45
3995801.55	0.02671		
313451.45	3995801.55	0.03016	313471.45
3995801.55	0.03448		
313491.45	3995801.55	0.04001	313511.45
3995801.55	0.04732		
313531.45	3995801.55	0.05731	313971.45
3995801.55	0.06506		
313991.45	3995801.55	0.04975	314011.45
3995801.55	0.04030		
314031.45	3995801.55	0.03392	314051.45
3995801.55	0.02929		

314071.45 3995801.55 0.02576 314091.45
 3995801.55 0.02296
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 *** AERMET - VERSION 18081 *** ***
 *** 09:19:05

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 *** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*
 *** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 4
 YEARS FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,
 *** DISCRETE CARTESIAN RECEPTOR POINTS

		** CONC OF PM _{2.5} IN MICROGRAMS/M**3	
**			
X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		

314111.45	3995801.55	0.02067	314131.45
3995801.55	0.01875		
314151.45	3995801.55	0.01711	314171.45
3995801.55	0.01568		
314191.45	3995801.55	0.01444	314211.45
3995801.55	0.01334		
314231.45	3995801.55	0.01236	314251.45
3995801.55	0.01149		
314271.45	3995801.55	0.01071	313271.45
3995821.55	0.01437		
313291.45	3995821.55	0.01543	313311.45
3995821.55	0.01663		
313331.45	3995821.55	0.01799	313351.45
3995821.55	0.01956		
313371.45	3995821.55	0.02137	313391.45
3995821.55	0.02349		
313411.45	3995821.55	0.02599	313431.45
3995821.55	0.02899		
313451.45	3995821.55	0.03264	313471.45
3995821.55	0.03717		
313491.45	3995821.55	0.04294	313511.45
3995821.55	0.05048		
313531.45	3995821.55	0.06065	313971.45
3995821.55	0.06514		
313991.45	3995821.55	0.04959	314011.45
3995821.55	0.04008		

314031.45	3995821.55	0.03372	314051.45
3995821.55	0.02914		
314071.45	3995821.55	0.02565	314091.45
3995821.55	0.02287		
314111.45	3995821.55	0.02059	314131.45
3995821.55	0.01867		
314151.45	3995821.55	0.01703	314171.45
3995821.55	0.01561		
314191.45	3995821.55	0.01436	314211.45
3995821.55	0.01326		
314231.45	3995821.55	0.01228	314251.45
3995821.55	0.01141		
314271.45	3995821.55	0.01062	313271.45
3995841.55	0.01556		
313291.45	3995841.55	0.01670	313311.45
3995841.55	0.01799		
313331.45	3995841.55	0.01945	313351.45
3995841.55	0.02112		
313371.45	3995841.55	0.02306	313391.45
3995841.55	0.02530		
313411.45	3995841.55	0.02795	313431.45
3995841.55	0.03109		
313451.45	3995841.55	0.03491	313471.45
3995841.55	0.03962		
313491.45	3995841.55	0.04556	313511.45
3995841.55	0.05326		
313531.45	3995841.55	0.06355	313971.45
3995841.55	0.06446		
313991.45	3995841.55	0.04888	314011.45
3995841.55	0.03953		
314031.45	3995841.55	0.03334	314051.45
3995841.55	0.02888		
314071.45	3995841.55	0.02546	314091.45
3995841.55	0.02273		
314111.45	3995841.55	0.02047	314131.45
3995841.55	0.01857		
314151.45	3995841.55	0.01693	314171.45
3995841.55	0.01551		
314191.45	3995841.55	0.01426	314211.45
3995841.55	0.01316		
314231.45	3995841.55	0.01218	314251.45
3995841.55	0.01130		
314271.45	3995841.55	0.01052	313271.45
3995861.55	0.01670		
313291.45	3995861.55	0.01792	313311.45
3995861.55	0.01929		
313331.45	3995861.55	0.02083	313351.45
3995861.55	0.02260		
313371.45	3995861.55	0.02464	313391.45
3995861.55	0.02699		

313411.45	3995861.55	0.02976	313431.45
3995861.55	0.03304		
313451.45	3995861.55	0.03698	313471.45
3995861.55	0.04182		

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*** MODELOPTs: RegDFault CONC ELEV URBAN ADJ_U*

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 4
 YEARS FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		

313491.45	3995861.55	0.04789	313511.45
3995861.55	0.05570		
313531.45	3995861.55	0.06604	313991.45
3995861.55	0.04748		
314011.45	3995861.55	0.03866	314031.45
3995861.55	0.03281		
314051.45	3995861.55	0.02855	314071.45
3995861.55	0.02524		
314091.45	3995861.55	0.02256	314111.45
3995861.55	0.02034		
314131.45	3995861.55	0.01844	314151.45
3995861.55	0.01681		
314171.45	3995861.55	0.01539	314191.45
3995861.55	0.01414		
314211.45	3995861.55	0.01304	314231.45
3995861.55	0.01206		
314251.45	3995861.55	0.01119	314271.45
3995861.55	0.01041		
313271.45	3995881.55	0.01779	313291.45
3995881.55	0.01908		
313311.45	3995881.55	0.02052	313331.45
3995881.55	0.02214		
313351.45	3995881.55	0.02399	313371.45
3995881.55	0.02611		

313391.45	3995881.55	0.02857	313411.45
3995881.55	0.03143		
313431.45	3995881.55	0.03481	313451.45
3995881.55	0.03887		
313471.45	3995881.55	0.04381	313491.45
3995881.55	0.04996		
313511.45	3995881.55	0.05784	313531.45
3995881.55	0.06822		
313991.45	3995881.55	0.04545	314011.45
3995881.55	0.03763		
314031.45	3995881.55	0.03225	314051.45
3995881.55	0.02822		
314071.45	3995881.55	0.02502	314091.45
3995881.55	0.02240		
314111.45	3995881.55	0.02019	314131.45
3995881.55	0.01831		
314151.45	3995881.55	0.01668	314171.45
3995881.55	0.01526		
314191.45	3995881.55	0.01401	314211.45
3995881.55	0.01290		
314231.45	3995881.55	0.01193	314251.45
3995881.55	0.01105		
314271.45	3995881.55	0.01028	313291.45
3995901.55	0.02017		
313311.45	3995901.55	0.02168	313331.45
3995901.55	0.02337		
313351.45	3995901.55	0.02529	313371.45
3995901.55	0.02749		
313391.45	3995901.55	0.03002	313411.45
3995901.55	0.03297		
313431.45	3995901.55	0.03644	313451.45
3995901.55	0.04058		
313471.45	3995901.55	0.04561	313491.45
3995901.55	0.05182		
313511.45	3995901.55	0.05971	313531.45
3995901.55	0.07010		
313991.45	3995901.55	0.04355	314011.45
3995901.55	0.03677		
314031.45	3995901.55	0.03181	314051.45
3995901.55	0.02796		
314071.45	3995901.55	0.02484	314091.45
3995901.55	0.02225		
314111.45	3995901.55	0.02005	314131.45
3995901.55	0.01817		
314151.45	3995901.55	0.01653	314171.45
3995901.55	0.01511		
314191.45	3995901.55	0.01386	314211.45
3995901.55	0.01275		
314231.45	3995901.55	0.01178	314251.45
3995901.55	0.01091		

314271.45	3995901.55	0.01013	313311.45
3995921.55	0.02277		
313331.45	3995921.55	0.02452	313351.45
3995921.55	0.02650		
313371.45	3995921.55	0.02876	313391.45
3995921.55	0.03136		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 4
 YEARS FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_2.5 IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		

313411.45	3995921.55	0.03438	313431.45
3995921.55	0.03792		
313451.45	3995921.55	0.04213	313471.45
3995921.55	0.04721		
313491.45	3995921.55	0.05347	313511.45
3995921.55	0.06138		
313531.45	3995921.55	0.07174	313991.45
3995921.55	0.04249		
314011.45	3995921.55	0.03630	314031.45
3995921.55	0.03158		
314051.45	3995921.55	0.02782	314071.45
3995921.55	0.02472		
314091.45	3995921.55	0.02213	314111.45
3995921.55	0.01992		
314131.45	3995921.55	0.01802	314151.45
3995921.55	0.01638		
314171.45	3995921.55	0.01495	314191.45
3995921.55	0.01369		
314211.45	3995921.55	0.01259	314231.45
3995921.55	0.01161		
314251.45	3995921.55	0.01075	314271.45
3995921.55	0.00998		

313331.45	3995941.55	0.02559	313351.45
3995941.55	0.02762		
313371.45	3995941.55	0.02994	313391.45
3995941.55	0.03259		
313411.45	3995941.55	0.03567	313431.45
3995941.55	0.03927		
313451.45	3995941.55	0.04352	313471.45
3995941.55	0.04864		
313491.45	3995941.55	0.05494	313511.45
3995941.55	0.06287		
313531.45	3995941.55	0.07316	313991.45
3995941.55	0.04207		
314011.45	3995941.55	0.03618	314031.45
3995941.55	0.03154		
314051.45	3995941.55	0.02778	314071.45
3995941.55	0.02466		
314091.45	3995941.55	0.02203	314111.45
3995941.55	0.01979		
314131.45	3995941.55	0.01787	314151.45
3995941.55	0.01621		
314171.45	3995941.55	0.01477	314191.45
3995941.55	0.01351		
314211.45	3995941.55	0.01241	314231.45
3995941.55	0.01144		
314251.45	3995941.55	0.01057	314271.45
3995941.55	0.00981		
313351.45	3995961.55	0.02867	313371.45
3995961.55	0.03103		
313391.45	3995961.55	0.03373	313411.45
3995961.55	0.03685		
313431.45	3995961.55	0.04049	313451.45
3995961.55	0.04478		
313471.45	3995961.55	0.04993	313491.45
3995961.55	0.05624		
313511.45	3995961.55	0.06416	313531.45
3995961.55	0.07445		
313991.45	3995961.55	0.04213	314011.45
3995961.55	0.03635		
314031.45	3995961.55	0.03167	314051.45
3995961.55	0.02783		
314071.45	3995961.55	0.02462	314091.45
3995961.55	0.02193		
314111.45	3995961.55	0.01965	314131.45
3995961.55	0.01770		
314151.45	3995961.55	0.01602	314171.45
3995961.55	0.01457		
314191.45	3995961.55	0.01331	314211.45
3995961.55	0.01221		
314231.45	3995961.55	0.01124	314251.45
3995961.55	0.01038		

314271.45	3995961.55	0.00962	313371.45
3995981.55	0.03203		
313391.45	3995981.55	0.03477	313411.45
3995981.55	0.03793		
313431.45	3995981.55	0.04160	313451.45
3995981.55	0.04592		
313471.45	3995981.55	0.05109	313491.45
3995981.55	0.05739		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 4
 YEARS FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

 ** CONC OF PM_2.5 IN MICROGRAMS/M**3

 **

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		
313511.45	3995981.55	0.06530	313531.45
3995981.55	0.07556		
313991.45	3995981.55	0.04274	314011.45
3995981.55	0.03680		
314031.45	3995981.55	0.03192	314051.45
3995981.55	0.02791		
314071.45	3995981.55	0.02459	314091.45
3995981.55	0.02182		
314111.45	3995981.55	0.01948	314131.45
3995981.55	0.01750		
314151.45	3995981.55	0.01581	314171.45
3995981.55	0.01435		
314191.45	3995981.55	0.01309	314211.45
3995981.55	0.01199		
314231.45	3995981.55	0.01102	314251.45
3995981.55	0.01018		
314271.45	3995981.55	0.00943	313391.45
3996001.55	0.03573		
313411.45	3996001.55	0.03892	313431.45
3996001.55	0.04262		

313451.45	3996001.55	0.04696	313471.45
3996001.55	0.05213		
313491.45	3996001.55	0.05842	313511.45
3996001.55	0.06630		
313531.45	3996001.55	0.07650	313991.45
3996001.55	0.04402		
314011.45	3996001.55	0.03750	314031.45
3996001.55	0.03223		
314051.45	3996001.55	0.02798	314071.45
3996001.55	0.02452		
314091.45	3996001.55	0.02166	314111.45
3996001.55	0.01927		
314131.45	3996001.55	0.01726	314151.45
3996001.55	0.01555		
314171.45	3996001.55	0.01409	314191.45
3996001.55	0.01283		
314211.45	3996001.55	0.01174	314231.45
3996001.55	0.01079		
314251.45	3996001.55	0.00995	314271.45
3996001.55	0.00921		
313411.45	3996021.55	0.03982	313431.45
3996021.55	0.04354		
313451.45	3996021.55	0.04789	313471.45
3996021.55	0.05307		
313491.45	3996021.55	0.05935	313511.45
3996021.55	0.06718		
313531.45	3996021.55	0.07731	313991.45
3996021.55	0.04590		
314011.45	3996021.55	0.03828	314031.45
3996021.55	0.03249		
314051.45	3996021.55	0.02797	314071.45
3996021.55	0.02435		
314091.45	3996021.55	0.02141	314111.45
3996021.55	0.01899		
314131.45	3996021.55	0.01696	314151.45
3996021.55	0.01525		
314171.45	3996021.55	0.01380	314191.45
3996021.55	0.01255		
314211.45	3996021.55	0.01147	314231.45
3996021.55	0.01053		
314251.45	3996021.55	0.00971	314271.45
3996021.55	0.00898		
313431.45	3996041.55	0.04437	313451.45
3996041.55	0.04873		
313471.45	3996041.55	0.05390	313491.45
3996041.55	0.06017		
313511.45	3996041.55	0.06796	313531.45
3996041.55	0.07800		
313991.45	3996041.55	0.04751	314011.45
3996041.55	0.03880		

314031.45	3996041.55	0.03254	314051.45
3996041.55	0.02779		
314071.45	3996041.55	0.02406	314091.45
3996041.55	0.02107		
314111.45	3996041.55	0.01863	314131.45
3996041.55	0.01660		
314151.45	3996041.55	0.01490	314171.45
3996041.55	0.01346		
314191.45	3996041.55	0.01223	314211.45
3996041.55	0.01117		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 4
 YEARS FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_2.5 IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		

314231.45	3996041.55	0.01025	314251.45
3996041.55	0.00945		
314271.45	3996041.55	0.00874	313991.45
3996061.55	0.04821		
314011.45	3996061.55	0.03886	314031.45
3996061.55	0.03231		
314051.45	3996061.55	0.02742	314071.45
3996061.55	0.02363		
314091.45	3996061.55	0.02062	314111.45
3996061.55	0.01818		
314131.45	3996061.55	0.01617	314151.45
3996061.55	0.01450		
314171.45	3996061.55	0.01308	314191.45
3996061.55	0.01188		
314211.45	3996061.55	0.01085	314231.45
3996061.55	0.00995		
314251.45	3996061.55	0.00917	314271.45
3996061.55	0.00849		

313991.45	3996081.55	0.04826	314011.45
3996081.55	0.03852		
314031.45	3996081.55	0.03179	314051.45
3996081.55	0.02684		
314071.45	3996081.55	0.02304	314091.45
3996081.55	0.02005		
314111.45	3996081.55	0.01764	314131.45
3996081.55	0.01567		
314151.45	3996081.55	0.01404	314171.45
3996081.55	0.01266		
314191.45	3996081.55	0.01150	314211.45
3996081.55	0.01050		
314231.45	3996081.55	0.00963	314251.45
3996081.55	0.00888		
314271.45	3996081.55	0.00822	313991.45
3996101.55	0.04787		
314011.45	3996101.55	0.03786	314031.45
3996101.55	0.03104		
314051.45	3996101.55	0.02608	314071.45
3996101.55	0.02231		
314091.45	3996101.55	0.01937	314111.45
3996101.55	0.01702		
314131.45	3996101.55	0.01511	314151.45
3996101.55	0.01353		
314171.45	3996101.55	0.01221	314191.45
3996101.55	0.01109		
314211.45	3996101.55	0.01013	314231.45
3996101.55	0.00930		
314251.45	3996101.55	0.00857	314271.45
3996101.55	0.00794		
313991.45	3996121.55	0.04707	314011.45
3996121.55	0.03690		
314031.45	3996121.55	0.03006	314051.45
3996121.55	0.02514		
314071.45	3996121.55	0.02145	314091.45
3996121.55	0.01859		
314111.45	3996121.55	0.01633	314131.45
3996121.55	0.01449		
314151.45	3996121.55	0.01298	314171.45
3996121.55	0.01172		
314191.45	3996121.55	0.01065	314211.45
3996121.55	0.00974		
314231.45	3996121.55	0.00895	314251.45
3996121.55	0.00826		
314271.45	3996121.55	0.00765	313991.45
3996141.55	0.04586		
314011.45	3996141.55	0.03563	314031.45
3996141.55	0.02884		
314051.45	3996141.55	0.02403	314071.45
3996141.55	0.02047		

314091.45	3996141.55	0.01773	314111.45
3996141.55	0.01557		
314131.45	3996141.55	0.01383	314151.45
3996141.55	0.01240		
314171.45	3996141.55	0.01121	314191.45
3996141.55	0.01020		
314211.45	3996141.55	0.00934	314231.45
3996141.55	0.00859		
314251.45	3996141.55	0.00794	314271.45
3996141.55	0.00736		
313991.45	3996161.55	0.04417	314011.45
3996161.55	0.03400		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 4
 YEARS FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_2.5 IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		
314031.45	3996161.55	0.02738	314051.45
3996161.55	0.02276		
314071.45	3996161.55	0.01938	314091.45
3996161.55	0.01680		
314111.45	3996161.55	0.01477	314131.45
3996161.55	0.01314		
314151.45	3996161.55	0.01180	314171.45
3996161.55	0.01069		
314191.45	3996161.55	0.00974	314211.45
3996161.55	0.00893		
314231.45	3996161.55	0.00823	314251.45
3996161.55	0.00762		
314271.45	3996161.55	0.00708	313991.45
3996181.55	0.04189		
314011.45	3996181.55	0.03197	314031.45
3996181.55	0.02566		

314051.45	3996181.55	0.02134	314071.45
3996181.55	0.01820		
314091.45	3996181.55	0.01582	314111.45
3996181.55	0.01395		
314131.45	3996181.55	0.01244	314151.45
3996181.55	0.01120		
314171.45	3996181.55	0.01016	314191.45
3996181.55	0.00928		
314211.45	3996181.55	0.00853	314231.45
3996181.55	0.00787		
314251.45	3996181.55	0.00730	314271.45
3996181.55	0.00679		
313991.45	3996201.55	0.03888	314011.45
3996201.55	0.02952		
314031.45	3996201.55	0.02372	314051.45
3996201.55	0.01980		
314071.45	3996201.55	0.01697	314091.45
3996201.55	0.01481		
314111.45	3996201.55	0.01311	314131.45
3996201.55	0.01174		
314151.45	3996201.55	0.01060	314171.45
3996201.55	0.00965		
314191.45	3996201.55	0.00884	314211.45
3996201.55	0.00814		
314231.45	3996201.55	0.00753	314251.45
3996201.55	0.00699		
314271.45	3996201.55	0.00652	313991.45
3996221.55	0.03493		
314011.45	3996221.55	0.02667	314031.45
3996221.55	0.02164		
314051.45	3996221.55	0.01823	314071.45
3996221.55	0.01574		
314091.45	3996221.55	0.01383	314111.45
3996221.55	0.01231		
314131.45	3996221.55	0.01107	314151.45
3996221.55	0.01003		
314171.45	3996221.55	0.00916	314191.45
3996221.55	0.00841		
314211.45	3996221.55	0.00776	314231.45
3996221.55	0.00720		
314251.45	3996221.55	0.00670	314271.45
3996221.55	0.00625		
313991.45	3996241.55	0.03018	314011.45
3996241.55	0.02368		
314031.45	3996241.55	0.01958	314051.45
3996241.55	0.01672		
314071.45	3996241.55	0.01458	314091.45
3996241.55	0.01290		
314111.45	3996241.55	0.01155	314131.45
3996241.55	0.01043		

314151.45	3996241.55	0.00950	314171.45
3996241.55	0.00870		
314191.45	3996241.55	0.00801	314211.45
3996241.55	0.00741		
314231.45	3996241.55	0.00688	314251.45
3996241.55	0.00642		
314271.45	3996241.55	0.00601	313991.45
3996261.55	0.02578		
314011.45	3996261.55	0.02101	314031.45
3996261.55	0.01776		
314051.45	3996261.55	0.01537	314071.45
3996261.55	0.01353		
314091.45	3996261.55	0.01206	314111.45
3996261.55	0.01086		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 4
 YEARS FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		
314131.45	3996261.55	0.00986	314151.45
3996261.55	0.00900		
314171.45	3996261.55	0.00827	314191.45
3996261.55	0.00764		
314211.45	3996261.55	0.00708	314231.45
3996261.55	0.00659		
314251.45	3996261.55	0.00616	314271.45
3996261.55	0.00577		
313991.45	3996281.55	0.02265	314011.45
3996281.55	0.01894		
314031.45	3996281.55	0.01626	314051.45
3996281.55	0.01423		
314071.45	3996281.55	0.01263	314091.45
3996281.55	0.01132		

314111.45	3996281.55	0.01025	314131.45
3996281.55	0.00934		
314151.45	3996281.55	0.00856	314171.45
3996281.55	0.00789		
314191.45	3996281.55	0.00730	314211.45
3996281.55	0.00678		
314231.45	3996281.55	0.00633	314251.45
3996281.55	0.00592		
314271.45	3996281.55	0.00556	313811.45
3996301.55	0.06377		
313831.45	3996301.55	0.06041	313851.45
3996301.55	0.05658		
313871.45	3996301.55	0.05224	313891.45
3996301.55	0.04737		
313911.45	3996301.55	0.04191	313931.45
3996301.55	0.03593		
313951.45	3996301.55	0.02985	313971.45
3996301.55	0.02448		
313991.45	3996301.55	0.02036	314011.45
3996301.55	0.01733		
314031.45	3996301.55	0.01506	314051.45
3996301.55	0.01328		
314071.45	3996301.55	0.01186	314091.45
3996301.55	0.01069		
314111.45	3996301.55	0.00970	314131.45
3996301.55	0.00887		
314151.45	3996301.55	0.00816	314171.45
3996301.55	0.00753		
314191.45	3996301.55	0.00699	314211.45
3996301.55	0.00651		
314231.45	3996301.55	0.00608	314251.45
3996301.55	0.00570		
314271.45	3996301.55	0.00536	313811.45
3996321.55	0.05328		
313831.45	3996321.55	0.05028	313851.45
3996321.55	0.04695		
313871.45	3996321.55	0.04325	313891.45
3996321.55	0.03920		
313911.45	3996321.55	0.03482	313931.45
3996321.55	0.03024		
313951.45	3996321.55	0.02577	313971.45
3996321.55	0.02179		
313991.45	3996321.55	0.01855	314011.45
3996321.55	0.01603		
314031.45	3996321.55	0.01406	314051.45
3996321.55	0.01248		
314071.45	3996321.55	0.01120	314091.45
3996321.55	0.01013		
314111.45	3996321.55	0.00923	314131.45
3996321.55	0.00846		

314151.45	3996321.55	0.00780	314171.45
3996321.55	0.00722		
314191.45	3996321.55	0.00671	314211.45
3996321.55	0.00626		
314231.45	3996321.55	0.00586	314251.45
3996321.55	0.00549		
314271.45	3996321.55	0.00517	313811.45
3996341.55	0.04557		
313831.45	3996341.55	0.04294	313851.45
3996341.55	0.04004		
313871.45	3996341.55	0.03688	313891.45
3996341.55	0.03348		
313911.45	3996341.55	0.02991	313931.45
3996341.55	0.02629		
313951.45	3996341.55	0.02282	313971.45
3996341.55	0.01971		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 4
 YEARS FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		
313991.45	3996341.55	0.01707	314011.45
3996341.55	0.01493		
314031.45	3996341.55	0.01320	314051.45
3996341.55	0.01179		
314071.45	3996341.55	0.01062	314091.45
3996341.55	0.00965		
314111.45	3996341.55	0.00882	314131.45
3996341.55	0.00810		
314151.45	3996341.55	0.00748	314171.45
3996341.55	0.00694		
314191.45	3996341.55	0.00646	314211.45
3996341.55	0.00603		

314231.45	3996341.55	0.00565	314251.45
3996341.55	0.00531		
314271.45	3996341.55	0.00500	313811.45
3996361.55	0.03970		
313831.45	3996361.55	0.03737	313851.45
3996361.55	0.03484		
313871.45	3996361.55	0.03212	313891.45
3996361.55	0.02925		
313911.45	3996361.55	0.02629	313931.45
3996361.55	0.02335		
313951.45	3996361.55	0.02056	313971.45
3996361.55	0.01802		
313991.45	3996361.55	0.01582	314011.45
3996361.55	0.01397		
314031.45	3996361.55	0.01245	314051.45
3996361.55	0.01118		
314071.45	3996361.55	0.01012	314091.45
3996361.55	0.00922		
314111.45	3996361.55	0.00844	314131.45
3996361.55	0.00778		
314151.45	3996361.55	0.00719	314171.45
3996361.55	0.00668		
314191.45	3996361.55	0.00623	314211.45
3996361.55	0.00583		
314231.45	3996361.55	0.00546	314251.45
3996361.55	0.00514		
314271.45	3996361.55	0.00484	313731.45
3996381.55	0.04143		
313751.45	3996381.55	0.04015	313771.45
3996381.55	0.03865		
313791.45	3996381.55	0.03695	313811.45
3996381.55	0.03507		
313831.45	3996381.55	0.03301	313851.45
3996381.55	0.03079		
313871.45	3996381.55	0.02844	313891.45
3996381.55	0.02599		
313911.45	3996381.55	0.02351	313931.45
3996381.55	0.02106		
313951.45	3996381.55	0.01874	313971.45
3996381.55	0.01662		
313991.45	3996381.55	0.01475	314011.45
3996381.55	0.01314		
314031.45	3996381.55	0.01178	314051.45
3996381.55	0.01063		
314071.45	3996381.55	0.00966	314091.45
3996381.55	0.00883		
314111.45	3996381.55	0.00811	314131.45
3996381.55	0.00748		
314151.45	3996381.55	0.00694	314171.45
3996381.55	0.00645		

314191.45	3996381.55	0.00602	314211.45
3996381.55	0.00564		
314231.45	3996381.55	0.00529	314251.45
3996381.55	0.00498		
314271.45	3996381.55	0.00470	313731.45
3996401.55	0.03707		
313751.45	3996401.55	0.03590	313771.45
3996401.55	0.03454		
313791.45	3996401.55	0.03301	313811.45
3996401.55	0.03132		
313831.45	3996401.55	0.02949	313851.45
3996401.55	0.02754		
313871.45	3996401.55	0.02549	313891.45
3996401.55	0.02339		
313911.45	3996401.55	0.02127	313931.45
3996401.55	0.01921		
313951.45	3996401.55	0.01724	313971.45
3996401.55	0.01543		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 4
 YEARS FOR SOURCE GROUP: ALL ***

INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		
313991.45	3996401.55	0.01381	314011.45
3996401.55	0.01239		
314031.45	3996401.55	0.01118	314051.45
3996401.55	0.01013		
314071.45	3996401.55	0.00924	314091.45
3996401.55	0.00847		
314111.45	3996401.55	0.00780	314131.45
3996401.55	0.00722		
314151.45	3996401.55	0.00670	314171.45
3996401.55	0.00624		

314191.45	3996401.55	0.00583	314211.45
3996401.55	0.00547		
314231.45	3996401.55	0.00514	314251.45
3996401.55	0.00484		
314271.45	3996401.55	0.00457	313731.45
3996421.55	0.03345		
313751.45	3996421.55	0.03237	313771.45
3996421.55	0.03114		
313791.45	3996421.55	0.02975	313811.45
3996421.55	0.02824		
313831.45	3996421.55	0.02661	313851.45
3996421.55	0.02488		
313871.45	3996421.55	0.02309	313891.45
3996421.55	0.02126		
313911.45	3996421.55	0.01944	313931.45
3996421.55	0.01766		
313951.45	3996421.55	0.01597	313971.45
3996421.55	0.01441		
313991.45	3996421.55	0.01299	314011.45
3996421.55	0.01173		
314031.45	3996421.55	0.01063	314051.45
3996421.55	0.00968		
314071.45	3996421.55	0.00886	314091.45
3996421.55	0.00814		
314111.45	3996421.55	0.00752	314131.45
3996421.55	0.00697		
314151.45	3996421.55	0.00648	314171.45
3996421.55	0.00605		
314191.45	3996421.55	0.00566	314211.45
3996421.55	0.00531		
314231.45	3996421.55	0.00500	314251.45
3996421.55	0.00471		
314271.45	3996421.55	0.00445	313751.45
3996441.55	0.02940		
313771.45	3996441.55	0.02827	313791.45
3996441.55	0.02702		
313811.45	3996441.55	0.02565	313831.45
3996441.55	0.02419		
313851.45	3996441.55	0.02266	313871.45
3996441.55	0.02108		
313891.45	3996441.55	0.01948	313911.45
3996441.55	0.01790		
313931.45	3996441.55	0.01635	313951.45
3996441.55	0.01488		
313971.45	3996441.55	0.01351	313991.45
3996441.55	0.01225		
314011.45	3996441.55	0.01112	314031.45
3996441.55	0.01013		
314051.45	3996441.55	0.00926	314071.45
3996441.55	0.00850		

314091.45	3996441.55	0.00784	314111.45
3996441.55	0.00725		
314131.45	3996441.55	0.00674	314151.45
3996441.55	0.00628		
314171.45	3996441.55	0.00587	314191.45
3996441.55	0.00550		
314211.45	3996441.55	0.00516	314231.45
3996441.55	0.00486		
314251.45	3996441.55	0.00459	314271.45
3996441.55	0.00434		
313751.45	3996461.55	0.02686	313771.45
3996461.55	0.02583		
313791.45	3996461.55	0.02469	313811.45
3996461.55	0.02346		
313831.45	3996461.55	0.02215	313851.45
3996461.55	0.02078		
313871.45	3996461.55	0.01939	313891.45
3996461.55	0.01798		
313911.45	3996461.55	0.01658	313931.45
3996461.55	0.01522		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 4
 YEARS FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		
313951.45	3996461.55	0.01393	313971.45
3996461.55	0.01271		
313991.45	3996461.55	0.01159	314011.45
3996461.55	0.01058		
314031.45	3996461.55	0.00967	314051.45
3996461.55	0.00887		
314071.45	3996461.55	0.00817	314091.45
3996461.55	0.00755		

314111.45	3996461.55	0.00700	314131.45
3996461.55	0.00652		
314151.45	3996461.55	0.00608	314171.45
3996461.55	0.00569		
314191.45	3996461.55	0.00534	314211.45
3996461.55	0.00503		
314231.45	3996461.55	0.00474	314251.45
3996461.55	0.00448		
314271.45	3996461.55	0.00424	313751.45
3996481.55	0.02467		
313771.45	3996481.55	0.02372	313791.45
3996481.55	0.02269		
313811.45	3996481.55	0.02157	313831.45
3996481.55	0.02039		
313851.45	3996481.55	0.01917	313871.45
3996481.55	0.01793		
313891.45	3996481.55	0.01668	313911.45
3996481.55	0.01544		
313931.45	3996481.55	0.01424	313951.45
3996481.55	0.01308		
313971.45	3996481.55	0.01200	313991.45
3996481.55	0.01099		
314011.45	3996481.55	0.01007	314031.45
3996481.55	0.00925		
314051.45	3996481.55	0.00851	314071.45
3996481.55	0.00786		
314091.45	3996481.55	0.00728	314111.45
3996481.55	0.00677		
314131.45	3996481.55	0.00631	314151.45
3996481.55	0.00590		
314171.45	3996481.55	0.00553	314191.45
3996481.55	0.00520		
314211.45	3996481.55	0.00490	314231.45
3996481.55	0.00462		
314251.45	3996481.55	0.00437	314271.45
3996481.55	0.00414		
313771.45	3996501.55	0.02189	313791.45
3996501.55	0.02095		
313811.45	3996501.55	0.01994	313831.45
3996501.55	0.01888		
313851.45	3996501.55	0.01778	313871.45
3996501.55	0.01666		
313891.45	3996501.55	0.01555	313911.45
3996501.55	0.01444		
313931.45	3996501.55	0.01337	313951.45
3996501.55	0.01233		
313971.45	3996501.55	0.01136	313991.45
3996501.55	0.01045		
314011.45	3996501.55	0.00961	314031.45
3996501.55	0.00886		

314051.45	3996501.55	0.00818	314071.45
3996501.55	0.00757		
314091.45	3996501.55	0.00703	314111.45
3996501.55	0.00655		
314131.45	3996501.55	0.00611	314151.45
3996501.55	0.00573		
314171.45	3996501.55	0.00538	314191.45
3996501.55	0.00506		
314211.45	3996501.55	0.00477	314231.45
3996501.55	0.00451		
314251.45	3996501.55	0.00427	314271.45
3996501.55	0.00405		
313771.45	3996521.55	0.02029	313791.45
3996521.55	0.01943		
313811.45	3996521.55	0.01851	313831.45
3996521.55	0.01755		
313851.45	3996521.55	0.01656	313871.45
3996521.55	0.01556		
313891.45	3996521.55	0.01455	313911.45
3996521.55	0.01356		
313931.45	3996521.55	0.01259	313951.45
3996521.55	0.01166		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 4
 YEARS FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		
313971.45	3996521.55	0.01078	313991.45
3996521.55	0.00995		
314011.45	3996521.55	0.00919	314031.45
3996521.55	0.00849		
314051.45	3996521.55	0.00786	314071.45
3996521.55	0.00730		

314091.45	3996521.55	0.00679	314111.45
3996521.55	0.00634		
314131.45	3996521.55	0.00593	314151.45
3996521.55	0.00556		
314171.45	3996521.55	0.00523	314191.45
3996521.55	0.00493		
314211.45	3996521.55	0.00465	314231.45
3996521.55	0.00440		
314251.45	3996521.55	0.00417	314271.45
3996521.55	0.00396		
313791.45	3996541.55	0.01809	313811.45
3996541.55	0.01725		
313831.45	3996541.55	0.01638	313851.45
3996541.55	0.01548		
313871.45	3996541.55	0.01458	313891.45
3996541.55	0.01367		
313911.45	3996541.55	0.01277	313931.45
3996541.55	0.01190		
313951.45	3996541.55	0.01105	313971.45
3996541.55	0.01025		
313991.45	3996541.55	0.00949	314011.45
3996541.55	0.00879		
314031.45	3996541.55	0.00815	314051.45
3996541.55	0.00757		
314071.45	3996541.55	0.00704	314091.45
3996541.55	0.00657		
314111.45	3996541.55	0.00614	314131.45
3996541.55	0.00575		
314151.45	3996541.55	0.00540	314171.45
3996541.55	0.00509		
314191.45	3996541.55	0.00480	314211.45
3996541.55	0.00454		
314231.45	3996541.55	0.00430	314251.45
3996541.55	0.00408		
314271.45	3996541.55	0.00387	313791.45
3996561.55	0.01690		
313811.45	3996561.55	0.01613	313831.45
3996561.55	0.01534		
313851.45	3996561.55	0.01453	313871.45
3996561.55	0.01371		
313891.45	3996561.55	0.01288	313911.45
3996561.55	0.01207		
313931.45	3996561.55	0.01127	313951.45
3996561.55	0.01050		
313971.45	3996561.55	0.00977	313991.45
3996561.55	0.00907		
314011.45	3996561.55	0.00843	314031.45
3996561.55	0.00784		
314051.45	3996561.55	0.00729	314071.45
3996561.55	0.00680		

314091.45	3996561.55	0.00635	314111.45
3996561.55	0.00595		
314131.45	3996561.55	0.00558	314151.45
3996561.55	0.00525		
314171.45	3996561.55	0.00495	314191.45
3996561.55	0.00468		
314211.45	3996561.55	0.00442	314231.45
3996561.55	0.00419		
314251.45	3996561.55	0.00398	314271.45
3996561.55	0.00379		
313791.45	3996581.55	0.01584	313811.45
3996581.55	0.01514		
313831.45	3996581.55	0.01442	313851.45
3996581.55	0.01368		
313871.45	3996581.55	0.01293	313891.45
3996581.55	0.01217		
313911.45	3996581.55	0.01143	313931.45
3996581.55	0.01070		
313951.45	3996581.55	0.01000	313971.45
3996581.55	0.00932		
313991.45	3996581.55	0.00869	314011.45
3996581.55	0.00809		
314031.45	3996581.55	0.00754	314051.45
3996581.55	0.00703		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 4
 YEARS FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		
314071.45	3996581.55	0.00657	314091.45
3996581.55	0.00615		
314111.45	3996581.55	0.00577	314131.45
3996581.55	0.00542		

314151.45	3996581.55	0.00511	314171.45
3996581.55	0.00482		
314191.45	3996581.55	0.00456	314211.45
3996581.55	0.00432		
314231.45	3996581.55	0.00410	314251.45
3996581.55	0.00389		
314271.45	3996581.55	0.00371	313529.06
3996060.33	0.07721		
313510.22	3996059.07	0.06803	313491.38
3996062.84	0.06091		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION
 VALUES FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_2.5 IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)
Y-COORD (M)	CONC	(YYMMDDHH)		

313271.45	3995341.55	0.17899	(08120324)	313291.45
3995341.55	0.18377	(08120324)		
313311.45	3995341.55	0.18762	(07021304)	313331.45
3995341.55	0.19219	(06010506)		
313351.45	3995341.55	0.19731	(10010108)	313371.45
3995341.55	0.20194	(09121623)		
313391.45	3995341.55	0.20820	(07121805)	313411.45
3995341.55	0.21180	(07121805)		
313431.45	3995341.55	0.21167	(07121805)	313451.45
3995341.55	0.20882	(06013119)		
313471.45	3995341.55	0.21333	(09012118)	313491.45
3995341.55	0.21414	(09012118)		
313511.45	3995341.55	0.21246	(09022819)	313531.45
3995341.55	0.21915	(09022819)		
313551.45	3995341.55	0.22134	(09022819)	313571.45
3995341.55	0.22090	(07022019)		
313591.45	3995341.55	0.21912	(07022019)	313611.45
3995341.55	0.21939	(06121917)		

313631.45	3995341.55	0.21753	(06121917)	313651.45
3995341.55	0.21572 (08120422)			
313671.45	3995341.55	0.21562	(08012617)	313691.45
3995341.55	0.21445 (08012617)			
313711.45	3995341.55	0.21267	(09010717)	313731.45
3995341.55	0.21185 (08120519)			
313751.45	3995341.55	0.21287	(07022819)	313771.45
3995341.55	0.21503 (07022819)			
313791.45	3995341.55	0.21736	(07022819)	313811.45
3995341.55	0.21962 (07022819)			
313831.45	3995341.55	0.22145	(06120717)	313851.45
3995341.55	0.22557 (06120717)			
313871.45	3995341.55	0.22805	(06120717)	313891.45
3995341.55	0.22766 (06120717)			
313911.45	3995341.55	0.22573	(07022520)	313931.45
3995341.55	0.22794 (07022520)			
313951.45	3995341.55	0.22640	(07022520)	313971.45
3995341.55	0.22617 (06121719)			
313991.45	3995341.55	0.22572	(09010318)	314011.45
3995341.55	0.22436 (07021419)			
314031.45	3995341.55	0.22283	(07022018)	314051.45
3995341.55	0.21924 (07022018)			
314071.45	3995341.55	0.21603	(06021018)	314091.45
3995341.55	0.21015 (06021018)			
314111.45	3995341.55	0.20723	(09121517)	314131.45
3995341.55	0.20308 (08011207)			
314151.45	3995341.55	0.19981	(07021118)	314171.45
3995341.55	0.19402 (07021118)			
314191.45	3995341.55	0.18930	(06011120)	314211.45
3995341.55	0.18443 (09020520)			
314231.45	3995341.55	0.17981	(09020520)	314251.45
3995341.55	0.17403 (08012217)			
314271.45	3995341.55	0.17010	(08012217)	313271.45
3995361.55	0.18136 (08022322)			
313291.45	3995361.55	0.18600	(08120324)	313311.45
3995361.55	0.19082 (08120324)			
313331.45	3995361.55	0.19488	(07021304)	313351.45
3995361.55	0.20007 (06010506)			
313371.45	3995361.55	0.20590	(10010108)	313391.45
3995361.55	0.21140 (07121805)			
313411.45	3995361.55	0.21746	(07121805)	313431.45
3995361.55	0.21963 (07121805)			
313451.45	3995361.55	0.21777	(07121805)	313471.45
3995361.55	0.21918 (09012118)			
313491.45	3995361.55	0.22177	(09012118)	313511.45
3995361.55	0.22019 (09012118)			
313531.45	3995361.55	0.22513	(09022819)	313551.45
3995361.55	0.22852 (09022819)			
313571.45	3995361.55	0.22807	(07022019)	313591.45
3995361.55	0.22679 (07022019)			

313611.45	3995361.55	0.22636	(06121917)	313631.45
3995361.55	0.22457	(06121917)		
313651.45	3995361.55	0.22229	(08120422)	313671.45
3995361.55	0.22196	(08012617)		
313691.45	3995361.55	0.22044	(08012617)	313711.45
3995361.55	0.21839	(09010717)		
313731.45	3995361.55	0.21739	(08120519)	313751.45
3995361.55	0.21863	(07022819)		
313771.45	3995361.55	0.22068	(07022819)	313791.45
3995361.55	0.22317	(07022819)		
313811.45	3995361.55	0.22578	(07022819)	313831.45
3995361.55	0.22796	(06120717)		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION
 VALUES FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)
Y-COORD (M)	CONC	(YYMMDDHH)		

313851.45	3995361.55	0.23243	(06120717)	313871.45
3995361.55	0.23510	(06120717)		
313891.45	3995361.55	0.23465	(06120717)	313911.45
3995361.55	0.23346	(07022520)		
313931.45	3995361.55	0.23530	(07022520)	313951.45
3995361.55	0.23299	(07022520)		
313971.45	3995361.55	0.23343	(06121719)	313991.45
3995361.55	0.23286	(09010318)		
314011.45	3995361.55	0.23132	(07021419)	314031.45
3995361.55	0.22957	(07022018)		
314051.45	3995361.55	0.22504	(06021018)	314071.45
3995361.55	0.22120	(06021018)		
314091.45	3995361.55	0.21577	(09121517)	314111.45
3995361.55	0.21184	(09121517)		
314131.45	3995361.55	0.20828	(07021118)	314151.45
3995361.55	0.20311	(07021118)		

314171.45	3995361.55	0.19714	(06011120)	314191.45
3995361.55	0.19171 (09020520)			
314211.45	3995361.55	0.18711	(09020520)	314231.45
3995361.55	0.18061 (09020520)			
314251.45	3995361.55	0.17645	(08012217)	314271.45
3995361.55	0.17136 (09010224)			
313271.45	3995381.55	0.18280	(08022322)	313291.45
3995381.55	0.18825 (08022322)			
313311.45	3995381.55	0.19354	(08120324)	313331.45
3995381.55	0.19846 (07021304)			
313351.45	3995381.55	0.20337	(06010506)	313371.45
3995381.55	0.20907 (10010108)			
313391.45	3995381.55	0.21492	(10010108)	313411.45
3995381.55	0.22202 (07121805)			
313431.45	3995381.55	0.22682	(07121805)	313451.45
3995381.55	0.22730 (07121805)			
313471.45	3995381.55	0.22460	(09012118)	313491.45
3995381.55	0.22926 (09012118)			
313511.45	3995381.55	0.22931	(09012118)	313531.45
3995381.55	0.23121 (09022819)			
313551.45	3995381.55	0.23599	(09022819)	313571.45
3995381.55	0.23597 (09022819)			
313591.45	3995381.55	0.23496	(07022019)	313611.45
3995381.55	0.23386 (06121917)			
313631.45	3995381.55	0.23216	(06121917)	313651.45
3995381.55	0.22938 (08120422)			
313671.45	3995381.55	0.22879	(08012617)	313691.45
3995381.55	0.22686 (08012617)			
313711.45	3995381.55	0.22447	(09010717)	313731.45
3995381.55	0.22324 (08120519)			
313751.45	3995381.55	0.22472	(07022819)	313771.45
3995381.55	0.22664 (07022819)			
313791.45	3995381.55	0.22934	(07022819)	313811.45
3995381.55	0.23238 (07022819)			
313831.45	3995381.55	0.23496	(06120717)	313851.45
3995381.55	0.23984 (06120717)			
313871.45	3995381.55	0.24271	(06120717)	313891.45
3995381.55	0.24217 (06120717)			
313911.45	3995381.55	0.24172	(07022520)	313931.45
3995381.55	0.24309 (07022520)			
313951.45	3995381.55	0.24107	(06121719)	313971.45
3995381.55	0.24112 (09010318)			
313991.45	3995381.55	0.24012	(09010318)	314011.45
3995381.55	0.23880 (07022018)			
314031.45	3995381.55	0.23603	(07022018)	314051.45
3995381.55	0.23194 (06021018)			
314071.45	3995381.55	0.22559	(06021018)	314091.45
3995381.55	0.22188 (09121517)			
314111.45	3995381.55	0.21710	(07021118)	314131.45
3995381.55	0.21272 (07021118)			

314151.45	3995381.55	0.20552	(06011120)	314171.45
3995381.55	0.20027 (06011120)			
314191.45	3995381.55	0.19498	(09020520)	314211.45
3995381.55	0.18831 (09020520)			
314231.45	3995381.55	0.18329	(08012217)	314251.45
3995381.55	0.17777 (09010224)			
314271.45	3995381.55	0.17278	(06022319)	313271.45
3995401.55	0.18329 (07021120)			
313291.45	3995401.55	0.18995	(08022322)	313311.45
3995401.55	0.19571 (08022322)			
313331.45	3995401.55	0.20169	(08120324)	313351.45
3995401.55	0.20700 (07021304)			
313371.45	3995401.55	0.21269	(06010506)	313391.45
3995401.55	0.21923 (10010108)			

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION
 VALUES FOR SOURCE GROUP: ALL ***

INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)
Y-COORD (M)	CONC	(YYMMDDHH)		
313411.45	3995401.55	0.22555	(09121623)	313431.45
3995401.55	0.23298 (07121805)			
313451.45	3995401.55	0.23620	(07121805)	313471.45
3995401.55	0.23469 (07121805)			
313491.45	3995401.55	0.23651	(09012118)	313511.45
3995401.55	0.23851 (09012118)			
313531.45	3995401.55	0.23737	(09022819)	313551.45
3995401.55	0.24375 (09022819)			
313571.45	3995401.55	0.24482	(09022819)	313591.45
3995401.55	0.24369 (07022019)			
313611.45	3995401.55	0.24194	(06121917)	313631.45
3995401.55	0.24036 (06121917)			
313651.45	3995401.55	0.23709	(08120422)	313671.45
3995401.55	0.23618 (08012617)			

313691.45	3995401.55	0.23377	(08012617)	313711.45
3995401.55	0.23095 (09010717)			
313731.45	3995401.55	0.22995	(07022819)	313751.45
3995401.55	0.23111 (07022819)			
313771.45	3995401.55	0.23294	(07022819)	313791.45
3995401.55	0.23592 (07022819)			
313811.45	3995401.55	0.23948	(07022819)	313831.45
3995401.55	0.24253 (06120717)			
313851.45	3995401.55	0.24787	(06120717)	313871.45
3995401.55	0.25095 (06120717)			
313891.45	3995401.55	0.25030	(06120717)	313911.45
3995401.55	0.25057 (07022520)			
313931.45	3995401.55	0.25140	(07022520)	313951.45
3995401.55	0.25003 (06121719)			
313971.45	3995401.55	0.25002	(09010318)	313991.45
3995401.55	0.24882 (07021419)			
314011.45	3995401.55	0.24719	(07022018)	314031.45
3995401.55	0.24217 (06021018)			
314051.45	3995401.55	0.23825	(06021018)	314071.45
3995401.55	0.23207 (09121517)			
314091.45	3995401.55	0.22694	(08011207)	314111.45
3995401.55	0.22289 (07021118)			
314131.45	3995401.55	0.21569	(07021118)	314151.45
3995401.55	0.20953 (09120417)			
314171.45	3995401.55	0.20351	(09020520)	314191.45
3995401.55	0.19664 (09020520)			
314211.45	3995401.55	0.19071	(08012217)	314231.45
3995401.55	0.18470 (09010224)			
314251.45	3995401.55	0.17926	(06022319)	314271.45
3995401.55	0.17494 (06022319)			
313271.45	3995421.55	0.18511	(07021120)	313291.45
3995421.55	0.19026 (07021120)			
313311.45	3995421.55	0.19769	(08022322)	313331.45
3995421.55	0.20383 (08022322)			
313351.45	3995421.55	0.21055	(08120324)	313371.45
3995421.55	0.21627 (07021304)			
313391.45	3995421.55	0.22273	(06010506)	313411.45
3995421.55	0.23009 (10010108)			
313431.45	3995421.55	0.23788	(07121805)	313451.45
3995421.55	0.24422 (07121805)			
313471.45	3995421.55	0.24550	(07121805)	313491.45
3995421.55	0.24339 (09012118)			
313511.45	3995421.55	0.24771	(09012118)	313531.45
3995421.55	0.24674 (09012118)			
313551.45	3995421.55	0.25184	(09022819)	313571.45
3995421.55	0.25416 (09022819)			
313591.45	3995421.55	0.25303	(07022019)	313611.45
3995421.55	0.25067 (06121917)			
313631.45	3995421.55	0.24929	(06121917)	313651.45
3995421.55	0.24550 (08120422)			

313671.45	3995421.55	0.24423	(08012617)	313691.45
3995421.55	0.24124	(08012617)		
313711.45	3995421.55	0.23790	(09010717)	313731.45
3995421.55	0.23723	(07022819)		
313751.45	3995421.55	0.23788	(07022819)	313771.45
3995421.55	0.23963	(07022819)		
313791.45	3995421.55	0.24297	(07022819)	313811.45
3995421.55	0.24715	(07022819)		
313831.45	3995421.55	0.25077	(06120717)	313851.45
3995421.55	0.25664	(06120717)		
313871.45	3995421.55	0.25990	(06120717)	313891.45
3995421.55	0.25910	(06120717)		
313911.45	3995421.55	0.26008	(07022520)	313931.45
3995421.55	0.26027	(07022520)		
313951.45	3995421.55	0.25948	(06121719)	313971.45
3995421.55	0.25927	(09010318)		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION
 VALUES FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_2.5 IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)
Y-COORD (M)	CONC	(YYMMDDHH)		
313991.45	3995421.55	0.25767	(07021419)	314011.45
3995421.55	0.25547	(07022018)		
314031.45	3995421.55	0.25059	(06021018)	314051.45
3995421.55	0.24374	(06021018)		
314071.45	3995421.55	0.23892	(09121517)	314091.45
3995421.55	0.23364	(07021118)		
314111.45	3995421.55	0.22716	(07021118)	314131.45
3995421.55	0.21960	(09120417)		
314151.45	3995421.55	0.21281	(09020520)	314171.45
3995421.55	0.20572	(09020520)		
314191.45	3995421.55	0.19878	(08012217)	314211.45
3995421.55	0.19222	(09010224)		

314231.45	3995421.55	0.18627	(06022319)	314251.45
3995421.55	0.18142 (06022319)			
314271.45	3995421.55	0.17640	(09020218)	313271.45
3995441.55	0.18590 (06010119)			
313291.45	3995441.55	0.19215	(07021120)	313311.45
3995441.55	0.19812 (08022322)			
313331.45	3995441.55	0.20614	(08022322)	313351.45
3995441.55	0.21271 (08022322)			
313371.45	3995441.55	0.22025	(08120324)	313391.45
3995441.55	0.22640 (07021304)			
313411.45	3995441.55	0.23409	(10010108)	313431.45
3995441.55	0.24184 (09121623)			
313451.45	3995441.55	0.25106	(07121805)	313471.45
3995441.55	0.25565 (07121805)			
313491.45	3995441.55	0.25462	(07121805)	313511.45
3995441.55	0.25682 (09012118)			
313531.45	3995441.55	0.25796	(09012118)	313551.45
3995441.55	0.26026 (09022819)			
313571.45	3995441.55	0.26406	(09022819)	313591.45
3995441.55	0.26304 (07022019)			
313611.45	3995441.55	0.26016	(06121917)	313631.45
3995441.55	0.25904 (06121917)			
313651.45	3995441.55	0.25472	(08120422)	313671.45
3995441.55	0.25306 (08012617)			
313691.45	3995441.55	0.24938	(08012617)	313711.45
3995441.55	0.24548 (08120519)			
313731.45	3995441.55	0.24500	(07022819)	313751.45
3995441.55	0.24508 (07022819)			
313771.45	3995441.55	0.24677	(07022819)	313791.45
3995441.55	0.25056 (07022819)			
313811.45	3995441.55	0.25550	(07022819)	313831.45
3995441.55	0.25981 (06120717)			
313851.45	3995441.55	0.26626	(06120717)	313871.45
3995441.55	0.26968 (06120717)			
313891.45	3995441.55	0.26867	(06120717)	313911.45
3995441.55	0.27033 (07022520)			
313931.45	3995441.55	0.26979	(07022520)	313951.45
3995441.55	0.26948 (06121719)			
313971.45	3995441.55	0.26891	(09010318)	313991.45
3995441.55	0.26756 (07022018)			
314011.45	3995441.55	0.26351	(07022018)	314031.45
3995441.55	0.25847 (06021018)			
314051.45	3995441.55	0.25128	(09121517)	314071.45
3995441.55	0.24519 (08011207)			
314091.45	3995441.55	0.23949	(07021118)	314111.45
3995441.55	0.23057 (09120417)			
314131.45	3995441.55	0.22299	(09020520)	314151.45
3995441.55	0.21566 (09020520)			
314171.45	3995441.55	0.20763	(08012217)	314191.45
3995441.55	0.20042 (09010224)			

314211.45	3995441.55	0.19389	(06022319)	314231.45
3995441.55	0.18843 (09020218)			
314251.45	3995441.55	0.18288	(09020218)	314271.45
3995441.55	0.17659 (09012502)			
313271.45	3995461.55	0.18678	(09012119)	313291.45
3995461.55	0.19289 (06010119)			
313311.45	3995461.55	0.19979	(07021120)	313331.45
3995461.55	0.20674 (08022322)			
313351.45	3995461.55	0.21539	(08022322)	313371.45
3995461.55	0.22297 (08120324)			
313391.45	3995461.55	0.23094	(08120324)	313411.45
3995461.55	0.23842 (06010506)			
313431.45	3995461.55	0.24726	(10010108)	313451.45
3995461.55	0.25636 (07121805)			
313471.45	3995461.55	0.26479	(07121805)	313491.45
3995461.55	0.26713 (07121805)			
313511.45	3995461.55	0.26573	(09012118)	313531.45
3995461.55	0.26941 (09012118)			

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION
 VALUES FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)
Y-COORD (M)	CONC	(YYMMDDHH)		
313551.45	3995461.55	0.26906	(09022819)	313571.45
3995461.55	0.27457 (09022819)			
313591.45	3995461.55	0.27407	(09022819)	313611.45
3995461.55	0.27163 (07022019)			
313631.45	3995461.55	0.26975	(06121917)	313651.45
3995461.55	0.26490 (08120422)			
313671.45	3995461.55	0.26282	(08012617)	313691.45
3995461.55	0.25832 (08012617)			
313711.45	3995461.55	0.25406	(07022819)	313731.45
3995461.55	0.25329 (07022819)			

313751.45	3995461.55	0.25276	(07022819)	313771.45
3995461.55	0.25444 (07022819)			
313791.45	3995461.55	0.25879	(07022819)	313811.45
3995461.55	0.26464 (07022819)			
313831.45	3995461.55	0.26979	(06120717)	313851.45
3995461.55	0.27688 (06120717)			
313871.45	3995461.55	0.28042	(06120717)	313891.45
3995461.55	0.27913 (06120717)			
313911.45	3995461.55	0.28141	(07022520)	313931.45
3995461.55	0.28008 (07022520)			
313951.45	3995461.55	0.28063	(09010318)	313971.45
3995461.55	0.27994 (07021419)			
313991.45	3995461.55	0.27826	(07022018)	314011.45
3995461.55	0.27284 (06021018)			
314031.45	3995461.55	0.26554	(06021018)	314051.45
3995461.55	0.25913 (09121517)			
314071.45	3995461.55	0.25280	(07021118)	314091.45
3995461.55	0.24345 (07021118)			
314111.45	3995461.55	0.23491	(09120417)	314131.45
3995461.55	0.22663 (09020520)			
314151.45	3995461.55	0.21739	(08012217)	314171.45
3995461.55	0.20951 (08012217)			
314191.45	3995461.55	0.20220	(06022319)	314211.45
3995461.55	0.19611 (09020218)			
314231.45	3995461.55	0.18985	(09020218)	314251.45
3995461.55	0.18305 (09012502)			
314271.45	3995461.55	0.17705	(09012502)	313271.45
3995481.55	0.18725 (09012119)			
313291.45	3995481.55	0.19370	(09012119)	313311.45
3995481.55	0.20045 (06010119)			
313331.45	3995481.55	0.20813	(07021120)	313351.45
3995481.55	0.21617 (08022322)			
313371.45	3995481.55	0.22561	(08022322)	313391.45
3995481.55	0.23435 (08120324)			
313411.45	3995481.55	0.24293	(07021304)	313431.45
3995481.55	0.25180 (06010506)			
313451.45	3995481.55	0.26167	(10010108)	313471.45
3995481.55	0.27254 (07121805)			
313491.45	3995481.55	0.27899	(07121805)	313511.45
3995481.55	0.27855 (07121805)			
313531.45	3995481.55	0.28106	(09012118)	313551.45
3995481.55	0.28092 (09012118)			
313571.45	3995481.55	0.28580	(09022819)	313591.45
3995481.55	0.28657 (09022819)			
313611.45	3995481.55	0.28415	(07022019)	313631.45
3995481.55	0.28160 (06121917)			
313651.45	3995481.55	0.27657	(06121917)	313671.45
3995481.55	0.27369 (08012617)			
313691.45	3995481.55	0.26821	(08012617)	313711.45
3995481.55	0.26420 (07022819)			

313731.45	3995481.55	0.26221	(07022819)	313751.45
3995481.55	0.26100	(07022819)		
313771.45	3995481.55	0.26273	(07022819)	313791.45
3995481.55	0.26777	(07022819)		
313811.45	3995481.55	0.27473	(07022819)	313831.45
3995481.55	0.28091	(06120717)		
313851.45	3995481.55	0.28871	(06120717)	313871.45
3995481.55	0.29227	(06120717)		
313891.45	3995481.55	0.29070	(07022520)	313911.45
3995481.55	0.29346	(07022520)		
313931.45	3995481.55	0.29232	(06121719)	313951.45
3995481.55	0.29305	(09010318)		
313971.45	3995481.55	0.29184	(07021419)	313991.45
3995481.55	0.28912	(07022018)		
314011.45	3995481.55	0.28303	(06021018)	314031.45
3995481.55	0.27448	(09121517)		
314051.45	3995481.55	0.26717	(07021118)	314071.45
3995481.55	0.25863	(07021118)		
314091.45	3995481.55	0.24833	(09120417)	314111.45
3995481.55	0.23882	(09020520)		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION
 VALUES FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_2.5 IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)
Y-COORD (M)	CONC	(YYMMDDHH)		
314131.45	3995481.55	0.22824	(08012217)	314151.45
3995481.55	0.21957	(08012217)		
314171.45	3995481.55	0.21130	(06022319)	314191.45
3995481.55	0.20446	(09020218)		
314211.45	3995481.55	0.19736	(09020218)	314231.45
3995481.55	0.18996	(09012502)		
314251.45	3995481.55	0.18323	(09012502)	314271.45
3995481.55	0.17680	(09010522)		

313271.45	3995501.55	0.18661	(09012119)	313291.45
3995501.55	0.19400 (09012119)			
313311.45	3995501.55	0.20114	(09012119)	313331.45
3995501.55	0.20868 (06010119)			
313351.45	3995501.55	0.21726	(07021120)	313371.45
3995501.55	0.22656 (08022322)			
313391.45	3995501.55	0.23697	(08022322)	313411.45
3995501.55	0.24709 (08120324)			
313431.45	3995501.55	0.25667	(07021304)	313451.45
3995501.55	0.26699 (10010108)			
313471.45	3995501.55	0.27840	(07121805)	313491.45
3995501.55	0.28976 (07121805)			
313511.45	3995501.55	0.29347	(07121805)	313531.45
3995501.55	0.29285 (09012118)			
313551.45	3995501.55	0.29538	(09012118)	313571.45
3995501.55	0.29789 (09022819)			
313591.45	3995501.55	0.30008	(09022819)	313611.45
3995501.55	0.29786 (07022019)			
313631.45	3995501.55	0.29474	(06121917)	313651.45
3995501.55	0.28982 (06121917)			
313671.45	3995501.55	0.28592	(08012617)	313691.45
3995501.55	0.27931 (09010717)			
313711.45	3995501.55	0.27528	(07022819)	313731.45
3995501.55	0.27183 (07022819)			
313751.45	3995501.55	0.26992	(07022819)	313771.45
3995501.55	0.27174 (07022819)			
313791.45	3995501.55	0.27763	(07022819)	313811.45
3995501.55	0.28596 (07022819)			
313831.45	3995501.55	0.29345	(06120717)	313851.45
3995501.55	0.30198 (06120717)			
313871.45	3995501.55	0.30544	(06120717)	313891.45
3995501.55	0.30464 (07022520)			
313911.45	3995501.55	0.30668	(07022520)	313931.45
3995501.55	0.30600 (06121719)			
313951.45	3995501.55	0.30646	(09010318)	313971.45
3995501.55	0.30545 (07022018)			
313991.45	3995501.55	0.30009	(06021018)	314011.45
3995501.55	0.29256 (06021018)			
314031.45	3995501.55	0.28381	(09121517)	314051.45
3995501.55	0.27544 (07021118)			
314071.45	3995501.55	0.26340	(09120417)	314091.45
3995501.55	0.25255 (09020520)			
314111.45	3995501.55	0.24082	(09020520)	314131.45
3995501.55	0.23074 (08012217)			
314151.45	3995501.55	0.22134	(06022319)	314171.45
3995501.55	0.21357 (09020218)			
314191.45	3995501.55	0.20550	(09020218)	314211.45
3995501.55	0.19736 (09012502)			
314231.45	3995501.55	0.18984	(09012502)	314251.45
3995501.55	0.18301 (06020508)			

314271.45	3995501.55	0.17764	(07021518)	313271.45
3995521.55	0.18633 (09020219)			
313291.45	3995521.55	0.19321	(09012119)	313311.45
3995521.55	0.20125 (09012119)			
313331.45	3995521.55	0.20922	(09012119)	313351.45
3995521.55	0.21765 (06010119)			
313371.45	3995521.55	0.22732	(07021120)	313391.45
3995521.55	0.23812 (08022322)			
313411.45	3995521.55	0.24977	(08022322)	313431.45
3995521.55	0.26154 (08120324)			
313451.45	3995521.55	0.27231	(07021304)	313471.45
3995521.55	0.28526 (10010108)			
313491.45	3995521.55	0.29890	(07121805)	313511.45
3995521.55	0.30791 (07121805)			
313531.45	3995521.55	0.30806	(07121805)	313551.45
3995521.55	0.31058 (09012118)			
313571.45	3995521.55	0.31108	(09022819)	313591.45
3995521.55	0.31480 (09022819)			
313611.45	3995521.55	0.31293	(07022019)	313631.45
3995521.55	0.30945 (06121917)			
313651.45	3995521.55	0.30487	(06121917)	313671.45
3995521.55	0.29986 (08012617)			

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION
 VALUES FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_2.5 IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)
Y-COORD (M)	CONC	(YYMMDDHH)		
313691.45	3995521.55	0.29195	(09010717)	313711.45
3995521.55	0.28748 (07022819)			
313731.45	3995521.55	0.28226	(07022819)	313751.45
3995521.55	0.27966 (07022819)			
313771.45	3995521.55	0.28167	(07022819)	313791.45
3995521.55	0.28852 (07022819)			

313811.45	3995521.55	0.29861	(07022819)	313831.45
3995521.55	0.30775 (06120717)			
313851.45	3995521.55	0.31703	(06120717)	313871.45
3995521.55	0.32021 (06120717)			
313891.45	3995521.55	0.32008	(07022520)	313911.45
3995521.55	0.32134 (07022520)			
313931.45	3995521.55	0.32106	(06121719)	313951.45
3995521.55	0.32152 (07021419)			
313971.45	3995521.55	0.32038	(07022018)	313991.45
3995521.55	0.31389 (06021018)			
314011.45	3995521.55	0.30356	(09121517)	314031.45
3995521.55	0.29420 (07021118)			
314051.45	3995521.55	0.28104	(07021118)	314071.45
3995521.55	0.26823 (09020520)			
314091.45	3995521.55	0.25533	(09020520)	314111.45
3995521.55	0.24328 (08012217)			
314131.45	3995521.55	0.23249	(06022319)	314151.45
3995521.55	0.22356 (09020218)			
314171.45	3995521.55	0.21435	(09020218)	314191.45
3995521.55	0.20534 (09012502)			
314211.45	3995521.55	0.19691	(09012502)	314231.45
3995521.55	0.18976 (06020508)			
314251.45	3995521.55	0.18411	(07021518)	314271.45
3995521.55	0.17846 (07021518)			
313271.45	3995541.55	0.18543	(08122502)	313291.45
3995541.55	0.19273 (09020219)			
313311.45	3995541.55	0.20032	(09012119)	313331.45
3995541.55	0.20912 (09012119)			
313351.45	3995541.55	0.21800	(09012119)	313371.45
3995541.55	0.22754 (06010119)			
313391.45	3995541.55	0.23850	(07021120)	313411.45
3995541.55	0.25111 (08022322)			
313431.45	3995541.55	0.26436	(08022322)	313451.45
3995541.55	0.27818 (08120324)			
313471.45	3995541.55	0.29137	(06010506)	313491.45
3995541.55	0.30606 (10010108)			
313511.45	3995541.55	0.32138	(07121805)	313531.45
3995541.55	0.32670 (07121805)			
313551.45	3995541.55	0.32676	(09012118)	313571.45
3995541.55	0.32731 (09012118)			
313591.45	3995541.55	0.33107	(09022819)	313611.45
3995541.55	0.33039 (09022819)			
313631.45	3995541.55	0.32653	(07022019)	313651.45
3995541.55	0.32217 (06121917)			
313671.45	3995541.55	0.31600	(08012617)	313691.45
3995541.55	0.30650 (09010717)			
313711.45	3995541.55	0.30102	(07022819)	313731.45
3995541.55	0.29362 (07022819)			
313751.45	3995541.55	0.29045	(07022819)	313771.45
3995541.55	0.29270 (07022819)			

313791.45	3995541.55	0.30066	(07022819)	313811.45
3995541.55	0.31306	(07022819)		
313831.45	3995541.55	0.32435	(06120717)	313851.45
3995541.55	0.33427	(06120717)		
313871.45	3995541.55	0.33692	(06120717)	313891.45
3995541.55	0.33734	(07022520)		
313911.45	3995541.55	0.33786	(07022520)	313931.45
3995541.55	0.33869	(09010318)		
313951.45	3995541.55	0.33900	(07021419)	313971.45
3995541.55	0.33650	(07022018)		
313991.45	3995541.55	0.32758	(06021018)	314011.45
3995541.55	0.31528	(09121517)		
314031.45	3995541.55	0.30296	(07021118)	314051.45
3995541.55	0.28708	(09120417)		
314071.45	3995541.55	0.27199	(09020520)	314091.45
3995541.55	0.25752	(08012217)		
314111.45	3995541.55	0.24497	(06022319)	314131.45
3995541.55	0.23459	(09020218)		
314151.45	3995541.55	0.22405	(09020218)	314171.45
3995541.55	0.21395	(09012502)		
314191.45	3995541.55	0.20453	(09012502)	314211.45
3995541.55	0.19719	(07021518)		
314231.45	3995541.55	0.19082	(07021518)	314251.45
3995541.55	0.18438	(07021518)		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION
 VALUES FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

 ** CONC OF PM_2.5 IN MICROGRAMS/M**3
 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)
Y-COORD (M)	CONC	(YYMMDDHH)		
314271.45	3995541.55	0.17829	(09011917)	313271.45
3995561.55	0.18426	(08122502)		
313291.45	3995561.55	0.19169	(08122502)	313311.45
3995561.55	0.19962	(09020219)		

313331.45	3995561.55	0.20804	(09012119)	313351.45
3995561.55	0.21769 (09012119)			
313371.45	3995561.55	0.22760	(09012119)	313391.45
3995561.55	0.23846 (06010119)			
313411.45	3995561.55	0.25104	(07021120)	313431.45
3995561.55	0.26589 (08022322)			
313451.45	3995561.55	0.28126	(08022322)	313471.45
3995561.55	0.29774 (08120324)			
313491.45	3995561.55	0.31389	(10010108)	313511.45
3995561.55	0.33289 (07121805)			
313531.45	3995561.55	0.34568	(07121805)	313551.45
3995561.55	0.34597 (07121805)			
313571.45	3995561.55	0.34767	(09012118)	313591.45
3995561.55	0.34944 (09022819)			
313611.45	3995561.55	0.35005	(09022819)	313631.45
3995561.55	0.34691 (07022019)			
313651.45	3995561.55	0.34228	(06121917)	313671.45
3995561.55	0.33505 (08012617)			
313691.45	3995561.55	0.32500	(07022819)	313711.45
3995561.55	0.31619 (07022819)			
313731.45	3995561.55	0.30607	(07022819)	313751.45
3995561.55	0.30264 (07022819)			
313771.45	3995561.55	0.30513	(07022819)	313791.45
3995561.55	0.31426 (07022819)			
313811.45	3995561.55	0.32986	(07022819)	313831.45
3995561.55	0.34402 (06120717)			
313851.45	3995561.55	0.35428	(06120717)	313871.45
3995561.55	0.35612 (06120717)			
313891.45	3995561.55	0.35699	(07022520)	313911.45
3995561.55	0.35690 (07022520)			
313931.45	3995561.55	0.35888	(09010318)	313951.45
3995561.55	0.35965 (07022018)			
313971.45	3995561.55	0.35462	(06021018)	313991.45
3995561.55	0.34229 (09121517)			
314011.45	3995561.55	0.32868	(07021118)	314031.45
3995561.55	0.30971 (09120417)			
314051.45	3995561.55	0.29149	(09020520)	314071.45
3995561.55	0.27391 (08012217)			
314091.45	3995561.55	0.25908	(06022319)	314111.45
3995561.55	0.24685 (09020218)			
314131.45	3995561.55	0.23471	(09020218)	314151.45
3995561.55	0.22333 (09012502)			
314171.45	3995561.55	0.21281	(09012502)	314191.45
3995561.55	0.20517 (07021518)			
314211.45	3995561.55	0.19782	(07021518)	314231.45
3995561.55	0.19057 (07021518)			
314251.45	3995561.55	0.18406	(09011917)	314271.45
3995561.55	0.17776 (09011917)			
313271.45	3995581.55	0.18280	(07012802)	313291.45
3995581.55	0.19041 (08122502)			

313311.45	3995581.55	0.19843	(08122502)	313331.45
3995581.55	0.20711 (09020219)			
313351.45	3995581.55	0.21647	(09012119)	313371.45
3995581.55	0.22709 (09012119)			
313391.45	3995581.55	0.23821	(09012119)	313411.45
3995581.55	0.25073 (07021120)			
313431.45	3995581.55	0.26523	(07021120)	313451.45
3995581.55	0.28292 (08022322)			
313471.45	3995581.55	0.30157	(08120324)	313491.45
3995581.55	0.32144 (07021304)			
313511.45	3995581.55	0.34276	(10010108)	313531.45
3995581.55	0.36434 (07121805)			
313551.45	3995581.55	0.37121	(07121805)	313571.45
3995581.55	0.37073 (09012118)			
313591.45	3995581.55	0.37084	(09022819)	313611.45
3995581.55	0.37253 (09022819)			
313631.45	3995581.55	0.37057	(09022819)	313651.45
3995581.55	0.36590 (06121917)			
313671.45	3995581.55	0.35825	(08120422)	313691.45
3995581.55	0.34735 (07022819)			
313711.45	3995581.55	0.33330	(07022819)	313731.45
3995581.55	0.31981 (07022819)			
313751.45	3995581.55	0.31673	(07022819)	313771.45
3995581.55	0.31937 (07022819)			
313791.45	3995581.55	0.32957	(07022819)	313811.45
3995581.55	0.34994 (07022819)			

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION
 VALUES FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)
Y-COORD (M)	CONC	(YYMMDDHH)		
313831.45	3995581.55	0.36788	(06120717)	313851.45
3995581.55	0.37780 (06120717)			

313871.45	3995581.55	0.37867	(06120717)	313891.45
3995581.55	0.37998 (07022520)			
313911.45	3995581.55	0.38020	(09010318)	313931.45
3995581.55	0.38267 (09010318)			
313951.45	3995581.55	0.38421	(07022018)	313971.45
3995581.55	0.37654 (06021018)			
313991.45	3995581.55	0.35953	(07021118)	314011.45
3995581.55	0.33751 (07021118)			
314031.45	3995581.55	0.31496	(09020520)	314051.45
3995581.55	0.29312 (08012217)			
314071.45	3995581.55	0.27522	(06022319)	314091.45
3995581.55	0.26061 (09020218)			
314111.45	3995581.55	0.24655	(09020218)	314131.45
3995581.55	0.23361 (09012502)			
314151.45	3995581.55	0.22228	(07021518)	314171.45
3995581.55	0.21358 (07021518)			
314191.45	3995581.55	0.20521	(07021518)	314211.45
3995581.55	0.19723 (09011917)			
314231.45	3995581.55	0.19006	(09011917)	314251.45
3995581.55	0.18311 (06010417)			
314271.45	3995581.55	0.17660	(06010417)	313271.45
3995601.55	0.18106 (07012802)			
313291.45	3995601.55	0.18882	(07012802)	313311.45
3995601.55	0.19707 (08122502)			
313331.45	3995601.55	0.20578	(08122502)	313351.45
3995601.55	0.21531 (09020219)			
313371.45	3995601.55	0.22577	(09012119)	313391.45
3995601.55	0.23751 (09012119)			
313411.45	3995601.55	0.25003	(09012119)	313431.45
3995601.55	0.26464 (07021120)			
313451.45	3995601.55	0.28160	(08022322)	313471.45
3995601.55	0.30294 (08022322)			
313491.45	3995601.55	0.32645	(08120324)	313511.45
3995601.55	0.35170 (07021304)			
313531.45	3995601.55	0.38049	(07121805)	313551.45
3995601.55	0.39949 (07121805)			
313571.45	3995601.55	0.39810	(07121805)	313591.45
3995601.55	0.39768 (09012118)			
313611.45	3995601.55	0.39921	(09022819)	313631.45
3995601.55	0.39894 (09022819)			
313651.45	3995601.55	0.39484	(07022019)	313671.45
3995601.55	0.38703 (08120422)			
313691.45	3995601.55	0.37505	(07022819)	313711.45
3995601.55	0.35264 (07022819)			
313731.45	3995601.55	0.33522	(07022819)	313751.45
3995601.55	0.33348 (07022819)			
313771.45	3995601.55	0.33601	(07022819)	313791.45
3995601.55	0.34682 (07022819)			
313811.45	3995601.55	0.37484	(07022819)	313831.45
3995601.55	0.39753 (06120717)			

313851.45	3995601.55	0.40593	(06120717)	313871.45
3995601.55	0.40594	(06120717)		
313891.45	3995601.55	0.40781	(07022520)	313911.45
3995601.55	0.40949	(09010318)		
313931.45	3995601.55	0.41239	(07021419)	313951.45
3995601.55	0.41399	(07022018)		
313971.45	3995601.55	0.39978	(09121517)	313991.45
3995601.55	0.37569	(07021118)		
314011.45	3995601.55	0.34439	(09020520)	314031.45
3995601.55	0.31619	(08012217)		
314051.45	3995601.55	0.29407	(09020218)	314071.45
3995601.55	0.27619	(09020218)		
314091.45	3995601.55	0.25984	(09020218)	314111.45
3995601.55	0.24502	(09012502)		
314131.45	3995601.55	0.23257	(07021518)	314151.45
3995601.55	0.22254	(07021518)		
314171.45	3995601.55	0.21311	(07021518)	314191.45
3995601.55	0.20436	(09011917)		
314211.45	3995601.55	0.19641	(09011917)	314231.45
3995601.55	0.18885	(06010417)		
314251.45	3995601.55	0.18221	(09011717)	314271.45
3995601.55	0.17655	(09011717)		
313271.45	3995621.55	0.18071	(06022220)	313291.45
3995621.55	0.18700	(07012802)		
313311.45	3995621.55	0.19536	(07012802)	313331.45
3995621.55	0.20435	(08122502)		
313351.45	3995621.55	0.21387	(09020219)	313371.45
3995621.55	0.22434	(09020219)		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION
 VALUES FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)
Y-COORD (M)	CONC	(YYMMDDHH)		

- - - - -
 - - - - -

313391.45	3995621.55	0.23610	(09012119)	313411.45
3995621.55	0.24918 (09012119)			
313431.45	3995621.55	0.26338	(09012119)	313451.45
3995621.55	0.28060 (07021120)			
313471.45	3995621.55	0.30127	(08022322)	313491.45
3995621.55	0.32702 (08022322)			
313511.45	3995621.55	0.35793	(08120324)	313531.45
3995621.55	0.39339 (06010506)			
313551.45	3995621.55	0.43051	(07121805)	313571.45
3995621.55	0.43588 (07121805)			
313591.45	3995621.55	0.43272	(09012118)	313611.45
3995621.55	0.43220 (09022819)			
313631.45	3995621.55	0.43306	(09022819)	313651.45
3995621.55	0.43125 (09022819)			
313671.45	3995621.55	0.42423	(06121917)	313691.45
3995621.55	0.41050 (07022819)			
313711.45	3995621.55	0.37461	(06120717)	313731.45
3995621.55	0.35340 (07022819)			
313751.45	3995621.55	0.35383	(07022819)	313771.45
3995621.55	0.35608 (07022819)			
313791.45	3995621.55	0.36598	(07022819)	313811.45
3995621.55	0.40723 (07022819)			
313831.45	3995621.55	0.43427	(06120717)	313851.45
3995621.55	0.43986 (06120717)			
313871.45	3995621.55	0.44043	(07022520)	313891.45
3995621.55	0.44223 (07022520)			
313911.45	3995621.55	0.44571	(09010318)	313931.45
3995621.55	0.45017 (07022018)			
313951.45	3995621.55	0.45090	(06021018)	313971.45
3995621.55	0.42806 (07021118)			
313991.45	3995621.55	0.38394	(09120417)	314011.45
3995621.55	0.34538 (09020520)			
314031.45	3995621.55	0.31633	(09021918)	314051.45
3995621.55	0.29421 (09020218)			
314071.45	3995621.55	0.27502	(09020218)	314091.45
3995621.55	0.25787 (09012502)			
314111.45	3995621.55	0.24373	(07021518)	314131.45
3995621.55	0.23228 (07021518)			
314151.45	3995621.55	0.22171	(07021518)	314171.45
3995621.55	0.21203 (09011917)			
314191.45	3995621.55	0.20321	(09011917)	314211.45
3995621.55	0.19495 (06010417)			
314231.45	3995621.55	0.18823	(09011717)	314251.45
3995621.55	0.18192 (09011717)			
314271.45	3995621.55	0.17586	(09011717)	313271.45
3995641.55	0.18054 (06022220)			
313291.45	3995641.55	0.18658	(06022220)	313311.45
3995641.55	0.19344 (07012802)			
313331.45	3995641.55	0.20251	(07012802)	313351.45
3995641.55	0.21236 (08122502)			

313371.45	3995641.55	0.22286	(09020219)	313391.45
3995641.55	0.23441	(09020219)		
313411.45	3995641.55	0.24771	(09012119)	313431.45
3995641.55	0.26245	(09012119)		
313451.45	3995641.55	0.27888	(06010119)	313471.45
3995641.55	0.29927	(07021120)		
313491.45	3995641.55	0.32492	(08022322)	313511.45
3995641.55	0.35688	(08022322)		
313531.45	3995641.55	0.39977	(08120324)	313551.45
3995641.55	0.45591	(07121805)		
313571.45	3995641.55	0.47909	(07121805)	313591.45
3995641.55	0.47416	(07121805)		
313611.45	3995641.55	0.47046	(09012118)	313631.45
3995641.55	0.46899	(09022819)		
313651.45	3995641.55	0.46839	(09022819)	313671.45
3995641.55	0.46312	(07022019)		
313691.45	3995641.55	0.44590	(07022819)	313711.45
3995641.55	0.39298	(06120717)		
313731.45	3995641.55	0.37661	(07022819)	313751.45
3995641.55	0.37892	(07022819)		
313771.45	3995641.55	0.38134	(06120717)	313791.45
3995641.55	0.38696	(07022819)		
313811.45	3995641.55	0.44486	(07022819)	313971.45
3995641.55	0.43910	(09120417)		
313991.45	3995641.55	0.38325	(09020520)	314011.45
3995641.55	0.34392	(09021918)		
314031.45	3995641.55	0.31564	(09020218)	314051.45
3995641.55	0.29278	(09020218)		
314071.45	3995641.55	0.27292	(09020218)	314091.45
3995641.55	0.25616	(07021518)		

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*** MODELOPTs: RegDFault CONC ELEV URBAN ADJ_U*

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION
 VALUES FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)
Y-COORD (M)	CONC	(YYMMDDHH)		

314111.45	3995641.55	0.24312	(07021518)	314131.45
3995641.55	0.23122	(07021518)		
314151.45	3995641.55	0.22042	(09011917)	314171.45
3995641.55	0.21062	(09011917)		
314191.45	3995641.55	0.20187	(09011717)	314211.45
3995641.55	0.19449	(09011717)		
314231.45	3995641.55	0.18748	(09011717)	314251.45
3995641.55	0.18088	(09022618)		
314271.45	3995641.55	0.17519	(09022618)	313271.45
3995661.55	0.18010	(06022220)		
313291.45	3995661.55	0.18638	(06022220)	313311.45
3995661.55	0.19296	(06022220)		
313331.45	3995661.55	0.20049	(07012802)	313351.45
3995661.55	0.21038	(07012802)		
313371.45	3995661.55	0.22122	(08122502)	313391.45
3995661.55	0.23289	(09020219)		
313411.45	3995661.55	0.24577	(09020219)	313431.45
3995661.55	0.26094	(09012119)		
313451.45	3995661.55	0.27778	(09012119)	313471.45
3995661.55	0.29726	(07021120)		
313491.45	3995661.55	0.32183	(07021120)	313511.45
3995661.55	0.35439	(08022322)		
313531.45	3995661.55	0.39688	(08120324)	313971.45
3995661.55	0.43633	(09120417)		
313991.45	3995661.55	0.38003	(09020520)	314011.45
3995661.55	0.34214	(09020218)		
314031.45	3995661.55	0.31415	(09020218)	314051.45
3995661.55	0.29071	(09020218)		
314071.45	3995661.55	0.27066	(09012502)	314091.45
3995661.55	0.25541	(07021518)		
314111.45	3995661.55	0.24193	(07021518)	314131.45
3995661.55	0.22975	(09011917)		
314151.45	3995661.55	0.21881	(09011917)	314171.45
3995661.55	0.20934	(09011717)		
314191.45	3995661.55	0.20111	(09011717)	314211.45
3995661.55	0.19335	(09011717)		
314231.45	3995661.55	0.18662	(09022618)	314251.45
3995661.55	0.18030	(09022618)		
314271.45	3995661.55	0.17429	(09022618)	313271.45
3995681.55	0.17923	(06022220)		
313291.45	3995681.55	0.18588	(06022220)	313311.45
3995681.55	0.19276	(06022220)		
313331.45	3995681.55	0.19996	(06022220)	313351.45
3995681.55	0.20825	(07012802)		
313371.45	3995681.55	0.21907	(07012802)	313391.45
3995681.55	0.23111	(08122502)		
313411.45	3995681.55	0.24420	(09020219)	313431.45
3995681.55	0.25881	(09012119)		

313451.45	3995681.55	0.27624	(09012119)	313471.45
3995681.55	0.29585	(09012119)		
313491.45	3995681.55	0.31977	(07021120)	313511.45
3995681.55	0.35103	(08022322)		
313531.45	3995681.55	0.39358	(08022322)	313971.45
3995681.55	0.43270	(09120417)		
313991.45	3995681.55	0.37735	(09021918)	314011.45
3995681.55	0.34075	(09020218)		
314031.45	3995681.55	0.31218	(09020218)	314051.45
3995681.55	0.28810	(09012502)		
314071.45	3995681.55	0.26963	(07021518)	314091.45
3995681.55	0.25416	(07021518)		
314111.45	3995681.55	0.24026	(09011917)	314131.45
3995681.55	0.22794	(09011917)		
314151.45	3995681.55	0.21748	(09011717)	314171.45
3995681.55	0.20830	(09011717)		
314191.45	3995681.55	0.20000	(09022618)	314211.45
3995681.55	0.19257	(09022618)		
314231.45	3995681.55	0.18556	(09022618)	314251.45
3995681.55	0.17893	(06010917)		
314271.45	3995681.55	0.17329	(09120317)	313271.45
3995701.55	0.17868	(08120622)		
313291.45	3995701.55	0.18492	(06121403)	313311.45
3995701.55	0.19217	(06022220)		
313331.45	3995701.55	0.19972	(06022220)	313351.45
3995701.55	0.20768	(06022220)		
313371.45	3995701.55	0.21683	(07012802)	313391.45
3995701.55	0.22882	(08122502)		
313411.45	3995701.55	0.24224	(08122502)	313431.45
3995701.55	0.25706	(09020219)		
313451.45	3995701.55	0.27403	(09012119)	313471.45
3995701.55	0.29426	(09012119)		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION
 VALUES FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M**3

**

Y-COORD (M)	X-COORD (M)	Y-COORD (M) CONC	CONC	(YYMMDDHH)	X-COORD (M)
3995701.55	313491.45	3995701.55	0.31757	(09012119)	313511.45
3995701.55	313531.45	3995701.55	0.38994	(08022322)	313971.45
3995701.55	313991.45	3995701.55	0.37518	(09020218)	314011.45
3995701.55	314031.45	3995701.55	0.30947	(09020218)	314051.45
3995701.55	314071.45	3995701.55	0.26833	(07021518)	314091.45
3995701.55	314111.45	3995701.55	0.23824	(06010417)	314131.45
3995701.55	314151.45	3995701.55	0.21616	(09011717)	314171.45
3995701.55	314191.45	3995701.55	0.19886	(09022618)	314211.45
3995701.55	314231.45	3995701.55	0.18440	(09120317)	314251.45
3995721.55	314271.45	3995701.55	0.17241	(09120317)	313271.45
3995721.55	313291.45	3995721.55	0.18444	(08120622)	313311.45
3995721.55	313331.45	3995721.55	0.19902	(06022220)	313351.45
3995721.55	313371.45	3995721.55	0.21624	(06022220)	313391.45
3995721.55	313411.45	3995721.55	0.23982	(08122502)	313431.45
3995721.55	313451.45	3995721.55	0.27194	(09020219)	313471.45
3995721.55	313491.45	3995721.55	0.31588	(09012119)	313511.45
3995721.55	313531.45	3995721.55	0.38488	(08022322)	313971.45
3995721.55	313991.45	3995721.55	0.37344	(09020218)	314011.45
3995721.55	314031.45	3995721.55	0.30667	(07021518)	314051.45
3995721.55	314071.45	3995721.55	0.26614	(09011917)	314091.45
3995721.55	314111.45	3995721.55	0.23664	(09011717)	314131.45
3995721.55	314151.45	3995721.55	0.21493	(09022618)	314171.45
3995721.55	314191.45	3995721.55	0.19738	(09120317)	314211.45
3995721.55					

314231.45	3995721.55	0.18337	(08011220)	314251.45
3995721.55	0.17740	(08011220)		
314271.45	3995721.55	0.17193	(08021818)	313271.45
3995741.55	0.17706	(08120622)		
313291.45	3995741.55	0.18376	(08120622)	313311.45
3995741.55	0.19069	(08120622)		
313331.45	3995741.55	0.19806	(06121403)	313351.45
3995741.55	0.20654	(06022220)		
313371.45	3995741.55	0.21583	(06022220)	313391.45
3995741.55	0.22577	(06022220)		
313411.45	3995741.55	0.23714	(07012802)	313431.45
3995741.55	0.25235	(08122502)		
313451.45	3995741.55	0.26956	(08122502)	313471.45
3995741.55	0.28942	(09020219)		
313491.45	3995741.55	0.31341	(09012119)	313511.45
3995741.55	0.34295	(09012119)		
313531.45	3995741.55	0.38144	(07021120)	313971.45
3995741.55	0.42050	(09021918)		
313991.45	3995741.55	0.37106	(09020218)	314011.45
3995741.55	0.33280	(09012502)		
314031.45	3995741.55	0.30532	(07021518)	314051.45
3995741.55	0.28269	(07021518)		
314071.45	3995741.55	0.26358	(06010417)	314091.45
3995741.55	0.24814	(09011717)		
314111.45	3995741.55	0.23497	(09022618)	314131.45
3995741.55	0.22344	(09022618)		
314151.45	3995741.55	0.21302	(09120317)	314171.45
3995741.55	0.20414	(09120317)		
314191.45	3995741.55	0.19647	(08021818)	314211.45
3995741.55	0.18949	(08021818)		
314231.45	3995741.55	0.18303	(08021818)	314251.45
3995741.55	0.17700	(08021818)		
314271.45	3995741.55	0.17141	(09012306)	313271.45
3995761.55	0.17574	(06120918)		

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*** AERMET - VERSION 18081 ***
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*** MODELOPTs: RegDFault CONC ELEV URBAN ADJ_U*

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION
 VALUES FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M³

**

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)
Y-COORD (M)	CONC	(YYMMDDHH)		
313291.45	3995761.55	0.18246	(08120622)	313311.45
3995761.55	0.18982	(08120622)		
313331.45	3995761.55	0.19747	(08120622)	313351.45
3995761.55	0.20556	(06121403)		
313371.45	3995761.55	0.21483	(06022220)	313391.45
3995761.55	0.22524	(06022220)		
313411.45	3995761.55	0.23648	(06022220)	313431.45
3995761.55	0.24937	(07012802)		
313451.45	3995761.55	0.26680	(08122502)	313471.45
3995761.55	0.28676	(08122502)		
313491.45	3995761.55	0.31050	(09020219)	313511.45
3995761.55	0.34028	(09012119)		
313531.45	3995761.55	0.37819	(09012119)	313971.45
3995761.55	0.41724	(09020218)		
313991.45	3995761.55	0.36763	(09020218)	314011.45
3995761.55	0.33059	(07021518)		
314031.45	3995761.55	0.30276	(07021518)	314051.45
3995761.55	0.27960	(06010417)		
314071.45	3995761.55	0.26134	(09011717)	314091.45
3995761.55	0.24619	(09022618)		
314111.45	3995761.55	0.23279	(09022618)	314131.45
3995761.55	0.22143	(09120317)		
314151.45	3995761.55	0.21207	(08021818)	314171.45
3995761.55	0.20355	(08021818)		
314191.45	3995761.55	0.19574	(09012306)	314211.45
3995761.55	0.18873	(09012306)		
314231.45	3995761.55	0.18223	(09012306)	314251.45
3995761.55	0.17622	(08022918)		
314271.45	3995761.55	0.17079	(08022918)	313271.45
3995781.55	0.17562	(06120918)		
313291.45	3995781.55	0.18149	(06120918)	313311.45
3995781.55	0.18825	(08120622)		
313331.45	3995781.55	0.19638	(08120622)	313351.45
3995781.55	0.20488	(08120622)		
313371.45	3995781.55	0.21388	(08120622)	313391.45
3995781.55	0.22401	(06022220)		
313411.45	3995781.55	0.23577	(06022220)	313431.45
3995781.55	0.24864	(06022220)		
313451.45	3995781.55	0.26348	(07012802)	313471.45
3995781.55	0.28377	(08122502)		
313491.45	3995781.55	0.30752	(09020219)	313511.45
3995781.55	0.33663	(09012119)		
313531.45	3995781.55	0.37520	(09012119)	313971.45
3995781.55	0.41411	(09020218)		

313991.45	3995781.55	0.36307	(07021518)	314011.45
3995781.55	0.32787	(07021518)		
314031.45	3995781.55	0.29895	(06010417)	314051.45
3995781.55	0.27677	(09011717)		
314071.45	3995781.55	0.25895	(09022618)	314091.45
3995781.55	0.24351	(08022918)		
314111.45	3995781.55	0.23178	(08022918)	314131.45
3995781.55	0.22144	(08022918)		
314151.45	3995781.55	0.21221	(08022918)	314171.45
3995781.55	0.20389	(08022918)		
314191.45	3995781.55	0.19633	(08022918)	314211.45
3995781.55	0.18940	(08022918)		
314231.45	3995781.55	0.18303	(08022918)	314251.45
3995781.55	0.17712	(08022918)		
314271.45	3995781.55	0.17164	(08022918)	313271.45
3995801.55	0.17502	(06120918)		
313291.45	3995801.55	0.18123	(06120918)	313311.45
3995801.55	0.18772	(06120918)		
313331.45	3995801.55	0.19458	(06120918)	313351.45
3995801.55	0.20352	(08120622)		
313371.45	3995801.55	0.21300	(08120622)	313391.45
3995801.55	0.22313	(08120622)		
313411.45	3995801.55	0.23433	(06121403)	313431.45
3995801.55	0.24772	(06022220)		
313451.45	3995801.55	0.26263	(06022220)	313471.45
3995801.55	0.28007	(07012802)		
313491.45	3995801.55	0.30418	(08122502)	313511.45
3995801.55	0.33330	(09020219)		
313531.45	3995801.55	0.37120	(09012119)	313971.45
3995801.55	0.40913	(09020218)		
313991.45	3995801.55	0.36023	(07021518)	314011.45
3995801.55	0.32302	(06010417)		
314031.45	3995801.55	0.29539	(09022618)	314051.45
3995801.55	0.27359	(09012307)		
314071.45	3995801.55	0.25753	(09012307)	314091.45
3995801.55	0.24378	(09012307)		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION
 VALUES FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M**3

**

X-COORD (M) Y-COORD (M)		Y-COORD (M) CONC	CONC	(YYMMDDHH)	X-COORD (M)

314111.45	3995801.55	0.23196	(08022918)	314131.45	
3995801.55	0.22154	(08022918)			
314151.45	3995801.55	0.21221	(08022918)	314171.45	
3995801.55	0.20378	(08022918)			
314191.45	3995801.55	0.19610	(08022918)	314211.45	
3995801.55	0.18906	(08022918)			
314231.45	3995801.55	0.18259	(08022918)	314251.45	
3995801.55	0.17660	(08022918)			
314271.45	3995801.55	0.17105	(08022918)	313271.45	
3995821.55	0.17376	(06120918)			
313291.45	3995821.55	0.18036	(06120918)	313311.45	
3995821.55	0.18723	(06120918)			
313331.45	3995821.55	0.19444	(06120918)	313351.45	
3995821.55	0.20211	(06120918)			
313371.45	3995821.55	0.21132	(08120622)	313391.45	
3995821.55	0.22197	(08120622)			
313411.45	3995821.55	0.23346	(08120622)	313431.45	
3995821.55	0.24618	(06121403)			
313451.45	3995821.55	0.26143	(06022220)	313471.45	
3995821.55	0.27896	(06022220)			
313491.45	3995821.55	0.30002	(07012802)	313511.45	
3995821.55	0.32945	(08122502)			
313531.45	3995821.55	0.36681	(09020219)	313971.45	
3995821.55	0.40112	(07021518)			
313991.45	3995821.55	0.35380	(06010417)	314011.45	
3995821.55	0.31827	(09022618)			
314031.45	3995821.55	0.29341	(07120517)	314051.45	
3995821.55	0.27431	(07120517)			
314071.45	3995821.55	0.25832	(09012307)	314091.45	
3995821.55	0.24469	(09012307)			
314111.45	3995821.55	0.23280	(09012307)	314131.45	
3995821.55	0.22229	(09012307)			
314151.45	3995821.55	0.21290	(09012307)	314171.45	
3995821.55	0.20441	(09012307)			
314191.45	3995821.55	0.19669	(09012307)	314211.45	
3995821.55	0.18962	(09012307)			
314231.45	3995821.55	0.18311	(09012307)	314251.45	
3995821.55	0.17708	(09012307)			
314271.45	3995821.55	0.17148	(09012307)	313271.45	
3995841.55	0.17312	(06020820)			
313291.45	3995841.55	0.17916	(06020820)	313311.45	
3995841.55	0.18603	(06120918)			

313331.45	3995841.55	0.19367	(06120918)	313351.45
3995841.55	0.20172	(06120918)		
313371.45	3995841.55	0.21035	(06120918)	313391.45
3995841.55	0.21991	(08120622)		
313411.45	3995841.55	0.23197	(08120622)	313431.45
3995841.55	0.24509	(08120622)		
313451.45	3995841.55	0.25974	(08120622)	313471.45
3995841.55	0.27746	(06022220)		
313491.45	3995841.55	0.29852	(06022220)	313511.45
3995841.55	0.32476	(07012802)		
313531.45	3995841.55	0.36222	(08122502)	313971.45
3995841.55	0.39261	(07021518)		
313991.45	3995841.55	0.34698	(08010217)	314011.45
3995841.55	0.31715	(09011417)		
314031.45	3995841.55	0.29362	(09011417)	314051.45
3995841.55	0.27450	(06010518)		
314071.45	3995841.55	0.25847	(06010518)	314091.45
3995841.55	0.24472	(06010518)		
314111.45	3995841.55	0.23271	(06010518)	314131.45
3995841.55	0.22208	(06010518)		
314151.45	3995841.55	0.21257	(06010518)	314171.45
3995841.55	0.20398	(07120517)		
314191.45	3995841.55	0.19623	(07120517)	314211.45
3995841.55	0.18920	(09012307)		
314231.45	3995841.55	0.18275	(09012307)	314251.45
3995841.55	0.17681	(09012307)		
314271.45	3995841.55	0.17131	(09012307)	313271.45
3995861.55	0.17218	(08022118)		
313291.45	3995861.55	0.17834	(06020820)	313311.45
3995861.55	0.18506	(06020820)		
313331.45	3995861.55	0.19213	(06020820)	313351.45
3995861.55	0.20059	(06120918)		
313371.45	3995861.55	0.20964	(06120918)	313391.45
3995861.55	0.21939	(06120918)		
313411.45	3995861.55	0.23004	(06120918)	313431.45
3995861.55	0.24321	(08120622)		
313451.45	3995861.55	0.25840	(08120622)	313471.45
3995861.55	0.27563	(08120622)		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION
 VALUES FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)
Y-COORD (M)	CONC	(YYMMDDHH)		
313491.45	3995861.55	0.29658	(06022220)	313511.45
3995861.55	0.32258	(06022220)		
313531.45	3995861.55	0.35686	(08122502)	313991.45
3995861.55	0.34848	(08010217)		
314011.45	3995861.55	0.31869	(08010217)	314031.45
3995861.55	0.29458	(08010217)		
314051.45	3995861.55	0.27491	(09011417)	314071.45
3995861.55	0.25873	(09011417)		
314091.45	3995861.55	0.24482	(09011417)	314111.45
3995861.55	0.23266	(09011417)		
314131.45	3995861.55	0.22186	(09011417)	314151.45
3995861.55	0.21216	(09011417)		
314171.45	3995861.55	0.20334	(09011417)	314191.45
3995861.55	0.19552	(06010518)		
314211.45	3995861.55	0.18854	(06010518)	314231.45
3995861.55	0.18212	(06010518)		
314251.45	3995861.55	0.17619	(06010518)	314271.45
3995861.55	0.17068	(06010518)		
313271.45	3995881.55	0.17212	(08022118)	313291.45
3995881.55	0.17786	(08022118)		
313311.45	3995881.55	0.18395	(08022118)	313331.45
3995881.55	0.19132	(06020820)		
313351.45	3995881.55	0.19925	(06020820)	313371.45
3995881.55	0.20807	(06120918)		
313391.45	3995881.55	0.21830	(06120918)	313411.45
3995881.55	0.22939	(06120918)		
313431.45	3995881.55	0.24165	(06120918)	313451.45
3995881.55	0.25606	(08120622)		
313471.45	3995881.55	0.27389	(08120622)	313491.45
3995881.55	0.29456	(08120622)		
313511.45	3995881.55	0.32014	(06022220)	313531.45
3995881.55	0.35323	(06022220)		
313991.45	3995881.55	0.34953	(08120204)	314011.45
3995881.55	0.31877	(08120204)		
314031.45	3995881.55	0.29443	(08010217)	314051.45
3995881.55	0.27488	(08010217)		
314071.45	3995881.55	0.25847	(08010217)	314091.45
3995881.55	0.24434	(08010217)		
314111.45	3995881.55	0.23191	(08010217)	314131.45
3995881.55	0.22079	(08010217)		

314151.45	3995881.55	0.21135	(09011417)	314171.45
3995881.55	0.20296	(09011417)		
314191.45	3995881.55	0.19531	(09011417)	314211.45
3995881.55	0.18826	(09011417)		
314231.45	3995881.55	0.18173	(09011417)	314251.45
3995881.55	0.17564	(09011417)		
314271.45	3995881.55	0.16992	(09011417)	313291.45
3995901.55	0.17747	(08022118)		
313311.45	3995901.55	0.18387	(08022118)	313331.45
3995901.55	0.19067	(08022118)		
313351.45	3995901.55	0.19799	(06020820)	313371.45
3995901.55	0.20692	(06020820)		
313391.45	3995901.55	0.21657	(06020820)	313411.45
3995901.55	0.22783	(06120918)		
313431.45	3995901.55	0.24058	(06120918)	313451.45
3995901.55	0.25483	(06120918)		
313471.45	3995901.55	0.27115	(06120918)	313491.45
3995901.55	0.29230	(08120622)		
313511.45	3995901.55	0.31772	(08120622)	313531.45
3995901.55	0.35021	(06022220)		
313991.45	3995901.55	0.34628	(08012621)	314011.45
3995901.55	0.31522	(06121422)		
314031.45	3995901.55	0.29104	(06010820)	314051.45
3995901.55	0.27178	(06010820)		
314071.45	3995901.55	0.25568	(08120204)	314091.45
3995901.55	0.24171	(08120204)		
314111.45	3995901.55	0.22957	(08010217)	314131.45
3995901.55	0.21948	(08010217)		
314151.45	3995901.55	0.21030	(08010217)	314171.45
3995901.55	0.20186	(08010217)		
314191.45	3995901.55	0.19403	(08010217)	314211.45
3995901.55	0.18671	(08010217)		
314231.45	3995901.55	0.18012	(09011417)	314251.45
3995901.55	0.17453	(09011417)		
314271.45	3995901.55	0.16929	(09011417)	313311.45
3995921.55	0.18361	(07120419)		
313331.45	3995921.55	0.19059	(07120419)	313351.45
3995921.55	0.19812	(07120419)		
313371.45	3995921.55	0.20632	(07120419)	313391.45
3995921.55	0.21563	(06021301)		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION
 VALUES FOR SOURCE GROUP: ALL ***

INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_2.5 IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)
Y-COORD (M)	CONC	(YYMMDDHH)		
313411.45	3995921.55	0.22621	(06020820)	313431.45
3995921.55	0.23845	(06120918)		
313451.45	3995921.55	0.25323	(06120918)	313471.45
3995921.55	0.27003	(06120918)		
313491.45	3995921.55	0.28968	(06120918)	313511.45
3995921.55	0.31484	(08120622)		
313531.45	3995921.55	0.34713	(08120622)	313991.45
3995921.55	0.32167	(06010418)		
314011.45	3995921.55	0.30137	(06010806)	314031.45
3995921.55	0.28363	(08012621)		
314051.45	3995921.55	0.26596	(08120308)	314071.45
3995921.55	0.25081	(06121422)		
314091.45	3995921.55	0.23793	(06010820)	314111.45
3995921.55	0.22663	(06010820)		
314131.45	3995921.55	0.21664	(08120204)	314151.45
3995921.55	0.20752	(08120204)		
314171.45	3995921.55	0.19889	(08120204)	314191.45
3995921.55	0.19196	(08010217)		
314211.45	3995921.55	0.18554	(08010217)	314231.45
3995921.55	0.17944	(08010217)		
314251.45	3995921.55	0.17365	(08010217)	314271.45
3995921.55	0.16810	(08010217)		
313331.45	3995941.55	0.19073	(06021301)	313351.45
3995941.55	0.19826	(06021301)		
313371.45	3995941.55	0.20661	(07021520)	313391.45
3995941.55	0.21576	(07021520)		
313411.45	3995941.55	0.22615	(07013024)	313431.45
3995941.55	0.23812	(07013024)		
313451.45	3995941.55	0.25176	(06010522)	313471.45
3995941.55	0.26781	(06120918)		
313491.45	3995941.55	0.28799	(06120918)	313511.45
3995941.55	0.31219	(06120918)		
313531.45	3995941.55	0.34347	(08120622)	313991.45
3995941.55	0.29311	(06010418)		
314011.45	3995941.55	0.28293	(06010418)	314031.45
3995941.55	0.26811	(06010418)		
314051.45	3995941.55	0.25665	(08012621)	314071.45
3995941.55	0.24498	(08012621)		

314091.45	3995941.55	0.23311	(08120308)	314111.45
3995941.55	0.22241	(06121422)		
314131.45	3995941.55	0.21274	(06010820)	314151.45
3995941.55	0.20460	(06010820)		
314171.45	3995941.55	0.19670	(08120204)	314191.45
3995941.55	0.18984	(08120204)		
314211.45	3995941.55	0.18318	(08120204)	314231.45
3995941.55	0.17672	(08120204)		
314251.45	3995941.55	0.17160	(08010217)	314271.45
3995941.55	0.16679	(08010217)		
313351.45	3995961.55	0.19829	(07021520)	313371.45
3995961.55	0.20675	(07013024)		
313391.45	3995961.55	0.21615	(07013024)	313411.45
3995961.55	0.22658	(06010522)		
313431.45	3995961.55	0.23856	(06010522)	313451.45
3995961.55	0.25232	(06122620)		
313471.45	3995961.55	0.26837	(06022607)	313491.45
3995961.55	0.28768	(09020523)		
313511.45	3995961.55	0.31142	(08122503)	313531.45
3995961.55	0.34172	(08122503)		
313991.45	3995961.55	0.27980	(06010418)	314011.45
3995961.55	0.26721	(06010418)		
314031.45	3995961.55	0.25707	(06010418)	314051.45
3995961.55	0.24574	(06010418)		
314071.45	3995961.55	0.23581	(06010806)	314091.45
3995961.55	0.22715	(08012621)		
314111.45	3995961.55	0.21816	(08012621)	314131.45
3995961.55	0.20926	(08120308)		
314151.45	3995961.55	0.20115	(06121422)	314171.45
3995961.55	0.19346	(06010820)		
314191.45	3995961.55	0.18721	(06010820)	314211.45
3995961.55	0.18100	(06010820)		
314231.45	3995961.55	0.17532	(08120204)	314251.45
3995961.55	0.17002	(08120204)		
314271.45	3995961.55	0.16481	(08120204)	313371.45
3995981.55	0.20710	(06010522)		
313391.45	3995981.55	0.21653	(06010522)	313411.45
3995981.55	0.22704	(06122620)		
313431.45	3995981.55	0.23906	(06122620)	313451.45
3995981.55	0.25279	(09020523)		
313471.45	3995981.55	0.26885	(09020523)	313491.45
3995981.55	0.28839	(08122503)		

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 *** AERMET - VERSION 18081 *** ***

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION
 VALUES FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM _{2.5} IN MICROGRAMS/M**3					
**					
X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)
Y-COORD (M)	CONC	(YYMMDDHH)			
313511.45	3995981.55	0.31218	(08122503)	313531.45	3995981.55
3995981.55	0.34325	(09020418)		314011.45	3995981.55
313991.45	3995981.55	0.27783	(06010418)	314051.45	3995981.55
3995981.55	0.26066	(06010418)		314091.45	3995981.55
314031.45	3995981.55	0.24831	(06010418)	314131.45	3995981.55
3995981.55	0.23839	(06010418)		314171.45	3995981.55
314071.45	3995981.55	0.22862	(06010418)	314211.45	3995981.55
3995981.55	0.21967	(06010806)		314251.45	3995981.55
314111.45	3995981.55	0.21247	(08012621)	313391.45	3996001.55
3995981.55	0.20541	(08012621)		313431.45	3996001.55
314151.45	3995981.55	0.19801	(08012621)	313471.45	3996001.55
3995981.55	0.19095	(08120308)		313511.45	3996001.55
314191.45	3995981.55	0.18452	(06121422)	313991.45	3996001.55
3995981.55	0.17822	(06010820)		314031.45	3996001.55
314231.45	3995981.55	0.17318	(06010820)	314071.45	3996001.55
3995981.55	0.16813	(06010820)		314111.45	3996001.55
314271.45	3995981.55	0.16327	(08120204)	314151.45	3996001.55
3996001.55	0.21697	(06122620)		314191.45	3996001.55
313411.45	3996001.55	0.22748	(06022607)		
3996001.55	0.23948	(09020523)			
313451.45	3996001.55	0.25317	(08122503)		
3996001.55	0.26964	(08122503)			
313491.45	3996001.55	0.28879	(08122503)		
3996001.55	0.31346	(09020418)			
313531.45	3996001.55	0.34472	(09020418)		
3996001.55	0.28194	(06010417)			
314011.45	3996001.55	0.27093	(09011717)		
3996001.55	0.25788	(09022618)			
314051.45	3996001.55	0.24422	(09022618)		
3996001.55	0.23227	(09120317)			
314091.45	3996001.55	0.22144	(09120317)		
3996001.55	0.21126	(08120323)			
314131.45	3996001.55	0.20262	(08011220)		
3996001.55	0.19460	(08011220)			
314171.45	3996001.55	0.18841	(08012621)		
3996001.55	0.18225	(08120308)			

314211.45	3996001.55	0.17632	(06121422)	314231.45
3996001.55	0.17109 (06121422)			
314251.45	3996001.55	0.16584	(06010820)	314271.45
3996001.55	0.16161 (06010820)			
313411.45	3996021.55	0.22775	(09020523)	313431.45
3996021.55	0.23998 (08122503)			
313451.45	3996021.55	0.25392	(08122503)	313471.45
3996021.55	0.26974 (08122503)			
313491.45	3996021.55	0.29019	(09020418)	313511.45
3996021.55	0.31468 (09020418)			
313531.45	3996021.55	0.34495	(09020418)	313991.45
3996021.55	0.31315 (09022618)			
314011.45	3996021.55	0.29070	(09022618)	314031.45
3996021.55	0.27125 (09120317)			
314051.45	3996021.55	0.25401	(09120317)	314071.45
3996021.55	0.23975 (08011220)			
314091.45	3996021.55	0.22732	(08011220)	314111.45
3996021.55	0.21662 (08021818)			
314131.45	3996021.55	0.20688	(08021818)	314151.45
3996021.55	0.19837 (09012306)			
314171.45	3996021.55	0.19060	(09012306)	314191.45
3996021.55	0.18339 (09012306)			
314211.45	3996021.55	0.17666	(09012306)	314231.45
3996021.55	0.17091 (08022918)			
314251.45	3996021.55	0.16588	(08022918)	314271.45
3996021.55	0.16116 (08022918)			
313431.45	3996041.55	0.24036	(08122503)	313451.45
3996041.55	0.25401 (09020418)			
313471.45	3996041.55	0.27133	(09020418)	313491.45
3996041.55	0.29118 (09020418)			
313511.45	3996041.55	0.31484	(09020418)	313531.45
3996041.55	0.34561 (07020819)			
313991.45	3996041.55	0.33442	(08011220)	314011.45
3996041.55	0.30464 (08021818)			
314031.45	3996041.55	0.28100	(08021818)	314051.45
3996041.55	0.26179 (09012306)			
314071.45	3996041.55	0.24595	(09012306)	314091.45
3996041.55	0.23235 (09012306)			
314111.45	3996041.55	0.22045	(09012306)	314131.45
3996041.55	0.21056 (08022918)			
314151.45	3996041.55	0.20186	(08022918)	314171.45
3996041.55	0.19403 (08022918)			
314191.45	3996041.55	0.18691	(08022918)	314211.45
3996041.55	0.18040 (08022918)			

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 *** AERMET - VERSION 18081 *** ***

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*** 09:19:05

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION
VALUES FOR SOURCE GROUP: ALL ***

INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_2.5 IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)
Y-COORD (M)	CONC	(YYMMDDHH)		
314231.45	3996041.55	0.17441	(08022918)	314251.45
3996041.55	0.16885	(08022918)		
314271.45	3996041.55	0.16368	(08022918)	313991.45
3996061.55	0.34328	(09012307)		
314011.45	3996061.55	0.31237	(08022918)	314031.45
3996061.55	0.28809	(08022918)		
314051.45	3996061.55	0.26827	(08022918)	314071.45
3996061.55	0.25175	(08022918)		
314091.45	3996061.55	0.23775	(08022918)	314111.45
3996061.55	0.22565	(08022918)		
314131.45	3996061.55	0.21504	(08022918)	314151.45
3996061.55	0.20562	(08022918)		
314171.45	3996061.55	0.19716	(08022918)	314191.45
3996061.55	0.18950	(08022918)		
314211.45	3996061.55	0.18251	(08022918)	314231.45
3996061.55	0.17608	(08022918)		
314251.45	3996061.55	0.17012	(08022918)	314271.45
3996061.55	0.16458	(08022918)		
313991.45	3996081.55	0.35000	(08012621)	314011.45
3996081.55	0.31701	(08010217)		
314031.45	3996081.55	0.29246	(07120517)	314051.45
3996081.55	0.27257	(09012307)		
314071.45	3996081.55	0.25584	(09012307)	314091.45
3996081.55	0.24154	(09012307)		
314111.45	3996081.55	0.22914	(09012307)	314131.45
3996081.55	0.21827	(09012307)		
314151.45	3996081.55	0.20863	(09012307)	314171.45
3996081.55	0.20002	(09012307)		
314191.45	3996081.55	0.19225	(09012307)	314211.45
3996081.55	0.18521	(09012307)		
314231.45	3996081.55	0.17879	(09012307)	314251.45
3996081.55	0.17290	(09012307)		
314271.45	3996081.55	0.16747	(09012307)	313991.45
3996101.55	0.36530	(08022018)		

314011.45	3996101.55	0.32397	(08012621)	314031.45
3996101.55	0.29585	(08010217)		
314051.45	3996101.55	0.27516	(08010217)	314071.45
3996101.55	0.25805	(09011417)		
314091.45	3996101.55	0.24363	(06010518)	314111.45
3996101.55	0.23127	(06010518)		
314131.45	3996101.55	0.22035	(06010518)	314151.45
3996101.55	0.21062	(07120517)		
314171.45	3996101.55	0.20197	(09012307)	314191.45
3996101.55	0.19417	(09012307)		
314211.45	3996101.55	0.18706	(09012307)	314231.45
3996101.55	0.18055	(09012307)		
314251.45	3996101.55	0.17455	(09012307)	314271.45
3996101.55	0.16900	(09012307)		
313991.45	3996121.55	0.37652	(07121617)	314011.45
3996121.55	0.33450	(08022018)		
314031.45	3996121.55	0.30248	(06010418)	314051.45
3996121.55	0.27831	(08012621)		
314071.45	3996121.55	0.26062	(08010217)	314091.45
3996121.55	0.24600	(08010217)		
314111.45	3996121.55	0.23319	(09011417)	314131.45
3996121.55	0.22226	(09011417)		
314151.45	3996121.55	0.21243	(09011417)	314171.45
3996121.55	0.20354	(09011417)		
314191.45	3996121.55	0.19550	(06010518)	314211.45
3996121.55	0.18838	(06010518)		
314231.45	3996121.55	0.18183	(06010518)	314251.45
3996121.55	0.17579	(06010518)		
314271.45	3996121.55	0.17021	(06010518)	313991.45
3996141.55	0.38520	(09012404)		
314011.45	3996141.55	0.34254	(07121617)	314031.45
3996141.55	0.31013	(08022018)		
314051.45	3996141.55	0.28475	(06010418)	314071.45
3996141.55	0.26423	(08012621)		
314091.45	3996141.55	0.24781	(07022619)	314111.45
3996141.55	0.23507	(08010217)		
314131.45	3996141.55	0.22405	(08010217)	314151.45
3996141.55	0.21410	(08010217)		
314171.45	3996141.55	0.20506	(09011417)	314191.45
3996141.55	0.19722	(09011417)		
314211.45	3996141.55	0.19003	(09011417)	314231.45
3996141.55	0.18340	(09011417)		
314251.45	3996141.55	0.17725	(09011417)	314271.45
3996141.55	0.17156	(09011417)		
313991.45	3996161.55	0.38982	(09012404)	314011.45
3996161.55	0.34897	(09012404)		

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*** AERMET - VERSION 18081 *** ***

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION
 VALUES FOR SOURCE GROUP: ALL ***

INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)
Y-COORD (M)	CONC	(YYMMDDHH)		
314031.45	3996161.55	0.31623	(07121617)	314051.45
3996161.55	0.29036	(08022018)		
314071.45	3996161.55	0.26956	(06010418)	314091.45
3996161.55	0.25158	(08012621)		
314111.45	3996161.55	0.23745	(08012621)	314131.45
3996161.55	0.22532	(07022619)		
314151.45	3996161.55	0.21532	(08010217)	314171.45
3996161.55	0.20662	(08010217)		
314191.45	3996161.55	0.19865	(08010217)	314211.45
3996161.55	0.19131	(08010217)		
314231.45	3996161.55	0.18450	(08010217)	314251.45
3996161.55	0.17818	(08010217)		
314271.45	3996161.55	0.17246	(09011417)	313991.45
3996181.55	0.39438	(08120520)		
314011.45	3996181.55	0.35358	(09012404)	314031.45
3996181.55	0.32102	(09012404)		
314051.45	3996181.55	0.29517	(07121617)	314071.45
3996181.55	0.27389	(08022018)		
314091.45	3996181.55	0.25638	(06010418)	314111.45
3996181.55	0.24075	(06010418)		
314131.45	3996181.55	0.22820	(08012621)	314151.45
3996181.55	0.21704	(08012621)		
314171.45	3996181.55	0.20763	(07022619)	314191.45
3996181.55	0.19946	(08120204)		
314211.45	3996181.55	0.19215	(08010217)	314231.45
3996181.55	0.18559	(08010217)		
314251.45	3996181.55	0.17948	(08010217)	314271.45
3996181.55	0.17378	(08010217)		
313991.45	3996201.55	0.39784	(08120520)	314011.45
3996201.55	0.35620	(09012404)		
314031.45	3996201.55	0.32555	(09012404)	314051.45
3996201.55	0.29886	(07121617)		

314071.45	3996201.55	0.27781	(07121617)	314091.45
3996201.55	0.25987 (08022018)			
314111.45	3996201.55	0.24481	(06010418)	314131.45
3996201.55	0.23134 (06010418)			
314151.45	3996201.55	0.21964	(08012621)	314171.45
3996201.55	0.20990 (08012621)			
314191.45	3996201.55	0.20082	(06121422)	314211.45
3996201.55	0.19318 (06010820)			
314231.45	3996201.55	0.18639	(08120204)	314251.45
3996201.55	0.18011 (08120204)			
314271.45	3996201.55	0.17422	(08120204)	313991.45
3996221.55	0.40273 (09121905)			
314011.45	3996221.55	0.35985	(08120520)	314031.45
3996221.55	0.32824 (09012404)			
314051.45	3996221.55	0.30312	(09012404)	314071.45
3996221.55	0.28112 (07121617)			
314091.45	3996221.55	0.26312	(07121617)	314111.45
3996221.55	0.24771 (08022018)			
314131.45	3996221.55	0.23453	(06010418)	314151.45
3996221.55	0.22276 (06010418)			
314171.45	3996221.55	0.21184	(06010617)	314191.45
3996221.55	0.20315 (08012621)			
314211.45	3996221.55	0.19507	(08012621)	314231.45
3996221.55	0.18757 (06121422)			
314251.45	3996221.55	0.18106	(06010820)	314271.45
3996221.55	0.17520 (06010820)			
313991.45	3996241.55	0.40676	(06010817)	314011.45
3996241.55	0.36252 (08120520)			
314031.45	3996241.55	0.33059	(08120520)	314051.45
3996241.55	0.30584 (09012404)			
314071.45	3996241.55	0.28460	(09012404)	314091.45
3996241.55	0.26614 (07121617)			
314111.45	3996241.55	0.25046	(07121617)	314131.45
3996241.55	0.23701 (08022018)			
314151.45	3996241.55	0.22533	(08022018)	314171.45
3996241.55	0.21493 (06010418)			
314191.45	3996241.55	0.20506	(06010418)	314211.45
3996241.55	0.19677 (08012621)			
314231.45	3996241.55	0.18954	(08012621)	314251.45
3996241.55	0.18270 (08012621)			
314271.45	3996241.55	0.17632	(06121422)	313991.45
3996261.55	0.41151 (09012308)			
314011.45	3996261.55	0.36646	(09121905)	314031.45
3996261.55	0.33335 (08120520)			
314051.45	3996261.55	0.30755	(09012404)	314071.45
3996261.55	0.28732 (09012404)			
314091.45	3996261.55	0.26894	(09012404)	314111.45
3996261.55	0.25320 (07121617)			

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION
VALUES FOR SOURCE GROUP: ALL ***

INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_2.5 IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)
Y-COORD (M)	CONC	(YYMMDDHH)		
314131.45	3996261.55	0.23938	(07121617)	314151.45
3996261.55	0.22749	(08022018)		
314171.45	3996261.55	0.21711	(08022018)	314191.45
3996261.55	0.20774	(06010418)		
314211.45	3996261.55	0.19891	(06010418)	314231.45
3996261.55	0.19082	(06010617)		
314251.45	3996261.55	0.18420	(08012621)	314271.45
3996261.55	0.17803	(08012621)		
313991.45	3996281.55	0.41309	(09012308)	314011.45
3996281.55	0.36932	(06010817)		
314031.45	3996281.55	0.33545	(09121905)	314051.45
3996281.55	0.31005	(09121717)		
314071.45	3996281.55	0.28903	(09012404)	314091.45
3996281.55	0.27161	(09012404)		
314111.45	3996281.55	0.25542	(09012404)	314131.45
3996281.55	0.24187	(07121617)		
314151.45	3996281.55	0.22956	(07121617)	314171.45
3996281.55	0.21892	(08022018)		
314191.45	3996281.55	0.20962	(08022018)	314211.45
3996281.55	0.20109	(06010418)		
314231.45	3996281.55	0.19314	(06010418)	314251.45
3996281.55	0.18551	(06010418)		
314271.45	3996281.55	0.17894	(08012621)	313811.45
3996301.55	0.41083	(09012406)		
313831.45	3996301.55	0.41256	(09020419)	313851.45
3996301.55	0.41381	(09020419)		
313871.45	3996301.55	0.41425	(07121918)	313891.45
3996301.55	0.41592	(08120121)		
313911.45	3996301.55	0.41723	(08022420)	313931.45
3996301.55	0.41952	(08022420)		

313951.45	3996301.55	0.42043	(07122007)	313971.45
3996301.55	0.42031 (08010504)			
313991.45	3996301.55	0.40099	(07022620)	314011.45
3996301.55	0.36935 (09012308)			
314031.45	3996301.55	0.33761	(09121905)	314051.45
3996301.55	0.31140 (09121717)			
314071.45	3996301.55	0.29055	(09121717)	314091.45
3996301.55	0.27318 (09012404)			
314111.45	3996301.55	0.25799	(09012404)	314131.45
3996301.55	0.24358 (09012404)			
314151.45	3996301.55	0.23180	(07121617)	314171.45
3996301.55	0.22075 (07121617)			
314191.45	3996301.55	0.21106	(08022018)	314211.45
3996301.55	0.20272 (08022018)			
314231.45	3996301.55	0.19487	(06010418)	314251.45
3996301.55	0.18769 (06010418)			
314271.45	3996301.55	0.18077	(06010418)	313811.45
3996321.55	0.38315 (09022305)			
313831.45	3996321.55	0.38411	(09020419)	313851.45
3996321.55	0.38575 (09020419)			
313871.45	3996321.55	0.38635	(09020419)	313891.45
3996321.55	0.38696 (07121918)			
313911.45	3996321.55	0.38802	(08120121)	313931.45
3996321.55	0.38950 (08022420)			
313951.45	3996321.55	0.39027	(08022420)	313971.45
3996321.55	0.38997 (08010504)			
313991.45	3996321.55	0.37939	(08010504)	314011.45
3996321.55	0.36057 (07022620)			
314031.45	3996321.55	0.33651	(09012308)	314051.45
3996321.55	0.31220 (09121905)			
314071.45	3996321.55	0.29138	(09121717)	314091.45
3996321.55	0.27384 (09121717)			
314111.45	3996321.55	0.25927	(09012404)	314131.45
3996321.55	0.24597 (09012404)			
314151.45	3996321.55	0.23306	(09012404)	314171.45
3996321.55	0.22268 (07121617)			
314191.45	3996321.55	0.21276	(07121617)	314211.45
3996321.55	0.20374 (08022018)			
314231.45	3996321.55	0.19626	(08022018)	314251.45
3996321.55	0.18900 (08022018)			
314271.45	3996321.55	0.18250	(06010418)	313811.45
3996341.55	0.36024 (09022305)			
313831.45	3996341.55	0.36116	(09012406)	313851.45
3996341.55	0.36246 (09020419)			
313871.45	3996341.55	0.36334	(09020419)	313891.45
3996341.55	0.36330 (09020419)			
313911.45	3996341.55	0.36427	(08120121)	313931.45
3996341.55	0.36451 (08022420)			
313951.45	3996341.55	0.36610	(08022420)	313971.45
3996341.55	0.36406 (07122007)			

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION
 VALUES FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)
Y-COORD (M)	CONC	(YYMMDDHH)		
313991.45	3996341.55	0.36105	(08010504)	314011.45
3996341.55	0.34838	(07022620)		
314031.45	3996341.55	0.33043	(09012308)	314051.45
3996341.55	0.31052	(06010817)		
314071.45	3996341.55	0.29111	(09121905)	314091.45
3996341.55	0.27422	(09121717)		
314111.45	3996341.55	0.25922	(09121717)	314131.45
3996341.55	0.24683	(09012404)		
314151.45	3996341.55	0.23516	(09012404)	314171.45
3996341.55	0.22358	(09012404)		
314191.45	3996341.55	0.21433	(07121617)	314211.45
3996341.55	0.20540	(07121617)		
314231.45	3996341.55	0.19678	(08022018)	314251.45
3996341.55	0.19013	(08022018)		
314271.45	3996341.55	0.18361	(08022018)	313811.45
3996361.55	0.34090	(09022305)		
313831.45	3996361.55	0.34193	(09022305)	313851.45
3996361.55	0.34269	(09020419)		
313871.45	3996361.55	0.34389	(09020419)	313891.45
3996361.55	0.34412	(09020419)		
313911.45	3996361.55	0.34443	(07121918)	313931.45
3996361.55	0.34485	(08120121)		
313951.45	3996361.55	0.34548	(08022420)	313971.45
3996361.55	0.34418	(07122007)		
313991.45	3996361.55	0.34201	(08010504)	314011.45
3996361.55	0.33313	(08010504)		
314031.45	3996361.55	0.32192	(07022620)	314051.45
3996361.55	0.30656	(09012308)		

314071.45	3996361.55	0.28928	(06010817)	314091.45
3996361.55	0.27316 (09121905)			
314111.45	3996361.55	0.25928	(09121717)	314131.45
3996361.55	0.24626 (09121717)			
314151.45	3996361.55	0.23561	(09012404)	314171.45
3996361.55	0.22536 (09012404)			
314191.45	3996361.55	0.21496	(09012404)	314211.45
3996361.55	0.20657 (07121617)			
314231.45	3996361.55	0.19857	(07121617)	314251.45
3996361.55	0.19056 (07121617)			
314271.45	3996361.55	0.18422	(08022018)	313731.45
3996381.55	0.32459 (09121317)			
313751.45	3996381.55	0.32440	(09021718)	313771.45
3996381.55	0.32424 (09021718)			
313791.45	3996381.55	0.32342	(09021718)	313811.45
3996381.55	0.32413 (09022305)			
313831.45	3996381.55	0.32546	(09022305)	313851.45
3996381.55	0.32610 (09012406)			
313871.45	3996381.55	0.32713	(09020419)	313891.45
3996381.55	0.32759 (09020419)			
313911.45	3996381.55	0.32731	(07121918)	313931.45
3996381.55	0.32787 (08120121)			
313951.45	3996381.55	0.32748	(08022420)	313971.45
3996381.55	0.32723 (08022420)			
313991.45	3996381.55	0.32364	(08010504)	314011.45
3996381.55	0.32065 (08010504)			
314031.45	3996381.55	0.31081	(07022620)	314051.45
3996381.55	0.29910 (07022620)			
314071.45	3996381.55	0.28640	(09012308)	314091.45
3996381.55	0.27139 (09121905)			
314111.45	3996381.55	0.25756	(09121905)	314131.45
3996381.55	0.24610 (09121717)			
314151.45	3996381.55	0.23467	(09121717)	314171.45
3996381.55	0.22537 (09012404)			
314191.45	3996381.55	0.21638	(09012404)	314211.45
3996381.55	0.20702 (09012404)			
314231.45	3996381.55	0.19929	(07121617)	314251.45
3996381.55	0.19215 (07121617)			
314271.45	3996381.55	0.18491	(07121617)	313731.45
3996401.55	0.31015 (09021718)			
313751.45	3996401.55	0.31040	(09021718)	313771.45
3996401.55	0.31014 (09021718)			
313791.45	3996401.55	0.30912	(09021718)	313811.45
3996401.55	0.30962 (07121804)			
313831.45	3996401.55	0.31096	(09022305)	313851.45
3996401.55	0.31165 (09012406)			
313871.45	3996401.55	0.31232	(09020419)	313891.45
3996401.55	0.31311 (09020419)			
313911.45	3996401.55	0.31263	(09020419)	313931.45
3996401.55	0.31298 (07121918)			

313951.45 3996401.55 0.31237 (08120121) 313971.45
 3996401.55 0.31235 (08022420)
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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION
 VALUES FOR SOURCE GROUP: ALL ***

INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_2.5 IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)
Y-COORD (M)	CONC	(YYMMDDHH)		
313991.45	3996401.55	0.30950	(07122007)	314011.45
3996401.55	0.30701	(08010504)		
314031.45	3996401.55	0.29985	(08010504)	314051.45
3996401.55	0.29181	(07022620)		
314071.45	3996401.55	0.28030	(09012308)	314091.45
3996401.55	0.26897	(09012308)		
314111.45	3996401.55	0.25632	(09121905)	314131.45
3996401.55	0.24383	(09121905)		
314151.45	3996401.55	0.23435	(09121717)	314171.45
3996401.55	0.22420	(09121717)		
314191.45	3996401.55	0.21600	(09012404)	314211.45
3996401.55	0.20810	(09012404)		
314231.45	3996401.55	0.19969	(09012404)	314251.45
3996401.55	0.19240	(07121617)		
314271.45	3996401.55	0.18609	(07121617)	313731.45
3996421.55	0.29772	(09021718)		
313751.45	3996421.55	0.29796	(09021718)	313771.45
3996421.55	0.29765	(09021718)		
313791.45	3996421.55	0.29659	(08010603)	313811.45
3996421.55	0.29712	(07121804)		
313831.45	3996421.55	0.29808	(09022305)	313851.45
3996421.55	0.29894	(09022305)		
313871.45	3996421.55	0.29926	(09012406)	313891.45
3996421.55	0.30018	(09020419)		
313911.45	3996421.55	0.30002	(09020419)	313931.45
3996421.55	0.29982	(07121918)		

313951.45	3996421.55	0.29951	(08120121)	313971.45
3996421.55	0.29870 (08022420)			
313991.45	3996421.55	0.29648	(07122007)	314011.45
3996421.55	0.29309 (08010504)			
314031.45	3996421.55	0.29037	(08010504)	314051.45
3996421.55	0.28182 (07022620)			
314071.45	3996421.55	0.27455	(07022620)	314091.45
3996421.55	0.26470 (09012308)			
314111.45	3996421.55	0.25387	(06010817)	314131.45
3996421.55	0.24306 (09121905)			
314151.45	3996421.55	0.23160	(09121905)	314171.45
3996421.55	0.22382 (09121717)			
314191.45	3996421.55	0.21471	(09121717)	314211.45
3996421.55	0.20737 (09012404)			
314231.45	3996421.55	0.20044	(09012404)	314251.45
3996421.55	0.19287 (09012404)			
314271.45	3996421.55	0.18587	(07121617)	313751.45
3996441.55	0.28685 (09021718)			
313771.45	3996441.55	0.28642	(09021718)	313791.45
3996441.55	0.28540 (08011305)			
313811.45	3996441.55	0.28592	(07121804)	313831.45
3996441.55	0.28642 (09022305)			
313851.45	3996441.55	0.28753	(09022305)	313871.45
3996441.55	0.28790 (09012406)			
313891.45	3996441.55	0.28852	(09020419)	313911.45
3996441.55	0.28864 (09020419)			
313931.45	3996441.55	0.28785	(07121918)	313951.45
3996441.55	0.28782 (08120121)			
313971.45	3996441.55	0.28607	(07122018)	313991.45
3996441.55	0.28548 (08022420)			
314011.45	3996441.55	0.28198	(07122007)	314031.45
3996441.55	0.27979 (08010504)			
314051.45	3996441.55	0.27400	(08010504)	314071.45
3996441.55	0.26737 (07022620)			
314091.45	3996441.55	0.25884	(07022620)	314111.45
3996441.55	0.25076 (09012308)			
314131.45	3996441.55	0.24067	(06010817)	314151.45
3996441.55	0.23124 (09121905)			
314171.45	3996441.55	0.22102	(09121717)	314191.45
3996441.55	0.21426 (09121717)			
314211.45	3996441.55	0.20605	(09121717)	314231.45
3996441.55	0.19940 (09012404)			
314251.45	3996441.55	0.19330	(09012404)	314271.45
3996441.55	0.18651 (09012404)			
313751.45	3996461.55	0.27679	(09021718)	313771.45
3996461.55	0.27630 (09021718)			
313791.45	3996461.55	0.27537	(08011305)	313811.45
3996461.55	0.27574 (07121804)			
313831.45	3996461.55	0.27595	(07121804)	313851.45
3996461.55	0.27715 (09022305)			

313871.45	3996461.55	0.27758	(09012406)	313891.45
3996461.55	0.27787	(09020419)		
313911.45	3996461.55	0.27832	(09020419)	313931.45
3996461.55	0.27699	(09020419)		

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*** MODELOPTs: RegDFault CONC ELEV URBAN ADJ_U*

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION
 VALUES FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** *** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)
Y-COORD (M)	CONC	(YYMMDDHH)		

313951.45	3996461.55	0.27720	(07121918)	313971.45
3996461.55	0.27566	(08120121)		
313991.45	3996461.55	0.27497	(08022420)	314011.45
3996461.55	0.27212	(07122007)		
314031.45	3996461.55	0.26865	(08010504)	314051.45
3996461.55	0.26636	(08010504)		
314071.45	3996461.55	0.25826	(07022620)	314091.45
3996461.55	0.25387	(07022620)		
314111.45	3996461.55	0.24527	(09012308)	314131.45
3996461.55	0.23816	(09012308)		
314151.45	3996461.55	0.22880	(06010817)	314171.45
3996461.55	0.22058	(09121905)		
314191.45	3996461.55	0.21162	(09121717)	314211.45
3996461.55	0.20557	(09121717)		
314231.45	3996461.55	0.19811	(09121717)	314251.45
3996461.55	0.19200	(09012404)		
314271.45	3996461.55	0.18664	(09012404)	313751.45
3996481.55	0.26760	(09021718)		
313771.45	3996481.55	0.26703	(09021718)	313791.45
3996481.55	0.26620	(08011305)		
313811.45	3996481.55	0.26643	(07121804)	313831.45
3996481.55	0.26676	(07121804)		
313851.45	3996481.55	0.26762	(09022305)	313871.45
3996481.55	0.26813	(09022305)		

313891.45	3996481.55	0.26806	(09012406)	313911.45
3996481.55	0.26880 (09020419)			
313931.45	3996481.55	0.26786	(09020419)	313951.45
3996481.55	0.26753 (07121918)			
313971.45	3996481.55	0.26648	(08120121)	313991.45
3996481.55	0.26486 (08022420)			
314011.45	3996481.55	0.26294	(08022420)	314031.45
3996481.55	0.25941 (07122007)			
314051.45	3996481.55	0.25770	(08010504)	314071.45
3996481.55	0.25301 (08010504)			
314091.45	3996481.55	0.24692	(07022620)	314111.45
3996481.55	0.24124 (07022620)			
314131.45	3996481.55	0.23403	(09012308)	314151.45
3996481.55	0.22671 (09012308)			
314171.45	3996481.55	0.21835	(09121905)	314191.45
3996481.55	0.21089 (09121905)			
314211.45	3996481.55	0.20306	(09121717)	314231.45
3996481.55	0.19761 (09121717)			
314251.45	3996481.55	0.19079	(09121717)	314271.45
3996481.55	0.18511 (09012404)			
313771.45	3996501.55	0.25852	(09021718)	313791.45
3996501.55	0.25776 (08011305)			
313811.45	3996501.55	0.25784	(07121804)	313831.45
3996501.55	0.25832 (07121804)			
313851.45	3996501.55	0.25880	(09022305)	313871.45
3996501.55	0.25953 (09022305)			
313891.45	3996501.55	0.25954	(09012406)	313911.45
3996501.55	0.25998 (09020419)			
313931.45	3996501.55	0.25942	(09020419)	313951.45
3996501.55	0.25849 (07121918)			
313971.45	3996501.55	0.25781	(08120121)	313991.45
3996501.55	0.25567 (07122018)			
314011.45	3996501.55	0.25476	(08022420)	314031.45
3996501.55	0.25175 (07122007)			
314051.45	3996501.55	0.24840	(08010504)	314071.45
3996501.55	0.24659 (08010504)			
314091.45	3996501.55	0.23987	(08010504)	314111.45
3996501.55	0.23607 (07022620)			
314131.45	3996501.55	0.22942	(07022620)	314151.45
3996501.55	0.22367 (09012308)			
314171.45	3996501.55	0.21646	(06010817)	314191.45
3996501.55	0.20918 (09121905)			
314211.45	3996501.55	0.20206	(09121905)	314231.45
3996501.55	0.19524 (09121717)			
314251.45	3996501.55	0.19028	(09121717)	314271.45
3996501.55	0.18401 (09121717)			
313771.45	3996521.55	0.25064	(09021718)	313791.45
3996521.55	0.24995 (08011305)			
313811.45	3996521.55	0.24994	(08010603)	313831.45
3996521.55	0.25049 (07121804)			

313851.45	3996521.55	0.25057	(09022305)	313871.45
3996521.55	0.25155	(09022305)		
313891.45	3996521.55	0.25161	(09012406)	313911.45
3996521.55	0.25174	(09020419)		
313931.45	3996521.55	0.25155	(09020419)	313951.45
3996521.55	0.24992	(07121918)		

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*** MODELOPTs: RegDFault CONC ELEV URBAN ADJ_U*

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION
 VALUES FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)
Y-COORD (M)	CONC	(YYMMDDHH)		
313971.45	3996521.55	0.24967	(07121918)	313991.45
3996521.55	0.24761	(08120121)		
314011.45	3996521.55	0.24664	(08022420)	314031.45
3996521.55	0.24384	(07122007)		
314051.45	3996521.55	0.24047	(07122007)	314071.45
3996521.55	0.23923	(08010504)		
314091.45	3996521.55	0.23545	(08010504)	314111.45
3996521.55	0.22938	(07022620)		
314131.45	3996521.55	0.22575	(07022620)	314151.45
3996521.55	0.21873	(09012308)		
314171.45	3996521.55	0.21408	(09012308)	314191.45
3996521.55	0.20724	(06010817)		
314211.45	3996521.55	0.20077	(09121905)	314231.45
3996521.55	0.19393	(09121905)		
314251.45	3996521.55	0.18804	(09121717)	314271.45
3996521.55	0.18351	(09121717)		
313791.45	3996541.55	0.24268	(08011305)	313811.45
3996541.55	0.24271	(08011305)		
313831.45	3996541.55	0.24321	(07121804)	313851.45
3996541.55	0.24294	(08120305)		
313871.45	3996541.55	0.24408	(09022305)	313891.45
3996541.55	0.24420	(09012406)		

313911.45	3996541.55	0.24397	(09020419)	313931.45
3996541.55	0.24418 (09020419)			
313951.45	3996541.55	0.24217	(09020419)	313971.45
3996541.55	0.24223 (07121918)			
313991.45	3996541.55	0.24069	(08120121)	314011.45
3996541.55	0.23859 (08022420)			
314031.45	3996541.55	0.23729	(08022420)	314051.45
3996541.55	0.23438 (07122007)			
314071.45	3996541.55	0.23122	(08010504)	314091.45
3996541.55	0.22987 (08010504)			
314111.45	3996541.55	0.22436	(08010504)	314131.45
3996541.55	0.22052 (07022620)			
314151.45	3996541.55	0.21591	(07022620)	314171.45
3996541.55	0.21018 (09012308)			
314191.45	3996541.55	0.20516	(09012308)	314211.45
3996541.55	0.19871 (06010817)			
314231.45	3996541.55	0.19300	(09121905)	314251.45
3996541.55	0.18642 (09121905)			
314271.45	3996541.55	0.18139	(09121717)	313791.45
3996561.55	0.23588 (08011305)			
313811.45	3996561.55	0.23599	(08011305)	313831.45
3996561.55	0.23639 (07121804)			
313851.45	3996561.55	0.23613	(07121804)	313871.45
3996561.55	0.23706 (09022305)			
313891.45	3996561.55	0.23725	(09012406)	313911.45
3996561.55	0.23667 (09012406)			
313931.45	3996561.55	0.23722	(09020419)	313951.45
3996561.55	0.23573 (09020419)			
313971.45	3996561.55	0.23509	(07121918)	313991.45
3996561.55	0.23398 (08120121)			
314011.45	3996561.55	0.23173	(07122018)	314031.45
3996561.55	0.23070 (08022420)			
314051.45	3996561.55	0.22788	(07122007)	314071.45
3996561.55	0.22428 (07122007)			
314091.45	3996561.55	0.22344	(08010504)	314111.45
3996561.55	0.22039 (08010504)			
314131.45	3996561.55	0.21445	(09121007)	314151.45
3996561.55	0.21196 (07022620)			
314171.45	3996561.55	0.20656	(07022620)	314191.45
3996561.55	0.20213 (09012308)			
314211.45	3996561.55	0.19685	(09012308)	314231.45
3996561.55	0.19079 (06010817)			
314251.45	3996561.55	0.18582	(09121905)	314271.45
3996561.55	0.17947 (09121905)			
313791.45	3996581.55	0.22948	(08011305)	313811.45
3996581.55	0.22970 (08011305)			
313831.45	3996581.55	0.22998	(07121804)	313851.45
3996581.55	0.22985 (07121804)			
313871.45	3996581.55	0.23042	(09022305)	313891.45
3996581.55	0.23079 (09022305)			

313911.45	3996581.55	0.23038	(09012406)	313931.45
3996581.55	0.23062	(09020419)		
313951.45	3996581.55	0.22959	(09020419)	313971.45
3996581.55	0.22819	(07121918)		
313991.45	3996581.55	0.22745	(07121918)	314011.45
3996581.55	0.22519	(08120121)		
314031.45	3996581.55	0.22400	(08022420)	314051.45
3996581.55	0.22196	(08022420)		

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 *** AERMET - VERSION 18081 ***
 *** 09:19:05

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION
 VALUES FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_2.5 IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)
Y-COORD (M)	CONC	(YYMMDDHH)		

314071.45	3996581.55	0.21933	(07122007)	314091.45
3996581.55	0.21639	(08010504)		
314111.45	3996581.55	0.21544	(08010504)	314131.45
3996581.55	0.21089	(08010504)		
314151.45	3996581.55	0.20675	(07022620)	314171.45
3996581.55	0.20370	(07022620)		
314191.45	3996581.55	0.19792	(08010919)	314211.45
3996581.55	0.19455	(09012308)		
314231.45	3996581.55	0.18928	(06010817)	314251.45
3996581.55	0.18369	(09121905)		
314271.45	3996581.55	0.17913	(09121905)	313529.06
3996060.33	0.34140	(07020819)		
313510.22	3996059.07	0.31370	(07020819)	313491.38
3996062.84	0.29109	(07020819)		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM ANNUAL RESULTS

AVERAGED OVER 4 YEARS ***

** CONC OF PM_{2.5} IN MICROGRAMS/M³

**

GROUP ID	NETWORK	AVERAGE CONC	RECEPTOR (XR, YR, ZELEV,
ZHILL, ZFLAG)	OF TYPE GRID-ID		
ALL	1ST HIGHEST VALUE IS	0.07800 AT (313531.45, 3996041.55, 125.79,	
125.79,	0.00) DC		
	2ND HIGHEST VALUE IS	0.07731 AT (313531.45, 3996021.55, 125.79,	
125.79,	0.00) DC		
	3RD HIGHEST VALUE IS	0.07721 AT (313529.06, 3996060.33, 125.78,	
125.78,	0.00) DC		
	4TH HIGHEST VALUE IS	0.07650 AT (313531.45, 3996001.55, 125.79,	
125.79,	0.00) DC		
	5TH HIGHEST VALUE IS	0.07556 AT (313531.45, 3995981.55, 125.78,	
125.78,	0.00) DC		
	6TH HIGHEST VALUE IS	0.07445 AT (313531.45, 3995961.55, 125.76,	
125.76,	0.00) DC		
	7TH HIGHEST VALUE IS	0.07316 AT (313531.45, 3995941.55, 125.73,	
125.73,	0.00) DC		
	8TH HIGHEST VALUE IS	0.07174 AT (313531.45, 3995921.55, 125.73,	
125.73,	0.00) DC		
	9TH HIGHEST VALUE IS	0.07010 AT (313531.45, 3995901.55, 125.73,	
125.73,	0.00) DC		
	10TH HIGHEST VALUE IS	0.06822 AT (313531.45, 3995881.55, 125.73,	
125.73,	0.00) DC		

*** RECEPTOR TYPES: GC = GRIDCART
GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE SUMMARY OF HIGHEST 1-HR

RESULTS ***

** CONC OF PM_2.5 IN MICROGRAMS/M**3

**

GROUP ID	NETWORK	DATE	RECEPTOR
(XR, YR, ZELEV, ZHILL, ZFLAG)	AVERAGE CONC OF TYPE GRID-ID	(YYMMDDHH)	
- - - - -	- - - - -	- - - - -	- - - - -
- - - - -	- - - - -	- - - - -	- - - - -

ALL HIGH 1ST HIGH VALUE IS 0.47909 ON 07121805: AT (313571.45,
3995641.55, 125.90, 125.90, 0.00) DC

*** RECEPTOR TYPES: GC = GRIDCART
GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR

▲ *** AERMOD - VERSION 21112 *** C:\Lakes\AERMOD
View\LombardiPorterville\LombardiPorterville.isc *** 07/23/21
*** AERMET - VERSION 18081 ***
*** 09:19:05

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** Message Summary : AERMOD Model Execution ***

----- Summary of Total Messages -----

A Total of 0 Fatal Error Message(s)
A Total of 2 Warning Message(s)
A Total of 7410 Informational Message(s)

A Total of 35088 Hours Were Processed

A Total of 6527 Calm Hours Identified

A Total of 883 Missing Hours Identified (2.52 Percent)

***** FATAL ERROR MESSAGES *****
*** NONE ***

***** WARNING MESSAGES *****

ME W187 70 MEOPEN: ADJ_U* Option for Stable Low Winds used in AERMET
MX W481 35089 MAIN: Data Remaining After End of Year. Number of Hours=
 24

*** AERMOD Finishes Successfully ***

```

**
*****
**
** AERMOD Input Produced by:
** AERMOD View Ver. 10.0.0
** Lakes Environmental Software Inc.
** Date: 7/23/2021
** File: C:\Lakes\AERMOD
View\LombardiPortervilleMitigated\LombardiPortervilleMitigated.ADI
**
*****
**
**
*****
** AERMOD Control Pathway
*****
**
**
CO STARTING
  TITLEONE C:\Lakes\AERMOD View\LombardiPortervilleMitigated\LombardiPortervill
  MODELOPT DFAULT CONC
  AVERTIME 1 ANNUAL
  URBANOPT 59988 Porterville,_CA
  POLLUTID PM_2.5
  RUNORNOT RUN
  ERRORFIL LombardiPortervilleMitigated.err
CO FINISHED
**
*****
** AERMOD Source Pathway
*****
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
  LOCATION PAREA1      AREAPOLY      313577.994      3996166.184      125.800
** Source Parameters **
  SRCPARAM PAREA1      2.0203E-09      3.000      13
  AREAVERT PAREA1      313577.994 3996166.184 313563.335 3995657.628
  AREAVERT PAREA1      313703.160 3995653.117 313704.288 3995698.222
  AREAVERT PAREA1      313804.646 3995697.095 313802.390 3995655.373
  AREAVERT PAREA1      313954.619 3995648.607 313955.747 3995897.811
  AREAVERT PAREA1      313909.514 3995897.811 313911.769 3996035.380
  AREAVERT PAREA1      313956.874 3996036.508 313961.385 3996256.394
  AREAVERT PAREA1      313661.438 3996256.394
  URBANSRC ALL
  SRCGROUP ALL
SO FINISHED
**

```

```

*****
** AERMOD Receptor Pathway
*****
**
**
RE STARTING
  INCLUDED LombardiPortervilleMitigated.rou
RE FINISHED
**
*****
** AERMOD Meteorology Pathway
*****
**
**
ME STARTING
  SURFFILE "C:\Users\kheck\Desktop\Porterville Met Data\Porterville_2006-2009.SFC"
  PROFFILE "C:\Users\kheck\Desktop\Porterville Met Data\Porterville_2006-2009.PFL"
  SURFDATA 23149 2006 Porterville
  UAIRDATA 23230 2006 OAKLAND/WSO_AP
  PROFBASE 135.0 METERS
ME FINISHED
**
*****
** AERMOD Output Pathway
*****
**
**
OU STARTING
  RECTABLE ALLAVE 1ST
  RECTABLE 1 1ST
** Auto-Generated Plotfiles
  PLOTFILE 1 ALL 1ST LOMBARDIPORTERVILLEMITIGATED.AD\01H1GALL.PLT 31
  PLOTFILE ANNUAL ALL LOMBARDIPORTERVILLEMITIGATED.AD\AN00GALL.PLT 32
  SUMMFILE LombardiPortervilleMitigated.sum
OU FINISHED
**
*****
** Project Parameters
*****
** PROJCTN CoordinateSystemUTM
** DESCPTN UTM: Universal Transverse Mercator
** DATUM World Geodetic System 1984
** DTMRGN Global Definition
** UNITS m
** ZONE 11
** ZONEINX 0
**

```



```

**
*****
**
** AERMOD Input Produced by:
** AERMOD View Ver. 10.0.0
** Lakes Environmental Software Inc.
** Date: 7/23/2021
** File: C:\Lakes\AERMOD
View\LombardiPortervilleMitigated\LombardiPortervilleMitigated.ADI
**
*****
**
**
*****
** AERMOD Control Pathway
*****
**
**
CO STARTING
  TITLEONE C:\Lakes\AERMOD View\LombardiPortervilleMitigated\LombardiPortervill
  MODELOPT DFAULT CONC
  AVERTIME 1 ANNUAL
  URBANOPT 59988 Porterville,_CA
  POLLUTID PM_2.5
  RUNORNOT RUN
  ERRORFIL LombardiPortervilleMitigated.err
CO FINISHED
**
*****
** AERMOD Source Pathway
*****
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
  LOCATION PAREA1      AREAPOLY    313577.994    3996166.184        125.800
** Source Parameters **
  SRCPARAM PAREA1      2.0203E-09      3.000          13
  AREAVERT PAREA1      313577.994 3996166.184 313563.335 3995657.628
  AREAVERT PAREA1      313703.160 3995653.117 313704.288 3995698.222
  AREAVERT PAREA1      313804.646 3995697.095 313802.390 3995655.373
  AREAVERT PAREA1      313954.619 3995648.607 313955.747 3995897.811
  AREAVERT PAREA1      313909.514 3995897.811 313911.769 3996035.380
  AREAVERT PAREA1      313956.874 3996036.508 313961.385 3996256.394
  AREAVERT PAREA1      313661.438 3996256.394
  URBANSRC ALL
  SRCGROUP ALL
SO FINISHED
**

```

** AERMOD Receptor Pathway

**

**

RE STARTING

INCLUDED LombardiPortervilleMitigated.rou

RE FINISHED

**

** AERMOD Meteorology Pathway

**

**

ME STARTING

SURFFILE "C:\Users\kheck\Desktop\Porterville Met Data\Porterville_2006-2009.SFC"

PROFFILE "C:\Users\kheck\Desktop\Porterville Met Data\Porterville_2006-2009.PFL"

SURFDATA 23149 2006 Porterville

UAIRDATA 23230 2006 OAKLAND/WSO_AP

PROFBASE 135.0 METERS

ME FINISHED

**

** AERMOD Output Pathway

**

**

OU STARTING

RECTABLE ALLAVE 1ST

RECTABLE 1 1ST

** Auto-Generated Plotfiles

PLOTFILE 1 ALL 1ST LOMBARDIPORTERVILLEMITIGATED.AD\01H1GALL.PLT 31

PLOTFILE ANNUAL ALL LOMBARDIPORTERVILLEMITIGATED.AD\AN00GALL.PLT 32

SUMMFILE LombardiPortervilleMitigated.sum

OU FINISHED

*** Message Summary For AERMOD Model Setup ***

----- Summary of Total Messages -----

A Total of	0 Fatal Error Message(s)
A Total of	1 Warning Message(s)
A Total of	0 Informational Message(s)

***** FATAL ERROR MESSAGES *****

*** NONE ***

***** WARNING MESSAGES *****
ME W187 70 MEOPEN: ADJ_U* Option for Stable Low Winds used in AERMET

*** SETUP Finishes Successfully ***

▲ *** AERMOD - VERSION 21112 *** *** C:\Lakes\AERMOD
View\LombardiPortervilleMitigated\LombardiPortervill *** 07/23/21
*** AERMET - VERSION 18081 *** ***
*** 10:19:35

PAGE 1
*** MODELOPTs: RegDEFAULT CONC ELEV URBAN ADJ_U*

*** MODEL SETUP OPTIONS SUMMARY

--
**Model Is Setup For Calculation of Average CONCentration Values.

-- DEPOSITION LOGIC --

**NO GAS DEPOSITION Data Provided.

**NO PARTICLE DEPOSITION Data Provided.

**Model Uses NO DRY DEPLETION. DRYDPLT = F

**Model Uses NO WET DEPLETION. WETDPLT = F

**Model Uses URBAN Dispersion Algorithm for the SBL for 1 Source(s),
for Total of 1 Urban Area(s):
Urban Population = 59988.0 ; Urban Roughness Length = 1.000 m

**Model Uses Regulatory DEFAULT Options:

1. Stack-tip Downwash.
2. Model Accounts for ELEVated Terrain Effects.
3. Use Calms Processing Routine.
4. Use Missing Data Processing Routine.
5. No Exponential Decay.
6. Urban Roughness Length of 1.0 Meter Assumed.

**Other Options Specified:

ADJ_U* - Use ADJ_U* option for SBL in AERMET
CCVR_Sub - Meteorological data includes CCVR substitutions
TEMP_Sub - Meteorological data includes TEMP substitutions

**Model Assumes No FLAGPOLE Receptor Heights.

**The User Specified a Pollutant Type of: PM_2.5

**Model Calculates 1 Short Term Average(s) of: 1-HR
and Calculates ANNUAL Averages

**This Run Includes: 1 Source(s); 1 Source Group(s); and 1934
Receptor(s)

with: 0 POINT(s), including
0 POINTCAP(s) and 0 POINTHOR(s)
and: 0 VOLUME source(s)
and: 1 AREA type source(s)
and: 0 LINE source(s)
and: 0 RLINE/RLINEXT source(s)
and: 0 OPENPIT source(s)
and: 0 BUOYANT LINE source(s) with a total of 0 line(s)

**Model Set To Continue RUNning After the Setup Testing.

**The AERMET Input Meteorological Data Version Date: 18081

**Output Options Selected:

Model Outputs Tables of ANNUAL Averages by Receptor
Model Outputs Tables of Highest Short Term Values by Receptor (RECTABLE
Keyword)
Model Outputs External File(s) of High Values for Plotting (PLOTFILE
Keyword)
Model Outputs Separate Summary File of High Ranked Values (SUMMFILE
Keyword)

**NOTE: The Following Flags May Appear Following CONC Values: c for Calm Hours
m for Missing Hours
b for Both Calm and

Missing Hours

**Misc. Inputs: Base Elev. for Pot. Temp. Profile (m MSL) = 135.00 ; Decay
Coef. = 0.000 ; Rot. Angle = 0.0
Emission Units = GRAMS/SEC ;
Emission Rate Unit Factor = 0.10000E+07
Output Units = MICROGRAMS/M**3

**Approximate Storage Requirements of Model = 3.7 MB of RAM.

**Input Runstream File: aermod.inp

**Output Print File: aermod.out

**Detailed Error/Message File: LombardiPortervilleMitigated.err

**File for Summary of Results: LombardiPortervilleMitigated.sum

^ *** AERMOD - VERSION 21112 *** *** C:\Lakes\AERMOD
 View\LombardiPortervilleMitigated\LombardiPortervill *** 07/23/21
 *** AERMET - VERSION 18081 *** ***
 *** 10:19:35

PAGE 2
 *** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** AREAPOLY SOURCE DATA ***

INIT.	URBAN	NUMBER	EMISSION	RATE	LOCATION OF AREA		BASE	RELEASE	NUMBER
SOURCE		EMISSION	RATE		X	Y	ELEV.	HEIGHT	OF VERTS.
SZ	SOURCE	SCALAR	VARY						
ID		CATS.	/METER**2)		(METERS)	(METERS)	(METERS)	(METERS)	
(METERS)		BY							
PAREA1		0	0.20203E-08		313578.0	3996166.2	125.8	3.00	13
0.00	YES								

^ *** AERMOD - VERSION 21112 *** *** C:\Lakes\AERMOD
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 *** AERMET - VERSION 18081 *** ***
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PAGE 3
 *** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** SOURCE IDs DEFINING SOURCE GROUPS ***

SRCGROUP ID	SOURCE IDs
-----	-----

ALL PAREA1 ,
 ^ *** AERMOD - VERSION 21112 *** *** C:\Lakes\AERMOD
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 *** AERMET - VERSION 18081 *** ***
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PAGE 4
 *** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** SOURCE IDs DEFINED AS URBAN SOURCES

URBAN ID URBAN POP

SOURCE IDs

59988. PAREA1 ,

▲ *** AERMOD - VERSION 21112 *** *** C:\Lakes\AERMOD

View\LombardiPortervilleMitigated\LombardiPortervill ***

07/23/21

*** AERMET - VERSION 18081 *** ***

*** 10:19:35

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*** MODELOPTs: RegDFault CONC ELEV URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

(313271.5, 3995341.5, 126.0, 126.0, 0.0);	(313291.5, 3995341.5, 126.0, 126.0, 0.0);
(313311.5, 3995341.5, 126.1, 126.1, 0.0);	(313331.5, 3995341.5, 126.1, 126.1, 0.0);
(313351.5, 3995341.5, 126.1, 126.1, 0.0);	(313371.5, 3995341.5, 126.1, 126.1, 0.0);
(313391.5, 3995341.5, 126.2, 126.2, 0.0);	(313411.5, 3995341.5, 126.2, 126.2, 0.0);
(313431.5, 3995341.5, 126.2, 126.2, 0.0);	(313451.5, 3995341.5, 126.3, 126.3, 0.0);
(313471.5, 3995341.5, 126.3, 126.3, 0.0);	(313491.5, 3995341.5, 126.3, 126.3, 0.0);
(313511.5, 3995341.5, 126.4, 126.4, 0.0);	(313531.5, 3995341.5, 126.4, 126.4, 0.0);
(313551.5, 3995341.5, 126.4, 126.4, 0.0);	(313571.5, 3995341.5, 126.5, 126.5, 0.0);
(313591.5, 3995341.5, 126.5, 126.5, 0.0);	(313611.5, 3995341.5, 126.5, 126.5, 0.0);
(313631.5, 3995341.5, 126.5, 126.5, 0.0);	(313651.5, 3995341.5, 126.6, 126.6, 0.0);
(313671.5, 3995341.5, 126.6, 126.6, 0.0);	(313691.5, 3995341.5, 126.6, 126.6, 0.0);
(313711.5, 3995341.5, 126.7, 126.7, 0.0);	(313731.5, 3995341.5, 126.7, 126.7, 0.0);
(313751.5, 3995341.5, 126.7, 126.7, 0.0);	(313771.5, 3995341.5, 126.7, 126.7, 0.0);
(313791.5, 3995341.5, 126.8, 126.8, 0.0);	(313811.5, 3995341.5, 126.8, 126.8, 0.0);
(313831.5, 3995341.5, 126.8, 126.8, 0.0);	(313851.5, 3995341.5, 126.8, 126.8, 0.0);
(313871.5, 3995341.5, 126.9, 126.9, 0.0);	(313891.5, 3995341.5, 126.9, 126.9, 0.0);

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▲ *** AERMOD - VERSION 21112 *** *** C:\Lakes\AERMOD

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*** AERMET - VERSION 18081 *** ***

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

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^ *** AERMOD - VERSION 21112 *** *** C:\Lakes\AERMOD
 View\LombardiPortervilleMitigated\LombardiPortervill ***

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*** AERMET - VERSION 18081 *** ***

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
 (X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
 (METERS)

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▲ *** AERMOD - VERSION 21112 *** *** C:\Lakes\AERMOD

View\LombardiPortervilleMitigated\LombardiPortervill ***

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*** AERMET - VERSION 18081 *** ***

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

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3995461.5, 126.0, 126.0, 0.0);	
(313431.5, 3995461.5, 126.0, 126.0, 0.0);	(313451.5,
3995461.5, 126.0, 126.0, 0.0);	
(313471.5, 3995461.5, 126.1, 126.1, 0.0);	(313491.5,
3995461.5, 126.1, 126.1, 0.0);	
(313511.5, 3995461.5, 126.1, 126.1, 0.0);	(313531.5,
3995461.5, 126.1, 126.1, 0.0);	
(313551.5, 3995461.5, 126.2, 126.2, 0.0);	(313571.5,
3995461.5, 126.2, 126.2, 0.0);	
(313591.5, 3995461.5, 126.2, 126.2, 0.0);	(313611.5,
3995461.5, 126.3, 126.3, 0.0);	
(313631.5, 3995461.5, 126.3, 126.3, 0.0);	(313651.5,
3995461.5, 126.3, 126.3, 0.0);	
(313671.5, 3995461.5, 126.3, 126.3, 0.0);	(313691.5,
3995461.5, 126.4, 126.4, 0.0);	
(313711.5, 3995461.5, 126.4, 126.4, 0.0);	(313731.5,
3995461.5, 126.4, 126.4, 0.0);	
(313751.5, 3995461.5, 126.5, 126.5, 0.0);	(313771.5,
3995461.5, 126.5, 126.5, 0.0);	
(313791.5, 3995461.5, 126.5, 126.5, 0.0);	(313811.5,
3995461.5, 126.5, 126.5, 0.0);	
(313831.5, 3995461.5, 126.6, 126.6, 0.0);	(313851.5,
3995461.5, 126.6, 126.6, 0.0);	
(313871.5, 3995461.5, 126.6, 126.6, 0.0);	(313891.5,
3995461.5, 126.6, 126.6, 0.0);	
(313911.5, 3995461.5, 126.6, 126.6, 0.0);	(313931.5,
3995461.5, 126.7, 126.7, 0.0);	
(313951.5, 3995461.5, 126.7, 126.7, 0.0);	(313971.5,
3995461.5, 126.7, 126.7, 0.0);	
(313991.5, 3995461.5, 126.7, 126.7, 0.0);	(314011.5,
3995461.5, 126.8, 126.8, 0.0);	
(314031.5, 3995461.5, 126.8, 126.8, 0.0);	(314051.5,
3995461.5, 126.8, 126.8, 0.0);	

(314071.5, 3995461.5, 126.8, 126.8, 0.0);	(314091.5,
3995461.5, 126.9, 126.9, 0.0);	
(314111.5, 3995461.5, 126.9, 126.9, 0.0);	(314131.5,
3995461.5, 126.9, 126.9, 0.0);	
(314151.5, 3995461.5, 126.9, 126.9, 0.0);	(314171.5,
3995461.5, 127.0, 127.0, 0.0);	
(314191.5, 3995461.5, 127.0, 127.0, 0.0);	(314211.5,
3995461.5, 127.0, 127.0, 0.0);	
(314231.5, 3995461.5, 127.0, 127.0, 0.0);	(314251.5,
3995461.5, 127.1, 127.1, 0.0);	
(314271.5, 3995461.5, 127.1, 127.1, 0.0);	(313271.5,
3995481.5, 125.8, 125.8, 0.0);	
(313291.5, 3995481.5, 125.8, 125.8, 0.0);	(313311.5,
3995481.5, 125.8, 125.8, 0.0);	

▲ *** AERMOD - VERSION 21112 *** C:\Lakes\AERMOD

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

(313331.5, 3995481.5, 125.8, 125.8, 0.0);	(313351.5,
3995481.5, 125.9, 125.9, 0.0);	
(313371.5, 3995481.5, 125.9, 125.9, 0.0);	(313391.5,
3995481.5, 125.9, 125.9, 0.0);	
(313411.5, 3995481.5, 126.0, 126.0, 0.0);	(313431.5,
3995481.5, 126.0, 126.0, 0.0);	
(313451.5, 3995481.5, 126.0, 126.0, 0.0);	(313471.5,
3995481.5, 126.0, 126.0, 0.0);	
(313491.5, 3995481.5, 126.1, 126.1, 0.0);	(313511.5,
3995481.5, 126.1, 126.1, 0.0);	
(313531.5, 3995481.5, 126.1, 126.1, 0.0);	(313551.5,
3995481.5, 126.1, 126.1, 0.0);	
(313571.5, 3995481.5, 126.2, 126.2, 0.0);	(313591.5,
3995481.5, 126.2, 126.2, 0.0);	
(313611.5, 3995481.5, 126.2, 126.2, 0.0);	(313631.5,
3995481.5, 126.3, 126.3, 0.0);	
(313651.5, 3995481.5, 126.3, 126.3, 0.0);	(313671.5,
3995481.5, 126.3, 126.3, 0.0);	
(313691.5, 3995481.5, 126.3, 126.3, 0.0);	(313711.5,
3995481.5, 126.3, 126.3, 0.0);	
(313731.5, 3995481.5, 126.4, 126.4, 0.0);	(313751.5,
3995481.5, 126.4, 126.4, 0.0);	
(313771.5, 3995481.5, 126.4, 126.4, 0.0);	(313791.5,
3995481.5, 126.5, 126.5, 0.0);	

(313811.5, 3995481.5, 126.5, 126.5,	0.0);	(313831.5,
3995481.5, 126.5, 126.5, 0.0);		
(313851.5, 3995481.5, 126.5, 126.5,	0.0);	(313871.5,
3995481.5, 126.6, 126.6, 0.0);		
(313891.5, 3995481.5, 126.6, 126.6,	0.0);	(313911.5,
3995481.5, 126.6, 126.6, 0.0);		
(313931.5, 3995481.5, 126.6, 126.6,	0.0);	(313951.5,
3995481.5, 126.6, 126.6, 0.0);		
(313971.5, 3995481.5, 126.7, 126.7,	0.0);	(313991.5,
3995481.5, 126.7, 126.7, 0.0);		
(314011.5, 3995481.5, 126.7, 126.7,	0.0);	(314031.5,
3995481.5, 126.8, 126.8, 0.0);		
(314051.5, 3995481.5, 126.8, 126.8,	0.0);	(314071.5,
3995481.5, 126.8, 126.8, 0.0);		
(314091.5, 3995481.5, 126.8, 126.8,	0.0);	(314111.5,
3995481.5, 126.8, 126.8, 0.0);		
(314131.5, 3995481.5, 126.9, 126.9,	0.0);	(314151.5,
3995481.5, 126.9, 126.9, 0.0);		
(314171.5, 3995481.5, 126.9, 126.9,	0.0);	(314191.5,
3995481.5, 126.9, 126.9, 0.0);		
(314211.5, 3995481.5, 127.0, 127.0,	0.0);	(314231.5,
3995481.5, 127.0, 127.0, 0.0);		
(314251.5, 3995481.5, 127.0, 127.0,	0.0);	(314271.5,
3995481.5, 127.1, 127.1, 0.0);		
(313271.5, 3995501.5, 125.8, 125.8,	0.0);	(313291.5,
3995501.5, 125.8, 125.8, 0.0);		
(313311.5, 3995501.5, 125.8, 125.8,	0.0);	(313331.5,
3995501.5, 125.8, 125.8, 0.0);		
(313351.5, 3995501.5, 125.8, 125.8,	0.0);	(313371.5,
3995501.5, 125.9, 125.9, 0.0);		
(313391.5, 3995501.5, 125.9, 125.9,	0.0);	(313411.5,
3995501.5, 125.9, 125.9, 0.0);		
(313431.5, 3995501.5, 126.0, 126.0,	0.0);	(313451.5,
3995501.5, 126.0, 126.0, 0.0);		
(313471.5, 3995501.5, 126.0, 126.0,	0.0);	(313491.5,
3995501.5, 126.0, 126.0, 0.0);		
(313511.5, 3995501.5, 126.0, 126.0,	0.0);	(313531.5,
3995501.5, 126.1, 126.1, 0.0);		
(313551.5, 3995501.5, 126.1, 126.1,	0.0);	(313571.5,
3995501.5, 126.1, 126.1, 0.0);		
(313591.5, 3995501.5, 126.2, 126.2,	0.0);	(313611.5,
3995501.5, 126.2, 126.2, 0.0);		
(313631.5, 3995501.5, 126.2, 126.2,	0.0);	(313651.5,
3995501.5, 126.2, 126.2, 0.0);		
(313671.5, 3995501.5, 126.3, 126.3,	0.0);	(313691.5,
3995501.5, 126.3, 126.3, 0.0);		
(313711.5, 3995501.5, 126.3, 126.3,	0.0);	(313731.5,
3995501.5, 126.3, 126.3, 0.0);		
(313751.5, 3995501.5, 126.4, 126.4,	0.0);	(313771.5,
3995501.5, 126.4, 126.4, 0.0);		

(313791.5, 3995501.5, 126.4, 126.4, 0.0);	(313811.5,
3995501.5, 126.5, 126.5, 0.0);	
(313831.5, 3995501.5, 126.5, 126.5, 0.0);	(313851.5,
3995501.5, 126.5, 126.5, 0.0);	
(313871.5, 3995501.5, 126.5, 126.5, 0.0);	(313891.5,
3995501.5, 126.5, 126.5, 0.0);	
(313911.5, 3995501.5, 126.6, 126.6, 0.0);	(313931.5,
3995501.5, 126.6, 126.6, 0.0);	
(313951.5, 3995501.5, 126.6, 126.6, 0.0);	(313971.5,
3995501.5, 126.6, 126.6, 0.0);	
(313991.5, 3995501.5, 126.7, 126.7, 0.0);	(314011.5,
3995501.5, 126.7, 126.7, 0.0);	
(314031.5, 3995501.5, 126.7, 126.7, 0.0);	(314051.5,
3995501.5, 126.7, 126.7, 0.0);	
(314071.5, 3995501.5, 126.8, 126.8, 0.0);	(314091.5,
3995501.5, 126.8, 126.8, 0.0);	

^ *** AERMOD - VERSION 21112 *** *** C:\Lakes\AERMOD
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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
 (X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
 (METERS)

(314111.5, 3995501.5, 126.8, 126.8, 0.0);	(314131.5,
3995501.5, 126.8, 126.8, 0.0);	
(314151.5, 3995501.5, 126.9, 126.9, 0.0);	(314171.5,
3995501.5, 126.9, 126.9, 0.0);	
(314191.5, 3995501.5, 126.9, 126.9, 0.0);	(314211.5,
3995501.5, 127.0, 127.0, 0.0);	
(314231.5, 3995501.5, 127.0, 127.0, 0.0);	(314251.5,
3995501.5, 127.0, 127.0, 0.0);	
(314271.5, 3995501.5, 127.0, 127.0, 0.0);	(313271.5,
3995521.5, 125.7, 125.7, 0.0);	
(313291.5, 3995521.5, 125.7, 125.7, 0.0);	(313311.5,
3995521.5, 125.8, 125.8, 0.0);	
(313331.5, 3995521.5, 125.8, 125.8, 0.0);	(313351.5,
3995521.5, 125.8, 125.8, 0.0);	
(313371.5, 3995521.5, 125.8, 125.8, 0.0);	(313391.5,
3995521.5, 125.9, 125.9, 0.0);	
(313411.5, 3995521.5, 125.9, 125.9, 0.0);	(313431.5,
3995521.5, 125.9, 125.9, 0.0);	
(313451.5, 3995521.5, 125.9, 125.9, 0.0);	(313471.5,
3995521.5, 126.0, 126.0, 0.0);	
(313491.5, 3995521.5, 126.0, 126.0, 0.0);	(313511.5,
3995521.5, 126.0, 126.0, 0.0);	

(313531.5, 3995521.5, 126.0, 126.0, 0.0);	(313551.5,
3995521.5, 126.1, 126.1, 0.0);	
(313571.5, 3995521.5, 126.1, 126.1, 0.0);	(313591.5,
3995521.5, 126.1, 126.1, 0.0);	
(313611.5, 3995521.5, 126.2, 126.2, 0.0);	(313631.5,
3995521.5, 126.2, 126.2, 0.0);	
(313651.5, 3995521.5, 126.2, 126.2, 0.0);	(313671.5,
3995521.5, 126.2, 126.2, 0.0);	
(313691.5, 3995521.5, 126.2, 126.2, 0.0);	(313711.5,
3995521.5, 126.3, 126.3, 0.0);	
(313731.5, 3995521.5, 126.3, 126.3, 0.0);	(313751.5,
3995521.5, 126.3, 126.3, 0.0);	
(313771.5, 3995521.5, 126.3, 126.3, 0.0);	(313791.5,
3995521.5, 126.4, 126.4, 0.0);	
(313811.5, 3995521.5, 126.4, 126.4, 0.0);	(313831.5,
3995521.5, 126.4, 126.4, 0.0);	
(313851.5, 3995521.5, 126.5, 126.5, 0.0);	(313871.5,
3995521.5, 126.5, 126.5, 0.0);	
(313891.5, 3995521.5, 126.5, 126.5, 0.0);	(313911.5,
3995521.5, 126.5, 126.5, 0.0);	
(313931.5, 3995521.5, 126.5, 126.5, 0.0);	(313951.5,
3995521.5, 126.6, 126.6, 0.0);	
(313971.5, 3995521.5, 126.6, 126.6, 0.0);	(313991.5,
3995521.5, 126.6, 126.6, 0.0);	
(314011.5, 3995521.5, 126.6, 126.6, 0.0);	(314031.5,
3995521.5, 126.7, 126.7, 0.0);	
(314051.5, 3995521.5, 126.7, 126.7, 0.0);	(314071.5,
3995521.5, 126.7, 126.7, 0.0);	
(314091.5, 3995521.5, 126.8, 126.8, 0.0);	(314111.5,
3995521.5, 126.8, 126.8, 0.0);	
(314131.5, 3995521.5, 126.8, 126.8, 0.0);	(314151.5,
3995521.5, 126.8, 126.8, 0.0);	
(314171.5, 3995521.5, 126.9, 126.9, 0.0);	(314191.5,
3995521.5, 126.9, 126.9, 0.0);	
(314211.5, 3995521.5, 126.9, 126.9, 0.0);	(314231.5,
3995521.5, 127.0, 127.0, 0.0);	
(314251.5, 3995521.5, 127.0, 127.0, 0.0);	(314271.5,
3995521.5, 127.0, 127.0, 0.0);	
(313271.5, 3995541.5, 125.7, 125.7, 0.0);	(313291.5,
3995541.5, 125.7, 125.7, 0.0);	
(313311.5, 3995541.5, 125.7, 125.7, 0.0);	(313331.5,
3995541.5, 125.8, 125.8, 0.0);	
(313351.5, 3995541.5, 125.8, 125.8, 0.0);	(313371.5,
3995541.5, 125.8, 125.8, 0.0);	
(313391.5, 3995541.5, 125.8, 125.8, 0.0);	(313411.5,
3995541.5, 125.8, 125.8, 0.0);	
(313431.5, 3995541.5, 125.9, 125.9, 0.0);	(313451.5,
3995541.5, 125.9, 125.9, 0.0);	
(313471.5, 3995541.5, 125.9, 125.9, 0.0);	(313491.5,
3995541.5, 126.0, 126.0, 0.0);	

(313511.5, 3995541.5, 126.0, 126.0, 0.0);	(313531.5,
3995541.5, 126.0, 126.0, 0.0);	
(313551.5, 3995541.5, 126.0, 126.0, 0.0);	(313571.5,
3995541.5, 126.1, 126.1, 0.0);	
(313591.5, 3995541.5, 126.1, 126.1, 0.0);	(313611.5,
3995541.5, 126.1, 126.1, 0.0);	
(313631.5, 3995541.5, 126.1, 126.1, 0.0);	(313651.5,
3995541.5, 126.2, 126.2, 0.0);	
(313671.5, 3995541.5, 126.2, 126.2, 0.0);	(313691.5,
3995541.5, 126.2, 126.2, 0.0);	
(313711.5, 3995541.5, 126.2, 126.2, 0.0);	(313731.5,
3995541.5, 126.3, 126.3, 0.0);	
(313751.5, 3995541.5, 126.3, 126.3, 0.0);	(313771.5,
3995541.5, 126.3, 126.3, 0.0);	
(313791.5, 3995541.5, 126.3, 126.3, 0.0);	(313811.5,
3995541.5, 126.3, 126.3, 0.0);	
(313831.5, 3995541.5, 126.4, 126.4, 0.0);	(313851.5,
3995541.5, 126.4, 126.4, 0.0);	

▲ *** AERMOD - VERSION 21112 *** *** C:\Lakes\AERMOD
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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
 (X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
 (METERS)

(313871.5, 3995541.5, 126.4, 126.4, 0.0);	(313891.5,
3995541.5, 126.4, 126.4, 0.0);	
(313911.5, 3995541.5, 126.5, 126.5, 0.0);	(313931.5,
3995541.5, 126.5, 126.5, 0.0);	
(313951.5, 3995541.5, 126.5, 126.5, 0.0);	(313971.5,
3995541.5, 126.5, 126.5, 0.0);	
(313991.5, 3995541.5, 126.6, 126.6, 0.0);	(314011.5,
3995541.5, 126.6, 126.6, 0.0);	
(314031.5, 3995541.5, 126.6, 126.6, 0.0);	(314051.5,
3995541.5, 126.7, 126.7, 0.0);	
(314071.5, 3995541.5, 126.7, 126.7, 0.0);	(314091.5,
3995541.5, 126.7, 126.7, 0.0);	
(314111.5, 3995541.5, 126.8, 126.8, 0.0);	(314131.5,
3995541.5, 126.8, 126.8, 0.0);	
(314151.5, 3995541.5, 126.8, 126.8, 0.0);	(314171.5,
3995541.5, 126.8, 126.8, 0.0);	
(314191.5, 3995541.5, 126.9, 126.9, 0.0);	(314211.5,
3995541.5, 126.9, 126.9, 0.0);	
(314231.5, 3995541.5, 126.9, 126.9, 0.0);	(314251.5,
3995541.5, 127.0, 127.0, 0.0);	

(314271.5, 3995541.5, 127.0, 127.0, 0.0);	(313271.5,
3995561.5, 125.7, 125.7, 0.0);	
(313291.5, 3995561.5, 125.7, 125.7, 0.0);	(313311.5,
3995561.5, 125.7, 125.7, 0.0);	
(313331.5, 3995561.5, 125.7, 125.7, 0.0);	(313351.5,
3995561.5, 125.8, 125.8, 0.0);	
(313371.5, 3995561.5, 125.8, 125.8, 0.0);	(313391.5,
3995561.5, 125.8, 125.8, 0.0);	
(313411.5, 3995561.5, 125.8, 125.8, 0.0);	(313431.5,
3995561.5, 125.8, 125.8, 0.0);	
(313451.5, 3995561.5, 125.9, 125.9, 0.0);	(313471.5,
3995561.5, 125.9, 125.9, 0.0);	
(313491.5, 3995561.5, 125.9, 125.9, 0.0);	(313511.5,
3995561.5, 126.0, 126.0, 0.0);	
(313531.5, 3995561.5, 126.0, 126.0, 0.0);	(313551.5,
3995561.5, 126.0, 126.0, 0.0);	
(313571.5, 3995561.5, 126.0, 126.0, 0.0);	(313591.5,
3995561.5, 126.1, 126.1, 0.0);	
(313611.5, 3995561.5, 126.1, 126.1, 0.0);	(313631.5,
3995561.5, 126.1, 126.1, 0.0);	
(313651.5, 3995561.5, 126.1, 126.1, 0.0);	(313671.5,
3995561.5, 126.1, 126.1, 0.0);	
(313691.5, 3995561.5, 126.2, 126.2, 0.0);	(313711.5,
3995561.5, 126.2, 126.2, 0.0);	
(313731.5, 3995561.5, 126.2, 126.2, 0.0);	(313751.5,
3995561.5, 126.2, 126.2, 0.0);	
(313771.5, 3995561.5, 126.2, 126.2, 0.0);	(313791.5,
3995561.5, 126.3, 126.3, 0.0);	
(313811.5, 3995561.5, 126.3, 126.3, 0.0);	(313831.5,
3995561.5, 126.3, 126.3, 0.0);	
(313851.5, 3995561.5, 126.3, 126.3, 0.0);	(313871.5,
3995561.5, 126.4, 126.4, 0.0);	
(313891.5, 3995561.5, 126.4, 126.4, 0.0);	(313911.5,
3995561.5, 126.4, 126.4, 0.0);	
(313931.5, 3995561.5, 126.4, 126.4, 0.0);	(313951.5,
3995561.5, 126.5, 126.5, 0.0);	
(313971.5, 3995561.5, 126.5, 126.5, 0.0);	(313991.5,
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(314011.5, 3995561.5, 126.6, 126.6, 0.0);	(314031.5,
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(314251.5, 3995561.5, 126.9, 126.9, 0.0);	(314271.5,
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(313351.5, 3995581.5, 125.7, 125.7, 0.0);	(313371.5,
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3995581.5, 125.8, 125.8, 0.0);	
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(313471.5, 3995581.5, 125.9, 125.9, 0.0);	(313491.5,
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(313511.5, 3995581.5, 125.9, 125.9, 0.0);	(313531.5,
3995581.5, 126.0, 126.0, 0.0);	
(313551.5, 3995581.5, 126.0, 126.0, 0.0);	(313571.5,
3995581.5, 126.0, 126.0, 0.0);	
(313591.5, 3995581.5, 126.0, 126.0, 0.0);	(313611.5,
3995581.5, 126.0, 126.0, 0.0);	

▲ *** AERMOD - VERSION 21112 *** *** C:\Lakes\AERMOD
 View\LombardiPortervilleMitigated\LombardiPortervill ***
 *** AERMET - VERSION 18081 *** ***
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*** MODELOPTs: RegDFault CONC ELEV URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
 (X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
 (METERS)

(313631.5, 3995581.5, 126.1, 126.1, 0.0);	(313651.5,
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(313671.5, 3995581.5, 126.1, 126.1, 0.0);	(313691.5,
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(313711.5, 3995581.5, 126.1, 126.1, 0.0);	(313731.5,
3995581.5, 126.2, 126.2, 0.0);	
(313751.5, 3995581.5, 126.2, 126.2, 0.0);	(313771.5,
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(313791.5, 3995581.5, 126.2, 126.2, 0.0);	(313811.5,
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(313831.5, 3995581.5, 126.3, 126.3, 0.0);	(313851.5,
3995581.5, 126.3, 126.3, 0.0);	
(313871.5, 3995581.5, 126.3, 126.3, 0.0);	(313891.5,
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(313911.5, 3995581.5, 126.4, 126.4, 0.0);	(313931.5,
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(313951.5, 3995581.5, 126.4, 126.4, 0.0);	(313971.5,
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(314271.5, 3995581.5, 126.9, 126.9,	0.0);	(313271.5,
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(313291.5, 3995601.5, 125.6, 125.6,	0.0);	(313311.5,
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(313331.5, 3995601.5, 125.7, 125.7,	0.0);	(313351.5,
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(313411.5, 3995601.5, 125.8, 125.8,	0.0);	(313431.5,
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3995601.5, 125.8, 125.8, 0.0);		
(313491.5, 3995601.5, 125.9, 125.9,	0.0);	(313511.5,
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(313651.5, 3995601.5, 126.0, 126.0,	0.0);	(313671.5,
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(313891.5, 3995601.5, 126.3, 126.3,	0.0);	(313911.5,
3995601.5, 126.3, 126.3, 0.0);		
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( 314171.5, 3995601.5, 126.7, 126.7, 0.0); ( 314191.5,
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( 314211.5, 3995601.5, 126.8, 126.8, 0.0); ( 314231.5,
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( 314251.5, 3995601.5, 126.9, 126.9, 0.0); ( 314271.5,
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( 313351.5, 3995621.5, 125.7, 125.7, 0.0); ( 313371.5,
3995621.5, 125.7, 125.7, 0.0);

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▲ *** AERMOD - VERSION 21112 *** *** C:\Lakes\AERMOD

View\LombardiPortervilleMitigated\LombardiPortervill ***

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*** AERMET - VERSION 18081 *** ***

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

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( 313431.5, 3995621.5, 125.8, 125.8, 0.0); ( 313451.5,
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( 313471.5, 3995621.5, 125.8, 125.8, 0.0); ( 313491.5,
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( 313591.5, 3995621.5, 126.0, 126.0, 0.0); ( 313611.5,
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(313791.5, 3995621.5, 126.1, 126.1,	0.0);	(313811.5,
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(313871.5, 3995621.5, 126.2, 126.2,	0.0);	(313891.5,
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( 313991.5, 3995641.5, 126.3, 126.3, 0.0); ( 314011.5,
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( 314151.5, 3995641.5, 126.6, 126.6, 0.0); ( 314171.5,
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( 314191.5, 3995641.5, 126.7, 126.7, 0.0); ( 314211.5,
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( 314231.5, 3995641.5, 126.8, 126.8, 0.0); ( 314251.5,
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^ *** AERMOD - VERSION 21112 *** *** C:\Lakes\AERMOD
View\LombardiPortervilleMitigated\LombardiPortervill ***
*** AERMET - VERSION 18081 *** ***

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

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(313291.5, 3995701.5, 125.5, 125.5,	0.0);	(313311.5,
3995701.5, 125.6, 125.6, 0.0);		
(313331.5, 3995701.5, 125.6, 125.6,	0.0);	(313351.5,
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( 313411.5, 3995701.5, 125.7, 125.7, 0.0); ( 313431.5,
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( 313451.5, 3995701.5, 125.7, 125.7, 0.0); ( 313471.5,
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( 314271.5, 3995701.5, 126.8, 126.8, 0.0); ( 313271.5,
3995721.5, 125.5, 125.5, 0.0);

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^ *** AERMOD - VERSION 21112 *** *** C:\Lakes\AERMOD
View\LombardiPortervilleMitigated\LombardiPortervill ***
*** AERMET - VERSION 18081 *** ***

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PAGE 15

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

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▲ *** AERMOD - VERSION 21112 *** C:\Lakes\AERMOD
 View\LombardiPortervilleMitigated\LombardiPortervill ***

07/23/21

*** AERMET - VERSION 18081 ***

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PAGE 16

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
 (X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
 (METERS)

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( 313371.5, 3995781.5, 125.6, 125.6, 0.0); ( 313391.5,
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(314071.5, 3995801.5, 126.1, 126.1,	0.0);	(314091.5,
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^ *** AERMOD - VERSION 21112 *** *** C:\Lakes\AERMOD
View\LombardiPortervilleMitigated\LombardiPortervill ***
*** AERMET - VERSION 18081 *** ***

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*** MODELOPTs: RegDFault CONC ELEV URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

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( 314111.5, 3995881.5, 126.1, 126.1, 0.0); ( 314131.5,
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( 314151.5, 3995881.5, 126.2, 126.2, 0.0); ( 314171.5,
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( 314191.5, 3995881.5, 126.3, 126.3, 0.0); ( 314211.5,
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( 314231.5, 3995881.5, 126.4, 126.4, 0.0); ( 314251.5,
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( 313311.5, 3995901.5, 125.5, 125.5, 0.0); ( 313331.5,
3995901.5, 125.5, 125.5, 0.0);

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^ *** AERMOD - VERSION 21112 *** *** C:\Lakes\AERMOD
View\LombardiPortervilleMitigated\LombardiPortervill ***
*** AERMET - VERSION 18081 *** ***

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PAGE 18

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

```

( 313351.5, 3995901.5, 125.5, 125.5, 0.0); ( 313371.5,
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( 313391.5, 3995901.5, 125.6, 125.6, 0.0); ( 313411.5,
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( 313431.5, 3995901.5, 125.6, 125.6, 0.0); ( 313451.5,
3995901.5, 125.7, 125.7, 0.0);

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(314071.5, 3995901.5, 126.0, 126.0,	0.0);	(314091.5,
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3995901.5, 126.2, 126.2, 0.0);		
(314191.5, 3995901.5, 126.3, 126.3,	0.0);	(314211.5,
3995901.5, 126.3, 126.3, 0.0);		
(314231.5, 3995901.5, 126.3, 126.3,	0.0);	(314251.5,
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(314271.5, 3995901.5, 126.4, 126.4,	0.0);	(313311.5,
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(313491.5, 3995921.5, 125.7, 125.7,	0.0);	(313511.5,
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(314011.5, 3995921.5, 125.8, 125.8,	0.0);	(314031.5,
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(314251.5, 3995921.5, 126.3, 126.3,	0.0);	(314271.5,
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( 313431.5, 3995961.5, 125.6, 125.6, 0.0); ( 313451.5,
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▲ *** AERMOD - VERSION 21112 *** C:\Lakes\AERMOD
 View\LombardiPortervilleMitigated\LombardiPortervill ***

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*** AERMET - VERSION 18081 ***
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PAGE 19

*** MODELOPTs: RegDFault CONC ELEV URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
 (X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
 (METERS)

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(314191.5, 3995961.5, 126.2, 126.2,	0.0);	(314211.5,
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(314231.5, 3995961.5, 126.2, 126.2,	0.0);	(314251.5,
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(313471.5, 3995981.5, 125.7, 125.7,	0.0);	(313491.5,
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(313991.5, 3995981.5, 125.8, 125.8,	0.0);	(314011.5,
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(314031.5, 3995981.5, 125.8, 125.8,	0.0);	(314051.5,
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(314071.5, 3995981.5, 125.9, 125.9,	0.0);	(314091.5,
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(314231.5, 3995981.5, 126.2, 126.2,	0.0);	(314251.5,
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(313531.5, 3996001.5, 125.8, 125.8,	0.0);	(313991.5,
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(314011.5, 3996001.5, 125.8, 125.8,	0.0);	(314031.5,
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( 313531.5, 3996021.5, 125.8, 125.8, 0.0); ( 313991.5,
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^ *** AERMOD - VERSION 21112 *** *** C:\Lakes\AERMOD
View\LombardiPortervilleMitigated\LombardiPortervill ***
*** AERMET - VERSION 18081 *** ***

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PAGE 20

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

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(314191.5, 3996041.5, 126.1, 126.1,	0.0);	(314211.5,
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(314231.5, 3996041.5, 126.2, 126.2,	0.0);	(314251.5,
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(314271.5, 3996041.5, 126.2, 126.2,	0.0);	(313991.5,
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^ *** AERMOD - VERSION 21112 *** *** C:\Lakes\AERMOD
View\LombardiPortervilleMitigated\LombardiPortervill ***
*** AERMET - VERSION 18081 *** ***

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PAGE 21

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

(314031.5, 3996161.5, 125.7, 125.7,	0.0);	(314051.5,
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3996161.5, 125.8, 125.8, 0.0);		
(314111.5, 3996161.5, 125.8, 125.8,	0.0);	(314131.5,
3996161.5, 125.9, 125.9, 0.0);		
(314151.5, 3996161.5, 125.9, 125.9,	0.0);	(314171.5,
3996161.5, 125.9, 125.9, 0.0);		
(314191.5, 3996161.5, 126.0, 126.0,	0.0);	(314211.5,
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(314231.5, 3996161.5, 126.0, 126.0,	0.0);	(314251.5,
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(314271.5, 3996161.5, 126.1, 126.1,	0.0);	(313991.5,
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3996181.5, 125.7, 125.7, 0.0);		
(314091.5, 3996181.5, 125.8, 125.8,	0.0);	(314111.5,
3996181.5, 125.8, 125.8, 0.0);		
(314131.5, 3996181.5, 125.8, 125.8,	0.0);	(314151.5,
3996181.5, 125.9, 125.9, 0.0);		
(314171.5, 3996181.5, 125.9, 125.9,	0.0);	(314191.5,
3996181.5, 126.0, 126.0, 0.0);		
(314211.5, 3996181.5, 126.0, 126.0,	0.0);	(314231.5,
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(314071.5, 3996201.5, 125.7, 125.7,	0.0);	(314091.5,
3996201.5, 125.7, 125.7, 0.0);		
(314111.5, 3996201.5, 125.8, 125.8,	0.0);	(314131.5,
3996201.5, 125.8, 125.8, 0.0);		
(314151.5, 3996201.5, 125.8, 125.8,	0.0);	(314171.5,
3996201.5, 125.9, 125.9, 0.0);		
(314191.5, 3996201.5, 125.9, 125.9,	0.0);	(314211.5,
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(314231.5, 3996201.5, 126.0, 126.0,	0.0);	(314251.5,
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(314091.5, 3996221.5, 125.7, 125.7,	0.0);	(314111.5,
3996221.5, 125.8, 125.8, 0.0);		

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( 314131.5, 3996221.5, 125.8, 125.8, 0.0); ( 314151.5,
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( 314171.5, 3996221.5, 125.9, 125.9, 0.0); ( 314191.5,
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( 314211.5, 3996221.5, 125.9, 125.9, 0.0); ( 314231.5,
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( 314251.5, 3996221.5, 126.0, 126.0, 0.0); ( 314271.5,
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( 313991.5, 3996241.5, 125.5, 125.5, 0.0); ( 314011.5,
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( 314031.5, 3996241.5, 125.6, 125.6, 0.0); ( 314051.5,
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( 314071.5, 3996241.5, 125.7, 125.7, 0.0); ( 314091.5,
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( 314111.5, 3996241.5, 125.7, 125.7, 0.0); ( 314131.5,
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( 314151.5, 3996241.5, 125.8, 125.8, 0.0); ( 314171.5,
3996241.5, 125.8, 125.8, 0.0);
( 314191.5, 3996241.5, 125.9, 125.9, 0.0); ( 314211.5,
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( 314231.5, 3996241.5, 125.9, 125.9, 0.0); ( 314251.5,
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( 314271.5, 3996241.5, 126.0, 126.0, 0.0); ( 313991.5,
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( 314011.5, 3996261.5, 125.5, 125.5, 0.0); ( 314031.5,
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( 314051.5, 3996261.5, 125.6, 125.6, 0.0); ( 314071.5,
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( 314091.5, 3996261.5, 125.7, 125.7, 0.0); ( 314111.5,
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( 314131.5, 3996261.5, 125.7, 125.7, 0.0); ( 314151.5,
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( 314171.5, 3996261.5, 125.8, 125.8, 0.0); ( 314191.5,
3996261.5, 125.8, 125.8, 0.0);
( 314211.5, 3996261.5, 125.9, 125.9, 0.0); ( 314231.5,
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( 314251.5, 3996261.5, 126.0, 126.0, 0.0); ( 314271.5,
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( 313991.5, 3996281.5, 125.5, 125.5, 0.0); ( 314011.5,
3996281.5, 125.5, 125.5, 0.0);

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^ *** AERMOD - VERSION 21112 *** *** C:\Lakes\AERMOD
View\LombardiPortervilleMitigated\LombardiPortervill ***
*** AERMET - VERSION 18081 *** ***

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)

(METERS)

(314031.5, 3996281.5, 125.5, 125.5,	0.0);	(314051.5,
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(314071.5, 3996281.5, 125.6, 125.6,	0.0);	(314091.5,
3996281.5, 125.6, 125.6, 0.0);		
(314111.5, 3996281.5, 125.7, 125.7,	0.0);	(314131.5,
3996281.5, 125.7, 125.7, 0.0);		
(314151.5, 3996281.5, 125.8, 125.8,	0.0);	(314171.5,
3996281.5, 125.8, 125.8, 0.0);		
(314191.5, 3996281.5, 125.8, 125.8,	0.0);	(314211.5,
3996281.5, 125.9, 125.9, 0.0);		
(314231.5, 3996281.5, 125.9, 125.9,	0.0);	(314251.5,
3996281.5, 125.9, 125.9, 0.0);		
(314271.5, 3996281.5, 126.0, 126.0,	0.0);	(313811.5,
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(313831.5, 3996301.5, 125.2, 125.2,	0.0);	(313851.5,
3996301.5, 125.2, 125.2, 0.0);		
(313871.5, 3996301.5, 125.3, 125.3,	0.0);	(313891.5,
3996301.5, 125.3, 125.3, 0.0);		
(313911.5, 3996301.5, 125.3, 125.3,	0.0);	(313931.5,
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(313951.5, 3996301.5, 125.4, 125.4,	0.0);	(313971.5,
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(313991.5, 3996301.5, 125.5, 125.5,	0.0);	(314011.5,
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(314031.5, 3996301.5, 125.5, 125.5,	0.0);	(314051.5,
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(314071.5, 3996301.5, 125.6, 125.6,	0.0);	(314091.5,
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(314191.5, 3996301.5, 125.8, 125.8,	0.0);	(314211.5,
3996301.5, 125.8, 125.8, 0.0);		
(314231.5, 3996301.5, 125.9, 125.9,	0.0);	(314251.5,
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(313831.5, 3996321.5, 125.2, 125.2,	0.0);	(313851.5,
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(313871.5, 3996321.5, 125.2, 125.2,	0.0);	(313891.5,
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( 313871.5, 3996341.5, 125.2, 125.2, 0.0); ( 313891.5,
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( 313991.5, 3996341.5, 125.4, 125.4, 0.0); ( 314011.5,
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( 314071.5, 3996341.5, 125.5, 125.5, 0.0); ( 314091.5,
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( 314231.5, 3996341.5, 125.8, 125.8, 0.0); ( 314251.5,
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( 313871.5, 3996361.5, 125.2, 125.2, 0.0); ( 313891.5,
3996361.5, 125.2, 125.2, 0.0);

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^ *** AERMOD - VERSION 21112 *** *** C:\Lakes\AERMOD
View\LombardiPortervilleMitigated\LombardiPortervill ***
*** AERMET - VERSION 18081 *** ***
*** 10:19:35

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*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

(313911.5, 3996361.5, 125.3, 125.3, 0.0);	(313931.5,
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(313991.5, 3996361.5, 125.4, 125.4, 0.0);	(314011.5,
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(314071.5, 3996361.5, 125.5, 125.5, 0.0);	(314091.5,
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(314111.5, 3996381.5, 125.6, 125.6, 0.0);	(314131.5,
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(313791.5, 3996401.5, 125.0, 125.0,	0.0);	(313811.5,
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(313871.5, 3996401.5, 125.1, 125.1,	0.0);	(313891.5,
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(313911.5, 3996401.5, 125.2, 125.2,	0.0);	(313931.5,
3996401.5, 125.2, 125.2, 0.0);		
(313951.5, 3996401.5, 125.3, 125.3,	0.0);	(313971.5,
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(313991.5, 3996401.5, 125.3, 125.3,	0.0);	(314011.5,
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(314031.5, 3996401.5, 125.4, 125.4,	0.0);	(314051.5,
3996401.5, 125.4, 125.4, 0.0);		
(314071.5, 3996401.5, 125.5, 125.5,	0.0);	(314091.5,
3996401.5, 125.5, 125.5, 0.0);		
(314111.5, 3996401.5, 125.5, 125.5,	0.0);	(314131.5,
3996401.5, 125.6, 125.6, 0.0);		
(314151.5, 3996401.5, 125.6, 125.6,	0.0);	(314171.5,
3996401.5, 125.6, 125.6, 0.0);		
(314191.5, 3996401.5, 125.6, 125.6,	0.0);	(314211.5,
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(314231.5, 3996401.5, 125.7, 125.7,	0.0);	(314251.5,
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(314271.5, 3996401.5, 125.8, 125.8,	0.0);	(313731.5,
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(313871.5, 3996421.5, 125.1, 125.1,	0.0);	(313891.5,
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(313911.5, 3996421.5, 125.2, 125.2,	0.0);	(313931.5,
3996421.5, 125.2, 125.2, 0.0);		
(313951.5, 3996421.5, 125.2, 125.2,	0.0);	(313971.5,
3996421.5, 125.3, 125.3, 0.0);		
(313991.5, 3996421.5, 125.3, 125.3,	0.0);	(314011.5,
3996421.5, 125.3, 125.3, 0.0);		

▲ *** AERMOD - VERSION 21112 *** *** C:\Lakes\AERMOD
 View\LombardiPortervilleMitigated\LombardiPortervill ***
 *** AERMET - VERSION 18081 *** ***

07/23/21

*** 10:19:35

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

(314031.5, 3996421.5, 125.4, 125.4, 0.0);	(314051.5,
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(314111.5, 3996421.5, 125.5, 125.5, 0.0);	(314131.5,
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(314151.5, 3996421.5, 125.6, 125.6, 0.0);	(314171.5,
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(314191.5, 3996421.5, 125.6, 125.6, 0.0);	(314211.5,
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(314051.5, 3996481.5, 125.3, 125.3,	0.0);	(314071.5,
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^ *** AERMOD - VERSION 21112 *** *** C:\Lakes\AERMOD
 View\LombardiPortervilleMitigated\LombardiPortervill ***

07/23/21

*** AERMET - VERSION 18081 *** ***

10:19:35

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
 (X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
 (METERS)

(314211.5, 3996481.5, 125.6, 125.6, 0.0);	(314231.5,
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*** AERMET - VERSION 18081 ***

10:19:35

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

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*** AERMOD - VERSION 21112 ***      *** C:\Lakes\AERMOD
View\LombardiPortervilleMitigated\LombardiPortervill ***
*** AERMET - VERSION 18081 ***      ***
***                                     10:19:35

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*** METEOROLOGICAL DAYS SELECTED FOR

(1=YES; 0=NO)

[illegible]

*** UPPER BOUND OF FIRST THROUGH FIFTH WIND SPEED

(METERS/SEC)

1.54, 3.09, 5.14, 8.23,

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*** AERMOD - VERSION 21112 ***      *** C:\Lakes\AERMOD
View\LombardiPortervilleMitigated\LombardiPortervill ***
*** AERMET - VERSION 18081 ***      ***
***                                     ***
***                                     10:19:35

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PAGE 28

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

DATA ***

06	01	01	1	01	-24.8	0.249	-9.000	-9.000	-999.	297.	68.0	0.03	0.76
1.00		3.86		101.	10.0	280.1	2.0						
06	01	01	1	02	-24.7	0.249	-9.000	-9.000	-999.	298.	68.0	0.03	0.76
1.00		3.86		108.	10.0	281.1	2.0						
06	01	01	1	03	-21.4	0.215	-9.000	-9.000	-999.	240.	50.9	0.03	0.76
1.00		3.36		104.	10.0	280.1	2.0						
06	01	01	1	04	-24.7	0.249	-9.000	-9.000	-999.	297.	68.0	0.03	0.76
1.00		3.86		113.	10.0	281.1	2.0						
06	01	01	1	05	-24.7	0.249	-9.000	-9.000	-999.	298.	68.0	0.03	0.76
1.00		3.86		113.	10.0	281.1	2.0						
06	01	01	1	06	-25.0	0.252	-9.000	-9.000	-999.	303.	69.7	0.03	0.76
1.00		3.86		132.	10.0	281.1	2.0						
06	01	01	1	07	-28.4	0.286	-9.000	-9.000	-999.	366.	89.8	0.03	0.76
1.00		4.36		145.	10.0	281.1	2.0						
06	01	01	1	08	-18.7	0.205	-9.000	-9.000	-999.	225.	46.2	0.02	0.76
0.61		3.36		163.	10.0	280.1	2.0						
06	01	01	1	09	11.0	-9.000	-9.000	-9.000	95.	-999.	-99999.0	0.03	0.76
0.34		0.00		0.	10.0	282.1	2.0						
06	01	01	1	10	48.2	-9.000	-9.000	-9.000	186.	-999.	-99999.0	0.03	0.76
0.25		0.00		0.	10.0	284.1	2.0						
06	01	01	1	11	81.6	0.277	0.863	0.005	280.	350.	-23.1	0.04	0.76
0.22		3.36		4.	10.0	284.1	2.0						
06	01	01	1	12	96.6	0.230	0.994	0.005	360.	265.	-11.1	0.02	0.76
0.21		2.86		306.	10.0	284.1	2.0						
06	01	01	1	13	101.2	-9.000	-9.000	-9.000	608.	-999.	-99999.0	0.03	0.76
0.21		0.00		0.	10.0	284.1	2.0						
06	01	01	1	14	17.7	0.212	0.685	0.005	644.	234.	-47.5	0.03	0.76
0.22		2.86		119.	10.0	284.1	2.0						

06	01	01	1	15	10.3	0.274	0.579	0.005	666.	344.	-176.6	0.03	0.76
0.25					3.86	142.	10.0	284.1	2.0				
06	01	01	1	16	0.1	0.263	0.123	0.005	668.	323.	-8888.0	0.03	0.76
0.35					3.86	104.	10.0	284.1	2.0				
06	01	01	1	17	-11.7	0.144	-9.000	-9.000	-999.	139.	22.8	0.02	0.76
0.62					2.36	41.	10.0	283.1	2.0				
06	01	01	1	18	-6.7	0.108	-9.000	-9.000	-999.	85.	16.3	0.03	0.76
1.00					1.76	97.	10.0	284.1	2.0				
06	01	01	1	19	-6.5	0.105	-9.000	-9.000	-999.	81.	15.7	0.02	0.76
1.00					1.76	44.	10.0	284.1	2.0				
06	01	01	1	20	-17.2	0.177	-9.000	-9.000	-999.	178.	34.3	0.02	0.76
1.00					2.86	317.	10.0	284.1	2.0				
06	01	01	1	21	-999.0	-9.000	-9.000	-9.000	-999.	-999.	-99999.0	0.03	0.76
1.00					0.00	0.	10.0	284.1	2.0				
06	01	01	1	22	-11.9	0.144	-9.000	-9.000	-999.	131.	22.7	0.02	0.76
1.00					2.36	32.	10.0	284.1	2.0				
06	01	01	1	23	-18.8	0.192	-9.000	-9.000	-999.	202.	40.6	0.04	0.76
1.00					2.86	20.	10.0	284.1	2.0				
06	01	01	1	24	-17.2	0.177	-9.000	-9.000	-999.	178.	34.3	0.02	0.76
1.00					2.86	50.	10.0	285.1	2.0				

First hour of profile data

YR	MO	DY	HR	HEIGHT	F	WDIR	WSPD	AMB_TMP	sigmaA	sigmaW	sigmaV
06	01	01	01	10.0	1	101.	3.86	280.2	99.0	-99.00	-99.00

F indicates top of profile (=1) or below (=0)

*** AERMOD - VERSION 21112 *** C:\Lakes\AERMOD
 View\LombardiPortervilleMitigated\LombardiPortervill *** 07/23/21
 *** AERMET - VERSION 18081 ***
 *** 10:19:35

PAGE 29

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 4
 YEARS FOR SOURCE GROUP: ALL ***

INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		
313271.45	3995341.55	0.00016	313291.45

3995341.55	0.00016		
313311.45	3995341.55	0.00017	313331.45
3995341.55	0.00017		
313351.45	3995341.55	0.00018	313371.45
3995341.55	0.00018		
313391.45	3995341.55	0.00019	313411.45
3995341.55	0.00020		
313431.45	3995341.55	0.00021	313451.45
3995341.55	0.00022		
313471.45	3995341.55	0.00023	313491.45
3995341.55	0.00024		
313511.45	3995341.55	0.00026	313531.45
3995341.55	0.00028		
313551.45	3995341.55	0.00029	313571.45
3995341.55	0.00031		
313591.45	3995341.55	0.00034	313611.45
3995341.55	0.00037		
313631.45	3995341.55	0.00040	313651.45
3995341.55	0.00043		
313671.45	3995341.55	0.00047	313691.45
3995341.55	0.00051		
313711.45	3995341.55	0.00055	313731.45
3995341.55	0.00059		
313751.45	3995341.55	0.00064	313771.45
3995341.55	0.00068		
313791.45	3995341.55	0.00073	313811.45
3995341.55	0.00078		
313831.45	3995341.55	0.00082	313851.45
3995341.55	0.00086		
313871.45	3995341.55	0.00091	313891.45
3995341.55	0.00095		
313911.45	3995341.55	0.00098	313931.45
3995341.55	0.00102		
313951.45	3995341.55	0.00105	313971.45
3995341.55	0.00108		
313991.45	3995341.55	0.00110	314011.45
3995341.55	0.00112		
314031.45	3995341.55	0.00114	314051.45
3995341.55	0.00114		
314071.45	3995341.55	0.00115	314091.45
3995341.55	0.00114		
314111.45	3995341.55	0.00114	314131.45
3995341.55	0.00112		
314151.45	3995341.55	0.00111	314171.45
3995341.55	0.00109		
314191.45	3995341.55	0.00107	314211.45
3995341.55	0.00105		
314231.45	3995341.55	0.00102	314251.45
3995341.55	0.00100		
314271.45	3995341.55	0.00097	313271.45

3995361.55	0.00017		
313291.45	3995361.55	0.00017	313311.45
3995361.55	0.00018		
313331.45	3995361.55	0.00018	313351.45
3995361.55	0.00019		
313371.45	3995361.55	0.00019	313391.45
3995361.55	0.00020		
313411.45	3995361.55	0.00021	313431.45
3995361.55	0.00022		
313451.45	3995361.55	0.00023	313471.45
3995361.55	0.00024		
313491.45	3995361.55	0.00026	313511.45
3995361.55	0.00027		
313531.45	3995361.55	0.00029	313551.45
3995361.55	0.00031		
313571.45	3995361.55	0.00033	313591.45
3995361.55	0.00036		
313611.45	3995361.55	0.00039	313631.45
3995361.55	0.00042		
313651.45	3995361.55	0.00046	313671.45
3995361.55	0.00050		
313691.45	3995361.55	0.00055	313711.45
3995361.55	0.00060		
313731.45	3995361.55	0.00064	313751.45
3995361.55	0.00069		
313771.45	3995361.55	0.00074	313791.45
3995361.55	0.00079		
313811.45	3995361.55	0.00084	313831.45
3995361.55	0.00089		

▲ *** AERMOD - VERSION 21112 *** C:\Lakes\AERMOD
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 *** AERMET - VERSION 18081 ***
 *** 10:19:35

07/23/21

PAGE 30

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 4
 YEARS FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M³

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		

- - - - -	313851.45	3995361.55	0.00094	313871.45
3995361.55	0.00098			
313891.45	3995361.55	0.00103		313911.45
3995361.55	0.00107			
313931.45	3995361.55	0.00110		313951.45
3995361.55	0.00114			
313971.45	3995361.55	0.00117		313991.45
3995361.55	0.00119			
314011.45	3995361.55	0.00121		314031.45
3995361.55	0.00122			
314051.45	3995361.55	0.00123		314071.45
3995361.55	0.00122			
314091.45	3995361.55	0.00122		314111.45
3995361.55	0.00121			
314131.45	3995361.55	0.00119		314151.45
3995361.55	0.00117			
314171.45	3995361.55	0.00115		314191.45
3995361.55	0.00112			
314211.45	3995361.55	0.00109		314231.45
3995361.55	0.00107			
314251.45	3995361.55	0.00104		314271.45
3995361.55	0.00101			
313271.45	3995381.55	0.00018		313291.45
3995381.55	0.00018			
313311.45	3995381.55	0.00018		313331.45
3995381.55	0.00019			
313351.45	3995381.55	0.00020		313371.45
3995381.55	0.00020			
313391.45	3995381.55	0.00021		313411.45
3995381.55	0.00022			
313431.45	3995381.55	0.00023		313451.45
3995381.55	0.00024			
313471.45	3995381.55	0.00026		313491.45
3995381.55	0.00027			
313511.45	3995381.55	0.00029		313531.45
3995381.55	0.00031			
313551.45	3995381.55	0.00033		313571.45
3995381.55	0.00035			
313591.45	3995381.55	0.00038		313611.45
3995381.55	0.00042			
313631.45	3995381.55	0.00046		313651.45
3995381.55	0.00050			
313671.45	3995381.55	0.00055		313691.45
3995381.55	0.00060			
313711.45	3995381.55	0.00065		313731.45
3995381.55	0.00070			
313751.45	3995381.55	0.00076		313771.45
3995381.55	0.00081			
313791.45	3995381.55	0.00087		313811.45

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*** AERMET - VERSION 18081 ***      ***
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X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
-------------	-------------	------	-------------

Y-COORD (M)	CONC		
313411.45	3995401.55	0.00023	313431.45
3995401.55	0.00024		
313451.45	3995401.55	0.00026	313471.45
3995401.55	0.00027		
313491.45	3995401.55	0.00029	313511.45
3995401.55	0.00030		
313531.45	3995401.55	0.00032	313551.45
3995401.55	0.00035		
313571.45	3995401.55	0.00038	313591.45
3995401.55	0.00041		
313611.45	3995401.55	0.00045	313631.45
3995401.55	0.00049		
313651.45	3995401.55	0.00054	313671.45
3995401.55	0.00059		
313691.45	3995401.55	0.00065	313711.45
3995401.55	0.00071		
313731.45	3995401.55	0.00077	313751.45
3995401.55	0.00083		
313771.45	3995401.55	0.00089	313791.45
3995401.55	0.00095		
313811.45	3995401.55	0.00101	313831.45
3995401.55	0.00106		
313851.45	3995401.55	0.00112	313871.45
3995401.55	0.00117		
313891.45	3995401.55	0.00122	313911.45
3995401.55	0.00126		
313931.45	3995401.55	0.00131	313951.45
3995401.55	0.00134		
313971.45	3995401.55	0.00137	313991.45
3995401.55	0.00140		
314011.45	3995401.55	0.00141	314031.45
3995401.55	0.00142		
314051.45	3995401.55	0.00141	314071.45
3995401.55	0.00140		
314091.45	3995401.55	0.00139	314111.45
3995401.55	0.00136		
314131.45	3995401.55	0.00134	314151.45
3995401.55	0.00130		
314171.45	3995401.55	0.00127	314191.45
3995401.55	0.00123		
314211.45	3995401.55	0.00120	314231.45
3995401.55	0.00116		
314251.45	3995401.55	0.00112	314271.45
3995401.55	0.00108		
313271.45	3995421.55	0.00020	313291.45
3995421.55	0.00020		
313311.45	3995421.55	0.00021	313331.45

3995421.55	0.00021		
313351.45	3995421.55	0.00022	313371.45
3995421.55	0.00023		
313391.45	3995421.55	0.00024	313411.45
3995421.55	0.00025		
313431.45	3995421.55	0.00026	313451.45
3995421.55	0.00027		
313471.45	3995421.55	0.00029	313491.45
3995421.55	0.00030		
313511.45	3995421.55	0.00032	313531.45
3995421.55	0.00034		
313551.45	3995421.55	0.00037	313571.45
3995421.55	0.00040		
313591.45	3995421.55	0.00044	313611.45
3995421.55	0.00048		
313631.45	3995421.55	0.00053	313651.45
3995421.55	0.00059		
313671.45	3995421.55	0.00065	313691.45
3995421.55	0.00071		
313711.45	3995421.55	0.00078	313731.45
3995421.55	0.00085		
313751.45	3995421.55	0.00092	313771.45
3995421.55	0.00098		
313791.45	3995421.55	0.00105	313811.45
3995421.55	0.00111		
313831.45	3995421.55	0.00117	313851.45
3995421.55	0.00123		
313871.45	3995421.55	0.00128	313891.45
3995421.55	0.00133		
313911.45	3995421.55	0.00138	313931.45
3995421.55	0.00143		
313951.45	3995421.55	0.00147	313971.45
3995421.55	0.00150		

▲ *** AERMOD - VERSION 21112 *** *** C:\Lakes\AERMOD
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 *** AERMET - VERSION 18081 *** ***

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*** 10:19:35

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*** MODELOPTs: RegDFault CONC ELEV URBAN ADJ_U*

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 4
 YEARS FOR SOURCE GROUP: ALL ***

INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
313991.45	3995421.55	0.00152	314011.45
3995421.55	0.00153		
314031.45	3995421.55	0.00153	314051.45
3995421.55	0.00152		
314071.45	3995421.55	0.00150	314091.45
3995421.55	0.00148		
314111.45	3995421.55	0.00145	314131.45
3995421.55	0.00142		
314151.45	3995421.55	0.00138	314171.45
3995421.55	0.00134		
314191.45	3995421.55	0.00129	314211.45
3995421.55	0.00125		
314231.45	3995421.55	0.00121	314251.45
3995421.55	0.00116		
314271.45	3995421.55	0.00112	313271.45
3995441.55	0.00021		
313291.45	3995441.55	0.00022	313311.45
3995441.55	0.00022		
313331.45	3995441.55	0.00023	313351.45
3995441.55	0.00024		
313371.45	3995441.55	0.00024	313391.45
3995441.55	0.00025		
313411.45	3995441.55	0.00026	313431.45
3995441.55	0.00027		
313451.45	3995441.55	0.00029	313471.45
3995441.55	0.00030		
313491.45	3995441.55	0.00032	313511.45
3995441.55	0.00034		
313531.45	3995441.55	0.00037	313551.45
3995441.55	0.00040		
313571.45	3995441.55	0.00043	313591.45
3995441.55	0.00048		
313611.45	3995441.55	0.00053	313631.45
3995441.55	0.00058		
313651.45	3995441.55	0.00065	313671.45
3995441.55	0.00072		
313691.45	3995441.55	0.00079	313711.45
3995441.55	0.00087		
313731.45	3995441.55	0.00094	313751.45
3995441.55	0.00102		
313771.45	3995441.55	0.00109	313791.45
3995441.55	0.00116		
313811.45	3995441.55	0.00122	313831.45
3995441.55	0.00129		
313851.45	3995441.55	0.00135	313871.45

3995441.55	0.00141		
313891.45	3995441.55	0.00147	313911.45
3995441.55	0.00152		
313931.45	3995441.55	0.00157	313951.45
3995441.55	0.00161		
313971.45	3995441.55	0.00164	313991.45
3995441.55	0.00165		
314011.45	3995441.55	0.00166	314031.45
3995441.55	0.00166		
314051.45	3995441.55	0.00164	314071.45
3995441.55	0.00162		
314091.45	3995441.55	0.00158	314111.45
3995441.55	0.00154		
314131.45	3995441.55	0.00150	314151.45
3995441.55	0.00145		
314171.45	3995441.55	0.00140	314191.45
3995441.55	0.00136		
314211.45	3995441.55	0.00131	314231.45
3995441.55	0.00126		
314251.45	3995441.55	0.00121	314271.45
3995441.55	0.00116		
313271.45	3995461.55	0.00023	313291.45
3995461.55	0.00023		
313311.45	3995461.55	0.00024	313331.45
3995461.55	0.00025		
313351.45	3995461.55	0.00025	313371.45
3995461.55	0.00026		
313391.45	3995461.55	0.00027	313411.45
3995461.55	0.00028		
313431.45	3995461.55	0.00029	313451.45
3995461.55	0.00031		
313471.45	3995461.55	0.00032	313491.45
3995461.55	0.00034		
313511.45	3995461.55	0.00037	313531.45
3995461.55	0.00039		

▲ *** AERMOD - VERSION 21112 *** *** C:\Lakes\AERMOD
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 *** AERMET - VERSION 18081 *** ***
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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 4
 YEARS FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M**3

**

X-COORD (M) Y-COORD (M)		Y-COORD (M) CONC	CONC	X-COORD (M)

313551.45	3995461.55	0.00043		313571.45
3995461.55	0.00047			
313591.45	3995461.55	0.00052		313611.45
3995461.55	0.00057			
313631.45	3995461.55	0.00064		313651.45
3995461.55	0.00072			
313671.45	3995461.55	0.00080		313691.45
3995461.55	0.00088			
313711.45	3995461.55	0.00097		313731.45
3995461.55	0.00105			
313751.45	3995461.55	0.00113		313771.45
3995461.55	0.00121			
313791.45	3995461.55	0.00129		313811.45
3995461.55	0.00136			
313831.45	3995461.55	0.00143		313851.45
3995461.55	0.00149			
313871.45	3995461.55	0.00156		313891.45
3995461.55	0.00162			
313911.45	3995461.55	0.00168		313931.45
3995461.55	0.00173			
313951.45	3995461.55	0.00177		313971.45
3995461.55	0.00180			
313991.45	3995461.55	0.00181		314011.45
3995461.55	0.00181			
314031.45	3995461.55	0.00180		314051.45
3995461.55	0.00177			
314071.45	3995461.55	0.00174		314091.45
3995461.55	0.00169			
314111.45	3995461.55	0.00164		314131.45
3995461.55	0.00159			
314151.45	3995461.55	0.00153		314171.45
3995461.55	0.00148			
314191.45	3995461.55	0.00142		314211.45
3995461.55	0.00136			
314231.45	3995461.55	0.00131		314251.45
3995461.55	0.00125			
314271.45	3995461.55	0.00120		313271.45
3995481.55	0.00025			
313291.45	3995481.55	0.00025		313311.45
3995481.55	0.00026			
313331.45	3995481.55	0.00027		313351.45
3995481.55	0.00027			
313371.45	3995481.55	0.00028		313391.45

3995481.55	0.00029		
313411.45	3995481.55	0.00030	313431.45
3995481.55	0.00032		
313451.45	3995481.55	0.00033	313471.45
3995481.55	0.00035		
313491.45	3995481.55	0.00037	313511.45
3995481.55	0.00039		
313531.45	3995481.55	0.00043	313551.45
3995481.55	0.00046		
313571.45	3995481.55	0.00051	313591.45
3995481.55	0.00057		
313611.45	3995481.55	0.00063	313631.45
3995481.55	0.00071		
313651.45	3995481.55	0.00080	313671.45
3995481.55	0.00090		
313691.45	3995481.55	0.00099	313711.45
3995481.55	0.00109		
313731.45	3995481.55	0.00119	313751.45
3995481.55	0.00128		
313771.45	3995481.55	0.00136	313791.45
3995481.55	0.00144		
313811.45	3995481.55	0.00152	313831.45
3995481.55	0.00159		
313851.45	3995481.55	0.00166	313871.45
3995481.55	0.00173		
313891.45	3995481.55	0.00180	313911.45
3995481.55	0.00186		
313931.45	3995481.55	0.00191	313951.45
3995481.55	0.00195		
313971.45	3995481.55	0.00198	313991.45
3995481.55	0.00199		
314011.45	3995481.55	0.00198	314031.45
3995481.55	0.00196		
314051.45	3995481.55	0.00192	314071.45
3995481.55	0.00187		
314091.45	3995481.55	0.00181	314111.45
3995481.55	0.00175		

▲ *** AERMOD - VERSION 21112 *** *** C:\Lakes\AERMOD
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 *** AERMET - VERSION 18081 *** ***
 *** 10:19:35

07/23/21

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 4
 YEARS FOR SOURCE GROUP: ALL ***

INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M**3

**

Y-COORD (M)	X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
- - - - -	- - - - -	- - - - -	- - - - -	- - - - -
3995481.55	314131.45	3995481.55	0.00168	314151.45
		0.00161		
3995481.55	314171.45	3995481.55	0.00155	314191.45
		0.00148		
3995481.55	314211.45	3995481.55	0.00142	314231.45
		0.00136		
3995481.55	314251.45	3995481.55	0.00130	314271.45
		0.00124		
3995501.55	313271.45	3995501.55	0.00027	313291.45
		0.00028		
3995501.55	313311.45	3995501.55	0.00028	313331.45
		0.00029		
3995501.55	313351.45	3995501.55	0.00030	313371.45
		0.00031		
3995501.55	313391.45	3995501.55	0.00032	313411.45
		0.00033		
3995501.55	313431.45	3995501.55	0.00034	313451.45
		0.00036		
3995501.55	313471.45	3995501.55	0.00038	313491.45
		0.00040		
3995501.55	313511.45	3995501.55	0.00043	313531.45
		0.00046		
3995501.55	313551.45	3995501.55	0.00050	313571.45
		0.00056		
3995501.55	313591.45	3995501.55	0.00063	313611.45
		0.00071		
3995501.55	313631.45	3995501.55	0.00080	313651.45
		0.00091		
3995501.55	313671.45	3995501.55	0.00102	313691.45
		0.00113		
3995501.55	313711.45	3995501.55	0.00125	313731.45
		0.00135		
3995501.55	313751.45	3995501.55	0.00145	313771.45
		0.00154		
3995501.55	313791.45	3995501.55	0.00162	313811.45
		0.00170		
3995501.55	313831.45	3995501.55	0.00178	313851.45
		0.00186		
3995501.55	313871.45	3995501.55	0.00193	313891.45
		0.00201		
	313911.45	3995501.55	0.00208	313931.45

3995501.55	0.00213		
313951.45	3995501.55	0.00218	313971.45
3995501.55	0.00220		
313991.45	3995501.55	0.00220	314011.45
3995501.55	0.00218		
314031.45	3995501.55	0.00214	314051.45
3995501.55	0.00208		
314071.45	3995501.55	0.00201	314091.45
3995501.55	0.00194		
314111.45	3995501.55	0.00186	314131.45
3995501.55	0.00178		
314151.45	3995501.55	0.00170	314171.45
3995501.55	0.00162		
314191.45	3995501.55	0.00155	314211.45
3995501.55	0.00147		
314231.45	3995501.55	0.00141	314251.45
3995501.55	0.00134		
314271.45	3995501.55	0.00128	313271.45
3995521.55	0.00030		
313291.45	3995521.55	0.00031	313311.45
3995521.55	0.00031		
313331.45	3995521.55	0.00032	313351.45
3995521.55	0.00033		
313371.45	3995521.55	0.00034	313391.45
3995521.55	0.00035		
313411.45	3995521.55	0.00036	313431.45
3995521.55	0.00037		
313451.45	3995521.55	0.00039	313471.45
3995521.55	0.00041		
313491.45	3995521.55	0.00044	313511.45
3995521.55	0.00047		
313531.45	3995521.55	0.00051	313551.45
3995521.55	0.00056		
313571.45	3995521.55	0.00062	313591.45
3995521.55	0.00070		
313611.45	3995521.55	0.00080	313631.45
3995521.55	0.00092		
313651.45	3995521.55	0.00104	313671.45

3995521.55 0.00118
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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 4
 YEARS FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		
313691.45	3995521.55	0.00131	313711.45
3995521.55	0.00144		
313731.45	3995521.55	0.00155	313751.45
3995521.55	0.00166		
313771.45	3995521.55	0.00175	313791.45
3995521.55	0.00183		
313811.45	3995521.55	0.00192	313831.45
3995521.55	0.00200		
313851.45	3995521.55	0.00209	313871.45
3995521.55	0.00218		
313891.45	3995521.55	0.00226	313911.45
3995521.55	0.00234		
313931.45	3995521.55	0.00240	313951.45
3995521.55	0.00244		
313971.45	3995521.55	0.00245	313991.45
3995521.55	0.00244		
314011.45	3995521.55	0.00240	314031.45
3995521.55	0.00234		
314051.45	3995521.55	0.00226	314071.45
3995521.55	0.00217		
314091.45	3995521.55	0.00207	314111.45
3995521.55	0.00197		
314131.45	3995521.55	0.00188	314151.45
3995521.55	0.00178		
314171.45	3995521.55	0.00170	314191.45
3995521.55	0.00161		
314211.45	3995521.55	0.00153	314231.45
3995521.55	0.00146		
314251.45	3995521.55	0.00138	314271.45
3995521.55	0.00132		
313271.45	3995541.55	0.00033	313291.45
3995541.55	0.00034		
313311.45	3995541.55	0.00035	313331.45
3995541.55	0.00036		
313351.45	3995541.55	0.00037	313371.45
3995541.55	0.00038		
313391.45	3995541.55	0.00039	313411.45
3995541.55	0.00040		
313431.45	3995541.55	0.00042	313451.45

3995541.55	0.00043		
313471.45	3995541.55	0.00046	313491.45
3995541.55	0.00048		
313511.45	3995541.55	0.00052	313531.45
3995541.55	0.00056		
313551.45	3995541.55	0.00062	313571.45
3995541.55	0.00069		
313591.45	3995541.55	0.00080	313611.45
3995541.55	0.00092		
313631.45	3995541.55	0.00107	313651.45
3995541.55	0.00123		
313671.45	3995541.55	0.00139	313691.45
3995541.55	0.00154		
313711.45	3995541.55	0.00169	313731.45
3995541.55	0.00181		
313751.45	3995541.55	0.00191	313771.45
3995541.55	0.00200		
313791.45	3995541.55	0.00209	313811.45
3995541.55	0.00217		
313831.45	3995541.55	0.00227	313851.45
3995541.55	0.00237		
313871.45	3995541.55	0.00247	313891.45
3995541.55	0.00257		
313911.45	3995541.55	0.00265	313931.45
3995541.55	0.00272		
313951.45	3995541.55	0.00276	313971.45
3995541.55	0.00276		
313991.45	3995541.55	0.00273	314011.45
3995541.55	0.00266		
314031.45	3995541.55	0.00256	314051.45
3995541.55	0.00245		
314071.45	3995541.55	0.00233	314091.45
3995541.55	0.00221		
314111.45	3995541.55	0.00209	314131.45
3995541.55	0.00198		
314151.45	3995541.55	0.00187	314171.45
3995541.55	0.00177		
314191.45	3995541.55	0.00167	314211.45
3995541.55	0.00159		
314231.45	3995541.55	0.00150	314251.45
3995541.55	0.00143		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 4

YEARS FOR SOURCE GROUP: ALL

INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		
314271.45	3995541.55	0.00135	313271.45
3995561.55	0.00038		
313291.45	3995561.55	0.00038	313311.45
3995561.55	0.00039		
313331.45	3995561.55	0.00040	313351.45
3995561.55	0.00041		
313371.45	3995561.55	0.00042	313391.45
3995561.55	0.00044		
313411.45	3995561.55	0.00045	313431.45
3995561.55	0.00047		
313451.45	3995561.55	0.00049	313471.45
3995561.55	0.00051		
313491.45	3995561.55	0.00054	313511.45
3995561.55	0.00058		
313531.45	3995561.55	0.00063	313551.45
3995561.55	0.00070		
313571.45	3995561.55	0.00079	313591.45
3995561.55	0.00092		
313611.45	3995561.55	0.00109	313631.45
3995561.55	0.00128		
313651.45	3995561.55	0.00148	313671.45
3995561.55	0.00167		
313691.45	3995561.55	0.00185	313711.45
3995561.55	0.00201		
313731.45	3995561.55	0.00214	313751.45
3995561.55	0.00224		
313771.45	3995561.55	0.00232	313791.45
3995561.55	0.00240		
313811.45	3995561.55	0.00249	313831.45
3995561.55	0.00259		
313851.45	3995561.55	0.00272	313871.45
3995561.55	0.00284		
313891.45	3995561.55	0.00296	313911.45
3995561.55	0.00306		
313931.45	3995561.55	0.00313	313951.45
3995561.55	0.00316		
313971.45	3995561.55	0.00314	313991.45

3995561.55	0.00307		
314011.45	3995561.55	0.00295	314031.45
3995561.55	0.00281		
314051.45	3995561.55	0.00266	314071.45
3995561.55	0.00250		
314091.45	3995561.55	0.00235	314111.45
3995561.55	0.00221		
314131.45	3995561.55	0.00208	314151.45
3995561.55	0.00196		
314171.45	3995561.55	0.00184	314191.45
3995561.55	0.00174		
314211.45	3995561.55	0.00164	314231.45
3995561.55	0.00155		
314251.45	3995561.55	0.00146	314271.45
3995561.55	0.00139		
313271.45	3995581.55	0.00043	313291.45
3995581.55	0.00044		
313311.45	3995581.55	0.00045	313331.45
3995581.55	0.00046		
313351.45	3995581.55	0.00047	313371.45
3995581.55	0.00049		
313391.45	3995581.55	0.00050	313411.45
3995581.55	0.00052		
313431.45	3995581.55	0.00054	313451.45
3995581.55	0.00056		
313471.45	3995581.55	0.00059	313491.45
3995581.55	0.00062		
313511.45	3995581.55	0.00066	313531.45
3995581.55	0.00072		
313551.45	3995581.55	0.00080	313571.45
3995581.55	0.00093		
313591.45	3995581.55	0.00110	313611.45
3995581.55	0.00133		
313631.45	3995581.55	0.00158	313651.45
3995581.55	0.00183		
313671.45	3995581.55	0.00207	313691.45
3995581.55	0.00229		
313711.45	3995581.55	0.00246	313731.45
3995581.55	0.00257		
313751.45	3995581.55	0.00265	313771.45
3995581.55	0.00271		
313791.45	3995581.55	0.00278	313811.45
3995581.55	0.00287		

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07/23/21

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 4
YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		

313831.45	3995581.55	0.00301	313851.45
3995581.55	0.00317		
313871.45	3995581.55	0.00333	313891.45
3995581.55	0.00347		
313911.45	3995581.55	0.00358	313931.45
3995581.55	0.00366		
313951.45	3995581.55	0.00368	313971.45
3995581.55	0.00362		
313991.45	3995581.55	0.00348	314011.45
3995581.55	0.00330		
314031.45	3995581.55	0.00309	314051.45
3995581.55	0.00288		
314071.45	3995581.55	0.00268	314091.45
3995581.55	0.00250		
314111.45	3995581.55	0.00233	314131.45
3995581.55	0.00218		
314151.45	3995581.55	0.00204	314171.45
3995581.55	0.00191		
314191.45	3995581.55	0.00180	314211.45
3995581.55	0.00169		
314231.45	3995581.55	0.00159	314251.45
3995581.55	0.00150		
314271.45	3995581.55	0.00142	313271.45
3995601.55	0.00049		
313291.45	3995601.55	0.00050	313311.45
3995601.55	0.00052		
313331.45	3995601.55	0.00053	313351.45
3995601.55	0.00055		
313371.45	3995601.55	0.00057	313391.45
3995601.55	0.00059		
313411.45	3995601.55	0.00061	313431.45
3995601.55	0.00063		
313451.45	3995601.55	0.00066	313471.45
3995601.55	0.00069		
313491.45	3995601.55	0.00073	313511.45

3995601.55	0.00078		
313531.45	3995601.55	0.00085	313551.45
3995601.55	0.00095		
313571.45	3995601.55	0.00112	313591.45
3995601.55	0.00138		
313611.45	3995601.55	0.00171	313631.45
3995601.55	0.00205		
313651.45	3995601.55	0.00238	313671.45
3995601.55	0.00267		
313691.45	3995601.55	0.00292	313711.45
3995601.55	0.00309		
313731.45	3995601.55	0.00316	313751.45
3995601.55	0.00318		
313771.45	3995601.55	0.00320	313791.45
3995601.55	0.00326		
313811.45	3995601.55	0.00337	313831.45
3995601.55	0.00357		
313851.45	3995601.55	0.00379	313871.45
3995601.55	0.00400		
313891.45	3995601.55	0.00418	313911.45
3995601.55	0.00431		
313931.45	3995601.55	0.00439	313951.45
3995601.55	0.00438		
313971.45	3995601.55	0.00425	313991.45
3995601.55	0.00399		
314011.45	3995601.55	0.00368	314031.45
3995601.55	0.00338		
314051.45	3995601.55	0.00310	314071.45
3995601.55	0.00286		
314091.45	3995601.55	0.00264	314111.45
3995601.55	0.00245		
314131.45	3995601.55	0.00227	314151.45
3995601.55	0.00212		
314171.45	3995601.55	0.00198	314191.45
3995601.55	0.00185		
314211.45	3995601.55	0.00173	314231.45
3995601.55	0.00163		
314251.45	3995601.55	0.00153	314271.45
3995601.55	0.00145		
313271.45	3995621.55	0.00057	313291.45
3995621.55	0.00058		
313311.45	3995621.55	0.00060	313331.45
3995621.55	0.00063		
313351.45	3995621.55	0.00065	313371.45
3995621.55	0.00068		

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07/23/21

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 4
 YEARS FOR SOURCE GROUP: ALL ***

INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		
313391.45	3995621.55	0.00070	313411.45
3995621.55	0.00073		
313431.45	3995621.55	0.00077	313451.45
3995621.55	0.00081		
313471.45	3995621.55	0.00085	313491.45
3995621.55	0.00090		
313511.45	3995621.55	0.00096	313531.45
3995621.55	0.00104		
313551.45	3995621.55	0.00117	313571.45
3995621.55	0.00143		
313591.45	3995621.55	0.00187	313611.45
3995621.55	0.00238		
313631.45	3995621.55	0.00285	313651.45
3995621.55	0.00327		
313671.45	3995621.55	0.00362	313691.45
3995621.55	0.00391		
313711.45	3995621.55	0.00404	313731.45
3995621.55	0.00398		
313751.45	3995621.55	0.00388	313771.45
3995621.55	0.00385		
313791.45	3995621.55	0.00390	313811.45
3995621.55	0.00407		
313831.45	3995621.55	0.00441	313851.45
3995621.55	0.00477		
313871.45	3995621.55	0.00505	313891.45
3995621.55	0.00526		
313911.45	3995621.55	0.00540	313931.45
3995621.55	0.00548		
313951.45	3995621.55	0.00543	313971.45
3995621.55	0.00511		
313991.45	3995621.55	0.00459	314011.45
3995621.55	0.00409		
314031.45	3995621.55	0.00368	314051.45

3995621.55	0.00333		
314071.45	3995621.55	0.00303	314091.45
3995621.55	0.00278		
314111.45	3995621.55	0.00255	314131.45
3995621.55	0.00236		
314151.45	3995621.55	0.00219	314171.45
3995621.55	0.00204		
314191.45	3995621.55	0.00190	314211.45
3995621.55	0.00178		
314231.45	3995621.55	0.00166	314251.45
3995621.55	0.00156		
314271.45	3995621.55	0.00147	313271.45
3995641.55	0.00066		
313291.45	3995641.55	0.00068	313311.45
3995641.55	0.00071		
313331.45	3995641.55	0.00074	313351.45
3995641.55	0.00078		
313371.45	3995641.55	0.00081	313391.45
3995641.55	0.00086		
313411.45	3995641.55	0.00090	313431.45
3995641.55	0.00096		
313451.45	3995641.55	0.00102	313471.45
3995641.55	0.00109		
313491.45	3995641.55	0.00117	313511.45
3995641.55	0.00127		
313531.45	3995641.55	0.00139	313551.45
3995641.55	0.00157		
313571.45	3995641.55	0.00202	313591.45
3995641.55	0.00291		
313611.45	3995641.55	0.00370	313631.45
3995641.55	0.00433		
313651.45	3995641.55	0.00483	313671.45
3995641.55	0.00522		
313691.45	3995641.55	0.00554	313711.45
3995641.55	0.00555		
313731.45	3995641.55	0.00509	313751.45
3995641.55	0.00484		
313771.45	3995641.55	0.00479	313791.45
3995641.55	0.00485		
313811.45	3995641.55	0.00520	313971.45
3995641.55	0.00623		
313991.45	3995641.55	0.00521	314011.45
3995641.55	0.00449		
314031.45	3995641.55	0.00395	314051.45
3995641.55	0.00353		
314071.45	3995641.55	0.00318	314091.45
3995641.55	0.00290		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 4
YEARS FOR SOURCE GROUP: ALL ***

INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_2.5 IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		
314111.45	3995641.55	0.00265	314131.45
3995641.55	0.00244		
314151.45	3995641.55	0.00225	314171.45
3995641.55	0.00209		
314191.45	3995641.55	0.00194	314211.45
3995641.55	0.00181		
314231.45	3995641.55	0.00169	314251.45
3995641.55	0.00159		
314271.45	3995641.55	0.00149	313271.45
3995661.55	0.00077		
313291.45	3995661.55	0.00080	313311.45
3995661.55	0.00084		
313331.45	3995661.55	0.00088	313351.45
3995661.55	0.00093		
313371.45	3995661.55	0.00099	313391.45
3995661.55	0.00105		
313411.45	3995661.55	0.00112	313431.45
3995661.55	0.00121		
313451.45	3995661.55	0.00131	313471.45
3995661.55	0.00144		
313491.45	3995661.55	0.00160	313511.45
3995661.55	0.00182		
313531.45	3995661.55	0.00212	313971.45
3995661.55	0.00715		
313991.45	3995661.55	0.00574	314011.45
3995661.55	0.00483		
314031.45	3995661.55	0.00419	314051.45
3995661.55	0.00370		
314071.45	3995661.55	0.00332	314091.45
3995661.55	0.00300		
314111.45	3995661.55	0.00273	314131.45

3995661.55	0.00250		
314151.45	3995661.55	0.00230	314171.45
3995661.55	0.00213		
314191.45	3995661.55	0.00198	314211.45
3995661.55	0.00184		
314231.45	3995661.55	0.00172	314251.45
3995661.55	0.00161		
314271.45	3995661.55	0.00151	313271.45
3995681.55	0.00089		
313291.45	3995681.55	0.00094	313311.45
3995681.55	0.00099		
313331.45	3995681.55	0.00105	313351.45
3995681.55	0.00112		
313371.45	3995681.55	0.00119	313391.45
3995681.55	0.00128		
313411.45	3995681.55	0.00139	313431.45
3995681.55	0.00152		
313451.45	3995681.55	0.00169	313471.45
3995681.55	0.00190		
313491.45	3995681.55	0.00219	313511.45
3995681.55	0.00261		
313531.45	3995681.55	0.00327	313971.45
3995681.55	0.00776		
313991.45	3995681.55	0.00612	314011.45
3995681.55	0.00509		
314031.45	3995681.55	0.00438	314051.45
3995681.55	0.00385		
314071.45	3995681.55	0.00343	314091.45
3995681.55	0.00308		
314111.45	3995681.55	0.00280	314131.45
3995681.55	0.00256		
314151.45	3995681.55	0.00235	314171.45
3995681.55	0.00217		
314191.45	3995681.55	0.00201	314211.45
3995681.55	0.00186		
314231.45	3995681.55	0.00174	314251.45
3995681.55	0.00162		
314271.45	3995681.55	0.00152	313271.45
3995701.55	0.00103		
313291.45	3995701.55	0.00109	313311.45
3995701.55	0.00116		
313331.45	3995701.55	0.00124	313351.45
3995701.55	0.00133		
313371.45	3995701.55	0.00143	313391.45
3995701.55	0.00156		
313411.45	3995701.55	0.00171	313431.45
3995701.55	0.00189		
313451.45	3995701.55	0.00213	313471.45
3995701.55	0.00244		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 4
 YEARS FOR SOURCE GROUP: ALL ***

INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M³

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		
313491.45	3995701.55	0.00286	313511.45
3995701.55	0.00347		
313531.45	3995701.55	0.00441	313971.45
3995701.55	0.00821		
313991.45	3995701.55	0.00640	314011.45
3995701.55	0.00529		
314031.45	3995701.55	0.00453	314051.45
3995701.55	0.00396		
314071.45	3995701.55	0.00351	314091.45
3995701.55	0.00315		
314111.45	3995701.55	0.00285	314131.45
3995701.55	0.00260		
314151.45	3995701.55	0.00238	314171.45
3995701.55	0.00219		
314191.45	3995701.55	0.00203	314211.45
3995701.55	0.00188		
314231.45	3995701.55	0.00175	314251.45
3995701.55	0.00164		
314271.45	3995701.55	0.00153	313271.45
3995721.55	0.00118		
313291.45	3995721.55	0.00126	313311.45
3995721.55	0.00134		
313331.45	3995721.55	0.00144	313351.45
3995721.55	0.00156		
313371.45	3995721.55	0.00169	313391.45
3995721.55	0.00185		
313411.45	3995721.55	0.00205	313431.45
3995721.55	0.00229		
313451.45	3995721.55	0.00259	313471.45

3995721.55	0.00299		
313491.45	3995721.55	0.00352	313511.45
3995721.55	0.00427		
313531.45	3995721.55	0.00539	313971.45
3995721.55	0.00854		
313991.45	3995721.55	0.00663	314011.45
3995721.55	0.00545		
314031.45	3995721.55	0.00464	314051.45
3995721.55	0.00404		
314071.45	3995721.55	0.00357	314091.45
3995721.55	0.00320		
314111.45	3995721.55	0.00289	314131.45
3995721.55	0.00263		
314151.45	3995721.55	0.00241	314171.45
3995721.55	0.00221		
314191.45	3995721.55	0.00204	314211.45
3995721.55	0.00189		
314231.45	3995721.55	0.00176	314251.45
3995721.55	0.00164		
314271.45	3995721.55	0.00153	313271.45
3995741.55	0.00135		
313291.45	3995741.55	0.00144	313311.45
3995741.55	0.00154		
313331.45	3995741.55	0.00166	313351.45
3995741.55	0.00180		
313371.45	3995741.55	0.00197	313391.45
3995741.55	0.00216		
313411.45	3995741.55	0.00240	313431.45
3995741.55	0.00268		
313451.45	3995741.55	0.00305	313471.45
3995741.55	0.00351		
313491.45	3995741.55	0.00413	313511.45
3995741.55	0.00499		
313531.45	3995741.55	0.00623	313971.45
3995741.55	0.00880		
313991.45	3995741.55	0.00680	314011.45
3995741.55	0.00557		
314031.45	3995741.55	0.00472	314051.45
3995741.55	0.00410		
314071.45	3995741.55	0.00362	314091.45
3995741.55	0.00323		
314111.45	3995741.55	0.00292	314131.45
3995741.55	0.00265		
314151.45	3995741.55	0.00242	314171.45
3995741.55	0.00223		
314191.45	3995741.55	0.00205	314211.45
3995741.55	0.00190		
314231.45	3995741.55	0.00177	314251.45
3995741.55	0.00164		
314271.45	3995741.55	0.00154	313271.45

3995761.55 0.00152

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 4
YEARS FOR SOURCE GROUP: ALL ***

INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_2.5 IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		
313291.45	3995761.55	0.00162	313311.45
3995761.55	0.00175		
313331.45	3995761.55	0.00189	313351.45
3995761.55	0.00205		
313371.45	3995761.55	0.00224	313391.45
3995761.55	0.00247		
313411.45	3995761.55	0.00274	313431.45
3995761.55	0.00307		
313451.45	3995761.55	0.00348	313471.45
3995761.55	0.00401		
313491.45	3995761.55	0.00470	313511.45
3995761.55	0.00563		
313531.45	3995761.55	0.00695	313971.45
3995761.55	0.00900		
313991.45	3995761.55	0.00693	314011.45
3995761.55	0.00565		
314031.45	3995761.55	0.00478	314051.45
3995761.55	0.00414		
314071.45	3995761.55	0.00365	314091.45
3995761.55	0.00325		
314111.45	3995761.55	0.00293	314131.45
3995761.55	0.00266		
314151.45	3995761.55	0.00243	314171.45
3995761.55	0.00223		
314191.45	3995761.55	0.00206	314211.45
3995761.55	0.00190		
314231.45	3995761.55	0.00177	314251.45

3995761.55	0.00164		
314271.45	3995761.55	0.00153	313271.45
3995781.55	0.00169		
313291.45	3995781.55	0.00181	313311.45
3995781.55	0.00195		
313331.45	3995781.55	0.00211	313351.45
3995781.55	0.00230		
313371.45	3995781.55	0.00251	313391.45
3995781.55	0.00277		
313411.45	3995781.55	0.00307	313431.45
3995781.55	0.00344		
313451.45	3995781.55	0.00390	313471.45
3995781.55	0.00447		
313491.45	3995781.55	0.00521	313511.45
3995781.55	0.00620		
313531.45	3995781.55	0.00758	313971.45
3995781.55	0.00914		
313991.45	3995781.55	0.00702	314011.45
3995781.55	0.00570		
314031.45	3995781.55	0.00481	314051.45
3995781.55	0.00416		
314071.45	3995781.55	0.00366	314091.45
3995781.55	0.00326		
314111.45	3995781.55	0.00294	314131.45
3995781.55	0.00266		
314151.45	3995781.55	0.00243	314171.45
3995781.55	0.00223		
314191.45	3995781.55	0.00205	314211.45
3995781.55	0.00190		
314231.45	3995781.55	0.00176	314251.45
3995781.55	0.00164		
314271.45	3995781.55	0.00153	313271.45
3995801.55	0.00187		
313291.45	3995801.55	0.00200	313311.45
3995801.55	0.00216		
313331.45	3995801.55	0.00234	313351.45
3995801.55	0.00254		
313371.45	3995801.55	0.00278	313391.45
3995801.55	0.00306		
313411.45	3995801.55	0.00339	313431.45
3995801.55	0.00379		
313451.45	3995801.55	0.00428	313471.45
3995801.55	0.00489		
313491.45	3995801.55	0.00567	313511.45
3995801.55	0.00671		
313531.45	3995801.55	0.00813	313971.45
3995801.55	0.00923		
313991.45	3995801.55	0.00706	314011.45
3995801.55	0.00572		
314031.45	3995801.55	0.00481	314051.45

3995801.55 0.00415
 314071.45 3995801.55 0.00365 314091.45
 3995801.55 0.00326

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 4
 YEARS FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		
314111.45	3995801.55	0.00293	314131.45
3995801.55	0.00266		
314151.45	3995801.55	0.00243	314171.45
3995801.55	0.00222		
314191.45	3995801.55	0.00205	314211.45
3995801.55	0.00189		
314231.45	3995801.55	0.00175	314251.45
3995801.55	0.00163		
314271.45	3995801.55	0.00152	313271.45
3995821.55	0.00204		
313291.45	3995821.55	0.00219	313311.45
3995821.55	0.00236		
313331.45	3995821.55	0.00255	313351.45
3995821.55	0.00277		
313371.45	3995821.55	0.00303	313391.45
3995821.55	0.00333		
313411.45	3995821.55	0.00369	313431.45
3995821.55	0.00411		
313451.45	3995821.55	0.00463	313471.45
3995821.55	0.00527		
313491.45	3995821.55	0.00609	313511.45
3995821.55	0.00716		
313531.45	3995821.55	0.00860	313971.45
3995821.55	0.00924		
313991.45	3995821.55	0.00703	314011.45

3995821.55	0.00568		
314031.45	3995821.55	0.00478	314051.45
3995821.55	0.00413		
314071.45	3995821.55	0.00364	314091.45
3995821.55	0.00324		
314111.45	3995821.55	0.00292	314131.45
3995821.55	0.00265		
314151.45	3995821.55	0.00242	314171.45
3995821.55	0.00221		
314191.45	3995821.55	0.00204	314211.45
3995821.55	0.00188		
314231.45	3995821.55	0.00174	314251.45
3995821.55	0.00162		
314271.45	3995821.55	0.00151	313271.45
3995841.55	0.00221		
313291.45	3995841.55	0.00237	313311.45
3995841.55	0.00255		
313331.45	3995841.55	0.00276	313351.45
3995841.55	0.00300		
313371.45	3995841.55	0.00327	313391.45
3995841.55	0.00359		
313411.45	3995841.55	0.00396	313431.45
3995841.55	0.00441		
313451.45	3995841.55	0.00495	313471.45
3995841.55	0.00562		
313491.45	3995841.55	0.00646	313511.45
3995841.55	0.00755		
313531.45	3995841.55	0.00901	313971.45
3995841.55	0.00914		
313991.45	3995841.55	0.00693	314011.45
3995841.55	0.00561		
314031.45	3995841.55	0.00473	314051.45
3995841.55	0.00410		
314071.45	3995841.55	0.00361	314091.45
3995841.55	0.00322		
314111.45	3995841.55	0.00290	314131.45
3995841.55	0.00263		
314151.45	3995841.55	0.00240	314171.45
3995841.55	0.00220		
314191.45	3995841.55	0.00202	314211.45
3995841.55	0.00187		
314231.45	3995841.55	0.00173	314251.45
3995841.55	0.00160		
314271.45	3995841.55	0.00149	313271.45
3995861.55	0.00237		
313291.45	3995861.55	0.00254	313311.45
3995861.55	0.00273		
313331.45	3995861.55	0.00295	313351.45
3995861.55	0.00321		
313371.45	3995861.55	0.00349	313391.45

3995861.55	0.00383		
313411.45	3995861.55	0.00422	313431.45
3995861.55	0.00469		
313451.45	3995861.55	0.00524	313471.45
3995861.55	0.00593		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 4
 YEARS FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		

313491.45	3995861.55	0.00679	313511.45
3995861.55	0.00790		
313531.45	3995861.55	0.00937	313991.45
3995861.55	0.00673		
314011.45	3995861.55	0.00548	314031.45
3995861.55	0.00465		
314051.45	3995861.55	0.00405	314071.45
3995861.55	0.00358		
314091.45	3995861.55	0.00320	314111.45
3995861.55	0.00288		
314131.45	3995861.55	0.00262	314151.45
3995861.55	0.00238		
314171.45	3995861.55	0.00218	314191.45
3995861.55	0.00201		
314211.45	3995861.55	0.00185	314231.45
3995861.55	0.00171		
314251.45	3995861.55	0.00159	314271.45
3995861.55	0.00148		
313271.45	3995881.55	0.00252	313291.45
3995881.55	0.00271		
313311.45	3995881.55	0.00291	313331.45
3995881.55	0.00314		
313351.45	3995881.55	0.00340	313371.45

3995881.55	0.00370		
313391.45	3995881.55	0.00405	313411.45
3995881.55	0.00446		
313431.45	3995881.55	0.00494	313451.45
3995881.55	0.00551		
313471.45	3995881.55	0.00621	313491.45
3995881.55	0.00709		
313511.45	3995881.55	0.00820	313531.45
3995881.55	0.00967		
313991.45	3995881.55	0.00645	314011.45
3995881.55	0.00534		
314031.45	3995881.55	0.00457	314051.45
3995881.55	0.00400		
314071.45	3995881.55	0.00355	314091.45
3995881.55	0.00318		
314111.45	3995881.55	0.00286	314131.45
3995881.55	0.00260		
314151.45	3995881.55	0.00237	314171.45
3995881.55	0.00216		
314191.45	3995881.55	0.00199	314211.45
3995881.55	0.00183		
314231.45	3995881.55	0.00169	314251.45
3995881.55	0.00157		
314271.45	3995881.55	0.00146	313291.45
3995901.55	0.00286		
313311.45	3995901.55	0.00307	313331.45
3995901.55	0.00331		
313351.45	3995901.55	0.00359	313371.45
3995901.55	0.00390		
313391.45	3995901.55	0.00426	313411.45
3995901.55	0.00468		
313431.45	3995901.55	0.00517	313451.45
3995901.55	0.00576		
313471.45	3995901.55	0.00647	313491.45
3995901.55	0.00735		
313511.45	3995901.55	0.00847	313531.45
3995901.55	0.00994		
313991.45	3995901.55	0.00618	314011.45
3995901.55	0.00521		
314031.45	3995901.55	0.00451	314051.45
3995901.55	0.00397		
314071.45	3995901.55	0.00352	314091.45
3995901.55	0.00316		
314111.45	3995901.55	0.00284	314131.45
3995901.55	0.00258		
314151.45	3995901.55	0.00234	314171.45
3995901.55	0.00214		
314191.45	3995901.55	0.00197	314211.45
3995901.55	0.00181		
314231.45	3995901.55	0.00167	314251.45

3995901.55	0.00155		
314271.45	3995901.55	0.00144	313311.45
3995921.55	0.00323		
313331.45	3995921.55	0.00348	313351.45
3995921.55	0.00376		
313371.45	3995921.55	0.00408	313391.45
3995921.55	0.00445		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 4
 YEARS FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		

313411.45	3995921.55	0.00488	313431.45
3995921.55	0.00538		
313451.45	3995921.55	0.00597	313471.45
3995921.55	0.00669		
313491.45	3995921.55	0.00758	313511.45
3995921.55	0.00871		
313531.45	3995921.55	0.01017	313991.45
3995921.55	0.00603		
314011.45	3995921.55	0.00515	314031.45
3995921.55	0.00448		
314051.45	3995921.55	0.00394	314071.45
3995921.55	0.00351		
314091.45	3995921.55	0.00314	314111.45
3995921.55	0.00282		
314131.45	3995921.55	0.00256	314151.45
3995921.55	0.00232		
314171.45	3995921.55	0.00212	314191.45
3995921.55	0.00194		
314211.45	3995921.55	0.00179	314231.45
3995921.55	0.00165		
314251.45	3995921.55	0.00152	314271.45

3995921.55	0.00141		
313331.45	3995941.55	0.00363	313351.45
3995941.55	0.00392		
313371.45	3995941.55	0.00425	313391.45
3995941.55	0.00462		
313411.45	3995941.55	0.00506	313431.45
3995941.55	0.00557		
313451.45	3995941.55	0.00617	313471.45
3995941.55	0.00690		
313491.45	3995941.55	0.00779	313511.45
3995941.55	0.00892		
313531.45	3995941.55	0.01038	313991.45
3995941.55	0.00597		
314011.45	3995941.55	0.00513	314031.45
3995941.55	0.00447		
314051.45	3995941.55	0.00394	314071.45
3995941.55	0.00350		
314091.45	3995941.55	0.00312	314111.45
3995941.55	0.00281		
314131.45	3995941.55	0.00253	314151.45
3995941.55	0.00230		
314171.45	3995941.55	0.00209	314191.45
3995941.55	0.00192		
314211.45	3995941.55	0.00176	314231.45
3995941.55	0.00162		
314251.45	3995941.55	0.00150	314271.45
3995941.55	0.00139		
313351.45	3995961.55	0.00407	313371.45
3995961.55	0.00440		
313391.45	3995961.55	0.00478	313411.45
3995961.55	0.00523		
313431.45	3995961.55	0.00574	313451.45
3995961.55	0.00635		
313471.45	3995961.55	0.00708	313491.45
3995961.55	0.00798		
313511.45	3995961.55	0.00910	313531.45
3995961.55	0.01056		
313991.45	3995961.55	0.00597	314011.45
3995961.55	0.00515		
314031.45	3995961.55	0.00449	314051.45
3995961.55	0.00395		
314071.45	3995961.55	0.00349	314091.45
3995961.55	0.00311		
314111.45	3995961.55	0.00279	314131.45
3995961.55	0.00251		
314151.45	3995961.55	0.00227	314171.45
3995961.55	0.00207		
314191.45	3995961.55	0.00189	314211.45
3995961.55	0.00173		
314231.45	3995961.55	0.00159	314251.45

3995961.55	0.00147		
314271.45	3995961.55	0.00136	313371.45
3995981.55	0.00454		
313391.45	3995981.55	0.00493	313411.45
3995981.55	0.00538		
313431.45	3995981.55	0.00590	313451.45
3995981.55	0.00651		
313471.45	3995981.55	0.00725	313491.45
3995981.55	0.00814		

▲ *** AERMOD - VERSION 21112 *** *** C:\Lakes\AERMOD
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 *** AERMET - VERSION 18081 *** ***
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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 4
 YEARS FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_2.5 IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		

313511.45	3995981.55	0.00926	313531.45
3995981.55	0.01071		
313991.45	3995981.55	0.00606	314011.45
3995981.55	0.00522		
314031.45	3995981.55	0.00453	314051.45
3995981.55	0.00396		
314071.45	3995981.55	0.00349	314091.45
3995981.55	0.00309		
314111.45	3995981.55	0.00276	314131.45
3995981.55	0.00248		
314151.45	3995981.55	0.00224	314171.45
3995981.55	0.00203		
314191.45	3995981.55	0.00186	314211.45
3995981.55	0.00170		
314231.45	3995981.55	0.00156	314251.45
3995981.55	0.00144		
314271.45	3995981.55	0.00134	313391.45
3996001.55	0.00507		
313411.45	3996001.55	0.00552	313431.45

3996001.55	0.00604		
313451.45	3996001.55	0.00666	313471.45
3996001.55	0.00739		
313491.45	3996001.55	0.00829	313511.45
3996001.55	0.00940		
313531.45	3996001.55	0.01085	313991.45
3996001.55	0.00624		
314011.45	3996001.55	0.00532	314031.45
3996001.55	0.00457		
314051.45	3996001.55	0.00397	314071.45
3996001.55	0.00348		
314091.45	3996001.55	0.00307	314111.45
3996001.55	0.00273		
314131.45	3996001.55	0.00245	314151.45
3996001.55	0.00221		
314171.45	3996001.55	0.00200	314191.45
3996001.55	0.00182		
314211.45	3996001.55	0.00167	314231.45
3996001.55	0.00153		
314251.45	3996001.55	0.00141	314271.45
3996001.55	0.00131		
313411.45	3996021.55	0.00565	313431.45
3996021.55	0.00617		
313451.45	3996021.55	0.00679	313471.45
3996021.55	0.00753		
313491.45	3996021.55	0.00842	313511.45
3996021.55	0.00953		
313531.45	3996021.55	0.01096	313991.45
3996021.55	0.00651		
314011.45	3996021.55	0.00543	314031.45
3996021.55	0.00461		
314051.45	3996021.55	0.00397	314071.45
3996021.55	0.00345		
314091.45	3996021.55	0.00304	314111.45
3996021.55	0.00269		
314131.45	3996021.55	0.00241	314151.45
3996021.55	0.00216		
314171.45	3996021.55	0.00196	314191.45
3996021.55	0.00178		
314211.45	3996021.55	0.00163	314231.45
3996021.55	0.00149		
314251.45	3996021.55	0.00138	314271.45
3996021.55	0.00127		
313431.45	3996041.55	0.00629	313451.45
3996041.55	0.00691		
313471.45	3996041.55	0.00764	313491.45
3996041.55	0.00853		
313511.45	3996041.55	0.00964	313531.45
3996041.55	0.01106		
313991.45	3996041.55	0.00674	314011.45

3996041.55	0.00550		
314031.45	3996041.55	0.00461	314051.45
3996041.55	0.00394		
314071.45	3996041.55	0.00341	314091.45
3996041.55	0.00299		
314111.45	3996041.55	0.00264	314131.45
3996041.55	0.00235		
314151.45	3996041.55	0.00211	314171.45
3996041.55	0.00191		
314191.45	3996041.55	0.00173	314211.45
3996041.55	0.00158		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 4
 YEARS FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_2.5 IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		

314231.45	3996041.55	0.00145	314251.45
3996041.55	0.00134		
314271.45	3996041.55	0.00124	313991.45
3996061.55	0.00684		
314011.45	3996061.55	0.00551	314031.45
3996061.55	0.00458		
314051.45	3996061.55	0.00389	314071.45
3996061.55	0.00335		
314091.45	3996061.55	0.00292	314111.45
3996061.55	0.00258		
314131.45	3996061.55	0.00229	314151.45
3996061.55	0.00206		
314171.45	3996061.55	0.00186	314191.45
3996061.55	0.00169		
314211.45	3996061.55	0.00154	314231.45
3996061.55	0.00141		
314251.45	3996061.55	0.00130	314271.45

3996061.55	0.00120		
313991.45	3996081.55	0.00684	314011.45
3996081.55	0.00546		
314031.45	3996081.55	0.00451	314051.45
3996081.55	0.00381		
314071.45	3996081.55	0.00327	314091.45
3996081.55	0.00284		
314111.45	3996081.55	0.00250	314131.45
3996081.55	0.00222		
314151.45	3996081.55	0.00199	314171.45
3996081.55	0.00180		
314191.45	3996081.55	0.00163	314211.45
3996081.55	0.00149		
314231.45	3996081.55	0.00137	314251.45
3996081.55	0.00126		
314271.45	3996081.55	0.00117	313991.45
3996101.55	0.00679		
314011.45	3996101.55	0.00537	314031.45
3996101.55	0.00440		
314051.45	3996101.55	0.00370	314071.45
3996101.55	0.00316		
314091.45	3996101.55	0.00275	314111.45
3996101.55	0.00241		
314131.45	3996101.55	0.00214	314151.45
3996101.55	0.00192		
314171.45	3996101.55	0.00173	314191.45
3996101.55	0.00157		
314211.45	3996101.55	0.00144	314231.45
3996101.55	0.00132		
314251.45	3996101.55	0.00122	314271.45
3996101.55	0.00113		
313991.45	3996121.55	0.00668	314011.45
3996121.55	0.00523		
314031.45	3996121.55	0.00426	314051.45
3996121.55	0.00357		
314071.45	3996121.55	0.00304	314091.45
3996121.55	0.00264		
314111.45	3996121.55	0.00232	314131.45
3996121.55	0.00206		
314151.45	3996121.55	0.00184	314171.45
3996121.55	0.00166		
314191.45	3996121.55	0.00151	314211.45
3996121.55	0.00138		
314231.45	3996121.55	0.00127	314251.45
3996121.55	0.00117		
314271.45	3996121.55	0.00109	313991.45
3996141.55	0.00650		
314011.45	3996141.55	0.00505	314031.45
3996141.55	0.00409		
314051.45	3996141.55	0.00341	314071.45

3996141.55	0.00290		
314091.45	3996141.55	0.00251	314111.45
3996141.55	0.00221		
314131.45	3996141.55	0.00196	314151.45
3996141.55	0.00176		
314171.45	3996141.55	0.00159	314191.45
3996141.55	0.00145		
314211.45	3996141.55	0.00132	314231.45
3996141.55	0.00122		
314251.45	3996141.55	0.00113	314271.45
3996141.55	0.00104		
313991.45	3996161.55	0.00626	314011.45
3996161.55	0.00482		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 4
 YEARS FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		
314031.45	3996161.55	0.00388	314051.45
3996161.55	0.00323		
314071.45	3996161.55	0.00275	314091.45
3996161.55	0.00238		
314111.45	3996161.55	0.00210	314131.45
3996161.55	0.00186		
314151.45	3996161.55	0.00167	314171.45
3996161.55	0.00152		
314191.45	3996161.55	0.00138	314211.45
3996161.55	0.00127		
314231.45	3996161.55	0.00117	314251.45
3996161.55	0.00108		
314271.45	3996161.55	0.00100	313991.45
3996181.55	0.00594		
314011.45	3996181.55	0.00453	314031.45

3996181.55	0.00364		
314051.45	3996181.55	0.00303	314071.45
3996181.55	0.00258		
314091.45	3996181.55	0.00224	314111.45
3996181.55	0.00198		
314131.45	3996181.55	0.00176	314151.45
3996181.55	0.00159		
314171.45	3996181.55	0.00144	314191.45
3996181.55	0.00132		
314211.45	3996181.55	0.00121	314231.45
3996181.55	0.00112		
314251.45	3996181.55	0.00104	314271.45
3996181.55	0.00096		
313991.45	3996201.55	0.00551	314011.45
3996201.55	0.00419		
314031.45	3996201.55	0.00336	314051.45
3996201.55	0.00281		
314071.45	3996201.55	0.00241	314091.45
3996201.55	0.00210		
314111.45	3996201.55	0.00186	314131.45
3996201.55	0.00166		
314151.45	3996201.55	0.00150	314171.45
3996201.55	0.00137		
314191.45	3996201.55	0.00125	314211.45
3996201.55	0.00115		
314231.45	3996201.55	0.00107	314251.45
3996201.55	0.00099		
314271.45	3996201.55	0.00092	313991.45
3996221.55	0.00495		
314011.45	3996221.55	0.00378	314031.45
3996221.55	0.00307		
314051.45	3996221.55	0.00259	314071.45
3996221.55	0.00223		
314091.45	3996221.55	0.00196	314111.45
3996221.55	0.00175		
314131.45	3996221.55	0.00157	314151.45
3996221.55	0.00142		
314171.45	3996221.55	0.00130	314191.45
3996221.55	0.00119		
314211.45	3996221.55	0.00110	314231.45
3996221.55	0.00102		
314251.45	3996221.55	0.00095	314271.45
3996221.55	0.00089		
313991.45	3996241.55	0.00428	314011.45
3996241.55	0.00336		
314031.45	3996241.55	0.00278	314051.45
3996241.55	0.00237		
314071.45	3996241.55	0.00207	314091.45
3996241.55	0.00183		
314111.45	3996241.55	0.00164	314131.45

3996241.55	0.00148		
314151.45	3996241.55	0.00135	314171.45
3996241.55	0.00123		
314191.45	3996241.55	0.00114	314211.45
3996241.55	0.00105		
314231.45	3996241.55	0.00098	314251.45
3996241.55	0.00091		
314271.45	3996241.55	0.00085	313991.45
3996261.55	0.00366		
314011.45	3996261.55	0.00298	314031.45
3996261.55	0.00252		
314051.45	3996261.55	0.00218	314071.45
3996261.55	0.00192		
314091.45	3996261.55	0.00171	314111.45
3996261.55	0.00154		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 4
 YEARS FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M³

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		
314131.45	3996261.55	0.00140	314151.45
3996261.55	0.00128		
314171.45	3996261.55	0.00117	314191.45
3996261.55	0.00108		
314211.45	3996261.55	0.00100	314231.45
3996261.55	0.00094		
314251.45	3996261.55	0.00087	314271.45
3996261.55	0.00082		
313991.45	3996281.55	0.00321	314011.45
3996281.55	0.00269		
314031.45	3996281.55	0.00231	314051.45
3996281.55	0.00202		
314071.45	3996281.55	0.00179	314091.45

3996281.55	0.00161		
314111.45	3996281.55	0.00145	314131.45
3996281.55	0.00132		
314151.45	3996281.55	0.00121	314171.45
3996281.55	0.00112		
314191.45	3996281.55	0.00104	314211.45
3996281.55	0.00096		
314231.45	3996281.55	0.00090	314251.45
3996281.55	0.00084		
314271.45	3996281.55	0.00079	313811.45
3996301.55	0.00904		
313831.45	3996301.55	0.00857	313851.45
3996301.55	0.00802		
313871.45	3996301.55	0.00741	313891.45
3996301.55	0.00672		
313911.45	3996301.55	0.00594	313931.45
3996301.55	0.00510		
313951.45	3996301.55	0.00423	313971.45
3996301.55	0.00347		
313991.45	3996301.55	0.00289	314011.45
3996301.55	0.00246		
314031.45	3996301.55	0.00214	314051.45
3996301.55	0.00188		
314071.45	3996301.55	0.00168	314091.45
3996301.55	0.00152		
314111.45	3996301.55	0.00138	314131.45
3996301.55	0.00126		
314151.45	3996301.55	0.00116	314171.45
3996301.55	0.00107		
314191.45	3996301.55	0.00099	314211.45
3996301.55	0.00092		
314231.45	3996301.55	0.00086	314251.45
3996301.55	0.00081		
314271.45	3996301.55	0.00076	313811.45
3996321.55	0.00756		
313831.45	3996321.55	0.00713	313851.45
3996321.55	0.00666		
313871.45	3996321.55	0.00613	313891.45
3996321.55	0.00556		
313911.45	3996321.55	0.00494	313931.45
3996321.55	0.00429		
313951.45	3996321.55	0.00365	313971.45
3996321.55	0.00309		
313991.45	3996321.55	0.00263	314011.45
3996321.55	0.00227		
314031.45	3996321.55	0.00199	314051.45
3996321.55	0.00177		
314071.45	3996321.55	0.00159	314091.45
3996321.55	0.00144		
314111.45	3996321.55	0.00131	314131.45

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313991.45	3996341.55	0.00242	314011.45
3996341.55	0.00212		
314031.45	3996341.55	0.00187	314051.45
3996341.55	0.00167		
314071.45	3996341.55	0.00151	314091.45
3996341.55	0.00137		
314111.45	3996341.55	0.00125	314131.45
3996341.55	0.00115		
314151.45	3996341.55	0.00106	314171.45
3996341.55	0.00098		
314191.45	3996341.55	0.00092	314211.45

3996341.55	0.00086		
314231.45	3996341.55	0.00080	314251.45
3996341.55	0.00075		
314271.45	3996341.55	0.00071	313811.45
3996361.55	0.00563		
313831.45	3996361.55	0.00530	313851.45
3996361.55	0.00494		
313871.45	3996361.55	0.00456	313891.45
3996361.55	0.00415		
313911.45	3996361.55	0.00373	313931.45
3996361.55	0.00331		
313951.45	3996361.55	0.00292	313971.45
3996361.55	0.00256		
313991.45	3996361.55	0.00224	314011.45
3996361.55	0.00198		
314031.45	3996361.55	0.00177	314051.45
3996361.55	0.00159		
314071.45	3996361.55	0.00143	314091.45
3996361.55	0.00131		
314111.45	3996361.55	0.00120	314131.45
3996361.55	0.00110		
314151.45	3996361.55	0.00102	314171.45
3996361.55	0.00095		
314191.45	3996361.55	0.00088	314211.45
3996361.55	0.00083		
314231.45	3996361.55	0.00077	314251.45
3996361.55	0.00073		
314271.45	3996361.55	0.00069	313731.45
3996381.55	0.00587		
313751.45	3996381.55	0.00569	313771.45
3996381.55	0.00548		
313791.45	3996381.55	0.00524	313811.45
3996381.55	0.00497		
313831.45	3996381.55	0.00468	313851.45
3996381.55	0.00437		
313871.45	3996381.55	0.00403	313891.45
3996381.55	0.00369		
313911.45	3996381.55	0.00333	313931.45
3996381.55	0.00299		
313951.45	3996381.55	0.00266	313971.45
3996381.55	0.00236		
313991.45	3996381.55	0.00209	314011.45
3996381.55	0.00186		
314031.45	3996381.55	0.00167	314051.45
3996381.55	0.00151		
314071.45	3996381.55	0.00137	314091.45
3996381.55	0.00125		
314111.45	3996381.55	0.00115	314131.45
3996381.55	0.00106		
314151.45	3996381.55	0.00098	314171.45

3996381.55	0.00092		
314191.45	3996381.55	0.00085	314211.45
3996381.55	0.00080		
314231.45	3996381.55	0.00075	314251.45
3996381.55	0.00071		
314271.45	3996381.55	0.00067	313731.45
3996401.55	0.00526		
313751.45	3996401.55	0.00509	313771.45
3996401.55	0.00490		
313791.45	3996401.55	0.00468	313811.45
3996401.55	0.00444		
313831.45	3996401.55	0.00418	313851.45
3996401.55	0.00391		
313871.45	3996401.55	0.00362	313891.45
3996401.55	0.00332		
313911.45	3996401.55	0.00302	313931.45
3996401.55	0.00272		
313951.45	3996401.55	0.00245	313971.45
3996401.55	0.00219		

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*** MODELOPTs: RegDFault CONC ELEV URBAN ADJ_U*

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 4
 YEARS FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_2.5 IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		
313991.45	3996401.55	0.00196	314011.45
3996401.55	0.00176		
314031.45	3996401.55	0.00158	314051.45
3996401.55	0.00144		
314071.45	3996401.55	0.00131	314091.45
3996401.55	0.00120		
314111.45	3996401.55	0.00111	314131.45
3996401.55	0.00102		
314151.45	3996401.55	0.00095	314171.45

3996401.55	0.00089		
314191.45	3996401.55	0.00083	314211.45
3996401.55	0.00078		
314231.45	3996401.55	0.00073	314251.45
3996401.55	0.00069		
314271.45	3996401.55	0.00065	313731.45
3996421.55	0.00474		
313751.45	3996421.55	0.00459	313771.45
3996421.55	0.00442		
313791.45	3996421.55	0.00422	313811.45
3996421.55	0.00400		
313831.45	3996421.55	0.00377	313851.45
3996421.55	0.00353		
313871.45	3996421.55	0.00327	313891.45
3996421.55	0.00302		
313911.45	3996421.55	0.00276	313931.45
3996421.55	0.00250		
313951.45	3996421.55	0.00227	313971.45
3996421.55	0.00204		
313991.45	3996421.55	0.00184	314011.45
3996421.55	0.00166		
314031.45	3996421.55	0.00151	314051.45
3996421.55	0.00137		
314071.45	3996421.55	0.00126	314091.45
3996421.55	0.00115		
314111.45	3996421.55	0.00107	314131.45
3996421.55	0.00099		
314151.45	3996421.55	0.00092	314171.45
3996421.55	0.00086		
314191.45	3996421.55	0.00080	314211.45
3996421.55	0.00075		
314231.45	3996421.55	0.00071	314251.45
3996421.55	0.00067		
314271.45	3996421.55	0.00063	313751.45
3996441.55	0.00417		
313771.45	3996441.55	0.00401	313791.45
3996441.55	0.00383		
313811.45	3996441.55	0.00364	313831.45
3996441.55	0.00343		
313851.45	3996441.55	0.00321	313871.45
3996441.55	0.00299		
313891.45	3996441.55	0.00276	313911.45
3996441.55	0.00254		
313931.45	3996441.55	0.00232	313951.45
3996441.55	0.00211		
313971.45	3996441.55	0.00192	313991.45
3996441.55	0.00174		
314011.45	3996441.55	0.00158	314031.45
3996441.55	0.00144		
314051.45	3996441.55	0.00131	314071.45

3996441.55	0.00121		
314091.45	3996441.55	0.00111	314111.45
3996441.55	0.00103		
314131.45	3996441.55	0.00096	314151.45
3996441.55	0.00089		
314171.45	3996441.55	0.00083	314191.45
3996441.55	0.00078		
314211.45	3996441.55	0.00073	314231.45
3996441.55	0.00069		
314251.45	3996441.55	0.00065	314271.45
3996441.55	0.00062		
313751.45	3996461.55	0.00381	313771.45
3996461.55	0.00366		
313791.45	3996461.55	0.00350	313811.45
3996461.55	0.00333		
313831.45	3996461.55	0.00314	313851.45
3996461.55	0.00295		
313871.45	3996461.55	0.00275	313891.45
3996461.55	0.00255		
313911.45	3996461.55	0.00235	313931.45
3996461.55	0.00216		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 4
 YEARS FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		
313951.45	3996461.55	0.00197	313971.45
3996461.55	0.00180		
313991.45	3996461.55	0.00164	314011.45
3996461.55	0.00150		
314031.45	3996461.55	0.00137	314051.45
3996461.55	0.00126		
314071.45	3996461.55	0.00116	314091.45

3996461.55	0.00107		
314111.45	3996461.55	0.00099	314131.45
3996461.55	0.00092		
314151.45	3996461.55	0.00086	314171.45
3996461.55	0.00081		
314191.45	3996461.55	0.00076	314211.45
3996461.55	0.00071		
314231.45	3996461.55	0.00067	314251.45
3996461.55	0.00063		
314271.45	3996461.55	0.00060	313751.45
3996481.55	0.00350		
313771.45	3996481.55	0.00336	313791.45
3996481.55	0.00322		
313811.45	3996481.55	0.00306	313831.45
3996481.55	0.00289		
313851.45	3996481.55	0.00272	313871.45
3996481.55	0.00254		
313891.45	3996481.55	0.00237	313911.45
3996481.55	0.00219		
313931.45	3996481.55	0.00202	313951.45
3996481.55	0.00186		
313971.45	3996481.55	0.00170	313991.45
3996481.55	0.00156		
314011.45	3996481.55	0.00143	314031.45
3996481.55	0.00131		
314051.45	3996481.55	0.00121	314071.45
3996481.55	0.00111		
314091.45	3996481.55	0.00103	314111.45
3996481.55	0.00096		
314131.45	3996481.55	0.00089	314151.45
3996481.55	0.00084		
314171.45	3996481.55	0.00078	314191.45
3996481.55	0.00074		
314211.45	3996481.55	0.00069	314231.45
3996481.55	0.00066		
314251.45	3996481.55	0.00062	314271.45
3996481.55	0.00059		
313771.45	3996501.55	0.00310	313791.45
3996501.55	0.00297		
313811.45	3996501.55	0.00283	313831.45
3996501.55	0.00268		
313851.45	3996501.55	0.00252	313871.45
3996501.55	0.00236		
313891.45	3996501.55	0.00220	313911.45
3996501.55	0.00205		
313931.45	3996501.55	0.00190	313951.45
3996501.55	0.00175		
313971.45	3996501.55	0.00161	313991.45
3996501.55	0.00148		
314011.45	3996501.55	0.00136	314031.45

3996501.55	0.00126		
314051.45	3996501.55	0.00116	314071.45
3996501.55	0.00107		
314091.45	3996501.55	0.00100	314111.45
3996501.55	0.00093		
314131.45	3996501.55	0.00087	314151.45
3996501.55	0.00081		
314171.45	3996501.55	0.00076	314191.45
3996501.55	0.00072		
314211.45	3996501.55	0.00068	314231.45
3996501.55	0.00064		
314251.45	3996501.55	0.00061	314271.45
3996501.55	0.00057		
313771.45	3996521.55	0.00288	313791.45
3996521.55	0.00275		
313811.45	3996521.55	0.00262	313831.45
3996521.55	0.00249		
313851.45	3996521.55	0.00235	313871.45
3996521.55	0.00221		
313891.45	3996521.55	0.00206	313911.45
3996521.55	0.00192		
313931.45	3996521.55	0.00179	313951.45
3996521.55	0.00165		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 4
 YEARS FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_2.5 IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		
313971.45	3996521.55	0.00153	313991.45
3996521.55	0.00141		
314011.45	3996521.55	0.00130	314031.45
3996521.55	0.00120		
314051.45	3996521.55	0.00112	314071.45

3996521.55	0.00104		
314091.45	3996521.55	0.00096	314111.45
3996521.55	0.00090		
314131.45	3996521.55	0.00084	314151.45
3996521.55	0.00079		
314171.45	3996521.55	0.00074	314191.45
3996521.55	0.00070		
314211.45	3996521.55	0.00066	314231.45
3996521.55	0.00062		
314251.45	3996521.55	0.00059	314271.45
3996521.55	0.00056		
313791.45	3996541.55	0.00256	313811.45
3996541.55	0.00245		
313831.45	3996541.55	0.00232	313851.45
3996541.55	0.00220		
313871.45	3996541.55	0.00207	313891.45
3996541.55	0.00194		
313911.45	3996541.55	0.00181	313931.45
3996541.55	0.00169		
313951.45	3996541.55	0.00157	313971.45
3996541.55	0.00145		
313991.45	3996541.55	0.00135	314011.45
3996541.55	0.00125		
314031.45	3996541.55	0.00116	314051.45
3996541.55	0.00107		
314071.45	3996541.55	0.00100	314091.45
3996541.55	0.00093		
314111.45	3996541.55	0.00087	314131.45
3996541.55	0.00082		
314151.45	3996541.55	0.00077	314171.45
3996541.55	0.00072		
314191.45	3996541.55	0.00068	314211.45
3996541.55	0.00064		
314231.45	3996541.55	0.00061	314251.45
3996541.55	0.00058		
314271.45	3996541.55	0.00055	313791.45
3996561.55	0.00240		
313811.45	3996561.55	0.00229	313831.45
3996561.55	0.00218		
313851.45	3996561.55	0.00206	313871.45
3996561.55	0.00194		
313891.45	3996561.55	0.00183	313911.45
3996561.55	0.00171		
313931.45	3996561.55	0.00160	313951.45
3996561.55	0.00149		
313971.45	3996561.55	0.00138	313991.45
3996561.55	0.00129		
314011.45	3996561.55	0.00120	314031.45
3996561.55	0.00111		
314051.45	3996561.55	0.00103	314071.45

3996561.55	0.00096		
314091.45	3996561.55	0.00090	314111.45
3996561.55	0.00084		
314131.45	3996561.55	0.00079	314151.45
3996561.55	0.00074		
314171.45	3996561.55	0.00070	314191.45
3996561.55	0.00066		
314211.45	3996561.55	0.00063	314231.45
3996561.55	0.00059		
314251.45	3996561.55	0.00056	314271.45
3996561.55	0.00054		
313791.45	3996581.55	0.00225	313811.45
3996581.55	0.00215		
313831.45	3996581.55	0.00204	313851.45
3996581.55	0.00194		
313871.45	3996581.55	0.00183	313891.45
3996581.55	0.00173		
313911.45	3996581.55	0.00162	313931.45
3996581.55	0.00152		
313951.45	3996581.55	0.00142	313971.45
3996581.55	0.00132		
313991.45	3996581.55	0.00123	314011.45
3996581.55	0.00115		
314031.45	3996581.55	0.00107	314051.45
3996581.55	0.00100		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 4
 YEARS FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_2.5 IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)
Y-COORD (M)	CONC		
314071.45	3996581.55	0.00093	314091.45
3996581.55	0.00087		
314111.45	3996581.55	0.00082	314131.45

3996581.55	0.00077		
314151.45	3996581.55	0.00072	314171.45
3996581.55	0.00068		
314191.45	3996581.55	0.00065	314211.45
3996581.55	0.00061		
314231.45	3996581.55	0.00058	314251.45
3996581.55	0.00055		
314271.45	3996581.55	0.00053	313529.06
3996060.33	0.01095		
313510.22	3996059.07	0.00965	313491.38
3996062.84	0.00864		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION
 VALUES FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_2.5 IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)
Y-COORD (M)	CONC	(YYMMDDHH)		

- - - - -				
313271.45	3995341.55	0.02538	(08120324)	313291.45
3995341.55	0.02606	(08120324)		
313311.45	3995341.55	0.02661	(07021304)	313331.45
3995341.55	0.02725	(06010506)		
313351.45	3995341.55	0.02798	(10010108)	313371.45
3995341.55	0.02864	(09121623)		
313391.45	3995341.55	0.02953	(07121805)	313411.45
3995341.55	0.03004	(07121805)		
313431.45	3995341.55	0.03002	(07121805)	313451.45
3995341.55	0.02961	(06013119)		
313471.45	3995341.55	0.03025	(09012118)	313491.45
3995341.55	0.03037	(09012118)		
313511.45	3995341.55	0.03013	(09022819)	313531.45
3995341.55	0.03108	(09022819)		
313551.45	3995341.55	0.03139	(09022819)	313571.45
3995341.55	0.03133	(07022019)		
313591.45	3995341.55	0.03107	(07022019)	313611.45

3995341.55	0.03111 (06121917)		
313631.45	3995341.55	0.03085 (06121917)	313651.45
3995341.55	0.03059 (08120422)		
313671.45	3995341.55	0.03058 (08012617)	313691.45
3995341.55	0.03041 (08012617)		
313711.45	3995341.55	0.03016 (09010717)	313731.45
3995341.55	0.03004 (08120519)		
313751.45	3995341.55	0.03019 (07022819)	313771.45
3995341.55	0.03049 (07022819)		
313791.45	3995341.55	0.03082 (07022819)	313811.45
3995341.55	0.03115 (07022819)		
313831.45	3995341.55	0.03140 (06120717)	313851.45
3995341.55	0.03199 (06120717)		
313871.45	3995341.55	0.03234 (06120717)	313891.45
3995341.55	0.03228 (06120717)		
313911.45	3995341.55	0.03201 (07022520)	313931.45
3995341.55	0.03233 (07022520)		
313951.45	3995341.55	0.03211 (07022520)	313971.45
3995341.55	0.03207 (06121719)		
313991.45	3995341.55	0.03201 (09010318)	314011.45
3995341.55	0.03182 (07021419)		
314031.45	3995341.55	0.03160 (07022018)	314051.45
3995341.55	0.03109 (07022018)		
314071.45	3995341.55	0.03064 (06021018)	314091.45
3995341.55	0.02980 (06021018)		
314111.45	3995341.55	0.02939 (09121517)	314131.45
3995341.55	0.02880 (08011207)		
314151.45	3995341.55	0.02834 (07021118)	314171.45
3995341.55	0.02752 (07021118)		
314191.45	3995341.55	0.02685 (06011120)	314211.45
3995341.55	0.02616 (09020520)		
314231.45	3995341.55	0.02550 (09020520)	314251.45
3995341.55	0.02468 (08012217)		
314271.45	3995341.55	0.02412 (08012217)	313271.45
3995361.55	0.02572 (08022322)		
313291.45	3995361.55	0.02638 (08120324)	313311.45
3995361.55	0.02706 (08120324)		
313331.45	3995361.55	0.02764 (07021304)	313351.45
3995361.55	0.02837 (06010506)		
313371.45	3995361.55	0.02920 (10010108)	313391.45
3995361.55	0.02998 (07121805)		
313411.45	3995361.55	0.03084 (07121805)	313431.45
3995361.55	0.03115 (07121805)		
313451.45	3995361.55	0.03088 (07121805)	313471.45
3995361.55	0.03108 (09012118)		
313491.45	3995361.55	0.03145 (09012118)	313511.45
3995361.55	0.03123 (09012118)		
313531.45	3995361.55	0.03193 (09022819)	313551.45
3995361.55	0.03241 (09022819)		
313571.45	3995361.55	0.03234 (07022019)	313591.45

3995361.55	0.03216	(07022019)		
313611.45	3995361.55	0.03210	(06121917)	313631.45
3995361.55	0.03185	(06121917)		
313651.45	3995361.55	0.03152	(08120422)	313671.45
3995361.55	0.03148	(08012617)		
313691.45	3995361.55	0.03126	(08012617)	313711.45
3995361.55	0.03097	(09010717)		
313731.45	3995361.55	0.03083	(08120519)	313751.45
3995361.55	0.03101	(07022819)		
313771.45	3995361.55	0.03130	(07022819)	313791.45
3995361.55	0.03165	(07022819)		
313811.45	3995361.55	0.03202	(07022819)	313831.45
3995361.55	0.03233	(06120717)		

▲ *** AERMOD - VERSION 21112 *** *** C:\Lakes\AERMOD
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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION

 VALUES FOR SOURCE GROUP: ALL INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)
Y-COORD (M)	CONC	(YYMMDDHH)		
313851.45	3995361.55	0.03296	(06120717)	313871.45
3995361.55	0.03334	(06120717)		
313891.45	3995361.55	0.03328	(06120717)	313911.45
3995361.55	0.03311	(07022520)		
313931.45	3995361.55	0.03337	(07022520)	313951.45
3995361.55	0.03304	(07022520)		
313971.45	3995361.55	0.03310	(06121719)	313991.45
3995361.55	0.03302	(09010318)		
314011.45	3995361.55	0.03280	(07021419)	314031.45
3995361.55	0.03256	(07022018)		
314051.45	3995361.55	0.03191	(06021018)	314071.45
3995361.55	0.03137	(06021018)		
314091.45	3995361.55	0.03060	(09121517)	314111.45
3995361.55	0.03004	(09121517)		
314131.45	3995361.55	0.02954	(07021118)	314151.45

3995361.55	0.02880	(07021118)		
314171.45	3995361.55	0.02796	(06011120)	314191.45
3995361.55	0.02719	(09020520)		
314211.45	3995361.55	0.02654	(09020520)	314231.45
3995361.55	0.02561	(09020520)		
314251.45	3995361.55	0.02502	(08012217)	314271.45
3995361.55	0.02430	(09010224)		
313271.45	3995381.55	0.02592	(08022322)	313291.45
3995381.55	0.02670	(08022322)		
313311.45	3995381.55	0.02745	(08120324)	313331.45
3995381.55	0.02814	(07021304)		
313351.45	3995381.55	0.02884	(06010506)	313371.45
3995381.55	0.02965	(10010108)		
313391.45	3995381.55	0.03048	(10010108)	313411.45
3995381.55	0.03149	(07121805)		
313431.45	3995381.55	0.03217	(07121805)	313451.45
3995381.55	0.03223	(07121805)		
313471.45	3995381.55	0.03185	(09012118)	313491.45
3995381.55	0.03251	(09012118)		
313511.45	3995381.55	0.03252	(09012118)	313531.45
3995381.55	0.03279	(09022819)		
313551.45	3995381.55	0.03347	(09022819)	313571.45
3995381.55	0.03346	(09022819)		
313591.45	3995381.55	0.03332	(07022019)	313611.45
3995381.55	0.03316	(06121917)		
313631.45	3995381.55	0.03292	(06121917)	313651.45
3995381.55	0.03253	(08120422)		
313671.45	3995381.55	0.03245	(08012617)	313691.45
3995381.55	0.03217	(08012617)		
313711.45	3995381.55	0.03183	(09010717)	313731.45
3995381.55	0.03166	(08120519)		
313751.45	3995381.55	0.03187	(07022819)	313771.45
3995381.55	0.03214	(07022819)		
313791.45	3995381.55	0.03252	(07022819)	313811.45
3995381.55	0.03296	(07022819)		
313831.45	3995381.55	0.03332	(06120717)	313851.45
3995381.55	0.03401	(06120717)		
313871.45	3995381.55	0.03442	(06120717)	313891.45
3995381.55	0.03434	(06120717)		
313911.45	3995381.55	0.03428	(07022520)	313931.45
3995381.55	0.03447	(07022520)		
313951.45	3995381.55	0.03419	(06121719)	313971.45
3995381.55	0.03419	(09010318)		
313991.45	3995381.55	0.03405	(09010318)	314011.45
3995381.55	0.03387	(07022018)		
314031.45	3995381.55	0.03347	(07022018)	314051.45
3995381.55	0.03289	(06021018)		
314071.45	3995381.55	0.03199	(06021018)	314091.45
3995381.55	0.03147	(09121517)		
314111.45	3995381.55	0.03079	(07021118)	314131.45

3995381.55	0.03017	(07021118)		
314151.45	3995381.55	0.02915	(06011120)	314171.45
3995381.55	0.02840	(06011120)		
314191.45	3995381.55	0.02765	(09020520)	314211.45
3995381.55	0.02671	(09020520)		
314231.45	3995381.55	0.02599	(08012217)	314251.45
3995381.55	0.02521	(09010224)		
314271.45	3995381.55	0.02450	(06022319)	313271.45
3995401.55	0.02599	(07021120)		
313291.45	3995401.55	0.02694	(08022322)	313311.45
3995401.55	0.02776	(08022322)		
313331.45	3995401.55	0.02860	(08120324)	313351.45
3995401.55	0.02936	(07021304)		
313371.45	3995401.55	0.03016	(06010506)	313391.45
3995401.55	0.03109	(10010108)		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION
 VALUES FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)
Y-COORD (M)	CONC	(YYMMDDHH)		
313411.45	3995401.55	0.03199	(09121623)	313431.45
3995401.55	0.03304	(07121805)		
313451.45	3995401.55	0.03350	(07121805)	313471.45
3995401.55	0.03328	(07121805)		
313491.45	3995401.55	0.03354	(09012118)	313511.45
3995401.55	0.03382	(09012118)		
313531.45	3995401.55	0.03366	(09022819)	313551.45
3995401.55	0.03457	(09022819)		
313571.45	3995401.55	0.03472	(09022819)	313591.45
3995401.55	0.03456	(07022019)		
313611.45	3995401.55	0.03431	(06121917)	313631.45
3995401.55	0.03409	(06121917)		
313651.45	3995401.55	0.03362	(08120422)	313671.45

3995401.55	0.03349	(08012617)		
313691.45	3995401.55	0.03315	(08012617)	313711.45
3995401.55	0.03275	(09010717)		
313731.45	3995401.55	0.03261	(07022819)	313751.45
3995401.55	0.03277	(07022819)		
313771.45	3995401.55	0.03303	(07022819)	313791.45
3995401.55	0.03346	(07022819)		
313811.45	3995401.55	0.03396	(07022819)	313831.45
3995401.55	0.03439	(06120717)		
313851.45	3995401.55	0.03515	(06120717)	313871.45
3995401.55	0.03559	(06120717)		
313891.45	3995401.55	0.03550	(06120717)	313911.45
3995401.55	0.03553	(07022520)		
313931.45	3995401.55	0.03565	(07022520)	313951.45
3995401.55	0.03546	(06121719)		
313971.45	3995401.55	0.03546	(09010318)	313991.45
3995401.55	0.03529	(07021419)		
314011.45	3995401.55	0.03506	(07022018)	314031.45
3995401.55	0.03434	(06021018)		
314051.45	3995401.55	0.03379	(06021018)	314071.45
3995401.55	0.03291	(09121517)		
314091.45	3995401.55	0.03218	(08011207)	314111.45
3995401.55	0.03161	(07021118)		
314131.45	3995401.55	0.03059	(07021118)	314151.45
3995401.55	0.02971	(09120417)		
314171.45	3995401.55	0.02886	(09020520)	314191.45
3995401.55	0.02789	(09020520)		
314211.45	3995401.55	0.02704	(08012217)	314231.45
3995401.55	0.02619	(09010224)		
314251.45	3995401.55	0.02542	(06022319)	314271.45
3995401.55	0.02481	(06022319)		
313271.45	3995421.55	0.02625	(07021120)	313291.45
3995421.55	0.02698	(07021120)		
313311.45	3995421.55	0.02804	(08022322)	313331.45
3995421.55	0.02891	(08022322)		
313351.45	3995421.55	0.02986	(08120324)	313371.45
3995421.55	0.03067	(07021304)		
313391.45	3995421.55	0.03159	(06010506)	313411.45
3995421.55	0.03263	(10010108)		
313431.45	3995421.55	0.03373	(07121805)	313451.45
3995421.55	0.03463	(07121805)		
313471.45	3995421.55	0.03482	(07121805)	313491.45
3995421.55	0.03452	(09012118)		
313511.45	3995421.55	0.03513	(09012118)	313531.45
3995421.55	0.03499	(09012118)		
313551.45	3995421.55	0.03571	(09022819)	313571.45
3995421.55	0.03604	(09022819)		
313591.45	3995421.55	0.03588	(07022019)	313611.45
3995421.55	0.03555	(06121917)		
313631.45	3995421.55	0.03535	(06121917)	313651.45

3995421.55	0.03482	(08120422)		
313671.45	3995421.55	0.03464	(08012617)	313691.45
3995421.55	0.03421	(08012617)		
313711.45	3995421.55	0.03374	(09010717)	313731.45
3995421.55	0.03364	(07022819)		
313751.45	3995421.55	0.03374	(07022819)	313771.45
3995421.55	0.03398	(07022819)		
313791.45	3995421.55	0.03446	(07022819)	313811.45
3995421.55	0.03505	(07022819)		
313831.45	3995421.55	0.03556	(06120717)	313851.45
3995421.55	0.03640	(06120717)		
313871.45	3995421.55	0.03686	(06120717)	313891.45
3995421.55	0.03674	(06120717)		
313911.45	3995421.55	0.03688	(07022520)	313931.45
3995421.55	0.03691	(07022520)		
313951.45	3995421.55	0.03680	(06121719)	313971.45
3995421.55	0.03677	(09010318)		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION
 VALUES FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)
Y-COORD (M)	CONC	(YYMMDDHH)		
313991.45	3995421.55	0.03654	(07021419)	314011.45
3995421.55	0.03623	(07022018)		
314031.45	3995421.55	0.03554	(06021018)	314051.45
3995421.55	0.03457	(06021018)		
314071.45	3995421.55	0.03388	(09121517)	314091.45
3995421.55	0.03313	(07021118)		
314111.45	3995421.55	0.03221	(07021118)	314131.45
3995421.55	0.03114	(09120417)		
314151.45	3995421.55	0.03018	(09020520)	314171.45
3995421.55	0.02917	(09020520)		
314191.45	3995421.55	0.02819	(08012217)	314211.45

3995421.55	0.02726	(09010224)		
314231.45	3995421.55	0.02642	(06022319)	314251.45
3995421.55	0.02573	(06022319)		
314271.45	3995421.55	0.02502	(09020218)	313271.45
3995441.55	0.02636	(06010119)		
313291.45	3995441.55	0.02725	(07021120)	313311.45
3995441.55	0.02810	(08022322)		
313331.45	3995441.55	0.02923	(08022322)	313351.45
3995441.55	0.03017	(08022322)		
313371.45	3995441.55	0.03123	(08120324)	313391.45
3995441.55	0.03211	(07021304)		
313411.45	3995441.55	0.03320	(10010108)	313431.45
3995441.55	0.03430	(09121623)		
313451.45	3995441.55	0.03560	(07121805)	313471.45
3995441.55	0.03626	(07121805)		
313491.45	3995441.55	0.03611	(07121805)	313511.45
3995441.55	0.03642	(09012118)		
313531.45	3995441.55	0.03658	(09012118)	313551.45
3995441.55	0.03691	(09022819)		
313571.45	3995441.55	0.03745	(09022819)	313591.45
3995441.55	0.03730	(07022019)		
313611.45	3995441.55	0.03689	(06121917)	313631.45
3995441.55	0.03674	(06121917)		
313651.45	3995441.55	0.03612	(08120422)	313671.45
3995441.55	0.03589	(08012617)		
313691.45	3995441.55	0.03537	(08012617)	313711.45
3995441.55	0.03481	(08120519)		
313731.45	3995441.55	0.03474	(07022819)	313751.45
3995441.55	0.03476	(07022819)		
313771.45	3995441.55	0.03500	(07022819)	313791.45
3995441.55	0.03553	(07022819)		
313811.45	3995441.55	0.03623	(07022819)	313831.45
3995441.55	0.03684	(06120717)		
313851.45	3995441.55	0.03776	(06120717)	313871.45
3995441.55	0.03825	(06120717)		
313891.45	3995441.55	0.03810	(06120717)	313911.45
3995441.55	0.03834	(07022520)		
313931.45	3995441.55	0.03826	(07022520)	313951.45
3995441.55	0.03822	(06121719)		
313971.45	3995441.55	0.03814	(09010318)	313991.45
3995441.55	0.03794	(07022018)		
314011.45	3995441.55	0.03737	(07022018)	314031.45
3995441.55	0.03665	(06021018)		
314051.45	3995441.55	0.03564	(09121517)	314071.45
3995441.55	0.03477	(08011207)		
314091.45	3995441.55	0.03396	(07021118)	314111.45
3995441.55	0.03270	(09120417)		
314131.45	3995441.55	0.03162	(09020520)	314151.45
3995441.55	0.03058	(09020520)		
314171.45	3995441.55	0.02944	(08012217)	314191.45

3995441.55	0.02842	(09010224)		
314211.45	3995441.55	0.02750	(06022319)	314231.45
3995441.55	0.02672	(09020218)		
314251.45	3995441.55	0.02594	(09020218)	314271.45
3995441.55	0.02504	(09012502)		
313271.45	3995461.55	0.02649	(09012119)	313291.45
3995461.55	0.02736	(06010119)		
313311.45	3995461.55	0.02833	(07021120)	313331.45
3995461.55	0.02932	(08022322)		
313351.45	3995461.55	0.03055	(08022322)	313371.45
3995461.55	0.03162	(08120324)		
313391.45	3995461.55	0.03275	(08120324)	313411.45
3995461.55	0.03381	(06010506)		
313431.45	3995461.55	0.03507	(10010108)	313451.45
3995461.55	0.03636	(07121805)		
313471.45	3995461.55	0.03755	(07121805)	313491.45
3995461.55	0.03788	(07121805)		
313511.45	3995461.55	0.03768	(09012118)	313531.45
3995461.55	0.03821	(09012118)		

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*** MODELOPTs: RegDEFAULT CONC ELEV URBAN ADJ_U*

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION
 VALUES FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_2.5 IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)
Y-COORD (M)	CONC	(YYMMDDHH)		
313551.45	3995461.55	0.03816	(09022819)	313571.45
3995461.55	0.03894	(09022819)		
313591.45	3995461.55	0.03887	(09022819)	313611.45
3995461.55	0.03852	(07022019)		
313631.45	3995461.55	0.03826	(06121917)	313651.45
3995461.55	0.03757	(08120422)		
313671.45	3995461.55	0.03727	(08012617)	313691.45
3995461.55	0.03663	(08012617)		
313711.45	3995461.55	0.03603	(07022819)	313731.45

3995461.55	0.03592	(07022819)		
313751.45	3995461.55	0.03584	(07022819)	313771.45
3995461.55	0.03608	(07022819)		
313791.45	3995461.55	0.03670	(07022819)	313811.45
3995461.55	0.03753	(07022819)		
313831.45	3995461.55	0.03826	(06120717)	313851.45
3995461.55	0.03927	(06120717)		
313871.45	3995461.55	0.03977	(06120717)	313891.45
3995461.55	0.03958	(06120717)		
313911.45	3995461.55	0.03991	(07022520)	313931.45
3995461.55	0.03972	(07022520)		
313951.45	3995461.55	0.03980	(09010318)	313971.45
3995461.55	0.03970	(07021419)		
313991.45	3995461.55	0.03946	(07022018)	314011.45
3995461.55	0.03869	(06021018)		
314031.45	3995461.55	0.03766	(06021018)	314051.45
3995461.55	0.03675	(09121517)		
314071.45	3995461.55	0.03585	(07021118)	314091.45
3995461.55	0.03452	(07021118)		
314111.45	3995461.55	0.03331	(09120417)	314131.45
3995461.55	0.03214	(09020520)		
314151.45	3995461.55	0.03083	(08012217)	314171.45
3995461.55	0.02971	(08012217)		
314191.45	3995461.55	0.02868	(06022319)	314211.45
3995461.55	0.02781	(09020218)		
314231.45	3995461.55	0.02692	(09020218)	314251.45
3995461.55	0.02596	(09012502)		
314271.45	3995461.55	0.02511	(09012502)	313271.45
3995481.55	0.02655	(09012119)		
313291.45	3995481.55	0.02747	(09012119)	313311.45
3995481.55	0.02843	(06010119)		
313331.45	3995481.55	0.02952	(07021120)	313351.45
3995481.55	0.03066	(08022322)		
313371.45	3995481.55	0.03199	(08022322)	313391.45
3995481.55	0.03323	(08120324)		
313411.45	3995481.55	0.03445	(07021304)	313431.45
3995481.55	0.03571	(06010506)		
313451.45	3995481.55	0.03711	(10010108)	313471.45
3995481.55	0.03865	(07121805)		
313491.45	3995481.55	0.03956	(07121805)	313511.45
3995481.55	0.03950	(07121805)		
313531.45	3995481.55	0.03986	(09012118)	313551.45
3995481.55	0.03984	(09012118)		
313571.45	3995481.55	0.04053	(09022819)	313591.45
3995481.55	0.04064	(09022819)		
313611.45	3995481.55	0.04030	(07022019)	313631.45
3995481.55	0.03993	(06121917)		
313651.45	3995481.55	0.03922	(06121917)	313671.45
3995481.55	0.03881	(08012617)		
313691.45	3995481.55	0.03804	(08012617)	313711.45

3995481.55	0.03747	(07022819)		
313731.45	3995481.55	0.03719	(07022819)	313751.45
3995481.55	0.03701	(07022819)		
313771.45	3995481.55	0.03726	(07022819)	313791.45
3995481.55	0.03797	(07022819)		
313811.45	3995481.55	0.03896	(07022819)	313831.45
3995481.55	0.03984	(06120717)		
313851.45	3995481.55	0.04094	(06120717)	313871.45
3995481.55	0.04145	(06120717)		
313891.45	3995481.55	0.04123	(07022520)	313911.45
3995481.55	0.04162	(07022520)		
313931.45	3995481.55	0.04146	(06121719)	313951.45
3995481.55	0.04156	(09010318)		
313971.45	3995481.55	0.04139	(07021419)	313991.45
3995481.55	0.04100	(07022018)		
314011.45	3995481.55	0.04014	(06021018)	314031.45
3995481.55	0.03893	(09121517)		
314051.45	3995481.55	0.03789	(07021118)	314071.45
3995481.55	0.03668	(07021118)		
314091.45	3995481.55	0.03522	(09120417)	314111.45
3995481.55	0.03387	(09020520)		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION
 VALUES FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_2.5 IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)
Y-COORD (M)	CONC	(YYMMDDHH)		
314131.45	3995481.55	0.03237	(08012217)	314151.45
3995481.55	0.03114	(08012217)		
314171.45	3995481.55	0.02997	(06022319)	314191.45
3995481.55	0.02900	(09020218)		
314211.45	3995481.55	0.02799	(09020218)	314231.45
3995481.55	0.02694	(09012502)		
314251.45	3995481.55	0.02599	(09012502)	314271.45

3995481.55	0.02507	(09010522)		
313271.45	3995501.55	0.02646	(09012119)	313291.45
3995501.55	0.02751	(09012119)		
313311.45	3995501.55	0.02853	(09012119)	313331.45
3995501.55	0.02959	(06010119)		
313351.45	3995501.55	0.03081	(07021120)	313371.45
3995501.55	0.03213	(08022322)		
313391.45	3995501.55	0.03361	(08022322)	313411.45
3995501.55	0.03504	(08120324)		
313431.45	3995501.55	0.03640	(07021304)	313451.45
3995501.55	0.03786	(10010108)		
313471.45	3995501.55	0.03948	(07121805)	313491.45
3995501.55	0.04109	(07121805)		
313511.45	3995501.55	0.04162	(07121805)	313531.45
3995501.55	0.04153	(09012118)		
313551.45	3995501.55	0.04189	(09012118)	313571.45
3995501.55	0.04224	(09022819)		
313591.45	3995501.55	0.04256	(09022819)	313611.45
3995501.55	0.04224	(07022019)		
313631.45	3995501.55	0.04180	(06121917)	313651.45
3995501.55	0.04110	(06121917)		
313671.45	3995501.55	0.04055	(08012617)	313691.45
3995501.55	0.03961	(09010717)		
313711.45	3995501.55	0.03904	(07022819)	313731.45
3995501.55	0.03855	(07022819)		
313751.45	3995501.55	0.03828	(07022819)	313771.45
3995501.55	0.03854	(07022819)		
313791.45	3995501.55	0.03937	(07022819)	313811.45
3995501.55	0.04055	(07022819)		
313831.45	3995501.55	0.04162	(06120717)	313851.45
3995501.55	0.04283	(06120717)		
313871.45	3995501.55	0.04332	(06120717)	313891.45
3995501.55	0.04320	(07022520)		
313911.45	3995501.55	0.04349	(07022520)	313931.45
3995501.55	0.04340	(06121719)		
313951.45	3995501.55	0.04346	(09010318)	313971.45
3995501.55	0.04332	(07022018)		
313991.45	3995501.55	0.04256	(06021018)	314011.45
3995501.55	0.04149	(06021018)		
314031.45	3995501.55	0.04025	(09121517)	314051.45
3995501.55	0.03906	(07021118)		
314071.45	3995501.55	0.03735	(09120417)	314091.45
3995501.55	0.03582	(09020520)		
314111.45	3995501.55	0.03415	(09020520)	314131.45
3995501.55	0.03272	(08012217)		
314151.45	3995501.55	0.03139	(06022319)	314171.45
3995501.55	0.03029	(09020218)		
314191.45	3995501.55	0.02914	(09020218)	314211.45
3995501.55	0.02799	(09012502)		
314231.45	3995501.55	0.02692	(09012502)	314251.45

3995501.55	0.02595	(06020508)		
314271.45	3995501.55	0.02519	(07021518)	313271.45
3995521.55	0.02642	(09020219)		
313291.45	3995521.55	0.02740	(09012119)	313311.45
3995521.55	0.02854	(09012119)		
313331.45	3995521.55	0.02967	(09012119)	313351.45
3995521.55	0.03087	(06010119)		
313371.45	3995521.55	0.03224	(07021120)	313391.45
3995521.55	0.03377	(08022322)		
313411.45	3995521.55	0.03542	(08022322)	313431.45
3995521.55	0.03709	(08120324)		
313451.45	3995521.55	0.03862	(07021304)	313471.45
3995521.55	0.04045	(10010108)		
313491.45	3995521.55	0.04239	(07121805)	313511.45
3995521.55	0.04367	(07121805)		
313531.45	3995521.55	0.04369	(07121805)	313551.45
3995521.55	0.04405	(09012118)		
313571.45	3995521.55	0.04412	(09022819)	313591.45
3995521.55	0.04464	(09022819)		
313611.45	3995521.55	0.04438	(07022019)	313631.45
3995521.55	0.04388	(06121917)		
313651.45	3995521.55	0.04324	(06121917)	313671.45
3995521.55	0.04252	(08012617)		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION
 VALUES FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_2.5 IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)
Y-COORD (M)	CONC	(YYMMDDHH)		
313691.45	3995521.55	0.04140	(09010717)	313711.45
3995521.55	0.04077	(07022819)		
313731.45	3995521.55	0.04003	(07022819)	313751.45
3995521.55	0.03966	(07022819)		
313771.45	3995521.55	0.03994	(07022819)	313791.45

3995521.55	0.04092	(07022819)		
313811.45	3995521.55	0.04235	(07022819)	313831.45
3995521.55	0.04364	(06120717)		
313851.45	3995521.55	0.04496	(06120717)	313871.45
3995521.55	0.04541	(06120717)		
313891.45	3995521.55	0.04539	(07022520)	313911.45
3995521.55	0.04557	(07022520)		
313931.45	3995521.55	0.04553	(06121719)	313951.45
3995521.55	0.04560	(07021419)		
313971.45	3995521.55	0.04544	(07022018)	313991.45
3995521.55	0.04451	(06021018)		
314011.45	3995521.55	0.04305	(09121517)	314031.45
3995521.55	0.04172	(07021118)		
314051.45	3995521.55	0.03986	(07021118)	314071.45
3995521.55	0.03804	(09020520)		
314091.45	3995521.55	0.03621	(09020520)	314111.45
3995521.55	0.03450	(08012217)		
314131.45	3995521.55	0.03297	(06022319)	314151.45
3995521.55	0.03170	(09020218)		
314171.45	3995521.55	0.03040	(09020218)	314191.45
3995521.55	0.02912	(09012502)		
314211.45	3995521.55	0.02792	(09012502)	314231.45
3995521.55	0.02691	(06020508)		
314251.45	3995521.55	0.02611	(07021518)	314271.45
3995521.55	0.02531	(07021518)		
313271.45	3995541.55	0.02630	(08122502)	313291.45
3995541.55	0.02733	(09020219)		
313311.45	3995541.55	0.02841	(09012119)	313331.45
3995541.55	0.02966	(09012119)		
313351.45	3995541.55	0.03092	(09012119)	313371.45
3995541.55	0.03227	(06010119)		
313391.45	3995541.55	0.03382	(07021120)	313411.45
3995541.55	0.03561	(08022322)		
313431.45	3995541.55	0.03749	(08022322)	313451.45
3995541.55	0.03945	(08120324)		
313471.45	3995541.55	0.04132	(06010506)	313491.45
3995541.55	0.04340	(10010108)		
313511.45	3995541.55	0.04558	(07121805)	313531.45
3995541.55	0.04633	(07121805)		
313551.45	3995541.55	0.04634	(09012118)	313571.45
3995541.55	0.04642	(09012118)		
313591.45	3995541.55	0.04695	(09022819)	313611.45
3995541.55	0.04685	(09022819)		
313631.45	3995541.55	0.04631	(07022019)	313651.45
3995541.55	0.04569	(06121917)		
313671.45	3995541.55	0.04481	(08012617)	313691.45
3995541.55	0.04347	(09010717)		
313711.45	3995541.55	0.04269	(07022819)	313731.45
3995541.55	0.04164	(07022819)		
313751.45	3995541.55	0.04119	(07022819)	313771.45

3995541.55	0.04151	(07022819)		
313791.45	3995541.55	0.04264	(07022819)	313811.45
3995541.55	0.04440	(07022819)		
313831.45	3995541.55	0.04600	(06120717)	313851.45
3995541.55	0.04741	(06120717)		
313871.45	3995541.55	0.04778	(06120717)	313891.45
3995541.55	0.04784	(07022520)		
313911.45	3995541.55	0.04791	(07022520)	313931.45
3995541.55	0.04803	(09010318)		
313951.45	3995541.55	0.04808	(07021419)	313971.45
3995541.55	0.04772	(07022018)		
313991.45	3995541.55	0.04646	(06021018)	314011.45
3995541.55	0.04471	(09121517)		
314031.45	3995541.55	0.04296	(07021118)	314051.45
3995541.55	0.04071	(09120417)		
314071.45	3995541.55	0.03857	(09020520)	314091.45
3995541.55	0.03652	(08012217)		
314111.45	3995541.55	0.03474	(06022319)	314131.45
3995541.55	0.03327	(09020218)		
314151.45	3995541.55	0.03177	(09020218)	314171.45
3995541.55	0.03034	(09012502)		
314191.45	3995541.55	0.02901	(09012502)	314211.45
3995541.55	0.02796	(07021518)		
314231.45	3995541.55	0.02706	(07021518)	314251.45
3995541.55	0.02615	(07021518)		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION
 VALUES FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_2.5 IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)
Y-COORD (M)	CONC	(YYMMDDHH)		
314271.45	3995541.55	0.02528	(09011917)	313271.45
3995561.55	0.02613	(08122502)		
313291.45	3995561.55	0.02718	(08122502)	313311.45

3995561.55	0.02831 (09020219)		
313331.45	3995561.55	0.02950 (09012119)	313351.45
3995561.55	0.03087 (09012119)		
313371.45	3995561.55	0.03228 (09012119)	313391.45
3995561.55	0.03382 (06010119)		
313411.45	3995561.55	0.03560 (07021120)	313431.45
3995561.55	0.03771 (08022322)		
313451.45	3995561.55	0.03989 (08022322)	313471.45
3995561.55	0.04222 (08120324)		
313491.45	3995561.55	0.04451 (10010108)	313511.45
3995561.55	0.04721 (07121805)		
313531.45	3995561.55	0.04902 (07121805)	313551.45
3995561.55	0.04906 (07121805)		
313571.45	3995561.55	0.04930 (09012118)	313591.45
3995561.55	0.04956 (09022819)		
313611.45	3995561.55	0.04964 (09022819)	313631.45
3995561.55	0.04920 (07022019)		
313651.45	3995561.55	0.04854 (06121917)	313671.45
3995561.55	0.04751 (08012617)		
313691.45	3995561.55	0.04609 (07022819)	313711.45
3995561.55	0.04484 (07022819)		
313731.45	3995561.55	0.04341 (07022819)	313751.45
3995561.55	0.04292 (07022819)		
313771.45	3995561.55	0.04327 (07022819)	313791.45
3995561.55	0.04457 (07022819)		
313811.45	3995561.55	0.04678 (07022819)	313831.45
3995561.55	0.04879 (06120717)		
313851.45	3995561.55	0.05024 (06120717)	313871.45
3995561.55	0.05050 (06120717)		
313891.45	3995561.55	0.05063 (07022520)	313911.45
3995561.55	0.05061 (07022520)		
313931.45	3995561.55	0.05089 (09010318)	313951.45
3995561.55	0.05100 (07022018)		
313971.45	3995561.55	0.05029 (06021018)	313991.45
3995561.55	0.04854 (09121517)		
314011.45	3995561.55	0.04661 (07021118)	314031.45
3995561.55	0.04392 (09120417)		
314051.45	3995561.55	0.04134 (09020520)	314071.45
3995561.55	0.03884 (08012217)		
314091.45	3995561.55	0.03674 (06022319)	314111.45
3995561.55	0.03501 (09020218)		
314131.45	3995561.55	0.03329 (09020218)	314151.45
3995561.55	0.03167 (09012502)		
314171.45	3995561.55	0.03018 (09012502)	314191.45
3995561.55	0.02910 (07021518)		
314211.45	3995561.55	0.02805 (07021518)	314231.45
3995561.55	0.02703 (07021518)		
314251.45	3995561.55	0.02610 (09011917)	314271.45
3995561.55	0.02521 (09011917)		
313271.45	3995581.55	0.02592 (07012802)	313291.45

3995581.55	0.02700	(08122502)		
313311.45	3995581.55	0.02814	(08122502)	313331.45
3995581.55	0.02937	(09020219)		
313351.45	3995581.55	0.03070	(09012119)	313371.45
3995581.55	0.03220	(09012119)		
313391.45	3995581.55	0.03378	(09012119)	313411.45
3995581.55	0.03556	(07021120)		
313431.45	3995581.55	0.03761	(07021120)	313451.45
3995581.55	0.04012	(08022322)		
313471.45	3995581.55	0.04277	(08120324)	313491.45
3995581.55	0.04559	(07021304)		
313511.45	3995581.55	0.04861	(10010108)	313531.45
3995581.55	0.05167	(07121805)		
313551.45	3995581.55	0.05264	(07121805)	313571.45
3995581.55	0.05257	(09012118)		
313591.45	3995581.55	0.05259	(09022819)	313611.45
3995581.55	0.05283	(09022819)		
313631.45	3995581.55	0.05255	(09022819)	313651.45
3995581.55	0.05189	(06121917)		
313671.45	3995581.55	0.05080	(08120422)	313691.45
3995581.55	0.04926	(07022819)		
313711.45	3995581.55	0.04727	(07022819)	313731.45
3995581.55	0.04535	(07022819)		
313751.45	3995581.55	0.04492	(07022819)	313771.45
3995581.55	0.04529	(07022819)		
313791.45	3995581.55	0.04674	(07022819)	313811.45
3995581.55	0.04963	(07022819)		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION
 VALUES FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_2.5 IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)
Y-COORD (M)	CONC	(YYMMDDHH)		
313831.45	3995581.55	0.05217	(06120717)	313851.45

3995581.55	0.05358 (06120717)		
313871.45	3995581.55	0.05370 (06120717)	313891.45
3995581.55	0.05389 (07022520)		
313911.45	3995581.55	0.05392 (09010318)	313931.45
3995581.55	0.05427 (09010318)		
313951.45	3995581.55	0.05449 (07022018)	313971.45
3995581.55	0.05340 (06021018)		
313991.45	3995581.55	0.05099 (07021118)	314011.45
3995581.55	0.04786 (07021118)		
314031.45	3995581.55	0.04467 (09020520)	314051.45
3995581.55	0.04157 (08012217)		
314071.45	3995581.55	0.03903 (06022319)	314091.45
3995581.55	0.03696 (09020218)		
314111.45	3995581.55	0.03496 (09020218)	314131.45
3995581.55	0.03313 (09012502)		
314151.45	3995581.55	0.03152 (07021518)	314171.45
3995581.55	0.03029 (07021518)		
314191.45	3995581.55	0.02910 (07021518)	314211.45
3995581.55	0.02797 (09011917)		
314231.45	3995581.55	0.02695 (09011917)	314251.45
3995581.55	0.02597 (06010417)		
314271.45	3995581.55	0.02504 (06010417)	313271.45
3995601.55	0.02568 (07012802)		
313291.45	3995601.55	0.02678 (07012802)	313311.45
3995601.55	0.02795 (08122502)		
313331.45	3995601.55	0.02918 (08122502)	313351.45
3995601.55	0.03053 (09020219)		
313371.45	3995601.55	0.03202 (09012119)	313391.45
3995601.55	0.03368 (09012119)		
313411.45	3995601.55	0.03546 (09012119)	313431.45
3995601.55	0.03753 (07021120)		
313451.45	3995601.55	0.03994 (08022322)	313471.45
3995601.55	0.04296 (08022322)		
313491.45	3995601.55	0.04630 (08120324)	313511.45
3995601.55	0.04988 (07021304)		
313531.45	3995601.55	0.05396 (07121805)	313551.45
3995601.55	0.05665 (07121805)		
313571.45	3995601.55	0.05646 (07121805)	313591.45
3995601.55	0.05640 (09012118)		
313611.45	3995601.55	0.05661 (09022819)	313631.45
3995601.55	0.05658 (09022819)		
313651.45	3995601.55	0.05599 (07022019)	313671.45
3995601.55	0.05489 (08120422)		
313691.45	3995601.55	0.05319 (07022819)	313711.45
3995601.55	0.05001 (07022819)		
313731.45	3995601.55	0.04754 (07022819)	313751.45
3995601.55	0.04729 (07022819)		
313771.45	3995601.55	0.04765 (07022819)	313791.45
3995601.55	0.04918 (07022819)		
313811.45	3995601.55	0.05316 (07022819)	313831.45

3995601.55	0.05638	(06120717)		
313851.45	3995601.55	0.05757	(06120717)	313871.45
3995601.55	0.05757	(06120717)		
313891.45	3995601.55	0.05783	(07022520)	313911.45
3995601.55	0.05807	(09010318)		
313931.45	3995601.55	0.05848	(07021419)	313951.45
3995601.55	0.05871	(07022018)		
313971.45	3995601.55	0.05669	(09121517)	313991.45
3995601.55	0.05328	(07021118)		
314011.45	3995601.55	0.04884	(09020520)	314031.45
3995601.55	0.04484	(08012217)		
314051.45	3995601.55	0.04170	(09020218)	314071.45
3995601.55	0.03917	(09020218)		
314091.45	3995601.55	0.03685	(09020218)	314111.45
3995601.55	0.03475	(09012502)		
314131.45	3995601.55	0.03298	(07021518)	314151.45
3995601.55	0.03156	(07021518)		
314171.45	3995601.55	0.03022	(07021518)	314191.45
3995601.55	0.02898	(09011917)		
314211.45	3995601.55	0.02785	(09011917)	314231.45
3995601.55	0.02678	(06010417)		
314251.45	3995601.55	0.02584	(09011717)	314271.45
3995601.55	0.02504	(09011717)		
313271.45	3995621.55	0.02563	(06022220)	313291.45
3995621.55	0.02652	(07012802)		
313311.45	3995621.55	0.02770	(07012802)	313331.45
3995621.55	0.02898	(08122502)		
313351.45	3995621.55	0.03033	(09020219)	313371.45
3995621.55	0.03182	(09020219)		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION
 VALUES FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)
Y-COORD (M)	CONC	(YYMMDDHH)		

3995641.55	0.03012	(08122502)		
313371.45	3995641.55	0.03160	(09020219)	313391.45
3995641.55	0.03324	(09020219)		
313411.45	3995641.55	0.03513	(09012119)	313431.45
3995641.55	0.03722	(09012119)		
313451.45	3995641.55	0.03955	(06010119)	313471.45
3995641.55	0.04244	(07021120)		
313491.45	3995641.55	0.04608	(08022322)	313511.45
3995641.55	0.05061	(08022322)		
313531.45	3995641.55	0.05669	(08120324)	313551.45
3995641.55	0.06466	(07121805)		
313571.45	3995641.55	0.06794	(07121805)	313591.45
3995641.55	0.06724	(07121805)		
313611.45	3995641.55	0.06672	(09012118)	313631.45
3995641.55	0.06651	(09022819)		
313651.45	3995641.55	0.06642	(09022819)	313671.45
3995641.55	0.06568	(07022019)		
313691.45	3995641.55	0.06324	(07022819)	313711.45
3995641.55	0.05573	(06120717)		
313731.45	3995641.55	0.05341	(07022819)	313751.45
3995641.55	0.05374	(07022819)		
313771.45	3995641.55	0.05408	(06120717)	313791.45
3995641.55	0.05488	(07022819)		
313811.45	3995641.55	0.06309	(07022819)	313971.45
3995641.55	0.06227	(09120417)		
313991.45	3995641.55	0.05435	(09020520)	314011.45
3995641.55	0.04877	(09021918)		
314031.45	3995641.55	0.04476	(09020218)	314051.45
3995641.55	0.04152	(09020218)		
314071.45	3995641.55	0.03870	(09020218)	314091.45
3995641.55	0.03633	(07021518)		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION
 VALUES FOR SOURCE GROUP: ALL ***

INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)
-------------	-------------	------	------------	-------------

Y-COORD (M)	CONC	(YYMMDDHH)	
314111.45	3995641.55	0.03448 (07021518)	314131.45
3995641.55	0.03279 (07021518)		
314151.45	3995641.55	0.03126 (09011917)	314171.45
3995641.55	0.02987 (09011917)		
314191.45	3995641.55	0.02863 (09011717)	314211.45
3995641.55	0.02758 (09011717)		
314231.45	3995641.55	0.02659 (09011717)	314251.45
3995641.55	0.02565 (09022618)		
314271.45	3995641.55	0.02484 (09022618)	313271.45
3995661.55	0.02554 (06022220)		
313291.45	3995661.55	0.02643 (06022220)	313311.45
3995661.55	0.02737 (06022220)		
313331.45	3995661.55	0.02843 (07012802)	313351.45
3995661.55	0.02983 (07012802)		
313371.45	3995661.55	0.03137 (08122502)	313391.45
3995661.55	0.03303 (09020219)		
313411.45	3995661.55	0.03485 (09020219)	313431.45
3995661.55	0.03701 (09012119)		
313451.45	3995661.55	0.03939 (09012119)	313471.45
3995661.55	0.04216 (07021120)		
313491.45	3995661.55	0.04564 (07021120)	313511.45
3995661.55	0.05026 (08022322)		
313531.45	3995661.55	0.05628 (08120324)	313971.45
3995661.55	0.06188 (09120417)		
313991.45	3995661.55	0.05389 (09020520)	314011.45
3995661.55	0.04852 (09020218)		
314031.45	3995661.55	0.04455 (09020218)	314051.45
3995661.55	0.04123 (09020218)		
314071.45	3995661.55	0.03838 (09012502)	314091.45
3995661.55	0.03622 (07021518)		
314111.45	3995661.55	0.03431 (07021518)	314131.45
3995661.55	0.03258 (09011917)		
314151.45	3995661.55	0.03103 (09011917)	314171.45
3995661.55	0.02969 (09011717)		
314191.45	3995661.55	0.02852 (09011717)	314211.45
3995661.55	0.02742 (09011717)		
314231.45	3995661.55	0.02647 (09022618)	314251.45
3995661.55	0.02557 (09022618)		
314271.45	3995661.55	0.02472 (09022618)	313271.45
3995681.55	0.02542 (06022220)		
313291.45	3995681.55	0.02636 (06022220)	313311.45
3995681.55	0.02734 (06022220)		
313331.45	3995681.55	0.02836 (06022220)	313351.45
3995681.55	0.02953 (07012802)		
313371.45	3995681.55	0.03107 (07012802)	313391.45
3995681.55	0.03278 (08122502)		
313411.45	3995681.55	0.03463 (09020219)	313431.45

3995681.55	0.03670	(09012119)		
313451.45	3995681.55	0.03918	(09012119)	313471.45
3995681.55	0.04196	(09012119)		
313491.45	3995681.55	0.04535	(07021120)	313511.45
3995681.55	0.04978	(08022322)		
313531.45	3995681.55	0.05582	(08022322)	313971.45
3995681.55	0.06136	(09120417)		
313991.45	3995681.55	0.05351	(09021918)	314011.45
3995681.55	0.04832	(09020218)		
314031.45	3995681.55	0.04427	(09020218)	314051.45
3995681.55	0.04086	(09012502)		
314071.45	3995681.55	0.03824	(07021518)	314091.45
3995681.55	0.03604	(07021518)		
314111.45	3995681.55	0.03407	(09011917)	314131.45
3995681.55	0.03233	(09011917)		
314151.45	3995681.55	0.03084	(09011717)	314171.45
3995681.55	0.02954	(09011717)		
314191.45	3995681.55	0.02836	(09022618)	314211.45
3995681.55	0.02731	(09022618)		
314231.45	3995681.55	0.02632	(09022618)	314251.45
3995681.55	0.02538	(06010917)		
314271.45	3995681.55	0.02457	(09120317)	313271.45
3995701.55	0.02534	(08120622)		
313291.45	3995701.55	0.02622	(06121403)	313311.45
3995701.55	0.02725	(06022220)		
313331.45	3995701.55	0.02832	(06022220)	313351.45
3995701.55	0.02945	(06022220)		
313371.45	3995701.55	0.03075	(07012802)	313391.45
3995701.55	0.03245	(08122502)		
313411.45	3995701.55	0.03435	(08122502)	313431.45
3995701.55	0.03646	(09020219)		
313451.45	3995701.55	0.03886	(09012119)	313471.45
3995701.55	0.04173	(09012119)		

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*** MODELOPTs: RegDEFAULT CONC ELEV URBAN ADJ_U*

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION
 VALUES FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M³

**

X-COORD (M) Y-COORD (M)	Y-COORD (M) CONC (YYMMDDHH)	CONC	(YYMMDDHH)	X-COORD (M)

313491.45	3995701.55	0.04504	(09012119)	313511.45
3995701.55	0.04934 (07021120)			
313531.45	3995701.55	0.05530	(08022322)	313971.45
3995701.55	0.06085 (09020520)			
313991.45	3995701.55	0.05321	(09020218)	314011.45
3995701.55	0.04807 (09020218)			
314031.45	3995701.55	0.04389	(09020218)	314051.45
3995701.55	0.04062 (07021518)			
314071.45	3995701.55	0.03805	(07021518)	314091.45
3995701.55	0.03577 (09011917)			
314111.45	3995701.55	0.03379	(06010417)	314131.45
3995701.55	0.03212 (09011717)			
314151.45	3995701.55	0.03065	(09011717)	314171.45
3995701.55	0.02938 (09022618)			
314191.45	3995701.55	0.02820	(09022618)	314211.45
3995701.55	0.02709 (09022618)			
314231.45	3995701.55	0.02615	(09120317)	314251.45
3995701.55	0.02528 (09120317)			
314271.45	3995701.55	0.02445	(09120317)	313271.45
3995721.55	0.02526 (08120622)			
313291.45	3995721.55	0.02616	(08120622)	313311.45
3995721.55	0.02712 (06121403)			
313331.45	3995721.55	0.02822	(06022220)	313351.45
3995721.55	0.02941 (06022220)			
313371.45	3995721.55	0.03067	(06022220)	313391.45
3995721.55	0.03210 (07012802)			
313411.45	3995721.55	0.03401	(08122502)	313431.45
3995721.55	0.03615 (08122502)			
313451.45	3995721.55	0.03856	(09020219)	313471.45
3995721.55	0.04140 (09012119)			
313491.45	3995721.55	0.04480	(09012119)	313511.45
3995721.55	0.04893 (06010119)			
313531.45	3995721.55	0.05458	(08022322)	313971.45
3995721.55	0.06028 (09020520)			
313991.45	3995721.55	0.05296	(09020218)	314011.45
3995721.55	0.04770 (09020218)			
314031.45	3995721.55	0.04349	(07021518)	314051.45
3995721.55	0.04043 (07021518)			
314071.45	3995721.55	0.03774	(09011917)	314091.45
3995721.55	0.03545 (06010417)			
314111.45	3995721.55	0.03356	(09011717)	314131.45
3995721.55	0.03191 (09022618)			
314151.45	3995721.55	0.03048	(09022618)	314171.45
3995721.55	0.02915 (09022618)			
314191.45	3995721.55	0.02799	(09120317)	314211.45

3995721.55	0.02695	(09120317)		
314231.45	3995721.55	0.02600	(08011220)	314251.45
3995721.55	0.02516	(08011220)		
314271.45	3995721.55	0.02438	(08021818)	313271.45
3995741.55	0.02511	(08120622)		
313291.45	3995741.55	0.02606	(08120622)	313311.45
3995741.55	0.02704	(08120622)		
313331.45	3995741.55	0.02809	(06121403)	313351.45
3995741.55	0.02929	(06022220)		
313371.45	3995741.55	0.03061	(06022220)	313391.45
3995741.55	0.03202	(06022220)		
313411.45	3995741.55	0.03363	(07012802)	313431.45
3995741.55	0.03579	(08122502)		
313451.45	3995741.55	0.03823	(08122502)	313471.45
3995741.55	0.04104	(09020219)		
313491.45	3995741.55	0.04445	(09012119)	313511.45
3995741.55	0.04864	(09012119)		
313531.45	3995741.55	0.05409	(07021120)	313971.45
3995741.55	0.05963	(09021918)		
313991.45	3995741.55	0.05262	(09020218)	314011.45
3995741.55	0.04720	(09012502)		
314031.45	3995741.55	0.04330	(07021518)	314051.45
3995741.55	0.04009	(07021518)		
314071.45	3995741.55	0.03738	(06010417)	314091.45
3995741.55	0.03519	(09011717)		
314111.45	3995741.55	0.03332	(09022618)	314131.45
3995741.55	0.03169	(09022618)		
314151.45	3995741.55	0.03021	(09120317)	314171.45
3995741.55	0.02895	(09120317)		
314191.45	3995741.55	0.02786	(08021818)	314211.45
3995741.55	0.02687	(08021818)		
314231.45	3995741.55	0.02596	(08021818)	314251.45
3995741.55	0.02510	(08021818)		
314271.45	3995741.55	0.02431	(09012306)	313271.45
3995761.55	0.02492	(06120918)		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION
 VALUES FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M**3

**

X-COORD (M) Y-COORD (M)	Y-COORD (M) CONC (YYMMDDHH)	CONC (YYMMDDHH)	X-COORD (M)

313291.45	3995761.55	0.02587 (08120622)	313311.45
3995761.55	0.02692 (08120622)		
313331.45	3995761.55	0.02800 (08120622)	313351.45
3995761.55	0.02915 (06121403)		
313371.45	3995761.55	0.03047 (06022220)	313391.45
3995761.55	0.03194 (06022220)		
313411.45	3995761.55	0.03354 (06022220)	313431.45
3995761.55	0.03537 (07012802)		
313451.45	3995761.55	0.03784 (08122502)	313471.45
3995761.55	0.04067 (08122502)		
313491.45	3995761.55	0.04403 (09020219)	313511.45
3995761.55	0.04826 (09012119)		
313531.45	3995761.55	0.05363 (09012119)	313971.45
3995761.55	0.05917 (09020218)		
313991.45	3995761.55	0.05214 (09020218)	314011.45
3995761.55	0.04688 (07021518)		
314031.45	3995761.55	0.04294 (07021518)	314051.45
3995761.55	0.03965 (06010417)		
314071.45	3995761.55	0.03706 (09011717)	314091.45
3995761.55	0.03491 (09022618)		
314111.45	3995761.55	0.03301 (09022618)	314131.45
3995761.55	0.03140 (09120317)		
314151.45	3995761.55	0.03007 (08021818)	314171.45
3995761.55	0.02887 (08021818)		
314191.45	3995761.55	0.02776 (09012306)	314211.45
3995761.55	0.02676 (09012306)		
314231.45	3995761.55	0.02584 (09012306)	314251.45
3995761.55	0.02499 (08022918)		
314271.45	3995761.55	0.02422 (08022918)	313271.45
3995781.55	0.02491 (06120918)		
313291.45	3995781.55	0.02574 (06120918)	313311.45
3995781.55	0.02670 (08120622)		
313331.45	3995781.55	0.02785 (08120622)	313351.45
3995781.55	0.02905 (08120622)		
313371.45	3995781.55	0.03033 (08120622)	313391.45
3995781.55	0.03177 (06022220)		
313411.45	3995781.55	0.03344 (06022220)	313431.45
3995781.55	0.03526 (06022220)		
313451.45	3995781.55	0.03737 (07012802)	313471.45
3995781.55	0.04024 (08122502)		
313491.45	3995781.55	0.04361 (09020219)	313511.45
3995781.55	0.04774 (09012119)		
313531.45	3995781.55	0.05321 (09012119)	313971.45

3995781.55	0.05873	(09020218)		
313991.45	3995781.55	0.05149	(07021518)	314011.45
3995781.55	0.04650	(07021518)		
314031.45	3995781.55	0.04240	(06010417)	314051.45
3995781.55	0.03925	(09011717)		
314071.45	3995781.55	0.03672	(09022618)	314091.45
3995781.55	0.03453	(08022918)		
314111.45	3995781.55	0.03287	(08022918)	314131.45
3995781.55	0.03140	(08022918)		
314151.45	3995781.55	0.03010	(08022918)	314171.45
3995781.55	0.02892	(08022918)		
314191.45	3995781.55	0.02784	(08022918)	314211.45
3995781.55	0.02686	(08022918)		
314231.45	3995781.55	0.02596	(08022918)	314251.45
3995781.55	0.02512	(08022918)		
314271.45	3995781.55	0.02434	(08022918)	313271.45
3995801.55	0.02482	(06120918)		
313291.45	3995801.55	0.02570	(06120918)	313311.45
3995801.55	0.02662	(06120918)		
313331.45	3995801.55	0.02759	(06120918)	313351.45
3995801.55	0.02886	(08120622)		
313371.45	3995801.55	0.03021	(08120622)	313391.45
3995801.55	0.03164	(08120622)		
313411.45	3995801.55	0.03323	(06121403)	313431.45
3995801.55	0.03513	(06022220)		
313451.45	3995801.55	0.03724	(06022220)	313471.45
3995801.55	0.03972	(07012802)		
313491.45	3995801.55	0.04314	(08122502)	313511.45
3995801.55	0.04727	(09020219)		
313531.45	3995801.55	0.05264	(09012119)	313971.45
3995801.55	0.05802	(09020218)		
313991.45	3995801.55	0.05109	(07021518)	314011.45
3995801.55	0.04581	(06010417)		
314031.45	3995801.55	0.04189	(09022618)	314051.45
3995801.55	0.03880	(09012307)		
314071.45	3995801.55	0.03652	(09012307)	314091.45
3995801.55	0.03457	(09012307)		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

VALUES FOR SOURCE GROUP: ALL *** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION ***

INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_2.5 IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)
Y-COORD (M)	CONC	(YYMMDDHH)		
314111.45	3995801.55	0.03290	(08022918)	314131.45
3995801.55	0.03142	(08022918)		
314151.45	3995801.55	0.03010	(08022918)	314171.45
3995801.55	0.02890	(08022918)		
314191.45	3995801.55	0.02781	(08022918)	314211.45
3995801.55	0.02681	(08022918)		
314231.45	3995801.55	0.02589	(08022918)	314251.45
3995801.55	0.02504	(08022918)		
314271.45	3995801.55	0.02426	(08022918)	313271.45
3995821.55	0.02464	(06120918)		
313291.45	3995821.55	0.02558	(06120918)	313311.45
3995821.55	0.02655	(06120918)		
313331.45	3995821.55	0.02757	(06120918)	313351.45
3995821.55	0.02866	(06120918)		
313371.45	3995821.55	0.02997	(08120622)	313391.45
3995821.55	0.03148	(08120622)		
313411.45	3995821.55	0.03311	(08120622)	313431.45
3995821.55	0.03491	(06121403)		
313451.45	3995821.55	0.03707	(06022220)	313471.45
3995821.55	0.03956	(06022220)		
313491.45	3995821.55	0.04255	(07012802)	313511.45
3995821.55	0.04672	(08122502)		
313531.45	3995821.55	0.05202	(09020219)	313971.45
3995821.55	0.05689	(07021518)		
313991.45	3995821.55	0.05017	(06010417)	314011.45
3995821.55	0.04514	(09022618)		
314031.45	3995821.55	0.04161	(07120517)	314051.45
3995821.55	0.03890	(07120517)		
314071.45	3995821.55	0.03663	(09012307)	314091.45
3995821.55	0.03470	(09012307)		
314111.45	3995821.55	0.03301	(09012307)	314131.45
3995821.55	0.03152	(09012307)		
314151.45	3995821.55	0.03019	(09012307)	314171.45
3995821.55	0.02899	(09012307)		
314191.45	3995821.55	0.02789	(09012307)	314211.45
3995821.55	0.02689	(09012307)		
314231.45	3995821.55	0.02597	(09012307)	314251.45
3995821.55	0.02511	(09012307)		
314271.45	3995821.55	0.02432	(09012307)	313271.45
3995841.55	0.02455	(06020820)		
313291.45	3995841.55	0.02541	(06020820)	313311.45

3995841.55	0.02638	(06120918)		
313331.45	3995841.55	0.02747	(06120918)	313351.45
3995841.55	0.02861	(06120918)		
313371.45	3995841.55	0.02983	(06120918)	313391.45
3995841.55	0.03119	(08120622)		
313411.45	3995841.55	0.03290	(08120622)	313431.45
3995841.55	0.03476	(08120622)		
313451.45	3995841.55	0.03684	(08120622)	313471.45
3995841.55	0.03935	(06022220)		
313491.45	3995841.55	0.04233	(06022220)	313511.45
3995841.55	0.04606	(07012802)		
313531.45	3995841.55	0.05137	(08122502)	313971.45
3995841.55	0.05568	(07021518)		
313991.45	3995841.55	0.04921	(08010217)	314011.45
3995841.55	0.04498	(09011417)		
314031.45	3995841.55	0.04164	(09011417)	314051.45
3995841.55	0.03893	(06010518)		
314071.45	3995841.55	0.03665	(06010518)	314091.45
3995841.55	0.03470	(06010518)		
314111.45	3995841.55	0.03300	(06010518)	314131.45
3995841.55	0.03149	(06010518)		
314151.45	3995841.55	0.03015	(06010518)	314171.45
3995841.55	0.02893	(07120517)		
314191.45	3995841.55	0.02783	(07120517)	314211.45
3995841.55	0.02683	(09012307)		
314231.45	3995841.55	0.02592	(09012307)	314251.45
3995841.55	0.02507	(09012307)		
314271.45	3995841.55	0.02429	(09012307)	313271.45
3995861.55	0.02442	(08022118)		
313291.45	3995861.55	0.02529	(06020820)	313311.45
3995861.55	0.02624	(06020820)		
313331.45	3995861.55	0.02725	(06020820)	313351.45
3995861.55	0.02845	(06120918)		
313371.45	3995861.55	0.02973	(06120918)	313391.45
3995861.55	0.03111	(06120918)		
313411.45	3995861.55	0.03262	(06120918)	313431.45
3995861.55	0.03449	(08120622)		
313451.45	3995861.55	0.03665	(08120622)	313471.45
3995861.55	0.03909	(08120622)		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION
 VALUES FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)
Y-COORD (M)	CONC	(YYMMDDHH)		
313491.45	3995861.55	0.04206	(06022220)	313511.45
3995861.55	0.04575	(06022220)		
313531.45	3995861.55	0.05061	(08122502)	313991.45
3995861.55	0.04942	(08010217)		
314011.45	3995861.55	0.04520	(08010217)	314031.45
3995861.55	0.04178	(08010217)		
314051.45	3995861.55	0.03899	(09011417)	314071.45
3995861.55	0.03669	(09011417)		
314091.45	3995861.55	0.03472	(09011417)	314111.45
3995861.55	0.03299	(09011417)		
314131.45	3995861.55	0.03146	(09011417)	314151.45
3995861.55	0.03009	(09011417)		
314171.45	3995861.55	0.02884	(09011417)	314191.45
3995861.55	0.02773	(06010518)		
314211.45	3995861.55	0.02674	(06010518)	314231.45
3995861.55	0.02583	(06010518)		
314251.45	3995861.55	0.02499	(06010518)	314271.45
3995861.55	0.02420	(06010518)		
313271.45	3995881.55	0.02441	(08022118)	313291.45
3995881.55	0.02522	(08022118)		
313311.45	3995881.55	0.02609	(08022118)	313331.45
3995881.55	0.02713	(06020820)		
313351.45	3995881.55	0.02826	(06020820)	313371.45
3995881.55	0.02951	(06120918)		
313391.45	3995881.55	0.03096	(06120918)	313411.45
3995881.55	0.03253	(06120918)		
313431.45	3995881.55	0.03427	(06120918)	313451.45
3995881.55	0.03631	(08120622)		
313471.45	3995881.55	0.03884	(08120622)	313491.45
3995881.55	0.04177	(08120622)		
313511.45	3995881.55	0.04540	(06022220)	313531.45
3995881.55	0.05009	(06022220)		
313991.45	3995881.55	0.04957	(08120204)	314011.45
3995881.55	0.04521	(08120204)		
314031.45	3995881.55	0.04175	(08010217)	314051.45
3995881.55	0.03898	(08010217)		
314071.45	3995881.55	0.03666	(08010217)	314091.45
3995881.55	0.03465	(08010217)		
314111.45	3995881.55	0.03289	(08010217)	314131.45

3995881.55	0.03131 (08010217)		
314151.45	3995881.55	0.02997 (09011417)	314171.45
3995881.55	0.02878 (09011417)		
314191.45	3995881.55	0.02770 (09011417)	314211.45
3995881.55	0.02670 (09011417)		
314231.45	3995881.55	0.02577 (09011417)	314251.45
3995881.55	0.02491 (09011417)		
314271.45	3995881.55	0.02410 (09011417)	313291.45
3995901.55	0.02517 (08022118)		
313311.45	3995901.55	0.02607 (08022118)	313331.45
3995901.55	0.02704 (08022118)		
313351.45	3995901.55	0.02808 (06020820)	313371.45
3995901.55	0.02934 (06020820)		
313391.45	3995901.55	0.03071 (06020820)	313411.45
3995901.55	0.03231 (06120918)		
313431.45	3995901.55	0.03412 (06120918)	313451.45
3995901.55	0.03614 (06120918)		
313471.45	3995901.55	0.03845 (06120918)	313491.45
3995901.55	0.04145 (08120622)		
313511.45	3995901.55	0.04506 (08120622)	313531.45
3995901.55	0.04967 (06022220)		
313991.45	3995901.55	0.04911 (08012621)	314011.45
3995901.55	0.04470 (06121422)		
314031.45	3995901.55	0.04127 (06010820)	314051.45
3995901.55	0.03854 (06010820)		
314071.45	3995901.55	0.03626 (08120204)	314091.45
3995901.55	0.03428 (08120204)		
314111.45	3995901.55	0.03256 (08010217)	314131.45
3995901.55	0.03113 (08010217)		
314151.45	3995901.55	0.02982 (08010217)	314171.45
3995901.55	0.02863 (08010217)		
314191.45	3995901.55	0.02752 (08010217)	314211.45
3995901.55	0.02648 (08010217)		
314231.45	3995901.55	0.02554 (09011417)	314251.45
3995901.55	0.02475 (09011417)		
314271.45	3995901.55	0.02401 (09011417)	313311.45
3995921.55	0.02604 (07120419)		
313331.45	3995921.55	0.02703 (07120419)	313351.45
3995921.55	0.02810 (07120419)		
313371.45	3995921.55	0.02926 (07120419)	313391.45
3995921.55	0.03058 (06021301)		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION

VALUES FOR SOURCE GROUP: ALL

INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)
Y-COORD (M)	CONC	(YYMMDDHH)		
313411.45	3995921.55	0.03208	(06020820)	313431.45
3995921.55	0.03382	(06120918)		
313451.45	3995921.55	0.03591	(06120918)	313471.45
3995921.55	0.03829	(06120918)		
313491.45	3995921.55	0.04108	(06120918)	313511.45
3995921.55	0.04465	(08120622)		
313531.45	3995921.55	0.04923	(08120622)	313991.45
3995921.55	0.04562	(06010418)		
314011.45	3995921.55	0.04274	(06010806)	314031.45
3995921.55	0.04022	(08012621)		
314051.45	3995921.55	0.03772	(08120308)	314071.45
3995921.55	0.03557	(06121422)		
314091.45	3995921.55	0.03374	(06010820)	314111.45
3995921.55	0.03214	(06010820)		
314131.45	3995921.55	0.03072	(08120204)	314151.45
3995921.55	0.02943	(08120204)		
314171.45	3995921.55	0.02821	(08120204)	314191.45
3995921.55	0.02722	(08010217)		
314211.45	3995921.55	0.02631	(08010217)	314231.45
3995921.55	0.02545	(08010217)		
314251.45	3995921.55	0.02463	(08010217)	314271.45
3995921.55	0.02384	(08010217)		
313331.45	3995941.55	0.02705	(06021301)	313351.45
3995941.55	0.02812	(06021301)		
313371.45	3995941.55	0.02930	(07021520)	313391.45
3995941.55	0.03060	(07021520)		
313411.45	3995941.55	0.03207	(07013024)	313431.45
3995941.55	0.03377	(07013024)		
313451.45	3995941.55	0.03570	(06010522)	313471.45
3995941.55	0.03798	(06120918)		
313491.45	3995941.55	0.04084	(06120918)	313511.45
3995941.55	0.04427	(06120918)		
313531.45	3995941.55	0.04871	(08120622)	313991.45
3995941.55	0.04157	(06010418)		
314011.45	3995941.55	0.04012	(06010418)	314031.45
3995941.55	0.03802	(06010418)		
314051.45	3995941.55	0.03640	(08012621)	314071.45

3995941.55	0.03474	(08012621)		
314091.45	3995941.55	0.03306	(08120308)	314111.45
3995941.55	0.03154	(06121422)		
314131.45	3995941.55	0.03017	(06010820)	314151.45
3995941.55	0.02902	(06010820)		
314171.45	3995941.55	0.02789	(08120204)	314191.45
3995941.55	0.02692	(08120204)		
314211.45	3995941.55	0.02598	(08120204)	314231.45
3995941.55	0.02506	(08120204)		
314251.45	3995941.55	0.02434	(08010217)	314271.45
3995941.55	0.02365	(08010217)		
313351.45	3995961.55	0.02812	(07021520)	313371.45
3995961.55	0.02932	(07013024)		
313391.45	3995961.55	0.03065	(07013024)	313411.45
3995961.55	0.03213	(06010522)		
313431.45	3995961.55	0.03383	(06010522)	313451.45
3995961.55	0.03578	(06122620)		
313471.45	3995961.55	0.03806	(06022607)	313491.45
3995961.55	0.04080	(09020523)		
313511.45	3995961.55	0.04416	(08122503)	313531.45
3995961.55	0.04846	(08122503)		
313991.45	3995961.55	0.03968	(06010418)	314011.45
3995961.55	0.03789	(06010418)		
314031.45	3995961.55	0.03646	(06010418)	314051.45
3995961.55	0.03485	(06010418)		
314071.45	3995961.55	0.03344	(06010806)	314091.45
3995961.55	0.03221	(08012621)		
314111.45	3995961.55	0.03094	(08012621)	314131.45
3995961.55	0.02968	(08120308)		
314151.45	3995961.55	0.02853	(06121422)	314171.45
3995961.55	0.02744	(06010820)		
314191.45	3995961.55	0.02655	(06010820)	314211.45
3995961.55	0.02567	(06010820)		
314231.45	3995961.55	0.02486	(08120204)	314251.45
3995961.55	0.02411	(08120204)		
314271.45	3995961.55	0.02337	(08120204)	313371.45
3995981.55	0.02937	(06010522)		
313391.45	3995981.55	0.03071	(06010522)	313411.45
3995981.55	0.03220	(06122620)		
313431.45	3995981.55	0.03390	(06122620)	313451.45
3995981.55	0.03585	(09020523)		
313471.45	3995981.55	0.03813	(09020523)	313491.45
3995981.55	0.04090	(08122503)		

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*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION
 VALUES FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

*** CONC OF PM_{2.5} IN MICROGRAMS/M³ ***

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)
Y-COORD (M)	CONC	(YYMMDDHH)		
313511.45	3995981.55	0.04427	(08122503)	313531.45
3995981.55	0.04868	(09020418)		
313991.45	3995981.55	0.03940	(06010418)	314011.45
3995981.55	0.03697	(06010418)		
314031.45	3995981.55	0.03521	(06010418)	314051.45
3995981.55	0.03381	(06010418)		
314071.45	3995981.55	0.03242	(06010418)	314091.45
3995981.55	0.03115	(06010806)		
314111.45	3995981.55	0.03013	(08012621)	314131.45
3995981.55	0.02913	(08012621)		
314151.45	3995981.55	0.02808	(08012621)	314171.45
3995981.55	0.02708	(08120308)		
314191.45	3995981.55	0.02617	(06121422)	314211.45
3995981.55	0.02527	(06010820)		
314231.45	3995981.55	0.02456	(06010820)	314251.45
3995981.55	0.02384	(06010820)		
314271.45	3995981.55	0.02315	(08120204)	313391.45
3996001.55	0.03077	(06122620)		
313411.45	3996001.55	0.03226	(06022607)	313431.45
3996001.55	0.03396	(09020523)		
313451.45	3996001.55	0.03590	(08122503)	313471.45
3996001.55	0.03824	(08122503)		
313491.45	3996001.55	0.04095	(08122503)	313511.45
3996001.55	0.04445	(09020418)		
313531.45	3996001.55	0.04889	(09020418)	313991.45
3996001.55	0.03998	(06010417)		
314011.45	3996001.55	0.03842	(09011717)	314031.45
3996001.55	0.03657	(09022618)		
314051.45	3996001.55	0.03463	(09022618)	314071.45
3996001.55	0.03294	(09120317)		
314091.45	3996001.55	0.03140	(09120317)	314111.45
3996001.55	0.02996	(08120323)		
314131.45	3996001.55	0.02873	(08011220)	314151.45
3996001.55	0.02760	(08011220)		
314171.45	3996001.55	0.02672	(08012621)	314191.45

3996001.55	0.02585	(08120308)		
314211.45	3996001.55	0.02501	(06121422)	314231.45
3996001.55	0.02426	(06121422)		
314251.45	3996001.55	0.02352	(06010820)	314271.45
3996001.55	0.02292	(06010820)		
313411.45	3996021.55	0.03230	(09020523)	313431.45
3996021.55	0.03403	(08122503)		
313451.45	3996021.55	0.03601	(08122503)	313471.45
3996021.55	0.03825	(08122503)		
313491.45	3996021.55	0.04115	(09020418)	313511.45
3996021.55	0.04463	(09020418)		
313531.45	3996021.55	0.04892	(09020418)	313991.45
3996021.55	0.04441	(09022618)		
314011.45	3996021.55	0.04123	(09022618)	314031.45
3996021.55	0.03847	(09120317)		
314051.45	3996021.55	0.03602	(09120317)	314071.45
3996021.55	0.03400	(08011220)		
314091.45	3996021.55	0.03224	(08011220)	314111.45
3996021.55	0.03072	(08021818)		
314131.45	3996021.55	0.02934	(08021818)	314151.45
3996021.55	0.02813	(09012306)		
314171.45	3996021.55	0.02703	(09012306)	314191.45
3996021.55	0.02601	(09012306)		
314211.45	3996021.55	0.02505	(09012306)	314231.45
3996021.55	0.02424	(08022918)		
314251.45	3996021.55	0.02352	(08022918)	314271.45
3996021.55	0.02286	(08022918)		
313431.45	3996041.55	0.03409	(08122503)	313451.45
3996041.55	0.03602	(09020418)		
313471.45	3996041.55	0.03848	(09020418)	313491.45
3996041.55	0.04129	(09020418)		
313511.45	3996041.55	0.04465	(09020418)	313531.45
3996041.55	0.04901	(07020819)		
313991.45	3996041.55	0.04743	(08011220)	314011.45
3996041.55	0.04320	(08021818)		
314031.45	3996041.55	0.03985	(08021818)	314051.45
3996041.55	0.03713	(09012306)		
314071.45	3996041.55	0.03488	(09012306)	314091.45
3996041.55	0.03295	(09012306)		
314111.45	3996041.55	0.03126	(09012306)	314131.45
3996041.55	0.02986	(08022918)		
314151.45	3996041.55	0.02863	(08022918)	314171.45
3996041.55	0.02752	(08022918)		
314191.45	3996041.55	0.02651	(08022918)	314211.45
3996041.55	0.02558	(08022918)		

▲ *** AERMOD - VERSION 21112 *** *** C:\Lakes\AERMOD
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 *** AERMET - VERSION 18081 *** ***

07/23/21

*** 10:19:35

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION
VALUES FOR SOURCE GROUP: ALL ***

INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)
Y-COORD (M)	CONC	(YYMMDDHH)		
314231.45	3996041.55	0.02473	(08022918)	314251.45
3996041.55	0.02395	(08022918)		
314271.45	3996041.55	0.02321	(08022918)	313991.45
3996061.55	0.04868	(09012307)		
314011.45	3996061.55	0.04430	(08022918)	314031.45
3996061.55	0.04086	(08022918)		
314051.45	3996061.55	0.03804	(08022918)	314071.45
3996061.55	0.03570	(08022918)		
314091.45	3996061.55	0.03372	(08022918)	314111.45
3996061.55	0.03200	(08022918)		
314131.45	3996061.55	0.03050	(08022918)	314151.45
3996061.55	0.02916	(08022918)		
314171.45	3996061.55	0.02796	(08022918)	314191.45
3996061.55	0.02687	(08022918)		
314211.45	3996061.55	0.02588	(08022918)	314231.45
3996061.55	0.02497	(08022918)		
314251.45	3996061.55	0.02413	(08022918)	314271.45
3996061.55	0.02334	(08022918)		
313991.45	3996081.55	0.04963	(08012621)	314011.45
3996081.55	0.04496	(08010217)		
314031.45	3996081.55	0.04148	(07120517)	314051.45
3996081.55	0.03865	(09012307)		
314071.45	3996081.55	0.03628	(09012307)	314091.45
3996081.55	0.03425	(09012307)		
314111.45	3996081.55	0.03250	(09012307)	314131.45
3996081.55	0.03095	(09012307)		
314151.45	3996081.55	0.02959	(09012307)	314171.45
3996081.55	0.02837	(09012307)		
314191.45	3996081.55	0.02726	(09012307)	314211.45
3996081.55	0.02627	(09012307)		
314231.45	3996081.55	0.02536	(09012307)	314251.45
3996081.55	0.02452	(09012307)		
314271.45	3996081.55	0.02375	(09012307)	313991.45

3996101.55	0.05180	(08022018)		
314011.45	3996101.55	0.04594	(08012621)	314031.45
3996101.55	0.04196	(08010217)		
314051.45	3996101.55	0.03902	(08010217)	314071.45
3996101.55	0.03660	(09011417)		
314091.45	3996101.55	0.03455	(06010518)	314111.45
3996101.55	0.03280	(06010518)		
314131.45	3996101.55	0.03125	(06010518)	314151.45
3996101.55	0.02987	(07120517)		
314171.45	3996101.55	0.02864	(09012307)	314191.45
3996101.55	0.02754	(09012307)		
314211.45	3996101.55	0.02653	(09012307)	314231.45
3996101.55	0.02560	(09012307)		
314251.45	3996101.55	0.02475	(09012307)	314271.45
3996101.55	0.02397	(09012307)		
313991.45	3996121.55	0.05340	(07121617)	314011.45
3996121.55	0.04744	(08022018)		
314031.45	3996121.55	0.04290	(06010418)	314051.45
3996121.55	0.03947	(08012621)		
314071.45	3996121.55	0.03696	(08010217)	314091.45
3996121.55	0.03489	(08010217)		
314111.45	3996121.55	0.03307	(09011417)	314131.45
3996121.55	0.03152	(09011417)		
314151.45	3996121.55	0.03013	(09011417)	314171.45
3996121.55	0.02887	(09011417)		
314191.45	3996121.55	0.02772	(06010518)	314211.45
3996121.55	0.02671	(06010518)		
314231.45	3996121.55	0.02579	(06010518)	314251.45
3996121.55	0.02493	(06010518)		
314271.45	3996121.55	0.02414	(06010518)	313991.45
3996141.55	0.05463	(09012404)		
314011.45	3996141.55	0.04858	(07121617)	314031.45
3996141.55	0.04398	(08022018)		
314051.45	3996141.55	0.04038	(06010418)	314071.45
3996141.55	0.03747	(08012621)		
314091.45	3996141.55	0.03514	(07022619)	314111.45
3996141.55	0.03334	(08010217)		
314131.45	3996141.55	0.03177	(08010217)	314151.45
3996141.55	0.03036	(08010217)		
314171.45	3996141.55	0.02908	(09011417)	314191.45
3996141.55	0.02797	(09011417)		
314211.45	3996141.55	0.02695	(09011417)	314231.45
3996141.55	0.02601	(09011417)		
314251.45	3996141.55	0.02514	(09011417)	314271.45
3996141.55	0.02433	(09011417)		
313991.45	3996161.55	0.05528	(09012404)	314011.45
3996161.55	0.04949	(09012404)		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION
VALUES FOR SOURCE GROUP: ALL ***

INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_2.5 IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)
Y-COORD (M)	CONC	(YYMMDDHH)		
314031.45	3996161.55	0.04485	(07121617)	314051.45
3996161.55	0.04118	(08022018)		
314071.45	3996161.55	0.03823	(06010418)	314091.45
3996161.55	0.03568	(08012621)		
314111.45	3996161.55	0.03367	(08012621)	314131.45
3996161.55	0.03195	(07022619)		
314151.45	3996161.55	0.03054	(08010217)	314171.45
3996161.55	0.02930	(08010217)		
314191.45	3996161.55	0.02817	(08010217)	314211.45
3996161.55	0.02713	(08010217)		
314231.45	3996161.55	0.02617	(08010217)	314251.45
3996161.55	0.02527	(08010217)		
314271.45	3996161.55	0.02446	(09011417)	313991.45
3996181.55	0.05593	(08120520)		
314011.45	3996181.55	0.05014	(09012404)	314031.45
3996181.55	0.04553	(09012404)		
314051.45	3996181.55	0.04186	(07121617)	314071.45
3996181.55	0.03884	(08022018)		
314091.45	3996181.55	0.03636	(06010418)	314111.45
3996181.55	0.03414	(06010418)		
314131.45	3996181.55	0.03236	(08012621)	314151.45
3996181.55	0.03078	(08012621)		
314171.45	3996181.55	0.02945	(07022619)	314191.45
3996181.55	0.02829	(08120204)		
314211.45	3996181.55	0.02725	(08010217)	314231.45
3996181.55	0.02632	(08010217)		
314251.45	3996181.55	0.02545	(08010217)	314271.45
3996181.55	0.02464	(08010217)		
313991.45	3996201.55	0.05642	(08120520)	314011.45
3996201.55	0.05052	(09012404)		
314031.45	3996201.55	0.04617	(09012404)	314051.45

3996201.55	0.04238	(07121617)		
314071.45	3996201.55	0.03940	(07121617)	314091.45
3996201.55	0.03685	(08022018)		
314111.45	3996201.55	0.03472	(06010418)	314131.45
3996201.55	0.03281	(06010418)		
314151.45	3996201.55	0.03115	(08012621)	314171.45
3996201.55	0.02977	(08012621)		
314191.45	3996201.55	0.02848	(06121422)	314211.45
3996201.55	0.02740	(06010820)		
314231.45	3996201.55	0.02643	(08120204)	314251.45
3996201.55	0.02554	(08120204)		
314271.45	3996201.55	0.02471	(08120204)	313991.45
3996221.55	0.05711	(09121905)		
314011.45	3996221.55	0.05103	(08120520)	314031.45
3996221.55	0.04655	(09012404)		
314051.45	3996221.55	0.04299	(09012404)	314071.45
3996221.55	0.03987	(07121617)		
314091.45	3996221.55	0.03731	(07121617)	314111.45
3996221.55	0.03513	(08022018)		
314131.45	3996221.55	0.03326	(06010418)	314151.45
3996221.55	0.03159	(06010418)		
314171.45	3996221.55	0.03004	(06010617)	314191.45
3996221.55	0.02881	(08012621)		
314211.45	3996221.55	0.02766	(08012621)	314231.45
3996221.55	0.02660	(06121422)		
314251.45	3996221.55	0.02568	(06010820)	314271.45
3996221.55	0.02485	(06010820)		
313991.45	3996241.55	0.05769	(06010817)	314011.45
3996241.55	0.05141	(08120520)		
314031.45	3996241.55	0.04688	(08120520)	314051.45
3996241.55	0.04337	(09012404)		
314071.45	3996241.55	0.04036	(09012404)	314091.45
3996241.55	0.03774	(07121617)		
314111.45	3996241.55	0.03552	(07121617)	314131.45
3996241.55	0.03361	(08022018)		
314151.45	3996241.55	0.03196	(08022018)	314171.45
3996241.55	0.03048	(06010418)		
314191.45	3996241.55	0.02908	(06010418)	314211.45
3996241.55	0.02791	(08012621)		
314231.45	3996241.55	0.02688	(08012621)	314251.45
3996241.55	0.02591	(08012621)		
314271.45	3996241.55	0.02501	(06121422)	313991.45
3996261.55	0.05836	(09012308)		
314011.45	3996261.55	0.05197	(09121905)	314031.45
3996261.55	0.04727	(08120520)		
314051.45	3996261.55	0.04362	(09012404)	314071.45
3996261.55	0.04075	(09012404)		
314091.45	3996261.55	0.03814	(09012404)	314111.45
3996261.55	0.03591	(07121617)		

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*** AERMET - VERSION 18081 ***

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION
 VALUES FOR SOURCE GROUP: ALL ***

INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_2.5 IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)
Y-COORD (M)	CONC	(YYMMDDHH)		
314131.45	3996261.55	0.03395	(07121617)	314151.45
3996261.55	0.03226 (08022018)			
314171.45	3996261.55	0.03079	(08022018)	314191.45
3996261.55	0.02946 (06010418)			
314211.45	3996261.55	0.02821	(06010418)	314231.45
3996261.55	0.02706 (06010617)			
314251.45	3996261.55	0.02612	(08012621)	314271.45
3996261.55	0.02525 (08012621)			
313991.45	3996281.55	0.05858	(09012308)	314011.45
3996281.55	0.05238 (06010817)			
314031.45	3996281.55	0.04757	(09121905)	314051.45
3996281.55	0.04397 (09121717)			
314071.45	3996281.55	0.04099	(09012404)	314091.45
3996281.55	0.03852 (09012404)			
314111.45	3996281.55	0.03622	(09012404)	314131.45
3996281.55	0.03430 (07121617)			
314151.45	3996281.55	0.03255	(07121617)	314171.45
3996281.55	0.03105 (08022018)			
314191.45	3996281.55	0.02973	(08022018)	314211.45
3996281.55	0.02852 (06010418)			
314231.45	3996281.55	0.02739	(06010418)	314251.45
3996281.55	0.02631 (06010418)			
314271.45	3996281.55	0.02538	(08012621)	313811.45
3996301.55	0.05826 (09012406)			
313831.45	3996301.55	0.05851	(09020419)	313851.45
3996301.55	0.05868 (09020419)			
313871.45	3996301.55	0.05875	(07121918)	313891.45
3996301.55	0.05898 (08120121)			
313911.45	3996301.55	0.05917	(08022420)	313931.45

3996301.55	0.05949 (08022420)		
313951.45	3996301.55	0.05962 (07122007)	313971.45
3996301.55	0.05961 (08010504)		
313991.45	3996301.55	0.05687 (07022620)	314011.45
3996301.55	0.05238 (09012308)		
314031.45	3996301.55	0.04788 (09121905)	314051.45
3996301.55	0.04416 (09121717)		
314071.45	3996301.55	0.04120 (09121717)	314091.45
3996301.55	0.03874 (09012404)		
314111.45	3996301.55	0.03659 (09012404)	314131.45
3996301.55	0.03454 (09012404)		
314151.45	3996301.55	0.03287 (07121617)	314171.45
3996301.55	0.03131 (07121617)		
314191.45	3996301.55	0.02993 (08022018)	314211.45
3996301.55	0.02875 (08022018)		
314231.45	3996301.55	0.02764 (06010418)	314251.45
3996301.55	0.02662 (06010418)		
314271.45	3996301.55	0.02564 (06010418)	313811.45
3996321.55	0.05434 (09022305)		
313831.45	3996321.55	0.05447 (09020419)	313851.45
3996321.55	0.05471 (09020419)		
313871.45	3996321.55	0.05479 (09020419)	313891.45
3996321.55	0.05488 (07121918)		
313911.45	3996321.55	0.05503 (08120121)	313931.45
3996321.55	0.05524 (08022420)		
313951.45	3996321.55	0.05535 (08022420)	313971.45
3996321.55	0.05530 (08010504)		
313991.45	3996321.55	0.05380 (08010504)	314011.45
3996321.55	0.05113 (07022620)		
314031.45	3996321.55	0.04772 (09012308)	314051.45
3996321.55	0.04427 (09121905)		
314071.45	3996321.55	0.04132 (09121717)	314091.45
3996321.55	0.03883 (09121717)		
314111.45	3996321.55	0.03677 (09012404)	314131.45
3996321.55	0.03488 (09012404)		
314151.45	3996321.55	0.03305 (09012404)	314171.45
3996321.55	0.03158 (07121617)		
314191.45	3996321.55	0.03017 (07121617)	314211.45
3996321.55	0.02889 (08022018)		
314231.45	3996321.55	0.02783 (08022018)	314251.45
3996321.55	0.02680 (08022018)		
314271.45	3996321.55	0.02588 (06010418)	313811.45
3996341.55	0.05109 (09022305)		
313831.45	3996341.55	0.05122 (09012406)	313851.45
3996341.55	0.05140 (09020419)		
313871.45	3996341.55	0.05153 (09020419)	313891.45
3996341.55	0.05152 (09020419)		
313911.45	3996341.55	0.05166 (08120121)	313931.45
3996341.55	0.05169 (08022420)		
313951.45	3996341.55	0.05192 (08022420)	313971.45

3996341.55 0.05163 (07122007)

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*** AERMET - VERSION 18081 *** ***

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION
VALUES FOR SOURCE GROUP: ALL ***

INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_2.5 IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)
Y-COORD (M)	CONC	(YYMMDDHH)		
313991.45	3996341.55	0.05120	(08010504)	314011.45
3996341.55	0.04941 (07022620)			
314031.45	3996341.55	0.04686	(09012308)	314051.45
3996341.55	0.04404 (06010817)			
314071.45	3996341.55	0.04128	(09121905)	314091.45
3996341.55	0.03889 (09121717)			
314111.45	3996341.55	0.03676	(09121717)	314131.45
3996341.55	0.03500 (09012404)			
314151.45	3996341.55	0.03335	(09012404)	314171.45
3996341.55	0.03171 (09012404)			
314191.45	3996341.55	0.03040	(07121617)	314211.45
3996341.55	0.02913 (07121617)			
314231.45	3996341.55	0.02791	(08022018)	314251.45
3996341.55	0.02696 (08022018)			
314271.45	3996341.55	0.02604	(08022018)	313811.45
3996361.55	0.04834 (09022305)			
313831.45	3996361.55	0.04849	(09022305)	313851.45
3996361.55	0.04860 (09020419)			
313871.45	3996361.55	0.04877	(09020419)	313891.45
3996361.55	0.04880 (09020419)			
313911.45	3996361.55	0.04884	(07121918)	313931.45
3996361.55	0.04891 (08120121)			
313951.45	3996361.55	0.04899	(08022420)	313971.45
3996361.55	0.04881 (07122007)			
313991.45	3996361.55	0.04850	(08010504)	314011.45
3996361.55	0.04724 (08010504)			
314031.45	3996361.55	0.04565	(07022620)	314051.45

3996361.55	0.04348	(09012308)		
314071.45	3996361.55	0.04102	(06010817)	314091.45
3996361.55	0.03874	(09121905)		
314111.45	3996361.55	0.03677	(09121717)	314131.45
3996361.55	0.03492	(09121717)		
314151.45	3996361.55	0.03341	(09012404)	314171.45
3996361.55	0.03196	(09012404)		
314191.45	3996361.55	0.03048	(09012404)	314211.45
3996361.55	0.02929	(07121617)		
314231.45	3996361.55	0.02816	(07121617)	314251.45
3996361.55	0.02702	(07121617)		
314271.45	3996361.55	0.02613	(08022018)	313731.45
3996381.55	0.04603	(09121317)		
313751.45	3996381.55	0.04600	(09021718)	313771.45
3996381.55	0.04598	(09021718)		
313791.45	3996381.55	0.04587	(09021718)	313811.45
3996381.55	0.04597	(09022305)		
313831.45	3996381.55	0.04616	(09022305)	313851.45
3996381.55	0.04625	(09012406)		
313871.45	3996381.55	0.04639	(09020419)	313891.45
3996381.55	0.04646	(09020419)		
313911.45	3996381.55	0.04642	(07121918)	313931.45
3996381.55	0.04650	(08120121)		
313951.45	3996381.55	0.04644	(08022420)	313971.45
3996381.55	0.04641	(08022420)		
313991.45	3996381.55	0.04590	(08010504)	314011.45
3996381.55	0.04547	(08010504)		
314031.45	3996381.55	0.04408	(07022620)	314051.45
3996381.55	0.04242	(07022620)		
314071.45	3996381.55	0.04062	(09012308)	314091.45
3996381.55	0.03849	(09121905)		
314111.45	3996381.55	0.03653	(09121905)	314131.45
3996381.55	0.03490	(09121717)		
314151.45	3996381.55	0.03328	(09121717)	314171.45
3996381.55	0.03196	(09012404)		
314191.45	3996381.55	0.03069	(09012404)	314211.45
3996381.55	0.02936	(09012404)		
314231.45	3996381.55	0.02826	(07121617)	314251.45
3996381.55	0.02725	(07121617)		
314271.45	3996381.55	0.02622	(07121617)	313731.45
3996401.55	0.04398	(09021718)		
313751.45	3996401.55	0.04402	(09021718)	313771.45
3996401.55	0.04398	(09021718)		
313791.45	3996401.55	0.04384	(09021718)	313811.45
3996401.55	0.04391	(07121804)		
313831.45	3996401.55	0.04410	(09022305)	313851.45
3996401.55	0.04420	(09012406)		
313871.45	3996401.55	0.04429	(09020419)	313891.45
3996401.55	0.04440	(09020419)		
313911.45	3996401.55	0.04434	(09020419)	313931.45

3996401.55 0.04439 (07121918)
313951.45 3996401.55 0.04430 (08120121) 313971.45
3996401.55 0.04430 (08022420)

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION
VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_{2.5} IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)
Y-COORD (M)	CONC	(YYMMDDHH)		
313991.45	3996401.55	0.04389	(07122007)	314011.45
3996401.55	0.04354	(08010504)		
314031.45	3996401.55	0.04252	(08010504)	314051.45
3996401.55	0.04138	(07022620)		
314071.45	3996401.55	0.03975	(09012308)	314091.45
3996401.55	0.03814	(09012308)		
314111.45	3996401.55	0.03635	(09121905)	314131.45
3996401.55	0.03458	(09121905)		
314151.45	3996401.55	0.03323	(09121717)	314171.45
3996401.55	0.03180	(09121717)		
314191.45	3996401.55	0.03063	(09012404)	314211.45
3996401.55	0.02951	(09012404)		
314231.45	3996401.55	0.02832	(09012404)	314251.45
3996401.55	0.02729	(07121617)		
314271.45	3996401.55	0.02639	(07121617)	313731.45
3996421.55	0.04222	(09021718)		
313751.45	3996421.55	0.04226	(09021718)	313771.45
3996421.55	0.04221	(09021718)		
313791.45	3996421.55	0.04206	(08010603)	313811.45
3996421.55	0.04214	(07121804)		
313831.45	3996421.55	0.04227	(09022305)	313851.45
3996421.55	0.04239	(09022305)		
313871.45	3996421.55	0.04244	(09012406)	313891.45
3996421.55	0.04257	(09020419)		
313911.45	3996421.55	0.04255	(09020419)	313931.45

3996421.55	0.04252	(07121918)		
313951.45	3996421.55	0.04248	(08120121)	313971.45
3996421.55	0.04236	(08022420)		
313991.45	3996421.55	0.04205	(07122007)	314011.45
3996421.55	0.04157	(08010504)		
314031.45	3996421.55	0.04118	(08010504)	314051.45
3996421.55	0.03997	(07022620)		
314071.45	3996421.55	0.03894	(07022620)	314091.45
3996421.55	0.03754	(09012308)		
314111.45	3996421.55	0.03600	(06010817)	314131.45
3996421.55	0.03447	(09121905)		
314151.45	3996421.55	0.03284	(09121905)	314171.45
3996421.55	0.03174	(09121717)		
314191.45	3996421.55	0.03045	(09121717)	314211.45
3996421.55	0.02941	(09012404)		
314231.45	3996421.55	0.02842	(09012404)	314251.45
3996421.55	0.02735	(09012404)		
314271.45	3996421.55	0.02636	(07121617)	313751.45
3996441.55	0.04068	(09021718)		
313771.45	3996441.55	0.04062	(09021718)	313791.45
3996441.55	0.04047	(08011305)		
313811.45	3996441.55	0.04055	(07121804)	313831.45
3996441.55	0.04062	(09022305)		
313851.45	3996441.55	0.04078	(09022305)	313871.45
3996441.55	0.04083	(09012406)		
313891.45	3996441.55	0.04092	(09020419)	313911.45
3996441.55	0.04093	(09020419)		
313931.45	3996441.55	0.04082	(07121918)	313951.45
3996441.55	0.04082	(08120121)		
313971.45	3996441.55	0.04057	(07122018)	313991.45
3996441.55	0.04049	(08022420)		
314011.45	3996441.55	0.03999	(07122007)	314031.45
3996441.55	0.03968	(08010504)		
314051.45	3996441.55	0.03886	(08010504)	314071.45
3996441.55	0.03792	(07022620)		
314091.45	3996441.55	0.03671	(07022620)	314111.45
3996441.55	0.03556	(09012308)		
314131.45	3996441.55	0.03413	(06010817)	314151.45
3996441.55	0.03279	(09121905)		
314171.45	3996441.55	0.03134	(09121717)	314191.45
3996441.55	0.03039	(09121717)		
314211.45	3996441.55	0.02922	(09121717)	314231.45
3996441.55	0.02828	(09012404)		
314251.45	3996441.55	0.02741	(09012404)	314271.45
3996441.55	0.02645	(09012404)		
313751.45	3996461.55	0.03925	(09021718)	313771.45
3996461.55	0.03918	(09021718)		
313791.45	3996461.55	0.03905	(08011305)	313811.45
3996461.55	0.03910	(07121804)		
313831.45	3996461.55	0.03913	(07121804)	313851.45

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3996461.55      0.03930  (09022305)
      313871.45      3996461.55      0.03937  (09012406)      313891.45
3996461.55      0.03941  (09020419)
      313911.45      3996461.55      0.03947  (09020419)      313931.45
3996461.55      0.03928  (09020419)
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*** MODELOPTs:      RegDFault CONC ELEV URBAN ADJ_U*

                                *** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION
VALUES FOR SOURCE GROUP: ALL      ***
                                INCLUDING SOURCE(S):      PAREA1      ,

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*** DISCRETE CARTESIAN RECEPTOR POINTS
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                                ** CONC OF PM_2.5      IN MICROGRAMS/M**3
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X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)
313951.45	3996461.55	0.03931	(07121918)	313971.45
3996461.55	0.03909 (08120121)			
313991.45	3996461.55	0.03899	(08022420)	314011.45
3996461.55	0.03859 (07122007)			
314031.45	3996461.55	0.03810	(08010504)	314051.45
3996461.55	0.03777 (08010504)			
314071.45	3996461.55	0.03663	(07022620)	314091.45
3996461.55	0.03600 (07022620)			
314111.45	3996461.55	0.03478	(09012308)	314131.45
3996461.55	0.03377 (09012308)			
314151.45	3996461.55	0.03245	(06010817)	314171.45
3996461.55	0.03128 (09121905)			
314191.45	3996461.55	0.03001	(09121717)	314211.45
3996461.55	0.02915 (09121717)			
314231.45	3996461.55	0.02809	(09121717)	314251.45
3996461.55	0.02723 (09012404)			
314271.45	3996461.55	0.02647	(09012404)	313751.45
3996481.55	0.03795 (09021718)			
313771.45	3996481.55	0.03787	(09021718)	313791.45
3996481.55	0.03775 (08011305)			
313811.45	3996481.55	0.03778	(07121804)	313831.45
3996481.55	0.03783 (07121804)			
313851.45	3996481.55	0.03795	(09022305)	313871.45

3996481.55	0.03802 (09022305)		
313891.45	3996481.55	0.03801 (09012406)	313911.45
3996481.55	0.03812 (09020419)		
313931.45	3996481.55	0.03799 (09020419)	313951.45
3996481.55	0.03794 (07121918)		
313971.45	3996481.55	0.03779 (08120121)	313991.45
3996481.55	0.03756 (08022420)		
314011.45	3996481.55	0.03729 (08022420)	314031.45
3996481.55	0.03679 (07122007)		
314051.45	3996481.55	0.03655 (08010504)	314071.45
3996481.55	0.03588 (08010504)		
314091.45	3996481.55	0.03502 (07022620)	314111.45
3996481.55	0.03421 (07022620)		
314131.45	3996481.55	0.03319 (09012308)	314151.45
3996481.55	0.03215 (09012308)		
314171.45	3996481.55	0.03096 (09121905)	314191.45
3996481.55	0.02991 (09121905)		
314211.45	3996481.55	0.02880 (09121717)	314231.45
3996481.55	0.02802 (09121717)		
314251.45	3996481.55	0.02706 (09121717)	314271.45
3996481.55	0.02625 (09012404)		
313771.45	3996501.55	0.03666 (09021718)	313791.45
3996501.55	0.03655 (08011305)		
313811.45	3996501.55	0.03657 (07121804)	313831.45
3996501.55	0.03663 (07121804)		
313851.45	3996501.55	0.03670 (09022305)	313871.45
3996501.55	0.03681 (09022305)		
313891.45	3996501.55	0.03681 (09012406)	313911.45
3996501.55	0.03687 (09020419)		
313931.45	3996501.55	0.03679 (09020419)	313951.45
3996501.55	0.03666 (07121918)		
313971.45	3996501.55	0.03656 (08120121)	313991.45
3996501.55	0.03626 (07122018)		
314011.45	3996501.55	0.03613 (08022420)	314031.45
3996501.55	0.03570 (07122007)		
314051.45	3996501.55	0.03523 (08010504)	314071.45
3996501.55	0.03497 (08010504)		
314091.45	3996501.55	0.03402 (08010504)	314111.45
3996501.55	0.03348 (07022620)		
314131.45	3996501.55	0.03254 (07022620)	314151.45
3996501.55	0.03172 (09012308)		
314171.45	3996501.55	0.03070 (06010817)	314191.45
3996501.55	0.02966 (09121905)		
314211.45	3996501.55	0.02865 (09121905)	314231.45
3996501.55	0.02769 (09121717)		
314251.45	3996501.55	0.02698 (09121717)	314271.45
3996501.55	0.02609 (09121717)		
313771.45	3996521.55	0.03554 (09021718)	313791.45
3996521.55	0.03545 (08011305)		
313811.45	3996521.55	0.03544 (08010603)	313831.45

3996521.55	0.03552	(07121804)		
313851.45	3996521.55	0.03553	(09022305)	313871.45
3996521.55	0.03567	(09022305)		
313891.45	3996521.55	0.03568	(09012406)	313911.45
3996521.55	0.03570	(09020419)		
313931.45	3996521.55	0.03567	(09020419)	313951.45
3996521.55	0.03544	(07121918)		

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 *** AERMET - VERSION 18081 ***
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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION
 VALUES FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_2.5 IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)
Y-COORD (M)	CONC	(YYMMDDHH)		

313971.45	3996521.55	0.03541	(07121918)	313991.45
3996521.55	0.03511	(08120121)		
314011.45	3996521.55	0.03498	(08022420)	314031.45
3996521.55	0.03458	(07122007)		
314051.45	3996521.55	0.03410	(07122007)	314071.45
3996521.55	0.03393	(08010504)		
314091.45	3996521.55	0.03339	(08010504)	314111.45
3996521.55	0.03253	(07022620)		
314131.45	3996521.55	0.03201	(07022620)	314151.45
3996521.55	0.03102	(09012308)		
314171.45	3996521.55	0.03036	(09012308)	314191.45
3996521.55	0.02939	(06010817)		
314211.45	3996521.55	0.02847	(09121905)	314231.45
3996521.55	0.02750	(09121905)		
314251.45	3996521.55	0.02667	(09121717)	314271.45
3996521.55	0.02603	(09121717)		
313791.45	3996541.55	0.03442	(08011305)	313811.45
3996541.55	0.03442	(08011305)		
313831.45	3996541.55	0.03449	(07121804)	313851.45
3996541.55	0.03445	(08120305)		
313871.45	3996541.55	0.03461	(09022305)	313891.45

3996541.55	0.03463	(09012406)		
313911.45	3996541.55	0.03460	(09020419)	313931.45
3996541.55	0.03463	(09020419)		
313951.45	3996541.55	0.03434	(09020419)	313971.45
3996541.55	0.03435	(07121918)		
313991.45	3996541.55	0.03413	(08120121)	314011.45
3996541.55	0.03384	(08022420)		
314031.45	3996541.55	0.03365	(08022420)	314051.45
3996541.55	0.03324	(07122007)		
314071.45	3996541.55	0.03279	(08010504)	314091.45
3996541.55	0.03260	(08010504)		
314111.45	3996541.55	0.03182	(08010504)	314131.45
3996541.55	0.03127	(07022620)		
314151.45	3996541.55	0.03062	(07022620)	314171.45
3996541.55	0.02981	(09012308)		
314191.45	3996541.55	0.02910	(09012308)	314211.45
3996541.55	0.02818	(06010817)		
314231.45	3996541.55	0.02737	(09121905)	314251.45
3996541.55	0.02644	(09121905)		
314271.45	3996541.55	0.02572	(09121717)	313791.45
3996561.55	0.03345	(08011305)		
313811.45	3996561.55	0.03347	(08011305)	313831.45
3996561.55	0.03352	(07121804)		
313851.45	3996561.55	0.03349	(07121804)	313871.45
3996561.55	0.03362	(09022305)		
313891.45	3996561.55	0.03365	(09012406)	313911.45
3996561.55	0.03356	(09012406)		
313931.45	3996561.55	0.03364	(09020419)	313951.45
3996561.55	0.03343	(09020419)		
313971.45	3996561.55	0.03334	(07121918)	313991.45
3996561.55	0.03318	(08120121)		
314011.45	3996561.55	0.03286	(07122018)	314031.45
3996561.55	0.03272	(08022420)		
314051.45	3996561.55	0.03232	(07122007)	314071.45
3996561.55	0.03181	(07122007)		
314091.45	3996561.55	0.03169	(08010504)	314111.45
3996561.55	0.03125	(08010504)		
314131.45	3996561.55	0.03041	(09121007)	314151.45
3996561.55	0.03006	(07022620)		
314171.45	3996561.55	0.02929	(07022620)	314191.45
3996561.55	0.02866	(09012308)		
314211.45	3996561.55	0.02792	(09012308)	314231.45
3996561.55	0.02706	(06010817)		
314251.45	3996561.55	0.02635	(09121905)	314271.45
3996561.55	0.02545	(09121905)		
313791.45	3996581.55	0.03254	(08011305)	313811.45
3996581.55	0.03257	(08011305)		
313831.45	3996581.55	0.03261	(07121804)	313851.45
3996581.55	0.03260	(07121804)		
313871.45	3996581.55	0.03268	(09022305)	313891.45

3996581.55	0.03273	(09022305)		
313911.45	3996581.55	0.03267	(09012406)	313931.45
3996581.55	0.03271	(09020419)		
313951.45	3996581.55	0.03256	(09020419)	313971.45
3996581.55	0.03236	(07121918)		
313991.45	3996581.55	0.03226	(07121918)	314011.45
3996581.55	0.03194	(08120121)		
314031.45	3996581.55	0.03177	(08022420)	314051.45
3996581.55	0.03148	(08022420)		

▲ *** AERMOD - VERSION 21112 *** *** C:\Lakes\AERMOD
 View\LombardiPortervilleMitigated\LombardiPortervill *** 07/23/21
 *** AERMET - VERSION 18081 *** ***
 *** 10:19:35

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION
 VALUES FOR SOURCE GROUP: ALL ***
 INCLUDING SOURCE(S): PAREA1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS

** CONC OF PM_2.5 IN MICROGRAMS/M**3

**

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)
Y-COORD (M)	CONC	(YYMMDDHH)		

314071.45	3996581.55	0.03110	(07122007)	314091.45
3996581.55	0.03069	(08010504)		
314111.45	3996581.55	0.03055	(08010504)	314131.45
3996581.55	0.02991	(08010504)		
314151.45	3996581.55	0.02932	(07022620)	314171.45
3996581.55	0.02889	(07022620)		
314191.45	3996581.55	0.02807	(08010919)	314211.45
3996581.55	0.02759	(09012308)		
314231.45	3996581.55	0.02684	(06010817)	314251.45
3996581.55	0.02605	(09121905)		
314271.45	3996581.55	0.02540	(09121905)	313529.06
3996060.33	0.04842	(07020819)		
313510.22	3996059.07	0.04449	(07020819)	313491.38
3996062.84	0.04128	(07020819)		

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM ANNUAL RESULTS

AVERAGED OVER 4 YEARS ***

** CONC OF PM_{2.5} IN MICROGRAMS/M**3

**

GROUP ID	NETWORK	AVERAGE CONC	RECEPTOR (XR, YR, ZELEV,
ZHILL, ZFLAG)	OF TYPE GRID-ID		
ALL	1ST HIGHEST VALUE IS	0.01106 AT (313531.45, 3996041.55, 125.79,	
125.79,	0.00) DC		
	2ND HIGHEST VALUE IS	0.01096 AT (313531.45, 3996021.55, 125.79,	
125.79,	0.00) DC		
	3RD HIGHEST VALUE IS	0.01095 AT (313529.06, 3996060.33, 125.78,	
125.78,	0.00) DC		
	4TH HIGHEST VALUE IS	0.01085 AT (313531.45, 3996001.55, 125.79,	
125.79,	0.00) DC		
	5TH HIGHEST VALUE IS	0.01071 AT (313531.45, 3995981.55, 125.78,	
125.78,	0.00) DC		
	6TH HIGHEST VALUE IS	0.01056 AT (313531.45, 3995961.55, 125.76,	
125.76,	0.00) DC		
	7TH HIGHEST VALUE IS	0.01038 AT (313531.45, 3995941.55, 125.73,	
125.73,	0.00) DC		
	8TH HIGHEST VALUE IS	0.01017 AT (313531.45, 3995921.55, 125.73,	
125.73,	0.00) DC		
	9TH HIGHEST VALUE IS	0.00994 AT (313531.45, 3995901.55, 125.73,	
125.73,	0.00) DC		
	10TH HIGHEST VALUE IS	0.00967 AT (313531.45, 3995881.55, 125.73,	
125.73,	0.00) DC		

*** RECEPTOR TYPES: GC = GRIDCART
 GP = GRIDPOLR
 DC = DISCCART
 DP = DISCPOLR

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07/23/21

*** AERMET - VERSION 18081 ***

*** 10:19:35

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE SUMMARY OF HIGHEST 1-HR

RESULTS ***

** CONC OF PM_2.5 IN MICROGRAMS/M**3

**

GROUP ID	DATE	RECEPTOR
(XR, YR, ZELEV, ZHILL, ZFLAG)	(YYMMDDHH)	
AVERAGE CONC	NETWORK	
OF TYPE	GRID-ID	

ALL HIGH 1ST HIGH VALUE IS 0.06794 ON 07121805: AT (313571.45,
3995641.55, 125.90, 125.90, 0.00) DC

*** RECEPTOR TYPES: GC = GRIDCART
GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR

▲ *** AERMOD - VERSION 21112 *** C:\Lakes\AERMOD
View\LombardiPortervilleMitigated\LombardiPortervill *** 07/23/21
*** AERMET - VERSION 18081 ***
*** 10:19:35

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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** Message Summary : AERMOD Model Execution ***

----- Summary of Total Messages -----

A Total of 0 Fatal Error Message(s)
A Total of 2 Warning Message(s)
A Total of 7410 Informational Message(s)

A Total of 35088 Hours Were Processed

A Total of 6527 Calm Hours Identified

A Total of 883 Missing Hours Identified (2.52 Percent)

***** FATAL ERROR MESSAGES *****
*** NONE ***

***** WARNING MESSAGES *****

ME W187 70 MEOPEN: ADJ_U* Option for Stable Low Winds used in AERMET

MX W481 35089 MAIN: Data Remaining After End of Year. Number of Hours=
24

*** AERMOD Finishes Successfully ***

Cancer Risk Calculations:

A. Equation 5.4.1.1: $\text{Dose-air} = C_{\text{air}} \times \{BR/BW\} \times A \times EF \times 10^{-6}$

1. Dose-air = Dose through inhalation (mg/kg/d)
2. C_{air} = Concentration in air ($\mu\text{g}/\text{m}^3$)
3. $\{BR/BW\}$ = Daily Breathing rate normalized to body weight (L/kg body weight - day)
4. A = Inhalation absorption factor (unitless)
5. EF = Exposure frequency (unitless), days/365 days
6. 10^{-6} = Micrograms to milligrams conversion, liters to cubic meters conversion

a: Recommended default values for EQ 5.4.1.1:

1. $\{BR/BW\}$ = Daily breathing rates by age groupings, see As supplemental information, the assessor may wish to evaluate the inhalation dose by using the mean point estimates in Table 5.6 to provide a range of breathing rates for cancer risk assessment to the risk manager.
2. Table (point estimates) and Table 5.7 (parametric model distributions for Tier III stochastic risk assessment). For Tier 1 residential estimates, use 95th percentile breathing rates in Table 5.6.
3. A = 1
4. EF = 0.96 (350 days/365 days in a year for a resident)

A. Equation 8.2.4 A: $\text{RISK}_{\text{inh-res}} = \text{DOSE}_{\text{air}} \times \text{CPF} \times \text{ASF} \times \text{ED/AT} \times \text{FAH}$

7. $\text{RISK}_{\text{inh-res}}$ = Residential inhalation cancer risk
8. DOSE_{air} = Daily inhalation dose (mg/kg-day)
9. CPF = Inhalation cancer potency factor ($\text{mg}/\text{kg}\cdot\text{day}^{-1}$)
10. ASF = Age sensitivity factor for a specified age group (unitless)
11. ED = Exposure duration (in years) for a specified age group
12. AT = Averaging time for lifetime cancer risk (years)
13. FAH = Fraction of time spent at home (unitless)

a: Recommended default values for EQ 8.2.4 A:

5. DOSE_{air} = Calculated for each age group from Eq. 5.4.1
6. CPF = Substance-specific (see Table 7.1)
7. ASF = See Section 8.2.1
8. ED = 0.25 years for 3rd trimester, 2 years for 0<2, 7 years for 2<9, 14 years for 2<16, 14 years for 16<30, 54 years for 16-70
9. AT = 70 years*
10. FAH = See Table 8.4

Note: DPM has a CPF of 1.1.

Cancer Risk Results:

Dose (Equation 5.4.1.1)

Exposure Age	Concentration (ug/m3)	Breathing Rate L/kg body weight-day)	Inhalation Absorption Factor	EF	Multiplier	DOSE (mg/kg/day)
<i>Unmitigated</i>						
Infant	0.078	1090	1	0.95890411	0.000001	8.1526E-05
Child	0.078	572	1	0.95890411	0.000001	4.27825E-05
Adult	0.078	261	1	0.95890411	0.000001	1.95214E-05
<i>Mitigated</i>						
Infant	0.01106	1090	1	0.95890411	0.000001	1.156E-05
Child	0.01106	572	1	0.95890411	0.000001	6.06633E-06
Adult	0.01106	233	1	0.95890411	0.000001	2.47108E-06

Cancer Risk (Equation 8.2.4A)

Exposure Age	DOSE (mg/kg/day)	CPF (mg/kg-day ⁻¹)	ASF	Exposure Duration (years)/Averaging Time (years)	RISK
<i>Unmitigated</i>					
Infant	8.1526E-05	1.1	10	0.028571429	2.56E-05
Child	4.27825E-05	1.1	3	0.028571429	4.03E-06
Adult	1.95214E-05	1.1	1	0.028571429	6.14E-07
<i>Mitigated</i>					
Infant	1.156E-05	1.1	10	0.028571429	3.63E-06
Child	6.06633E-06	1.1	3	0.028571429	5.72E-07
Adult	2.47108E-06	1.1	1	0.028571429	7.77E-08

APPENDIX C

ENERGY ESTIMATES



Lombardi Development—Energy Consumption Summary

Date of Last Revision: July 21, 2021

Summary of Energy Use During Construction

(Annually)

Construction vehicle fuel	66,050 gallons (gasoline, diesel)
Construction equipment fuel	31,269 gallons (diesel)
Construction office trailer electricity	15,644 kilowatt hours

Summary of Energy Use During Proposed Operations

(Annually)

Operational vehicle fuel consumption	224,626 gallons (gasoline, diesel)
Operational natural gas consumption	3,048,506 kilo-British Thermal Units
Operational electricity consumption	1,849,780 kilowatt hours

Construction Vehicle Fuel Calculations (Page 1 of 3)

California Air Resource Board (CARB). 2021. EMFAC2017 Web Database. Website: <https://arb.ca.gov/emfac/2017/>. Accessed April 25, 2021.

Source: EMFAC2017 (v1.0.3) Emissions Inventory

Region Type: County

Region: Tulare

Calendar Year: 2021

Season: Annual

Vehicle Classification: EMFAC2007 Categories

Units: miles/day for VMT, trips/day for Trips, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

VMT = Vehicle Miles Traveled

FE = Fuel Economy

<i>Given</i>						<i>Calculations</i>				
Region	Calendar Year	Vehicle Class	Model Year	Speed	Fuel	Population	VMT (mi/day)	Fuel Consumption (1000 gallons/day)	FE (mi/gallon)	VMT*FE
Tulare	2021	HHDT	Aggregated	Aggregated	GAS	1.06831211	85.648247	0.019901798	4.30354322	368.5909
Tulare	2021	HHDT	Aggregated	Aggregated	DSL	5893.81043	795437.43	121.6395666	6.53929842	5201603
Tulare	2021	LDA	Aggregated	Aggregated	GAS	182755.156	7415331.5	242.2313633	30.6125985	2.27E+08
Tulare	2021	LDA	Aggregated	Aggregated	DSL	1390.41315	59078.168	1.153818851	51.2022904	3024938
Tulare	2021	LDT1	Aggregated	Aggregated	GAS	19741.5224	690485.93	26.81948246	25.7456844	17777033
Tulare	2021	LDT1	Aggregated	Aggregated	DSL	17.4016233	332.70154	0.012853001	25.8851263	8612.021
Tulare	2021	LDT2	Aggregated	Aggregated	GAS	63741.7354	2354770.9	99.18037868	23.7423063	55907693
Tulare	2021	LDT2	Aggregated	Aggregated	DSL	272.840811	12303.956	0.325600357	37.788522	464948.3
Tulare	2021	LHDT1	Aggregated	Aggregated	GAS	6093.247	198807.46	24.12382269	8.24112581	1638397
Tulare	2021	LHDT1	Aggregated	Aggregated	DSL	7867.65424	266632.46	15.25818818	17.4747128	4659326
Tulare	2021	LHDT2	Aggregated	Aggregated	GAS	976.651213	32330.918	4.496863853	7.18965905	232448.3
Tulare	2021	LHDT2	Aggregated	Aggregated	DSL	2410.4848	84128.147	5.386703653	15.6177418	1313892
Tulare	2021	MDV	Aggregated	Aggregated	GAS	74140.2113	2539086.2	133.9670344	18.9530672	48123471
Tulare	2021	MDV	Aggregated	Aggregated	DSL	1358.02716	56457.982	2.096798733	26.9257993	1520176
Tulare	2021	MHDT	Aggregated	Aggregated	GAS	431.144302	20774.514	4.385103171	4.73752005	98419.68
Tulare	2021	MHDT	Aggregated	Aggregated	DSL	4474.21904	271780.24	30.09939727	9.02942451	2454019

Worker
Weighted Average Fuel Economy 26.95259

Vendor
Weighted Average Fuel Economy 9.340533

Haul
Weighted Average Fuel Economy 6.539058

Construction Vehicle Fuel Calculations (Page 2 of 3)

Construction Schedule

Source: CalEEMod Output

Lombardi Phase 1

CalEEMod Run	Phase Name	Start Date	End Date	Num Days Week	Num Days
Project Construction	Site Preparation	10/1/2021	10/14/2021	5	10
Project Construction	Grading	10/15/2021	11/18/2021	5	25
Project Construction	Building Construction	11/19/2021	8/25/2022	5	200
Project Construction	Paving	8/26/2022	9/12/2022	5	12
Project Construction	Architectural Coating	9/13/2022	9/30/2022	5	14

Construction Trips and VMT

Phase Name	Trips per Day		Total Trips	Construction Trip Length in Miles			Number of Days per Phase	Trips per Phase			VMT per Phase			Fuel Consumption (gallons)		
	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length		Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trips	Vendor Trips	Hauling Trips	Worker Trips	Vendor Trips	Hauling Trips
Site Preparation	18	0	0	10.8	7.3	20	10	180	0	0	1,944	0	0	72.13	0.00	0.00
Grading	20	0	0	10.8	7.3	20	25	500	0	0	5,400	0	0	200.35	0.00	0.00
Building Construction	212	79	0	10.8	7.3	20	200	42,400	15,800	0	457,920	115,340	0	16,989.84	12,348.33	0.00
Paving	15	0	0	10.8	7.3	20	12	180	0	0	1,944	0	0	72.13	0.00	0.00
Architectural Coating	42	0	0	10.8	7.3	20	14	588	0	0	6,350	0	0	235.61	0.00	0.00

Total Project Construction VMT (miles)

588,898

Total Project Fuel Consumption (gallons)

29,918

Construction Vehicle Fuel Calculations (Page 3 of 3)

Construction Schedule

Source: CalEEMod Output
Lombard Phase 2

CalEEMod Run	Phase Name	Start Date	End Date	Num Days	
				Week	Num Days
Project Construction	Site Preparation	1/1/2023	1/13/2023	5	10
Project Construction	Grading	1/14/2023	2/1/2023	5	25
Project Construction	Building Construction	2/16/2023	11/24/2023	5	295
Project Construction	Paving	1/25/2023	12/12/2023	5	32
Project Construction	Architectural Coating	12/13/2023	12/31/2023	5	13

Construction Trips and VMT

Phase Name	Trips per Day		Total Trips	Construction Trip Length in Miles			Number of Days per Phase	Trips per Phase			VMT per Phase			Fuel Consumption (gallons)			
	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length		Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trips	Vendor Trips	Hauling Trips	Worker Trips	Vendor Trips	Hauling Trips	
Site Preparation	18	0	0	0	10.8	7.3	20	10	180	0	0	1,944	0	0	72.13	0.00	0.00
Grading	20	0	0	0	10.8	7.3	20	25	500	0	0	5,400	0	0	200.35	0.00	0.00
Building Construction	256	96	0	0	10.8	7.3	20	200	51,200	19,200	0	552,960	140,160	0	20,516.03	15,005.57	0.00
Paving	15	0	0	0	10.8	7.3	20	12	180	0	0	1,944	0	0	72.13	0.00	0.00
Architectural Coating	51	0	0	0	10.8	7.3	20	13	653	0	0	7,160	0	0	265.67	0.00	0.00

Total Project Construction VMT (miles)
709,568

Total Project Fuel Consumption (gallons)
36,132

Construction Equipment Fuel Calculation (Page 1 of 3)

Source: CalEEMod Output
Lombardi Development

Construction Schedule Phase 1

Construction Area	Phase Type	Start Date	End Date	Num Days Week	Num Days
Project Construction	Site Preparation	10/1/2021	10/14/2021	5	10
Project Construction	Grading	10/15/2021	11/18/2021	5	25
Project Construction	Building Construction	11/19/2021	8/25/2022	5	200
Project Construction	Paving	8/26/2022	9/12/2022	5	12
Project Construction	Architectural Coating	9/13/2022	9/30/2022	5	14

Construction Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor	Number of Days	HP Hours	Fuel (gallons/HP-hour)	Diesel Fuel Usage
Site Preparation	Rubber Tired Dozers	3	8	247	0.40	10	23,712.00	0.020	485.18
Site Preparation	Tractors/Loaders/Backhoes	4	8	97	0.37	10	11,484.80	0.019	217.54
Grading	Excavators	2	8	158	0.38	25	24,016.00	0.020	474.63
Grading	Graders	1	8	187	0.41	25	15,334.00	0.021	325.06
Grading	Rubber Tired Dozers	1	8	247	0.40	25	19,760.00	0.020	404.32
Grading	Scrapers	2	8	367	0.48	25	70,464.00	0.025	1,752.00
Grading	Tractors/Loaders/Backhoes	2	8	97	0.37	25	14,356.00	0.019	271.92
Building Construction	Cranes	1	7	231	0.29	200	93,786.00	0.015	1,406.35
Building Construction	Forklifts	3	8	89	0.20	200	85,440.00	0.021	1,777.93
Building Construction	Generator Sets	1	8	84	0.74	200	99,456.00	0.042	4,217.22
Building Construction	Tractors/Loaders/Backhoes	3	7	97	0.37	200	150,738.00	0.019	2,855.17
Building Construction	Welders	1	8	46	0.45	200	33,120.00	0.026	857.23
Paving	Pavers	2	8	130	0.42	12	10,483.20	0.022	225.52
Paving	Paving Equipment	2	8	132	0.36	12	9,123.84	0.018	167.24
Paving	Rollers	2	8	80	0.38	12	5,836.80	0.019	113.33
Architectural Coating	Air Compressors	1	6	78	0.48	14	3,144.96	0.028	86.98

Total Construction Equipment Fuel Consumption (gallons)

15,637.63

Notes:

Equipment assumptions are provided in the CalEEMod output files.

Source of usage estimates: California Air Resource Board (CARB). 2021. OFFROAD2017 (v1.0.1) Emissions Inventory

Website: <https://www.arb.ca.gov/orion/>. Accessed April 17, 2021.

Construction Equipment Fuel Calculation (Page 2 of 3)

Source: CalEEMod Output
Lombardi Development

Construction Schedule Phase 2

Construction Phase Type	Start Date	End Date	Num Days Week	Num Days
Project Const Site Preparation	1/1/2023	1/13/2023	5	10
Project Const Grading	1/14/2023	2/17/2023	5	25
Project Const Building Construction	2/18/2023	11/24/2023	5	200
Project Const Paving	11/25/2023	12/12/2023	5	12
Project Const Architectural Construction	12/13/2023	12/31/2023	5	13

Construction Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor	Number of Days	HP Hours	Fuel (gallons/HP-hour)	Diesel Fuel Usage
Site Preparation	Rubber Tired Loaders	3	8	247	0.40	10	23,712.00	0.020	485.18
Site Preparation	Tractors/Loaders	4	8	97	0.37	10	11,484.80	0.019	217.54
Grading	Excavators	2	8	158	0.38	25	24,016.00	0.020	474.63
Grading	Graders	1	8	187	0.41	25	15,334.00	0.021	325.06
Grading	Rubber Tired Loaders	1	8	247	0.40	25	19,760.00	0.020	404.32
Grading	Scrapers	2	8	367	0.48	25	70,464.00	0.025	1,752.00
Grading	Tractors/Loaders	2	8	97	0.37	25	14,356.00	0.019	271.92
Building Construction	Cranes	1	7	231	0.29	200	93,786.00	0.015	1,406.35
Building Construction	Forklifts	3	8	89	0.20	200	85,440.00	0.021	1,777.93
Building Construction	Generator Set	1	8	84	0.74	200	99,456.00	0.042	4,217.22
Building Construction	Tractors/Loaders	3	7	97	0.37	200	150,738.00	0.019	2,855.17
Building Construction	Welders	1	8	46	0.45	200	33,120.00	0.026	857.23
Paving	Pavers	2	8	130	0.42	12	10,483.20	0.022	225.52
Paving	Paving Equipment	2	8	132	0.36	12	9,123.84	0.018	167.24
Paving	Rollers	2	8	80	0.38	12	5,836.80	0.019	113.33
Architectural Construction	Air Compressor	1	6	78	0.48	13	2,920.32	0.028	80.77
Total Construction Equipment Fuel Consumption (gallons)									15,631.41

Notes:

Equipment assumptions are provided in the CalEEMod output files.

Source of usage estimates: California Air Resource Board (CARB). 2021. OFFROAD2017 (v1.0.1) Emissions Inventory

Website: <https://www.arb.ca.gov/orion/>. Accessed April 17, 2021.

Construction Equipment Fuel Calculation (Page 2 of 2)

OFFROAD2017 (v1.0.1) Emissions Inventory

Region Type: County

Region: Tulare

Calendar Year: 2021

Scenario: All Adopted Rules - Exhaust

Vehicle Classification: OFFROAD2017 Equipment Types

Units: Emissions: tons/day, Fuel Consumption: gallons/year, Activity: hours/year, HP-Hours: HP-hours/year

Region	CalYr	Vehicle Class	Model Year	HP_Bin	Fuel	Fuel (gallons/year)	Horsepower Hours (HP- hours/year)	Fuel (gallons/HP- hour)
Tulare	2021	ConstMin - Cranes	Aggregated	75	Diesel	172.6282983	11512.1442	0.014995321
Tulare	2021	ConstMin - Excavators	Aggregated	175	Diesel	150834.1451	7632194.972	0.019762879
Tulare	2021	ConstMin - Graders	Aggregated	175	Diesel	92273.22152	4352810.346	0.021198539
Tulare	2021	ConstMin - Pavers	Aggregated	175	Diesel	19953.26312	927498.984	0.021512976
Tulare	2021	ConstMin - Paving Equipment	Aggregated	175	Diesel	8349.280237	455506.229	0.018329673
Tulare	2021	ConstMin - Rollers	Aggregated	100	Diesel	48164.43704	2480571.162	0.019416672
Tulare	2021	ConstMin - Rough Terrain Forklifts	Aggregated	100	Diesel	122510.6515	5887366.34	0.020809076
Tulare	2021	ConstMin - Rubber Tired Dozers	Aggregated	300	Diesel	6297.798487	307787.7504	0.020461498
Tulare	2021	ConstMin - Scrapers	Aggregated	300	Diesel	55461.8366	2230628.091	0.024863776
Tulare	2021	ConstMin - Tractors/Loaders/Backhoes	Aggregated	175	Diesel	128891.1789	6804768.512	0.018941303
Tulare	2021	ConstMin - Tractors/Loaders/Backhoes	Aggregated	300	Diesel	77674.84815	4079422.512	0.019040648
Tulare	2021	ConstMin - Trenchers	Aggregated	100	Diesel	10949.12169	420477.0096	0.026039763
Tulare	2021	OFF - ConstMin - Cement and Mortar Mixers	Aggregated	25	Diesel	514.65	15895.75	0.032376579
Tulare	2021	OFF - ConstMin - Concrete/Industrial Saws	Aggregated	50	Diesel	262.8	6142.95	0.042780749
Tulare	2021	OFF - Light Commercial - Generator Sets	Aggregated	50	Diesel	23557.1	555394.95	0.042415042
Tulare	2021	OFF - Light Commercial - Welders	Aggregated	50	Diesel	39274	1517816	0.025875337
Tulare	2021	OFF - Light Commercial - Air Compressors	Aggregated	50	Diesel	8551.95	309804.7	0.027604326

Construction Office Electricity Calculation

Energy Appendix: CalEEMod Typical Construction Trailer

Typical Construction Trailer - Tulare County, Annual

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	6955.2	1.2335	1.0000e- 004	1.0000e- 005	1.2398
Total		1.2335	1.0000e- 004	1.0000e- 005	1.2398

kWh/yr = kilowatt hours per year

Energy by Land Use - Electricity

Annual 6,955 kWh/yr

Total Over Construction 15,644 kWh

Total Construction Schedule

Start (Phase 1) 10/1/2021

End (Phase 2) 12/31/2023

Total Calendar Days 821

Years 2.25

Operational Fuel Calculation—Project-generated Operational Trips (Page 1 of 2)California Air Resource Board (CARB). 2021. EMFAC2021Web Database. Website: <https://arb.ca.gov/emfac/emissions-inventory/0a50ed20a0489e6e0c536dc7f303dcf8eeef4948>. Accessed July 21, 2021.

Source: EMFAC2017 (v1.0.3) Emissions Inventory

Region Type: County

Region: Tulare

Calendar Year: 2024

Season: Annual

Vehicle Classification: EMFAC2007 Categories

Units: miles/day for VMT, trips/day for Trips, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

VMT = Vehicle Miles Traveled

FE = Fuel Economy

Given						Calculations				
Region	Calendar Year	Vehicle Class	Model Year	Speed	Fuel	Population	VMT	Fuel Consumption	FE	VMT*FE
TULARE	2024	LDA	Aggregated	Aggregated	GAS	200091.6846	7948734.092	239.1322005	33.23991531	264215248
TULARE	2024	LDA	Aggregated	Aggregated	DSL	1810.35844	75763.13804	1.36718972	55.41523386	4198432.012
										Sum of VMT*FE 268413680.1
										Total VMT 8024497.23
										Weighted Average Fuel Economy 33.44928316
TULARE	2024	LDT1	Aggregated	Aggregated	GAS	20488.93803	722692.4059	25.74238503	28.07402675	20288885.93
TULARE	2024	LDT1	Aggregated	Aggregated	DSL	13.23692085	250.8640441	0.0094275	26.60981668	6675.446225
TULARE	2024	LDT2	Aggregated	Aggregated	GAS	66393.26811	2416747.22	91.611379	26.38042617	63754821.62
TULARE	2024	LDT2	Aggregated	Aggregated	DSL	389.7745793	16615.97335	0.403370826	41.19279894	684458.4493
TULARE	2024	MDV	Aggregated	Aggregated	GAS	68671.60082	2268444.35	110.7232681	20.4875126	46474782.21
TULARE	2024	MDV	Aggregated	Aggregated	DSL	1548.204988	59869.73818	2.07427453	28.86297706	1728018.88
										Sum of VMT*FE 132937642.5
										Total VMT 5484620.552
										Weighted Average Fuel Economy 24.23825701
TULARE	2024	LHDT1	Aggregated	Aggregated	GAS	5501.778399	178434.998	21.00934343	8.493125858	1515470.895
TULARE	2024	LHDT1	Aggregated	Aggregated	DSL	7281.999596	233593.306	13.01713437	17.94506375	4191846.767
TULARE	2024	LHDT2	Aggregated	Aggregated	GAS	904.5065134	29016.25369	3.931789602	7.379910073	214137.3429
TULARE	2024	LHDT2	Aggregated	Aggregated	DSL	2329.309164	76981.39716	4.785693072	16.08573638	1238302.461
TULARE	2024	MHDT	Aggregated	Aggregated	GAS	422.5089333	21789.92018	4.371477934	4.984565978	108613.2948
TULARE	2024	MHDT	Aggregated	Aggregated	DSL	4433.183324	267883.1613	27.49937598	9.741426913	2609564.237
TULARE	2024	HHDT	Aggregated	Aggregated	GAS	0.862408169	124.8688936	0.02657245	4.699186305	586.7821946
TULARE	2024	HHDT	Aggregated	Aggregated	DSL	6329.263049	845760.5033	118.792027	7.119673978	6021539.047
										Sum of VMT*FE 15900060.83
										Total VMT 1653584.408
										Weighted Average Fuel Economy 9.615512063
TULARE	2024	MCY	Aggregated	Aggregated	GAS	9526.022125	64209.76551	1.696535377	37.84758419	2430184.506
										Weighted Average Fuel Economy 37.84758419
TULARE	2024	MH	Aggregated	Aggregated	GAS	920.456244	8046.620171	1.642127819	4.900118054	39429.38877
TULARE	2024	MH	Aggregated	Aggregated	DSL	532.2699813	4307.384326	0.438299798	9.827484177	42330.75131
TULARE	2024	OBUS	Aggregated	Aggregated	GAS	141.0723618	6105.664976	1.256606333	4.858852624	29666.52629
TULARE	2024	OBUS	Aggregated	Aggregated	DSL	116.0424236	8826.770702	1.092540604	8.079123716	71312.57251
TULARE	2024	SBUS	Aggregated	Aggregated	GAS	83.93123145	4049.068487	0.440521583	9.191532589	37217.14495
TULARE	2024	SBUS	Aggregated	Aggregated	DSL	508.5736574	15810.98292	1.945828199	8.125580116	128473.4085
TULARE	2024	UBUS	Aggregated	Aggregated	GAS	75.71909004	6827.011037	1.479097952	4.615658502	31511.15154
TULARE	2024	UBUS	Aggregated	Aggregated	DSL	22.03429153	2084.75395	0.208996869	9.975048728	20795.52224
										Sum of VMT*FE 400736.4661
										Total VMT 56058.25657
										Weighted Average Fuel Economy 7.148571693

Total Operational VMT

4.2 Trip Summary Information

4.2 Trip Summary Information

Total VMT 6,243,629

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.602332	0.038115	0.207813	0.116157	0.015815	0.001829	0.004249	0.003068	0.002363	0.001519	0.005062	0.001083	0.000594

					Average Fuel Economy (miles/gallon)	Total Daily Fuel Consumption (gallons)	Total Annual Fuel Consumption (gallons)
	Fraction of 1	Percent of Vehicle Trips	Annual VMT	Daily VMT			
Passenger Cars (LDA)	0.5099	51.0	3,183,626	8,722	33.45	260.8	95,178
Light Trucks and Medium Vehicles (LDT1, LDT2, and MDV)	0.3931	39.3	2,454,614	6,725	24.24	277.5	101,270
Light-Heavy to Heavy-Heavy Diesel Trucks	0.0673	6.7	420,234	1,151	9.62	119.7	43,704
Motorcycles	0.0236	2.4	147,037	403	37.85	10.6	3,885
Other	0.0061	0.6	38,117	104	7.15	14.6	5,332
Total	—	100	6,243,629	17,106			249,369

Project Operations Natural Gas Use

Source: CalEEMod Output

Lombardi Development - Buildout Year Operations

kBTU/yr = kilo-British Thermal Units/year

	Natural Gas Use (kBTU/yr)	
Phase 1 - Single- Family Residential	3,041,670	
Phase 1 - Other Asphalt Surfaces	0	
Phase 2 - Single Family Residenti	6,836	
Phase 2 - City Park	0	
Phase 2 - Other Asphalt Surfaces	0	
Total	3,048,506	kBTU/yr

Project Operations Electricity Use

Source: CalEEMod Output

Lombardi Development (Phase 1 and 2)

kWh/yr = kilowatt hours per year

	Electricity Use (kWh/yr)				
Phase 1 - Single- Family Residential	0				
Phase 1 - Other Asphalt Surfaces	1,016,190				
Phase 2 - Single Family Residenti	833,590				
Phase 2 - City Park	0				
Phase 2 - Other Asphalt Surfaces	0				
Total	1,849,780	kWh/yr			
EnergyUseLandUseSubType	T24E	NT24E	LightingElect	T24NG	NT24NG
Convenience Market With Gas Pumps	1.91	2.3	3.71	8.53	2.08
Fast Food Restaurant with Drive Thru	5.85	16.25	6.17	35.36	174.7
General Office Building	2.34	3.58	2.92	12.64	0.28
Parking Lot	0	0	0.35	0	0
Regional Shopping Center	1.91	2.3	3.71	8.53	2.08
Unrefrigerated Warehouse-No Rail	0.93	5.13	3.22	16.86	1.05

Appendix C

Traffic Impact Study

TRAFFIC STUDY

**PROPOSED RESIDENTIAL DEVELOPMENT
WESTWOOD STREET & WESTFIELD AVENUE
CITY OF PORTERVILLE**

**Prepared for:
Crawford & Bowen Planning, Inc.**

August 2021

Prepared by:



**1800 30th Street, Suite 260
Bakersfield, California 93301**

A handwritten signature in blue ink, appearing to read "Ian J. Parks", is written over a horizontal line.

Ian J. Parks, RCE 58155



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INTRODUCTION

The purpose of this study is to evaluate the potential traffic impacts of a proposed residential development located on the northeast corner of Westwood Street and Westfield Avenue in the City of Porterville, California. A vicinity map is presented in Figure 1 and a location map is presented in Figure 2.

The study methodology and vehicle miles traveled analysis is consistent with the California Department of Transportation (Caltrans) “Guide for the Preparation of Traffic Impact Studies,” dated December 2002, County of Tulare “SB 743 Guidelines” dated June 8, 2020, and Section 15064.3(b) of the California Environmental Quality Act (CEQA), which became effective July 1, 2020. The scope of the study includes seven intersections (four signalized, three stop-controlled) and was developed in coordination with staff from the City of Porterville.

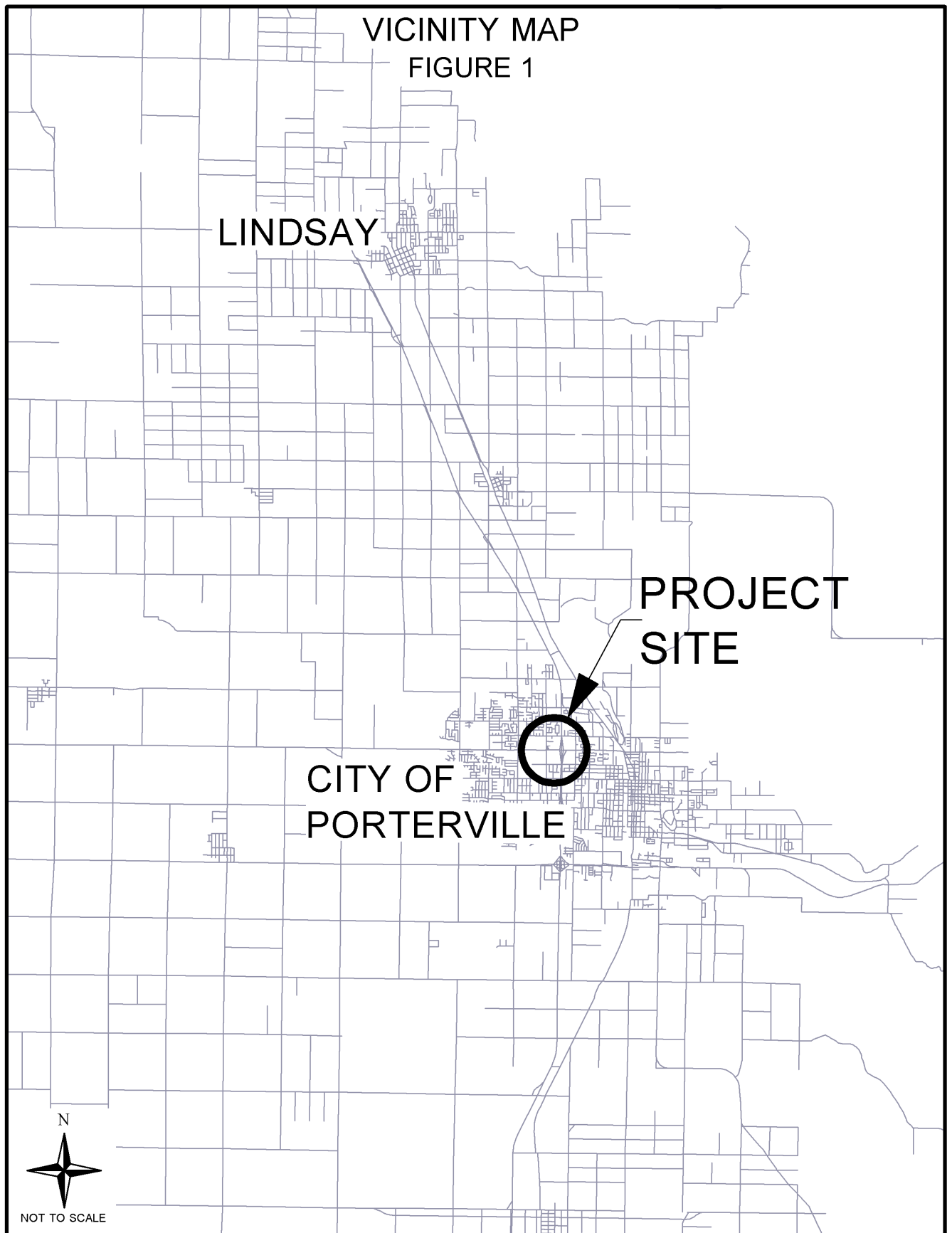
A. Project Land Use and Site Access

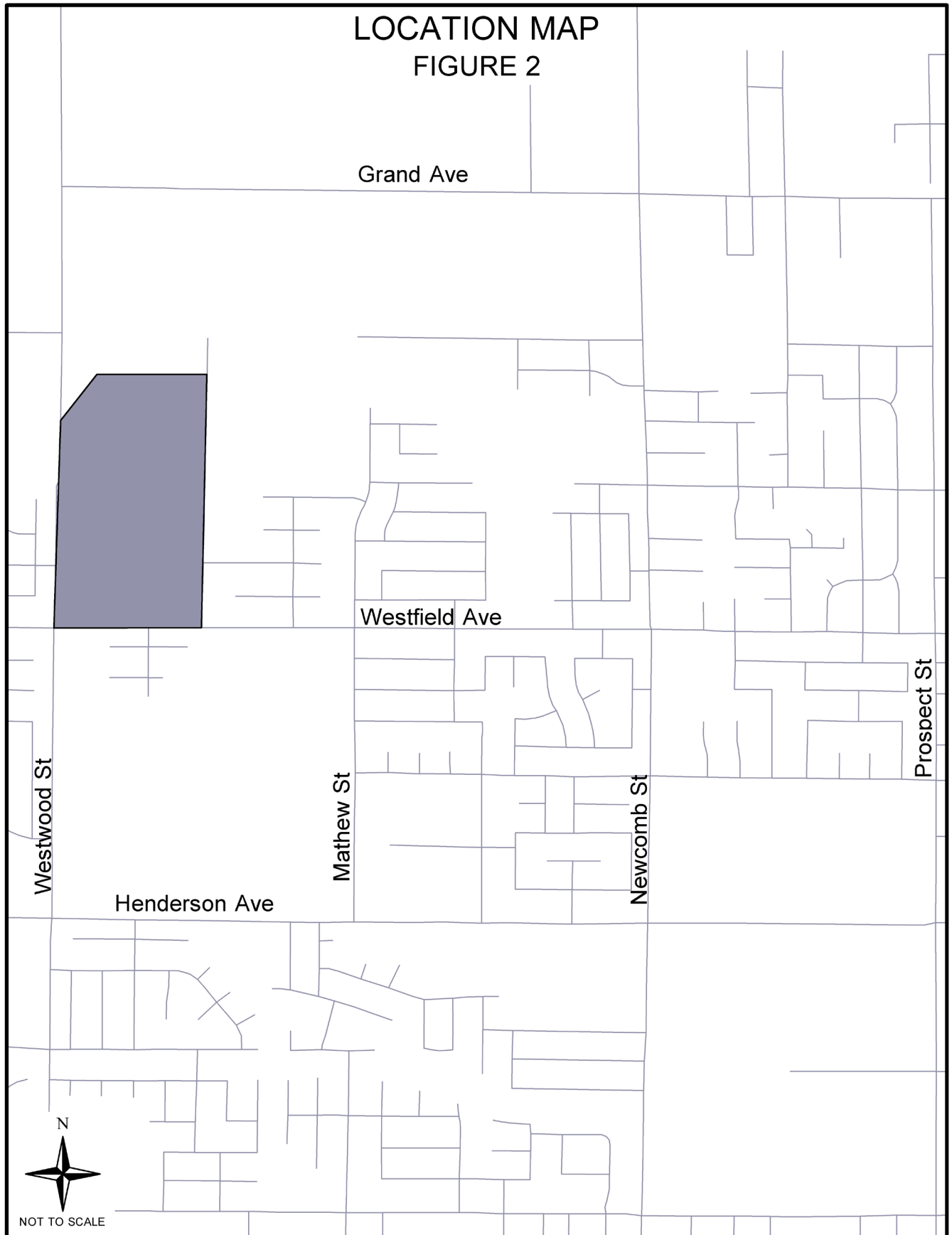
The project site is situated on approximately 56.06 gross acres of undeveloped vacant land. The property is zoned RS-1 (Very Low Density Residential) and has a General Plan Land Use designation of Low Density Residential. The proposed development would include 261 dwelling units. A tentative subdivision plan is provided in Figure 3, which shows street and lot configurations.

The site is bounded by Westwood Street to the west, Westfield Avenue to the south, Summit Charter Academy – Lombardi Campus to the north, and Lombardi Street to the east.

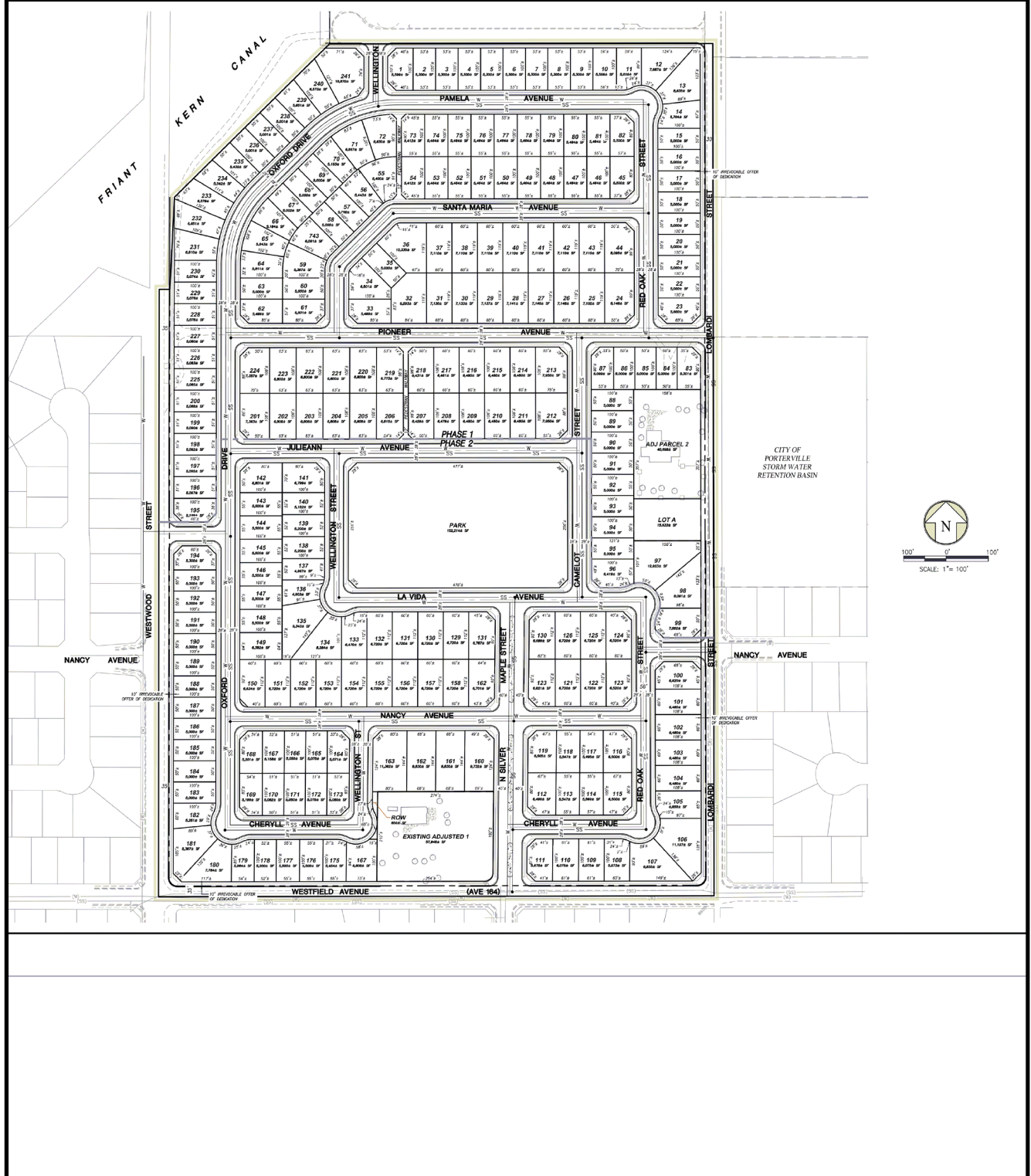
B. Existing Land Uses in Project Vicinity

Residential land uses bound the project site to the east, west, and south. Educational land use bounds the site to the north.





SITE PLAN FIGURE 3



C. Roadway Descriptions

Henderson Avenue is a major (four-lane) east-west arterial that provides access to residential and commercial land uses. Henderson Avenue includes an interchange with State Route 65.

Newcomb Street is a major (four-lane) north-south arterial located approximately 0.75 miles west of State Route 65. Within the study area, it provides access to generally residential land uses and Monache High School.

Prospect Street is a north-south roadway located approximately 0.25 miles west of State Route 65. It is designated as a major (four-lane) arterial between Morton Avenue and Westfield Avenue and provides access to residential and commercial land uses within the study area.

Westfield Street is a minor (two-lane) east-west arterial. Within the study area, Westfield Street provides access to residential land uses and Westfield Elementary School.

Westwood Street is a major (four-lane) north-south arterial that extends across western Porterville providing access to both residences and commercial land uses. It exists as a 4-lane roadway within the project vicinity with curb and gutter along developed areas.

PROJECT TRIP GENERATION

The project trip generation volumes shown in Table 1 were estimated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition (2017). Trip rates, equations and directional splits for ITE Land Use Code 210 Single Family Detached Housing were used to estimate project trips for weekday peak hour of adjacent street traffic based on information provided by the project applicant. The AM and PM peak hours of adjacent street traffic were determined to be between 7:15 AM and 8:15 AM, and between 4:30 PM and 5:30 PM, based on a review of two-hour AM & PM peak hour vehicle turn movement counts taken May 2021.

Table 1
Project Trip Generation

General Information			Daily Trips		AM Peak Hour Trips			PM Peak Hour Trips		
ITE Code	Development Type	Variable	ADT RATE	ADT	Rate	In % Split/ Trips	Out % Split/ Trips	Rate	In % Split/ Trips	Out % Split/ Trips
210	Single-Family detached Housing	261 Dwelling Units	eq	2513	eq	25% 48	75% 143	eq	63% 161	37% 94

PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

The distribution of project peak hour trips is shown in Table 2 and represents the movement of traffic accessing the project site by direction. The project trip distribution was developed based on site location and travel patterns anticipated for the proposed land uses.

Table 2
Project Trip Distribution

Direction	Percent
North	10
East	50
South	35
West	5

Project peak hour trips were assigned to the study intersections as shown in Figure 4. Project trip assignment was developed based on trip generation, trip distribution and likely travel routes for traffic accessing the project site.

EXISTING AND FUTURE TRAFFIC

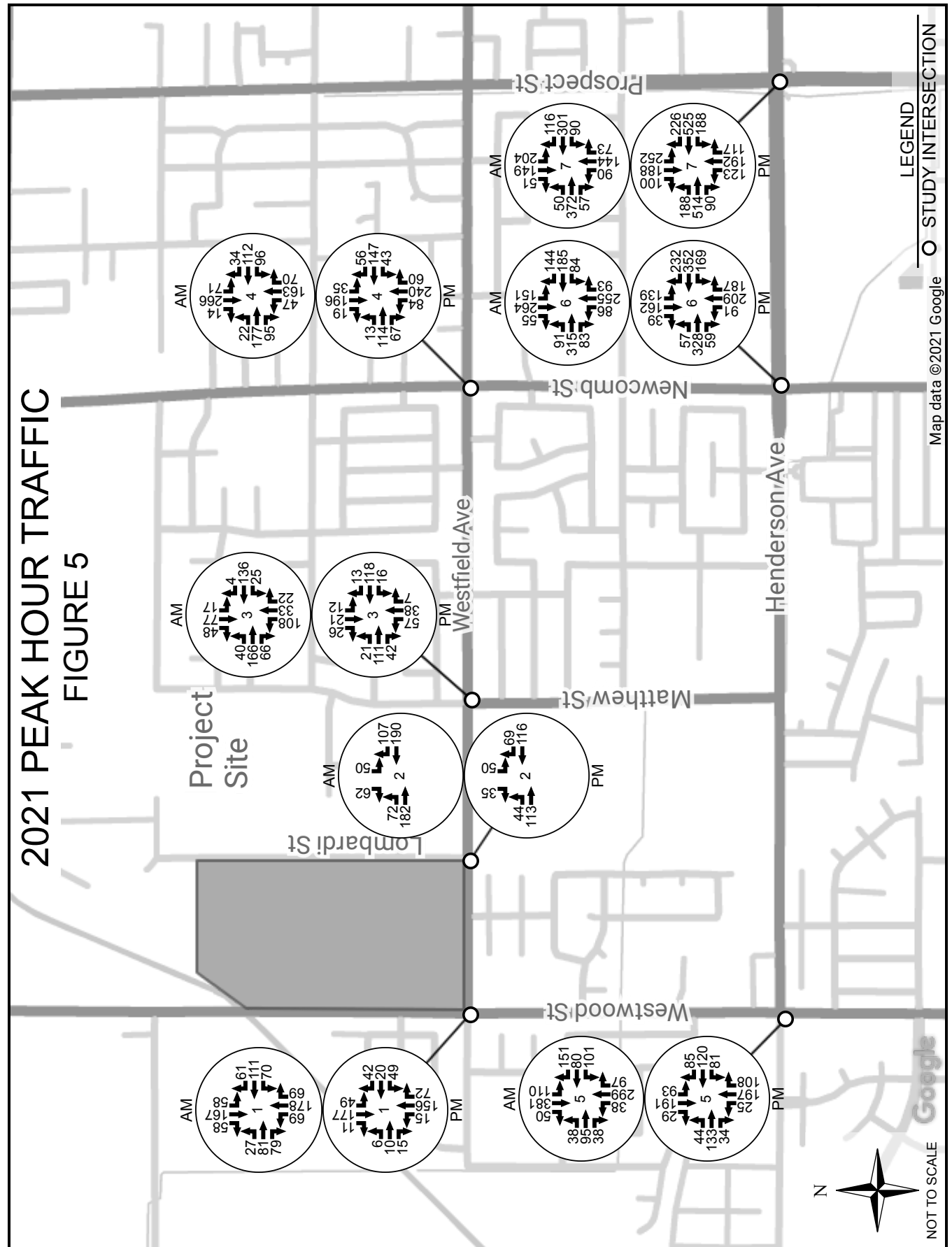
Existing peak hour turning movement counts were obtained in May 2021 and compared to pre-COVID turning movement volumes. It was determined that no adjustment factor was necessary due to traffic being generally similar to historical count data with applicable growth rates.

Average annual growth rates ranging between 1.5 and 4.58 percent were applied to the 2021 peak hour volumes to estimate peak hour volumes for the year 2041. These growth rates were developed based on

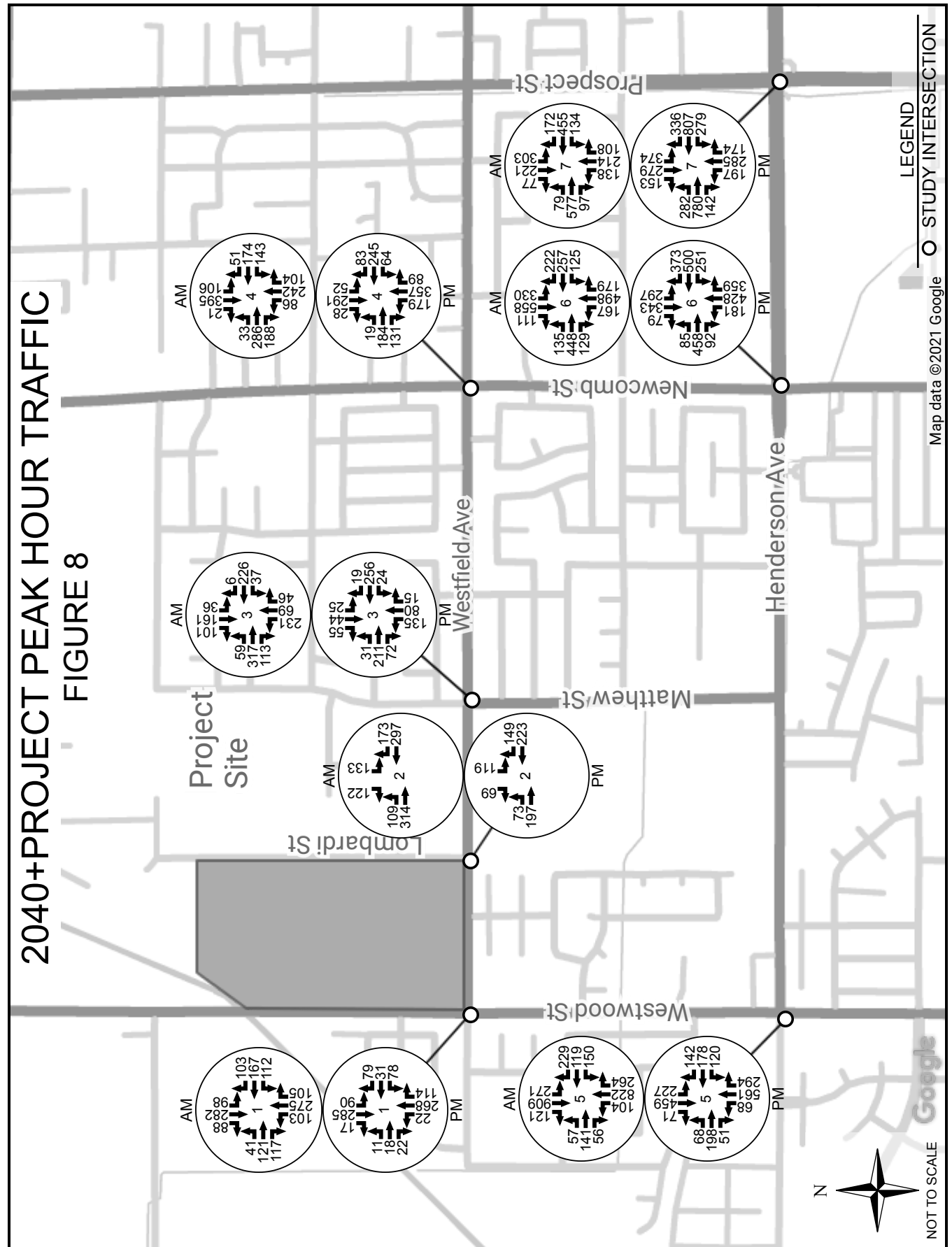
a review of historical count data and output from TCAG's regional travel demand model. Cumulative volumes were estimated based on information provided by the City of Porterville regarding build year, land use, size and location for each pending development.

Existing peak hour volumes are shown in Figure 5, and existing plus project peak hour volumes are shown in Figure 6. Future volumes for the year 2041, both without and with project traffic, are shown in Figures 7 and 8, respectively.









INTERSECTION ANALYSIS

A capacity analysis of the study intersections was conducted using Synchro 9 software from Trafficware. This software utilizes the capacity analysis methodology in the Transportation Research Board's Highway Capacity Manual 2010 (HCM 2010). The analysis was performed for each of the following traffic scenarios.

- Existing (2021)
- Existing (2021) + Project
- Future (2041)
- Future (2041) + Project

Level of service (LOS) criteria for unsignalized and signalized intersections, as defined in HCM 2010, are presented in the tables below. The City of Porterville and Tulare County Regional Transportation Plan designate LOS D as the minimum acceptable intersection peak hour level of service.

LEVEL OF SERVICE CRITERIA UNSIGNALIZED INTERSECTION

Level of Service	Average Control Delay (sec/veh)	Expected Delay to Minor Street Traffic
A	≤ 10	Little or no delay
B	> 10 and ≤ 15	Short delays
C	> 15 and ≤ 25	Average delays
D	> 25 and ≤ 35	Long delays
E	> 35 and ≤ 50	Very long delays
F	> 50	Extreme delays

LEVEL OF SERVICE CRITERIA SIGNALIZED INTERSECTIONS

Level of Service	Average Control Delay (sec/veh)	Volume-to-Capacity Ratio
A	≤ 10	< 0.60
B	> 10 and ≤ 20	0.61 - 0.70
C	> 20 and ≤ 35	0.71 - 0.80
D	> 35 and ≤ 55	0.81 - 0.90
E	> 55 and ≤ 80	0.91 - 1.00
F	> 80	> 1.00

Peak hour level of service for the study intersections is presented in Tables 3a and 3b. Intersection delay in seconds per vehicle is shown within parentheses for intersections operating below LOS D.

Table 3a
Intersection Level of Service
Weekday PM Peak Hour

#	Intersection	Control	2021	2021+ Project	2041	2041+ Project	2040+ Project w/Mitigation ¹
1	Westwood St & Westfield Ave	AWSC	A	B	B	C	B ²
2	Lombardi St & Westfield Ave	SB	B	B	B	C	B ²
3	Matthew St & Westfield Ave	AWSC	A	A	B	B	C ²
4	Newcomb St & Westfield Ave	Signal	B	C	C	C	-
5	Westwood St & Henderson Ave	Signal	C	C	C	D	D ²
6	Newcomb St & Henderson Ave	Signal	C	C	D	D	-
7	Prospect St & Henderson Ave	Signal	D	D	D	D	-

¹See Table 6 for mitigation measures

²Mitigation necessary due to AM Peak Hour traffic

Table 3b
Intersection Level of Service
Weekday AM Peak Hour

#	Intersection	Control	2021	2021+ Project	2041	2041+ Project	2040+ Project w/Mitigation ¹
1	Westwood St & Westfield Ave	AWSC	B	C	F (55.0)	F (62.1)	B
2	Lombardi St & Westfield Ave	SB	B	C	D	F (51.1)	C
3	Matthew St & Westfield Ave	AWSC	B	B	E (38.9)	E (48.8)	B
4	Newcomb St & Westfield Ave	Signal	B	B	C	C	-
5	Westwood St & Henderson Ave	Signal	C	C	E (57.7)	E (59.8)	D
6	Newcomb St & Henderson Ave	Signal	C	C	D	D	-
7	Prospect St & Henderson Ave	Signal	C	C	C	C	-

¹See Table 6 for mitigation measures

TRAFFIC SIGNAL WARRANT ANALYSIS

Peak hour signal warrants were evaluated for the one unsignalized intersection within the study based on the 2014 California Manual on Uniform Traffic Control Devices (2014 CA MUTCD). Peak hour signal warrants assess delay to traffic on minor street approaches when entering or crossing a major street. Signal warrant analysis results are shown in Tables 4a and 4b.

Table 4a
Traffic Signal Warrants
Weekday PM Peak Hour

#	Intersection	2021			2021+Project			2041			2041+Project		
		Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met
1	Westwood St at Westfield Ave	480	111	NO	563	134	NO	713	165	NO	796	188	YES
2	Lombardi St at Westfield Ave	342	85	NO	476	117	NO	508	156	NO	642	188	YES
3	Matthew St at Westfield Ave	321	102	NO	458	118	NO	476	214	NO	613	230	YES

Table 4b
Traffic Signal Warrants
Weekday AM Peak Hour

#	Intersection	2021			2021+Project			2041			2041+Project		
		Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met
1	Westwood St at Westfield Ave	599	242	YES	660	264	YES	890	360	YES	951	382	YES
2	Lombardi St at Westfield Ave	551	112	NO	626	161	NO	818	206	YES	893	255	YES
3	Matthew St at Westfield Ave	437	163	NO	546	168	NO	649	341	YES	758	346	YES

It is important to note that a signal warrant defines the minimum condition under which signalization of an intersection might be warranted. Meeting this threshold does not suggest traffic signals are required, but rather, that other traffic factors and conditions be considered in order to determine whether signals are truly justified.

It is also noted that signal warrants do not necessarily correlate with level of service. An intersection may satisfy a signal warrant condition and operate at or above an acceptable level of service, or operate below an acceptable level of service and not meet signal warrant criteria.

ROADWAY ANALYSIS

An analysis of peak hour level of service for roadway segments within the study area was conducted using HCS software from McTrans. This software utilizes the capacity analysis methodology contained in HCM 2010. The analysis was performed for the following traffic scenarios:

- Existing (2021)
- Existing (2021) + Project
- Future (2041)
- Future (2041) + Project

Level of service analysis results are presented in Table 5. The City of Porterville and Tulare County Regional Transportation Plan designate LOS D as the minimum acceptable level of service for roadways.

Table 5
Roadway Level of Service

Street	2021 Directional LOS		2021+Project Directional LOS		2041 Directional LOS		2041+Project Directional LOS		2035+Project w/Mitigation ¹ Directional LOS	
	N or E AM/PM	S or W AM/PM	N or E AM/PM	S or W AM/PM	N or E AM/PM	S or W AM/PM	N or E AM/PM	S or W AM/PM	N or E AM/PM	S or W AM/PM
Henderson Ave: Westwood St - Newcomb St	A/A	A/A	A/A	A/A	A/A	A/A	A/A	A/A	-	-
Henderson Ave: Newcomb St - Prospect St	A/A	A/A	A/A	A/A	A/B	A/B	A/B	A/B	-	-
Newcomb St: Westfield Ave - Henderson Ave	C/C	C/C	C/C	C/C	E/D	E/D	E/D	E/D	A/A	B/A
Westfield Ave: Westwood St - Lombardi St	B/A	B/A	B/B	B/B	C/B	C/B	C/B	C/B	-	-
Westfield Ave: Lombardi St - Matthew St	B/B	B/B	B/B	B/B	C/B	C/B	C/B	C/C	-	-
Westwood St: Westfield Ave - Henderson Ave	C/B	C/B	C/B	C/B	E/C	E/C	E/C	E/C	B/A	B/A

MITIGATION

Intersection and roadway segment improvements needed by the year 2041 to maintain or improve the operational level of service of the street system in the vicinity of the project are presented in Tables 6 & 7, respectively. Shown also is the project's percent share of the cost for these improvements.

**Table 6
Future Intersection Improvements and Local Mitigation**

#	Intersection	Mitigation Required by 2041	Percent Share
1	Westwood St & Westfield Ave	Install Traffic Signal	26.88%
2	Lombardi St & Westfield Ave	Install Traffic Signal	41.19%
3	Matthew St & Westfield Ave	Install Traffic Signal	31.55%
5	Westwood St & Henderson Ave	Modify Northbound Right Turn Lane to a Shared Northbound Through Left Turn Lane – Striping Modification Only	5.40%

**Table 7
Future Roadway Improvements and Local Mitigation**

Roadway Segment	Mitigation Required by 2041	Percent Share
Newcomb St: Westfield Ave – Henderson Ave	Add Two Lanes	11.08%
Westwood St: Westfield Ave – Henderson Ave	Add Two Lanes	7.87%

Project percent share is calculated using the following formula:

$$\% \text{ Share} = \frac{\text{Project Traffic}}{(\text{Future+Project Traffic}) - \text{Existing Traffic}} \times 100\%$$

VMT ANALYSIS

An evaluation of vehicle miles traveled (VMT) for project traffic was conducted in accordance with California Environmental Quality Act (CEQA) requirements. The City of Porterville has adopted the “County of Tulare SB 743 Guidelines”, dated June 8, 2020, which contain recommendations regarding VMT assessment, significance thresholds and mitigation measures.

Analysis

Baseline VMT is was determined utilizing data from the California Statewide Travel Demand Model (CSTDM). The proposed residential project is located in Traffic Analysis Zone (TAZ) 2729, which has an average VMT/capita of 8.09 miles. The proposed residential project is considered a typical project within the TAZ and therefore the project would be expected to have the same VMT per capita. There are no special considerations with the project to assume the project would produce a VMT/capita lower than the average for the TAZ. The threshold of significance for residential project VMT/capita is if the project VMT is below the average in the TAZ where the project is located. Since VMT/capita is assumed to be equal to the average for the aforementioned zone, it is anticipated that the proposed project will have a significant transportation impact prior to mitigation.

Mitigation

The Tulare County guidelines include detailed instructions for mitigation if a project has significant impacts. The guidelines state “The preferred method of VMT mitigation in Tulare County is for project applicants to provide transportation improvements that facilitate travel by walking, bicycling, or transit.” In accordance with these guidelines, a survey was conducted within a half mile of the project to determine any pedestrian, bicycle or transit facilities deficiencies exist. After review, the existing bus stop located along Westfield Avenue was identified as a facility which could be improved to encourage increased transit use. The current bus stop does not include any improvements. The proposed improvements will include a new shelter, bench, signage and improved bus pullout. Total project cost is estimated at approximately \$60,000. The guidelines include a minimum cost for mitigation of \$20 per daily trip generated by the project. As shown in Table 1, the project is anticipated to generate 2,513 daily trips, which equates to a target value of improvements of \$50,260.

Pursuant to the guidelines, if a project provides mitigation which meets the minimum threshold listed above, the project can presume a 1% reduction in VMT. The assumed VMT/capita reduction is 1% of 8.09 or 0.08. The resulting VMT/capita after mitigation is 8.01 which is below the average VMT/capita

in the TAZ which the project is located. After mitigation, the project will have a less than significant transportation impact.

SUMMARY AND CONCLUSIONS

The purpose of this study is to evaluate the potential traffic impacts of a proposed residential development located on the northeast corner of Westwood Street and Westfield Avenue in the City of Porterville, California.

All eight study intersections currently operate at or above LOS D during peak hours with and without project traffic. In the future 2041 scenario, four intersections fall below LOS D and will require mitigation. With the addition of the mitigation measures identified in Table 6, all intersections will operate at acceptable levels.

All roadway segments within the scope of the study currently operate above LOS D during peak hours prior to, and with the addition of project traffic. Two roadway segments are anticipated to fall below an acceptable level of service in the year 2041 prior to the addition of project traffic as shown in Table 5. Both roadway segments can be mitigated to operate above a LOS D with improvements shown in Table 7.

Project VMT analysis showed a VMT which was equal to the existing local VMT in the area, which indicates a transportation impact under CEQA. With implementation of the mitigation measures identified above for reduction of VMT, the project will have a less than significant transportation impact.

REFERENCES

1. California Manual on Uniform Traffic Control Devices for Streets and Highways, 2014 Edition, California Department of Transportation (Caltrans)
2. City of Porterville 2030 General Plan
3. County of Tulare SB 743 Guidelines, June 8, 2020
4. Highway Capacity Manual 2010, Transportation Research Board
5. Interactive Traffic Counts Map, Tulare County Association of Governments (TCAG)
6. Trip Generation Manual, 10th Edition, Institute of Transportation Engineers (ITE)

APPENDIX

Intersection 1
Westwood St & Westfield Ave

Intersection																
Intersection Delay, s/veh	9.8															
Intersection LOS	A															
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	6	10	15	0	49	20	42	0	15	156	72	0	49	177	11
Future Vol, veh/h	0	6	10	15	0	49	20	42	0	15	156	72	0	49	177	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	7	11	16	0	53	22	46	0	16	170	78	0	53	192	12
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	8.4	9.2	10.2	9.8
HCM LOS	A	A	B	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	19%	44%	100%	0%
Vol Thru, %	0%	68%	32%	18%	0%	94%
Vol Right, %	0%	32%	48%	38%	0%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	15	228	31	111	49	188
LT Vol	15	0	6	49	49	0
Through Vol	0	156	10	20	0	177
RT Vol	0	72	15	42	0	11
Lane Flow Rate	16	248	34	121	53	204
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.026	0.341	0.048	0.17	0.084	0.291
Departure Headway (Hd)	5.678	4.952	5.106	5.078	5.667	5.123
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	628	724	696	703	630	699
Service Time	3.431	2.704	3.175	3.133	3.421	2.876
HCM Lane V/C Ratio	0.025	0.343	0.049	0.172	0.084	0.292
HCM Control Delay	8.6	10.3	8.4	9.2	8.9	10
HCM Lane LOS	A	B	A	A	A	A
HCM 95th-tile Q	0.1	1.5	0.2	0.6	0.3	1.2

Intersection																
Intersection Delay, s/veh	10.6															
Intersection LOS	B															
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	8	13	15	0	54	21	59	0	15	192	79	0	66	199	12
Future Vol, veh/h	0	8	13	15	0	54	21	59	0	15	192	79	0	66	199	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	9	14	16	0	59	23	64	0	16	209	86	0	72	216	13
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	8.9	9.8	11.5	10.4
HCM LOS	A	A	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	22%	40%	100%	0%
Vol Thru, %	0%	71%	36%	16%	0%	94%
Vol Right, %	0%	29%	42%	44%	0%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	15	271	36	134	66	211
LT Vol	15	0	8	54	66	0
Through Vol	0	192	13	21	0	199
RT Vol	0	79	15	59	0	12
Lane Flow Rate	16	295	39	146	72	229
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.026	0.419	0.06	0.213	0.116	0.336
Departure Headway (Hd)	5.83	5.121	5.533	5.257	5.818	5.274
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	609	698	651	676	611	677
Service Time	3.611	2.9	3.533	3.342	3.6	3.055
HCM Lane V/C Ratio	0.026	0.423	0.06	0.216	0.118	0.338
HCM Control Delay	8.8	11.6	8.9	9.8	9.4	10.7
HCM Lane LOS	A	B	A	A	A	B
HCM 95th-tile Q	0.1	2.1	0.2	0.8	0.4	1.5

Intersection																
Intersection Delay, s/veh	13.2															
Intersection LOS	B															
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	9	15	22	0	73	30	62	0	22	232	107	0	73	263	16
Future Vol, veh/h	0	9	15	22	0	73	30	62	0	22	232	107	0	73	263	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	10	16	24	0	79	33	67	0	24	252	116	0	79	286	17
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	9.7	11.3	14.8	12.8
HCM LOS	A	B	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	20%	44%	100%	0%
Vol Thru, %	0%	68%	33%	18%	0%	94%
Vol Right, %	0%	32%	48%	38%	0%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	22	339	46	165	73	279
LT Vol	22	0	9	73	73	0
Through Vol	0	232	15	30	0	263
RT Vol	0	107	22	62	0	16
Lane Flow Rate	24	368	50	179	79	303
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.041	0.564	0.084	0.292	0.137	0.478
Departure Headway (Hd)	6.237	5.507	6.075	5.858	6.227	5.68
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	574	656	588	613	576	634
Service Time	3.972	3.241	4.133	3.902	3.962	3.415
HCM Lane V/C Ratio	0.042	0.561	0.085	0.292	0.137	0.478
HCM Control Delay	9.2	15.2	9.7	11.3	10	13.5
HCM Lane LOS	A	C	A	B	A	B
HCM 95th-tile Q	0.1	3.5	0.3	1.2	0.5	2.6

Intersection																
Intersection Delay, s/veh	15.4															
Intersection LOS	C															
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	11	18	22	0	78	31	79	0	22	268	114	0	90	285	17
Future Vol, veh/h	0	11	18	22	0	78	31	79	0	22	268	114	0	90	285	17
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	12	20	24	0	85	34	86	0	24	291	124	0	98	310	18
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	10.3	12.4	18.6	14.3
HCM LOS	B	B	C	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	22%	41%	100%	0%
Vol Thru, %	0%	70%	35%	16%	0%	94%
Vol Right, %	0%	30%	43%	42%	0%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	22	382	51	188	90	302
LT Vol	22	0	11	78	90	0
Through Vol	0	268	18	31	0	285
RT Vol	0	114	22	79	0	17
Lane Flow Rate	24	415	55	204	98	328
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.043	0.662	0.1	0.346	0.175	0.539
Departure Headway (Hd)	6.461	5.742	6.48	6.101	6.458	5.911
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	553	627	549	586	555	607
Service Time	4.214	3.494	4.568	4.166	4.212	3.664
HCM Lane V/C Ratio	0.043	0.662	0.1	0.348	0.177	0.54
HCM Control Delay	9.5	19.1	10.3	12.4	10.6	15.4
HCM Lane LOS	A	C	B	B	B	C
HCM 95th-tile Q	0.1	4.9	0.3	1.5	0.6	3.2

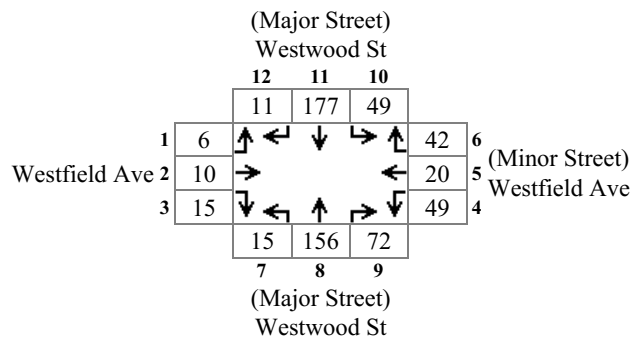


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	18	22	78	31	79	22	268	114	90	285	17
Future Volume (veh/h)	11	18	22	78	31	79	22	268	114	90	285	17
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1863	1750	1750	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	12	20	24	85	34	86	24	291	124	98	310	18
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	83	124	119	148	56	106	734	912	389	663	1282	74
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.74	0.74	0.74	0.74	0.74	0.74
Sat Flow, veh/h	211	756	725	556	338	647	964	1239	528	890	1743	101
Grp Volume(v), veh/h	56	0	0	205	0	0	24	0	415	98	0	328
Grp Sat Flow(s),veh/h/ln	1693	0	0	1541	0	0	964	0	1767	890	0	1844
Q Serve(g_s), s	0.0	0.0	0.0	8.9	0.0	0.0	0.7	0.0	7.3	3.8	0.0	5.1
Cycle Q Clear(g_c), s	2.5	0.0	0.0	11.4	0.0	0.0	5.9	0.0	7.3	11.1	0.0	5.1
Prop In Lane	0.21		0.43	0.41		0.42	1.00		0.30	1.00		0.05
Lane Grp Cap(c), veh/h	327	0	0	310	0	0	734	0	1300	663	0	1357
V/C Ratio(X)	0.17	0.00	0.00	0.66	0.00	0.00	0.03	0.00	0.32	0.15	0.00	0.24
Avail Cap(c_a), veh/h	799	0	0	761	0	0	734	0	1300	663	0	1357
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.54	0.00	0.00	0.90	0.00	0.90	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.5	0.0	0.0	36.0	0.0	0.0	4.8	0.0	4.1	6.0	0.0	3.8
Incr Delay (d2), s/veh	0.2	0.0	0.0	1.3	0.0	0.0	0.1	0.0	0.6	0.5	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	5.0	0.0	0.0	0.2	0.0	3.7	1.0	0.0	2.7
LnGrp Delay(d),s/veh	32.7	0.0	0.0	37.4	0.0	0.0	4.8	0.0	4.7	6.5	0.0	4.2
LnGrp LOS	C			D			A		A	A		A
Approach Vol, veh/h		56			205			439			426	
Approach Delay, s/veh		32.7			37.4			4.7			4.8	
Approach LOS		C			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		70.7		19.3		70.7		19.3				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		39.1		41.9		39.1		41.9				
Max Q Clear Time (g_c+I1), s		9.3		4.5		13.1		13.4				
Green Ext Time (p_c), s		3.7		1.0		3.6		0.9				
Intersection Summary												
HCM 2010 Ctrl Delay				12.1								
HCM 2010 LOS				B								

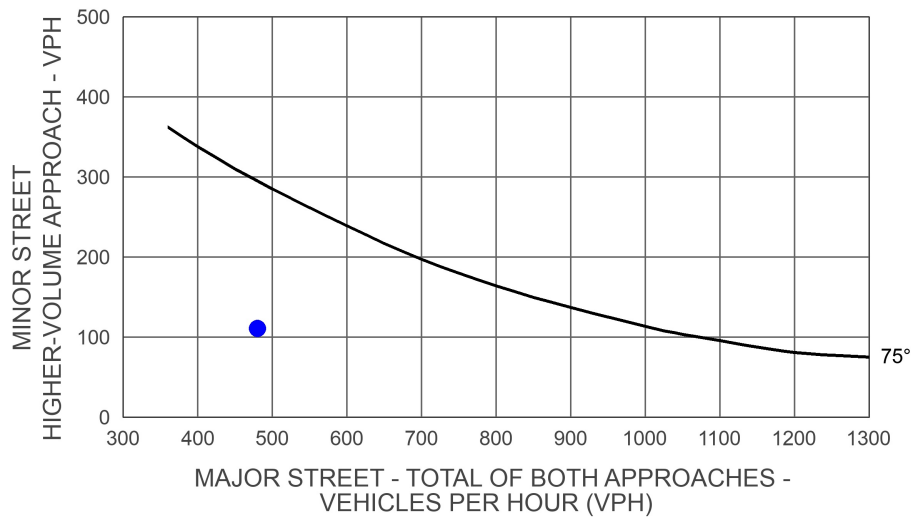
Rural Peak Hour Signal Warrant

Intersection Does Not Meet Signal Warrant

Scenario: PM Existing
Intersection #: 1

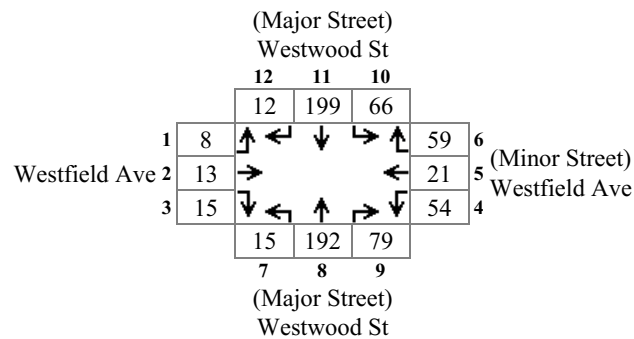


Major Total: 480
Minor High Volume: 111

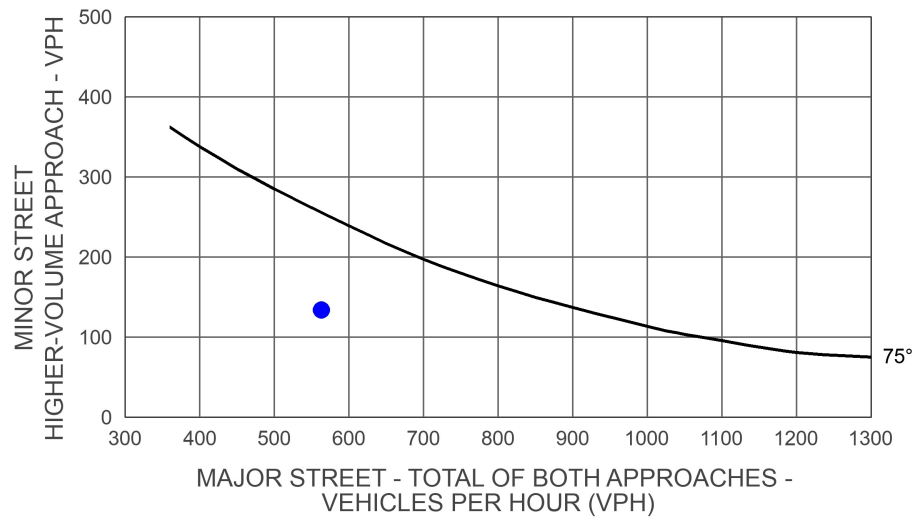


Rural Peak Hour Signal Warrant Intersection Does Not Meet Signal Warrant

Scenario: PM Existing+Project
Intersection #: 1

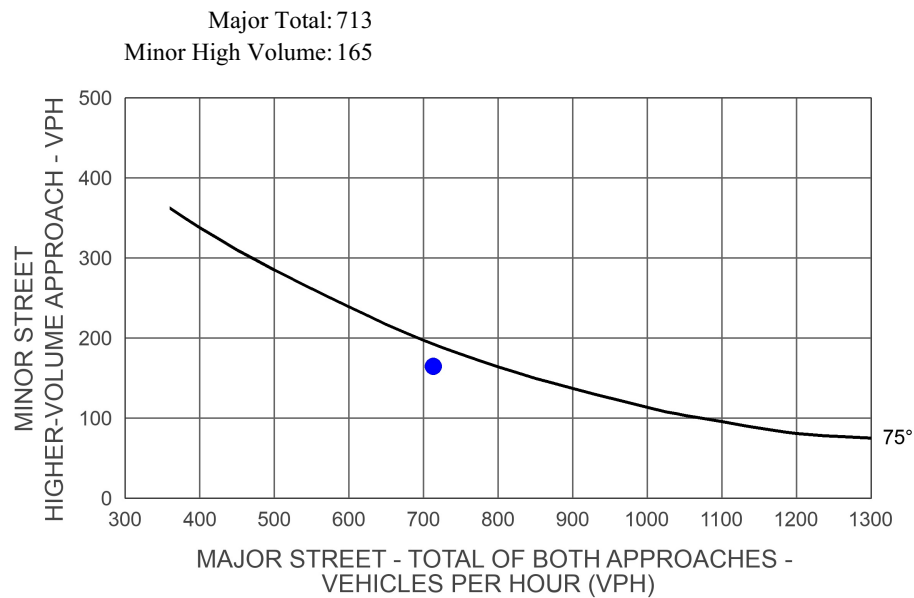
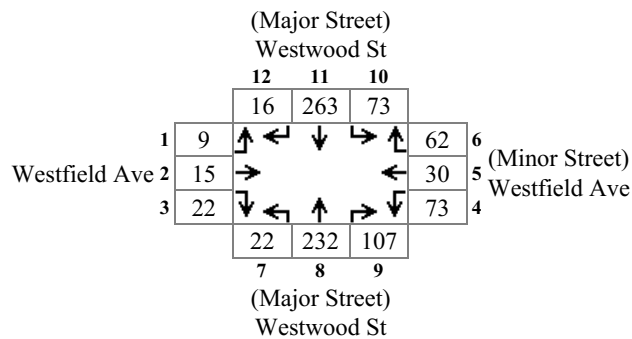


Major Total: 563
Minor High Volume: 134



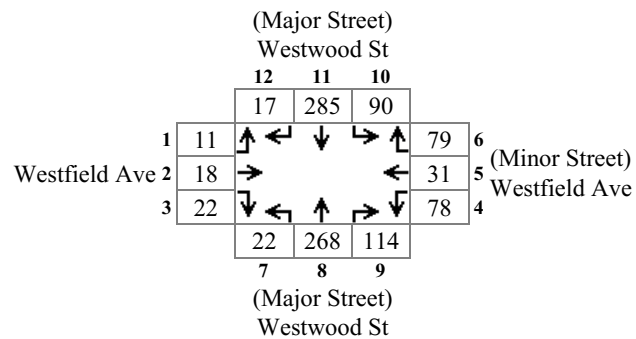
Rural Peak Hour Signal Warrant Intersection Does Not Meet Signal Warrant

Scenario: PM Future
Intersection #: 1

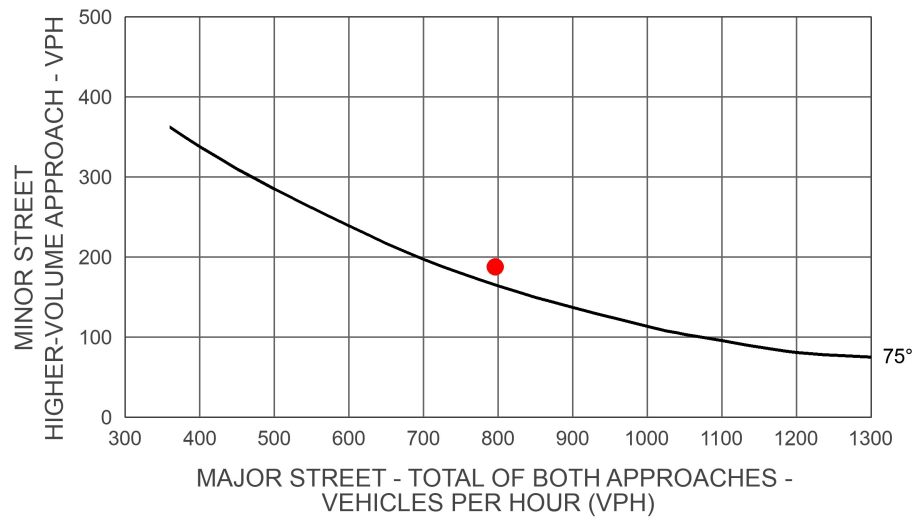


Rural Peak Hour Signal Warrant Intersection Meets Signal Warrant

Scenario: PM Future+Project
Intersection #: 1



Major Total: 796
Minor High Volume: 188



Intersection																
Intersection Delay, s/veh	13.8															
Intersection LOS	B															
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	27	81	79	0	70	111	61	0	69	178	69	0	58	167	58
Future Vol, veh/h	0	27	81	79	0	70	111	61	0	69	178	69	0	58	167	58
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	29	88	86	0	76	121	66	0	75	193	75	0	63	182	63
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	12.7	14.4	14.1	13.6
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	14%	29%	100%	0%
Vol Thru, %	0%	72%	43%	46%	0%	74%
Vol Right, %	0%	28%	42%	25%	0%	26%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	69	247	187	242	58	225
LT Vol	69	0	27	70	58	0
Through Vol	0	178	81	111	0	167
RT Vol	0	69	79	61	0	58
Lane Flow Rate	75	268	203	263	63	245
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.148	0.478	0.353	0.455	0.126	0.441
Departure Headway (Hd)	7.124	6.413	6.256	6.231	7.182	6.487
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	504	561	575	579	500	555
Service Time	4.86	4.149	4.296	4.268	4.919	4.223
HCM Lane V/C Ratio	0.149	0.478	0.353	0.454	0.126	0.441
HCM Control Delay	11.1	14.9	12.7	14.4	11	14.3
HCM Lane LOS	B	B	B	B	B	B
HCM 95th-tile Q	0.5	2.6	1.6	2.4	0.4	2.2

Intersection																
Intersection Delay, s/veh	15.6															
Intersection LOS	C															
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	28	82	79	0	78	113	73	0	69	189	71	0	70	201	60
Future Vol, veh/h	0	28	82	79	0	78	113	73	0	69	189	71	0	70	201	60
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	30	89	86	0	85	123	79	0	75	205	77	0	76	218	65
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	13.7	16.4	15.7	15.8
HCM LOS	B	C	C	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	15%	30%	100%	0%
Vol Thru, %	0%	73%	43%	43%	0%	77%
Vol Right, %	0%	27%	42%	28%	0%	23%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	69	260	189	264	70	261
LT Vol	69	0	28	78	70	0
Through Vol	0	189	82	113	0	201
RT Vol	0	71	79	73	0	60
Lane Flow Rate	75	283	205	287	76	284
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.155	0.527	0.378	0.519	0.157	0.531
Departure Headway (Hd)	7.418	6.71	6.626	6.505	7.412	6.734
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	483	537	540	554	483	533
Service Time	5.176	4.467	4.689	4.562	5.169	4.491
HCM Lane V/C Ratio	0.155	0.527	0.38	0.518	0.157	0.533
HCM Control Delay	11.5	16.8	13.7	16.4	11.6	16.9
HCM Lane LOS	B	C	B	C	B	C
HCM 95th-tile Q	0.5	3	1.7	3	0.6	3.1

Intersection																
Intersection Delay, s/veh	55															
Intersection LOS	F															
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	40	120	117	0	104	165	91	0	103	264	103	0	86	248	86
Future Vol, veh/h	0	40	120	117	0	104	165	91	0	103	264	103	0	86	248	86
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	43	130	127	0	113	179	99	0	112	287	112	0	93	270	93
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	37.1	65.8	62.9	48.7
HCM LOS	E	F	F	E

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	14%	29%	100%	0%
Vol Thru, %	0%	72%	43%	46%	0%	74%
Vol Right, %	0%	28%	42%	25%	0%	26%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	103	367	277	360	86	334
LT Vol	103	0	40	104	86	0
Through Vol	0	264	120	165	0	248
RT Vol	0	103	117	91	0	86
Lane Flow Rate	112	399	301	391	93	363
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.306	1	0.772	0.963	0.254	0.918
Departure Headway (Hd)	9.846	9.116	9.227	8.861	9.788	9.103
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	368	403	397	415	371	403
Service Time	7.531	6.801	7.159	6.806	7.433	6.748
HCM Lane V/C Ratio	0.304	0.99	0.758	0.942	0.251	0.901
HCM Control Delay	16.8	75.8	37.1	65.8	15.7	57.2
HCM Lane LOS	C	F	E	F	C	F
HCM 95th-tile Q	1.3	12.2	6.4	11.2	1	9.8

Intersection																
Intersection Delay, s/veh	62.1															
Intersection LOS	F															
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	41	121	117	0	112	167	103	0	103	275	105	0	98	282	88
Future Vol, veh/h	0	41	121	117	0	112	167	103	0	103	275	105	0	98	282	88
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	45	132	127	0	122	182	112	0	112	299	114	0	107	307	96
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	39.4	75.5	63.2	63.4
HCM LOS	E	F	F	F

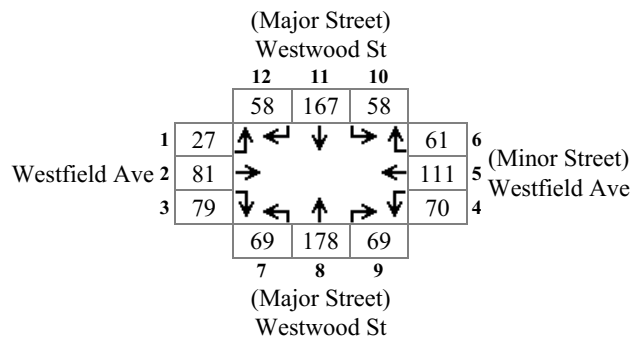
Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	15%	29%	100%	0%
Vol Thru, %	0%	72%	43%	44%	0%	76%
Vol Right, %	0%	28%	42%	27%	0%	24%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	103	380	279	382	98	370
LT Vol	103	0	41	112	98	0
Through Vol	0	275	121	167	0	282
RT Vol	0	105	117	103	0	88
Lane Flow Rate	112	413	303	415	107	402
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.304	1	0.786	1	0.29	1
Departure Headway (Hd)	9.766	9.038	9.332	8.868	9.796	9.096
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	369	401	388	407	370	402
Service Time	7.492	6.799	7.401	6.965	7.492	6.826
HCM Lane V/C Ratio	0.304	1.03	0.781	1.02	0.289	1
HCM Control Delay	16.7	75.8	39.4	75.5	16.4	75.9
HCM Lane LOS	C	F	E	F	C	F
HCM 95th-tile Q	1.3	12.2	6.7	12.3	1.2	12.2



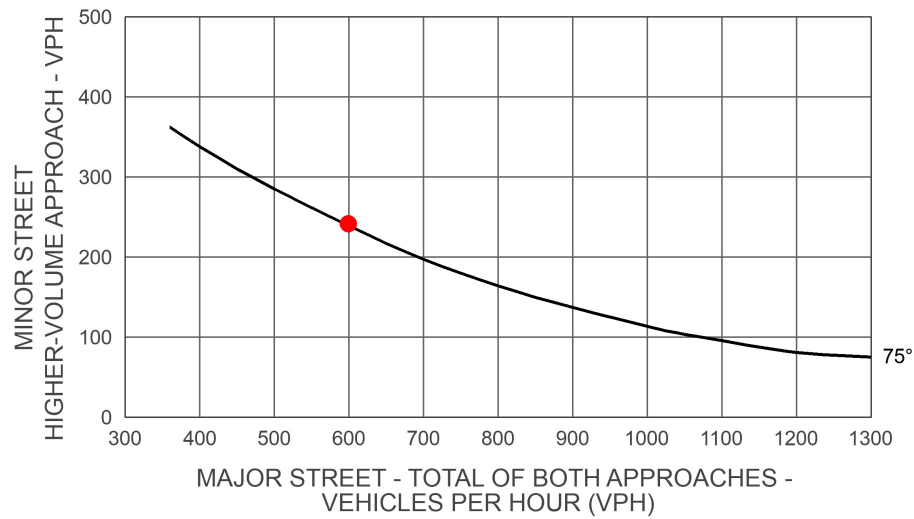
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	121	117	112	167	103	103	275	105	98	282	88
Future Volume (veh/h)	41	121	117	112	167	103	103	275	105	98	282	88
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1863	1750	1750	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	45	132	127	122	182	112	112	299	114	107	307	96
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	95	252	216	172	225	127	485	737	281	477	781	244
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.57	0.57	0.57	0.57	0.57	0.57
Sat Flow, veh/h	151	774	664	370	692	391	900	1284	490	892	1360	425
Grp Volume(v), veh/h	304	0	0	416	0	0	112	0	413	107	0	403
Grp Sat Flow(s),veh/h/ln	1590	0	0	1453	0	0	900	0	1774	892	0	1785
Q Serve(g_s), s	0.0	0.0	0.0	11.0	0.0	0.0	7.0	0.0	11.6	6.8	0.0	11.2
Cycle Q Clear(g_c), s	13.6	0.0	0.0	24.5	0.0	0.0	18.2	0.0	11.6	18.4	0.0	11.2
Prop In Lane	0.15		0.42	0.29		0.27	1.00		0.28	1.00		0.24
Lane Grp Cap(c), veh/h	564	0	0	525	0	0	485	0	1019	477	0	1025
V/C Ratio(X)	0.54	0.00	0.00	0.79	0.00	0.00	0.23	0.00	0.41	0.22	0.00	0.39
Avail Cap(c_a), veh/h	812	0	0	760	0	0	485	0	1019	477	0	1025
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.75	0.00	0.00	0.79	0.00	0.79	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.9	0.0	0.0	28.7	0.0	0.0	15.5	0.0	10.6	15.8	0.0	10.5
Incr Delay (d2), s/veh	0.8	0.0	0.0	2.8	0.0	0.0	0.9	0.0	1.0	1.1	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	0.0	0.0	10.1	0.0	0.0	1.9	0.0	5.9	1.8	0.0	5.8
LnGrp Delay(d),s/veh	25.7	0.0	0.0	31.4	0.0	0.0	16.4	0.0	11.6	16.8	0.0	11.7
LnGrp LOS	C			C			B		B	B		B
Approach Vol, veh/h	304			416			525			510		
Approach Delay, s/veh	25.7			31.4			12.6			12.8		
Approach LOS	C			C			B			B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		56.2		33.8		56.2		33.8				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		37.5		43.5		37.5		43.5				
Max Q Clear Time (g_c+I1), s		20.2		15.6		20.4		26.5				
Green Ext Time (p_c), s		4.3		3.1		4.3		2.8				
Intersection Summary												
HCM 2010 Ctrl Delay				19.4								
HCM 2010 LOS				B								

Rural Peak Hour Signal Warrant Intersection Meets Signal Warrant

Scenario: AM Existing
Intersection #: 1

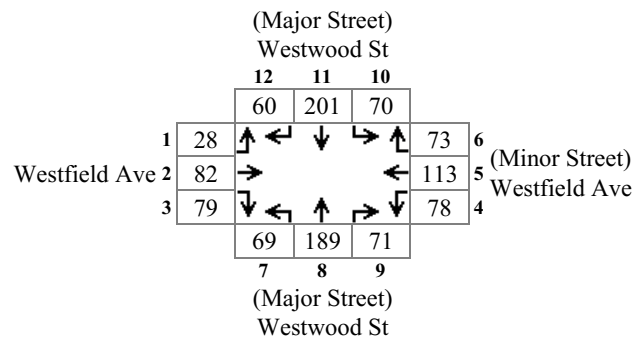


Major Total: 599
Minor High Volume: 242

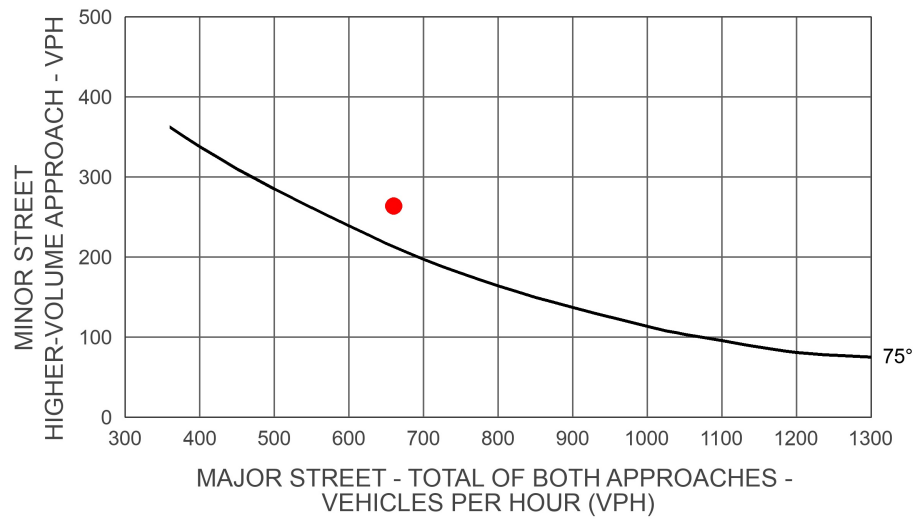


Rural Peak Hour Signal Warrant Intersection Meets Signal Warrant

Scenario: AM Existing+Project
Intersection #: 1

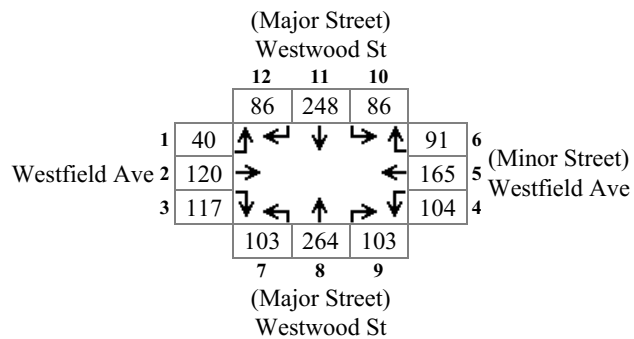


Major Total: 660
Minor High Volume: 264

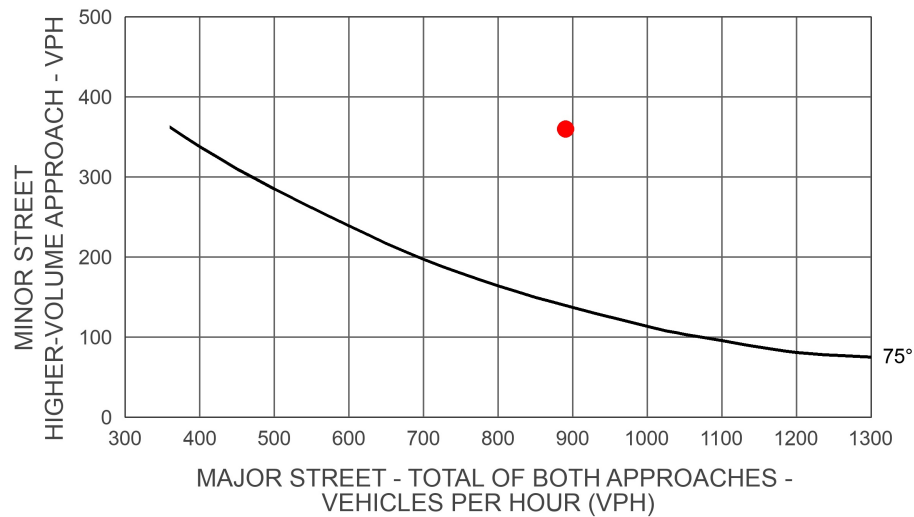


Rural Peak Hour Signal Warrant Intersection Meets Signal Warrant

Scenario: AM Future
Intersection #: 1

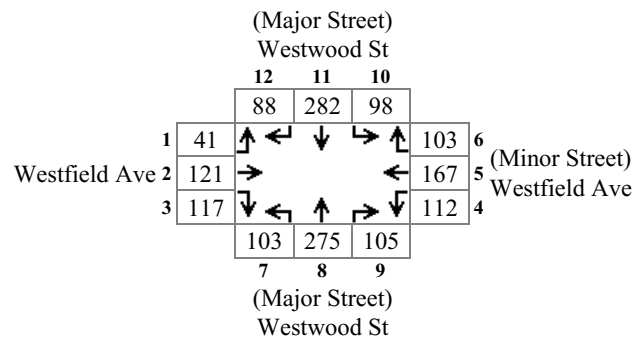


Major Total: 890
Minor High Volume: 360

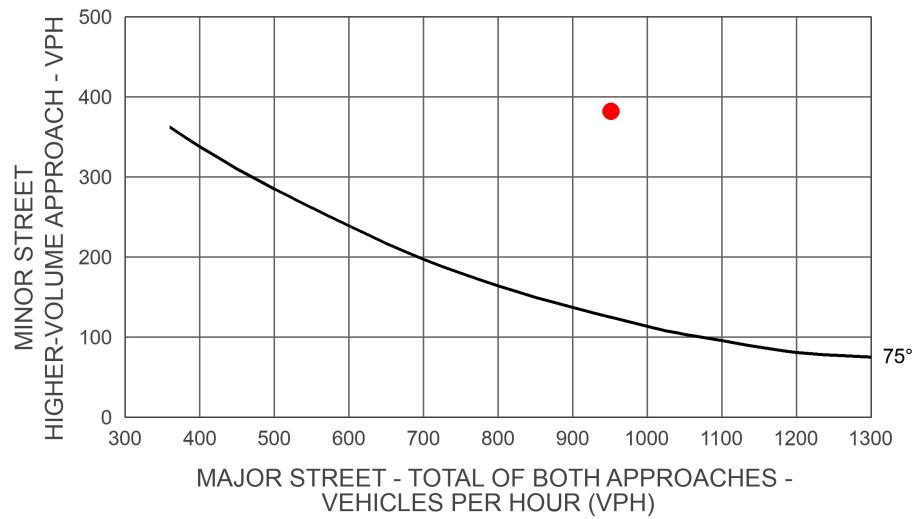


Rural Peak Hour Signal Warrant Intersection Meets Signal Warrant

Scenario: AM Future+Project
Intersection #: 1



Major Total: 951
Minor High Volume: 382



Intersection 2
Lombardi St & Westfield Ave

Intersection

Int Delay, s/veh 3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	44	113	116	69	50	35
Future Vol, veh/h	44	113	116	69	50	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	123	126	75	54	38

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	201	0	382
Stage 1	-	-	164
Stage 2	-	-	218
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1371	-	620
Stage 1	-	-	865
Stage 2	-	-	818
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1371	-	596
Mov Cap-2 Maneuver	-	-	596
Stage 1	-	-	865
Stage 2	-	-	787

Approach	EB	WB	SB
HCM Control Delay, s	2.2	0	11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1371	-	-	-	688
HCM Lane V/C Ratio	0.035	-	-	-	0.134
HCM Control Delay (s)	7.7	0	-	-	11
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	52	142	167	115	77	40
Future Vol, veh/h	52	142	167	115	77	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	154	182	125	84	43

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	307	0	511
Stage 1	-	-	244
Stage 2	-	-	267
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1254	-	523
Stage 1	-	-	797
Stage 2	-	-	778
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1254	-	497
Mov Cap-2 Maneuver	-	-	497
Stage 1	-	-	797
Stage 2	-	-	739

Approach	EB	WB	SB
HCM Control Delay, s	2.1	0	13.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1254	-	-	-	570
HCM Lane V/C Ratio	0.045	-	-	-	0.223
HCM Control Delay (s)	8	0	-	-	13.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.8

Intersection

Int Delay, s/veh 4.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	65	168	172	103	92	64
Future Vol, veh/h	65	168	172	103	92	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	71	183	187	112	100	70

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	299	0	567
Stage 1	-	-	243
Stage 2	-	-	324
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1262	-	485
Stage 1	-	-	797
Stage 2	-	-	733
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1262	-	454
Mov Cap-2 Maneuver	-	-	454
Stage 1	-	-	797
Stage 2	-	-	687

Approach	EB	WB	SB
HCM Control Delay, s	2.2	0	14.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1262	-	-	-	551
HCM Lane V/C Ratio	0.056	-	-	-	0.308
HCM Control Delay (s)	8	0	-	-	14.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	1.3

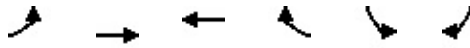
Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	73	197	223	149	119	69
Future Vol, veh/h	73	197	223	149	119	69
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	79	214	242	162	129	75

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	404	0	696
Stage 1	-	-	323
Stage 2	-	-	373
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1155	-	408
Stage 1	-	-	734
Stage 2	-	-	696
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1155	-	376
Mov Cap-2 Maneuver	-	-	376
Stage 1	-	-	734
Stage 2	-	-	642

Approach	EB	WB	SB
HCM Control Delay, s	2.3	0	19.1
HCM LOS			C

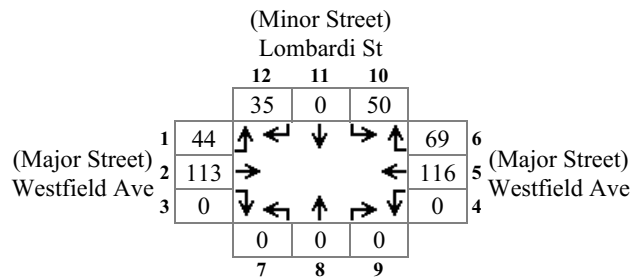
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1155	-	-	-	456
HCM Lane V/C Ratio	0.069	-	-	-	0.448
HCM Control Delay (s)	8.3	0	-	-	19.1
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	2.3



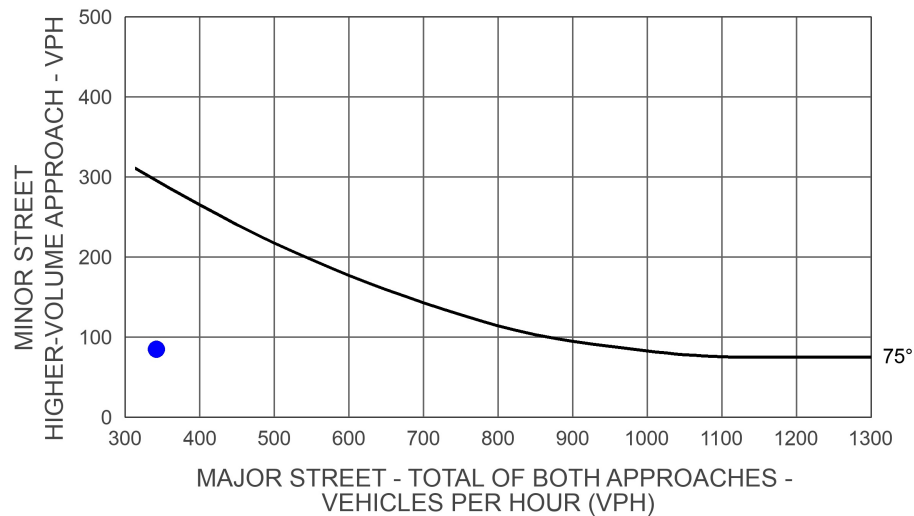
Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations		↰	↰		↰			
Traffic Volume (veh/h)	73	197	223	149	119	69		
Future Volume (veh/h)	73	197	223	149	119	69		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00		1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1750	1863	1863	1750	1716	1750		
Adj Flow Rate, veh/h	79	214	242	162	129	75		
Adj No. of Lanes	0	1	1	0	0	0		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	0	0		
Cap, veh/h	113	279	329	220	576	335		
Arrive On Green	0.63	0.63	0.63	0.63	0.58	0.58		
Sat Flow, veh/h	197	884	1042	698	985	573		
Grp Volume(v), veh/h	293	0	0	404	205	0		
Grp Sat Flow(s),veh/h/ln	1080	0	0	1740	1565	0		
Q Serve(g_s), s	9.1	0.0	0.0	14.4	5.6	0.0		
Cycle Q Clear(g_c), s	23.7	0.0	0.0	14.4	5.6	0.0		
Prop In Lane	0.27			0.40	0.63	0.37		
Lane Grp Cap(c), veh/h	392	0	0	549	915	0		
V/C Ratio(X)	0.75	0.00	0.00	0.74	0.22	0.00		
Avail Cap(c_a), veh/h	616	0	0	810	915	0		
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00		
Upstream Filter(I)	0.99	0.00	0.00	0.61	1.00	0.00		
Uniform Delay (d), s/veh	16.0	0.0	0.0	14.0	8.9	0.0		
Incr Delay (d2), s/veh	2.9	0.0	0.0	1.2	0.6	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	6.7	0.0	0.0	6.9	2.6	0.0		
LnGrp Delay(d),s/veh	18.9	0.0	0.0	15.2	9.5	0.0		
LnGrp LOS	B			B	A			
Approach Vol, veh/h	293		404		205			
Approach Delay, s/veh	18.9		15.2		9.5			
Approach LOS	B		B		A			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4	6		8	
Phs Duration (G+Y+Rc), s				32.8	57.2		32.8	
Change Period (Y+Rc), s				4.5	4.5		4.5	
Max Green Setting (Gmax), s				41.9	39.1		41.9	
Max Q Clear Time (g_c+I1), s				25.7	7.6		16.4	
Green Ext Time (p_c), s				2.5	0.7		2.8	
Intersection Summary								
HCM 2010 Ctrl Delay		15.1						
HCM 2010 LOS		B						

Rural Peak Hour Signal Warrant Intersection Does Not Meet Signal Warrant

Scenario: PM Existing
Intersection #:2

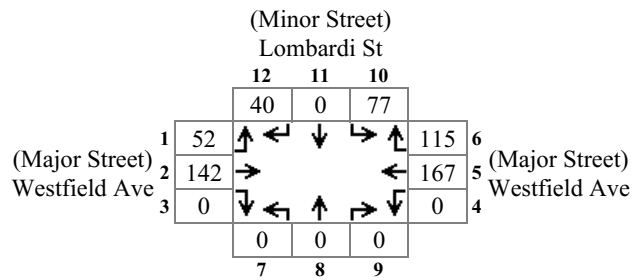


Major Total: 342
Minor High Volume: 85

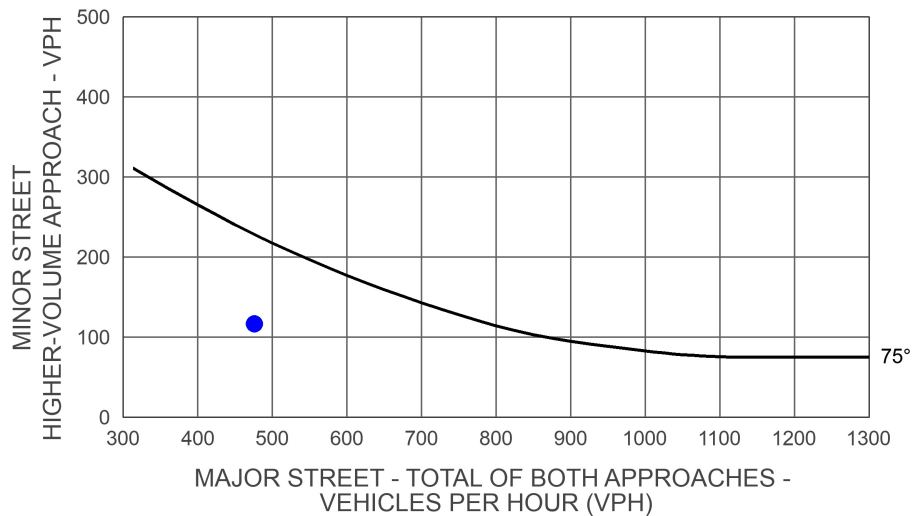


Rural Peak Hour Signal Warrant Intersection Does Not Meet Signal Warrant

Scenario: PM Existing+Project
Intersection #:2

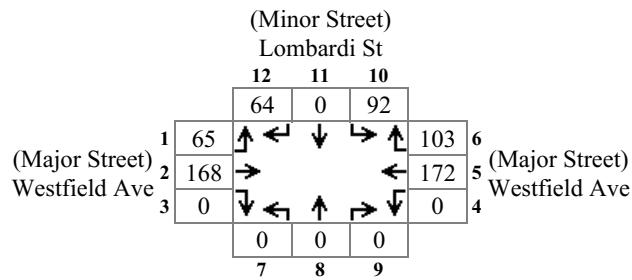


Major Total: 476
Minor High Volume: 117

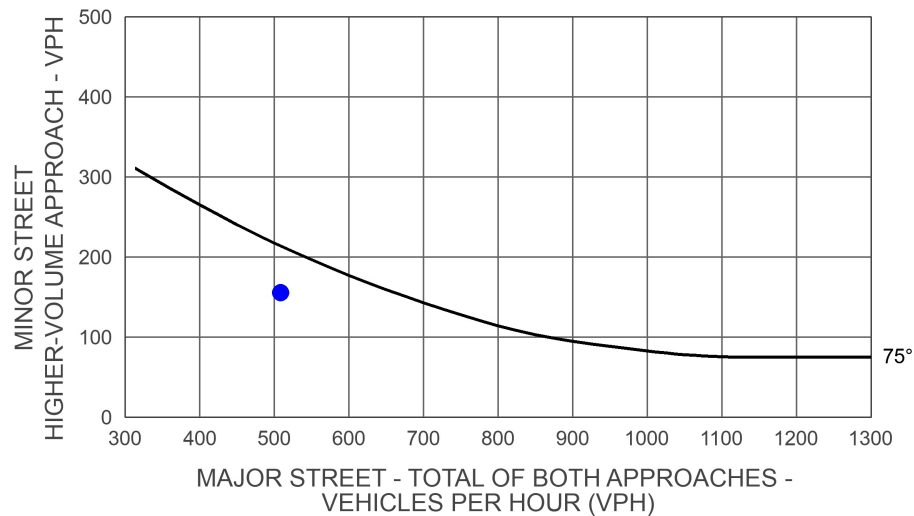


Rural Peak Hour Signal Warrant Intersection Does Not Meet Signal Warrant

Scenario: PM Future
Intersection #:2

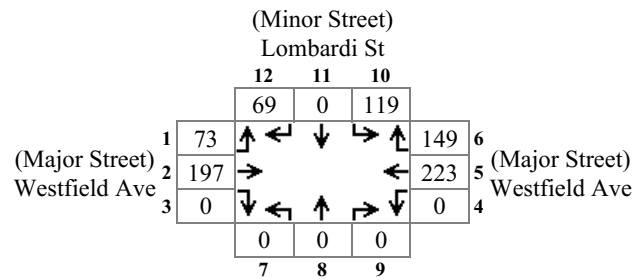


Major Total: 508
Minor High Volume: 156

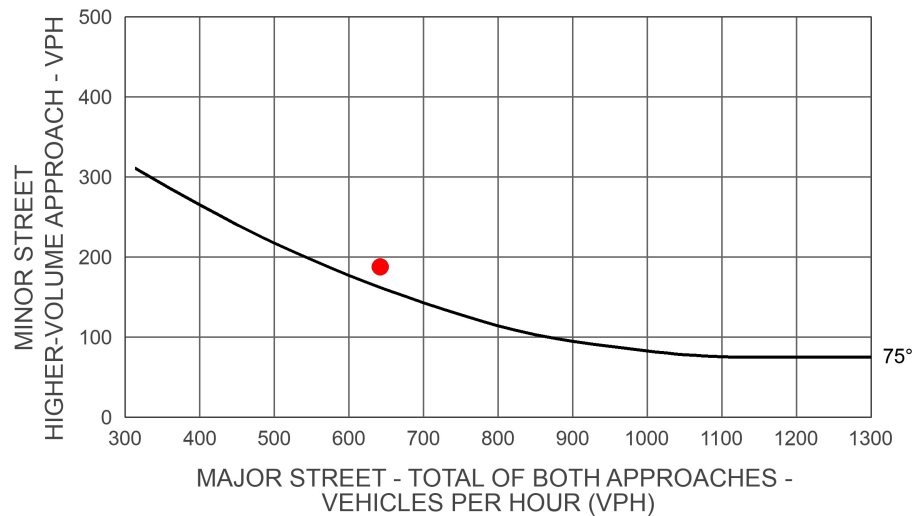


Rural Peak Hour Signal Warrant Intersection Meets Signal Warrant

Scenario: PM Future+Project
Intersection #: 2



Major Total: 642
Minor High Volume: 188



Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	72	182	190	107	50	62
Future Vol, veh/h	72	182	190	107	50	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	78	198	207	116	54	67

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	323	0	619
Stage 1	-	-	265
Stage 2	-	-	354
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1237	-	452
Stage 1	-	-	779
Stage 2	-	-	710
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1237	-	420
Mov Cap-2 Maneuver	-	-	420
Stage 1	-	-	779
Stage 2	-	-	660

Approach	EB	WB	SB
HCM Control Delay, s	2.3	0	13.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1237	-	-	-	562
HCM Lane V/C Ratio	0.063	-	-	-	0.217
HCM Control Delay (s)	8.1	0	-	-	13.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.8

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	74	226	205	121	91	70
Future Vol, veh/h	74	226	205	121	91	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	80	246	223	132	99	76

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	354	0	696
Stage 1	-	-	289
Stage 2	-	-	407
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1205	-	408
Stage 1	-	-	760
Stage 2	-	-	672
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1205	-	377
Mov Cap-2 Maneuver	-	-	377
Stage 1	-	-	760
Stage 2	-	-	620

Approach	EB	WB	SB
HCM Control Delay, s	2	0	16.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1205	-	-	-	481
HCM Lane V/C Ratio	0.067	-	-	-	0.364
HCM Control Delay (s)	8.2	0	-	-	16.7
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	1.6

Intersection

Int Delay, s/veh 6.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	107	270	282	159	92	114
Future Vol, veh/h	107	270	282	159	92	114
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	116	293	307	173	100	124

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	479	0	919
Stage 1	-	-	393
Stage 2	-	-	526
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1083	-	301
Stage 1	-	-	682
Stage 2	-	-	593
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1083	-	262
Mov Cap-2 Maneuver	-	-	262
Stage 1	-	-	682
Stage 2	-	-	517

Approach	EB	WB	SB
HCM Control Delay, s	2.5	0	25.7
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1083	-	-	-	392
HCM Lane V/C Ratio	0.107	-	-	-	0.571
HCM Control Delay (s)	8.7	0	-	-	25.7
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0.4	-	-	-	3.4

Intersection

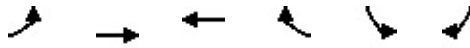
Int Delay, s/veh 12.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	109	314	297	173	133	122
Future Vol, veh/h	109	314	297	173	133	122
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	118	341	323	188	145	133

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	511	0	995
Stage 1	-	-	417
Stage 2	-	-	578
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1054	-	271
Stage 1	-	-	665
Stage 2	-	-	561
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1054	-	234
Mov Cap-2 Maneuver	-	-	234
Stage 1	-	-	665
Stage 2	-	-	484

Approach	EB	WB	SB
HCM Control Delay, s	2.3	0	51.1
HCM LOS			F

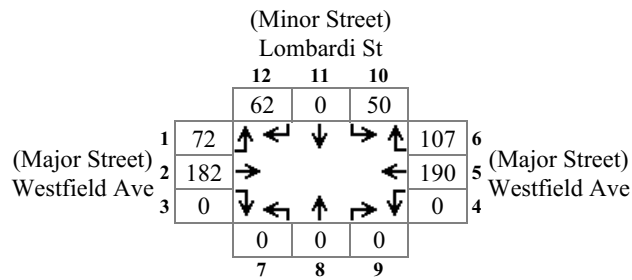
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1054	-	-	-	335
HCM Lane V/C Ratio	0.112	-	-	-	0.827
HCM Control Delay (s)	8.8	0	-	-	51.1
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0.4	-	-	-	7.2



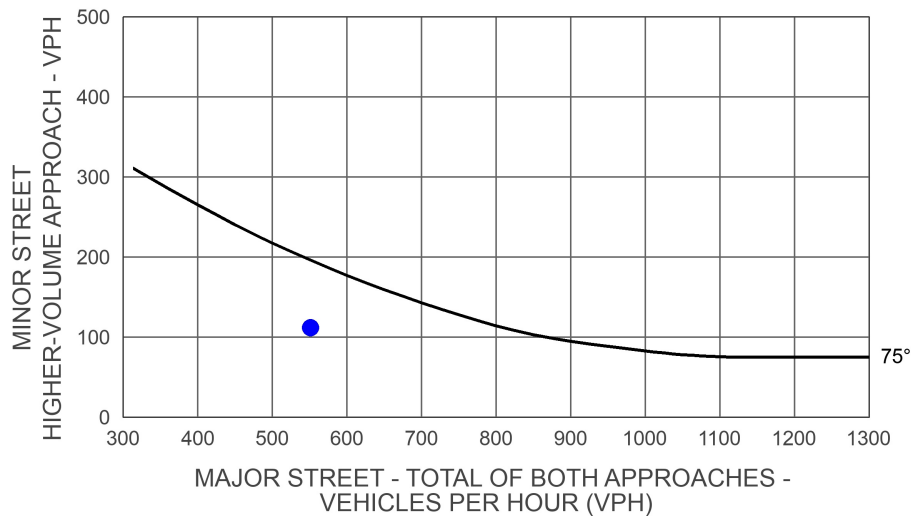
Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations		↕	↕		↕			
Traffic Volume (veh/h)	109	314	297	173	133	122		
Future Volume (veh/h)	109	314	297	173	133	122		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00		1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1750	1863	1863	1750	1716	1750		
Adj Flow Rate, veh/h	118	341	323	188	145	133		
Adj No. of Lanes	0	1	1	0	0	0		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	0	0		
Cap, veh/h	135	322	386	224	443	406		
Arrive On Green	0.70	0.70	0.70	0.70	0.55	0.55		
Sat Flow, veh/h	243	925	1106	644	803	737		
Grp Volume(v), veh/h	459	0	0	511	279	0		
Grp Sat Flow(s),veh/h/ln	1168	0	0	1749	1546	0		
Q Serve(g_s), s	20.5	0.0	0.0	19.1	8.9	0.0		
Cycle Q Clear(g_c), s	31.4	0.0	0.0	19.1	8.9	0.0		
Prop In Lane	0.26			0.37	0.52	0.48		
Lane Grp Cap(c), veh/h	458	0	0	610	852	0		
V/C Ratio(X)	1.00	0.00	0.00	0.84	0.33	0.00		
Avail Cap(c_a), veh/h	798	0	0	1020	852	0		
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00		
Upstream Filter(I)	0.88	0.00	0.00	0.85	1.00	0.00		
Uniform Delay (d), s/veh	16.9	0.0	0.0	11.8	11.1	0.0		
Incr Delay (d2), s/veh	23.6	0.0	0.0	2.7	1.0	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	14.2	0.0	0.0	9.2	4.0	0.0		
LnGrp Delay(d),s/veh	40.6	0.0	0.0	14.5	12.1	0.0		
LnGrp LOS	F			B	B			
Approach Vol, veh/h	459		511		279			
Approach Delay, s/veh	40.6		14.5		12.1			
Approach LOS	D		B		B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4	6		8	
Phs Duration (G+Y+Rc), s				38.9	51.1		38.9	
Change Period (Y+Rc), s				4.5	4.5		4.5	
Max Green Setting (Gmax), s				52.5	28.5		52.5	
Max Q Clear Time (g_c+I1), s				33.4	10.9		21.1	
Green Ext Time (p_c), s				4.1	0.9		4.5	
Intersection Summary								
HCM 2010 Ctrl Delay		23.5						
HCM 2010 LOS		C						

Rural Peak Hour Signal Warrant Intersection Does Not Meet Signal Warrant

Scenario: AM Existing
Intersection #:2

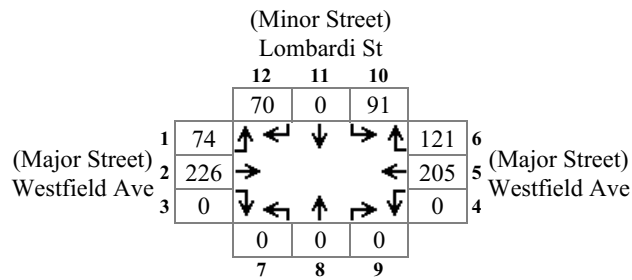


Major Total: 551
Minor High Volume: 112

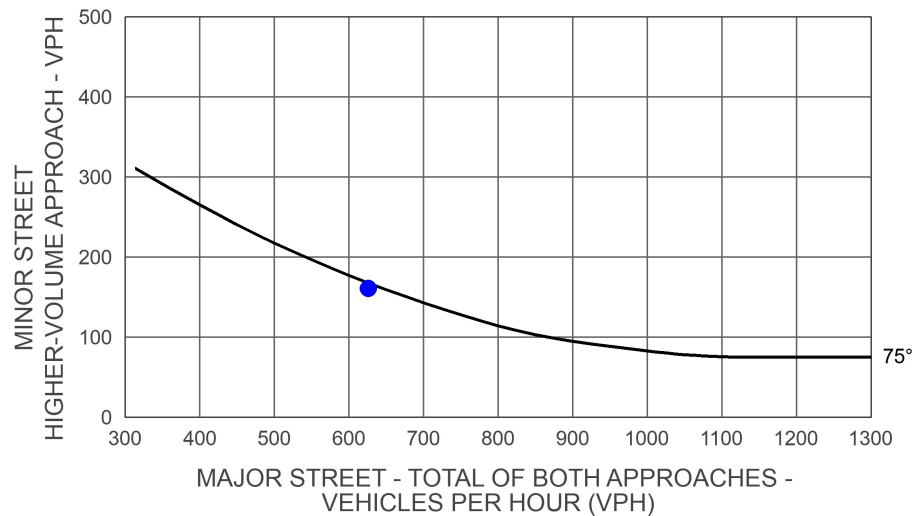


Rural Peak Hour Signal Warrant Intersection Does Not Meet Signal Warrant

Scenario: AM Existing+Project
Intersection #:2

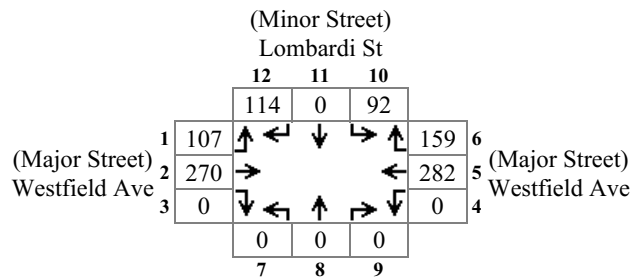


Major Total: 626
Minor High Volume: 161

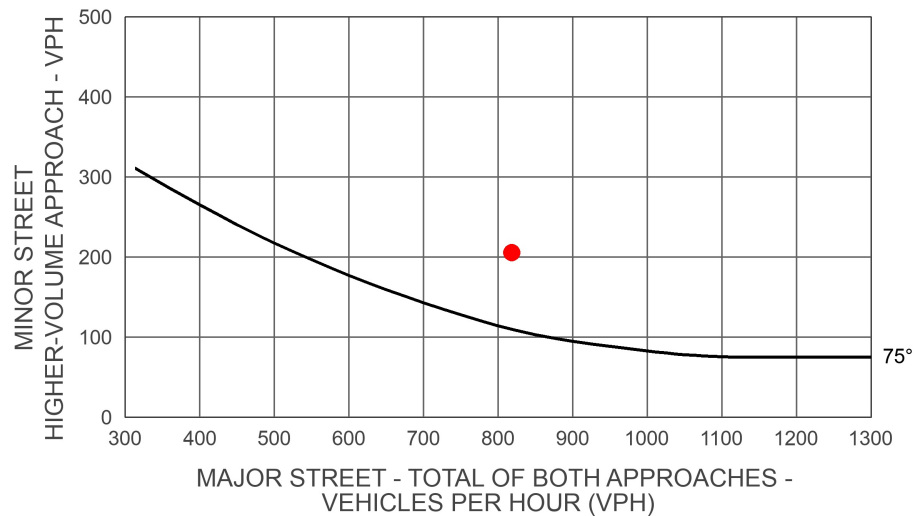


Rural Peak Hour Signal Warrant Intersection Meets Signal Warrant

Scenario: AM Future
Intersection #: 2

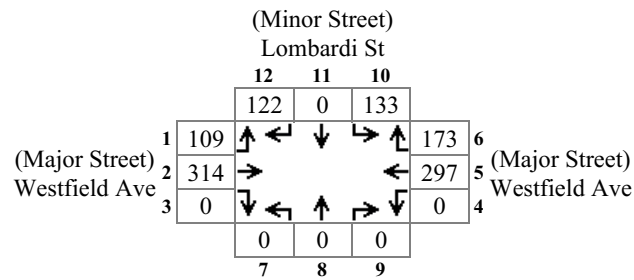


Major Total: 818
Minor High Volume: 206

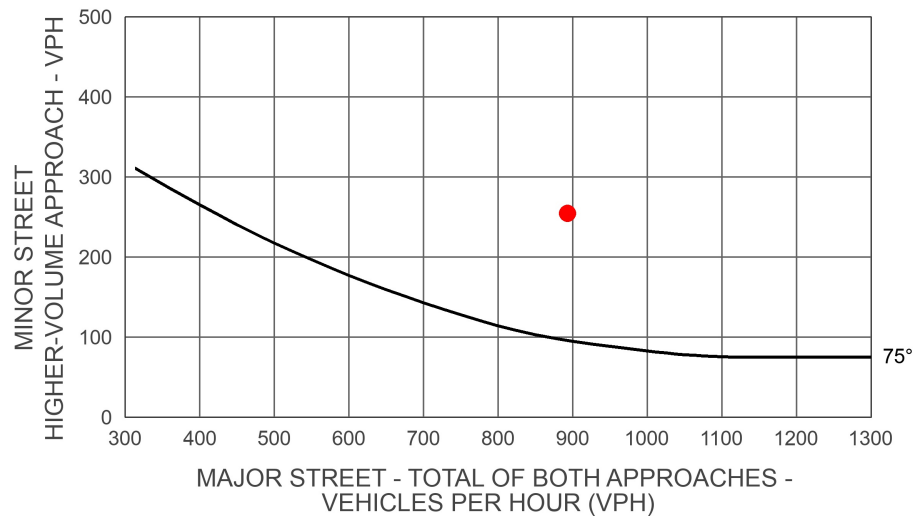


Rural Peak Hour Signal Warrant Intersection Meets Signal Warrant

Scenario: AM Future+Project
Intersection #: 2



Major Total: 893
Minor High Volume: 255



Intersection 3
Matthew St & Westfield Ave

Intersection																
Intersection Delay, s/veh	8.7															
Intersection LOS	A															
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	21	111	42	0	16	118	13	0	57	38	7	0	12	21	26
Future Vol, veh/h	0	21	111	42	0	16	118	13	0	57	38	7	0	12	21	26
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	23	121	46	0	17	128	14	0	62	41	8	0	13	23	28
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.8	8.7	8.8	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	56%	12%	11%	20%
Vol Thru, %	37%	64%	80%	36%
Vol Right, %	7%	24%	9%	44%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	102	174	147	59
LT Vol	57	21	16	12
Through Vol	38	111	118	21
RT Vol	7	42	13	26
Lane Flow Rate	111	189	160	64
Geometry Grp	1	1	1	1
Degree of Util (X)	0.15	0.232	0.201	0.083
Departure Headway (Hd)	4.873	4.42	4.538	4.645
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	735	811	791	770
Service Time	2.91	2.451	2.57	2.685
HCM Lane V/C Ratio	0.151	0.233	0.202	0.083
HCM Control Delay	8.8	8.8	8.7	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.9	0.7	0.3

Intersection																
Intersection Delay, s/veh	9.7															
Intersection LOS	A															
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	21	157	52	0	16	199	13	0	73	38	7	0	12	21	26
Future Vol, veh/h	0	21	157	52	0	16	199	13	0	73	38	7	0	12	21	26
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	23	171	57	0	17	216	14	0	79	41	8	0	13	23	28
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.8	10	9.5	8.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	62%	9%	7%	20%
Vol Thru, %	32%	68%	87%	36%
Vol Right, %	6%	23%	6%	44%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	118	230	228	59
LT Vol	73	21	16	12
Through Vol	38	157	199	21
RT Vol	7	52	13	26
Lane Flow Rate	128	250	248	64
Geometry Grp	1	1	1	1
Degree of Util (X)	0.187	0.32	0.323	0.09
Departure Headway (Hd)	5.25	4.605	4.699	5.043
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	678	778	761	704
Service Time	3.322	2.66	2.755	3.123
HCM Lane V/C Ratio	0.189	0.321	0.326	0.091
HCM Control Delay	9.5	9.8	10	8.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	1.4	1.4	0.3

Intersection																
Intersection Delay, s/veh	11.5															
Intersection LOS	B															
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	31	165	62	0	24	175	19	0	119	80	15	0	25	44	55
Future Vol, veh/h	0	31	165	62	0	24	175	19	0	119	80	15	0	25	44	55
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	34	179	67	0	26	190	21	0	129	87	16	0	27	48	60
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.9	11.4	11.9	10
HCM LOS	B	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	56%	12%	11%	20%
Vol Thru, %	37%	64%	80%	35%
Vol Right, %	7%	24%	9%	44%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	214	258	218	124
LT Vol	119	31	24	25
Through Vol	80	165	175	44
RT Vol	15	62	19	55
Lane Flow Rate	233	280	237	135
Geometry Grp	1	1	1	1
Degree of Util (X)	0.364	0.409	0.355	0.207
Departure Headway (Hd)	5.626	5.245	5.395	5.525
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	637	684	666	647
Service Time	3.672	3.289	3.443	3.577
HCM Lane V/C Ratio	0.366	0.409	0.356	0.209
HCM Control Delay	11.9	11.9	11.4	10
HCM Lane LOS	B	B	B	A
HCM 95th-tile Q	1.7	2	1.6	0.8

Intersection																
Intersection Delay, s/veh	14.1															
Intersection LOS	B															
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	31	211	72	0	24	256	19	0	135	80	15	0	25	44	55
Future Vol, veh/h	0	31	211	72	0	24	256	19	0	135	80	15	0	25	44	55
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	34	229	78	0	26	278	21	0	147	87	16	0	27	48	60
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	14.8	14.7	13.8	11.1
HCM LOS	B	B	B	B

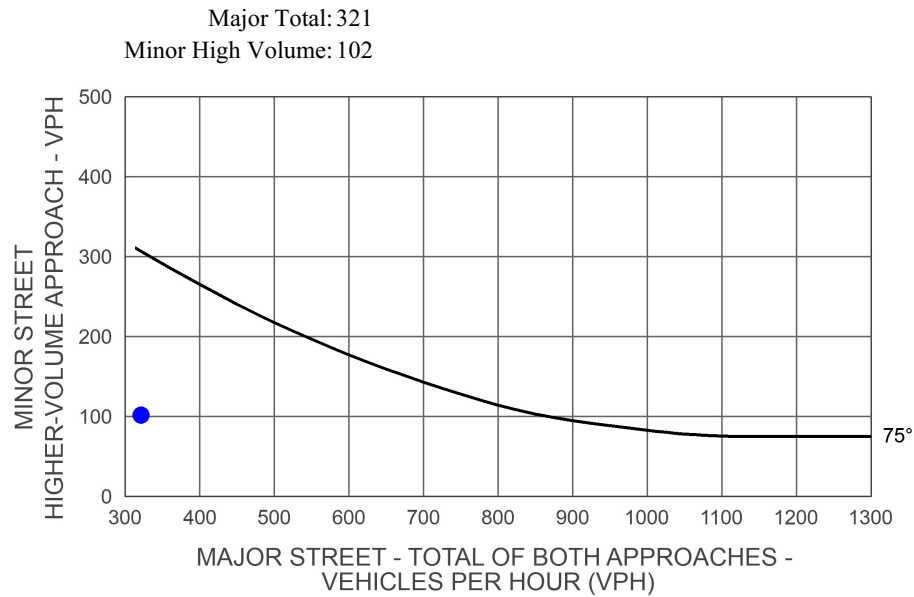
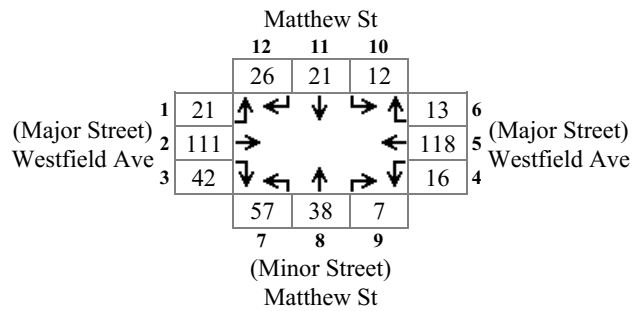
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	59%	10%	8%	20%
Vol Thru, %	35%	67%	86%	35%
Vol Right, %	7%	23%	6%	44%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	230	314	299	124
LT Vol	135	31	24	25
Through Vol	80	211	256	44
RT Vol	15	72	19	55
Lane Flow Rate	250	341	325	135
Geometry Grp	1	1	1	1
Degree of Util (X)	0.426	0.528	0.513	0.233
Departure Headway (Hd)	6.134	5.571	5.685	6.216
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	583	642	627	581
Service Time	4.228	3.661	3.777	4.216
HCM Lane V/C Ratio	0.429	0.531	0.518	0.232
HCM Control Delay	13.8	14.8	14.7	11.1
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	2.1	3.1	2.9	0.9



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	31	211	72	24	256	19	135	80	15	25	44	55
Future Volume (veh/h)	31	211	72	24	256	19	135	80	15	25	44	55
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1863	1750	1750	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	34	229	78	26	278	21	147	87	16	27	48	60
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	68	277	89	61	360	26	629	361	63	234	416	482
Arrive On Green	0.45	0.45	0.45	0.23	0.23	0.23	0.67	0.67	0.67	0.67	0.67	0.67
Sat Flow, veh/h	107	1218	393	80	1585	115	840	537	94	277	619	717
Grp Volume(v), veh/h	341	0	0	325	0	0	250	0	0	135	0	0
Grp Sat Flow(s),veh/h/ln	1717	0	0	1780	0	0	1472	0	0	1612	0	0
Q Serve(g_s), s	0.6	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	16.0	0.0	0.0	15.4	0.0	0.0	5.3	0.0	0.0	2.5	0.0	0.0
Prop In Lane	0.10		0.23	0.08		0.06	0.59		0.06	0.20		0.44
Lane Grp Cap(c), veh/h	435	0	0	448	0	0	1054	0	0	1132	0	0
V/C Ratio(X)	0.78	0.00	0.00	0.73	0.00	0.00	0.24	0.00	0.00	0.12	0.00	0.00
Avail Cap(c_a), veh/h	833	0	0	862	0	0	1054	0	0	1132	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.30	0.00	0.00	0.64	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	23.2	0.0	0.0	32.7	0.0	0.0	5.6	0.0	0.0	5.2	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	1.4	0.0	0.0	0.5	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	0.0	0.0	7.8	0.0	0.0	2.5	0.0	0.0	1.2	0.0	0.0
LnGrp Delay(d),s/veh	24.2	0.0	0.0	34.1	0.0	0.0	6.2	0.0	0.0	5.4	0.0	0.0
LnGrp LOS	C			C			A			A		
Approach Vol, veh/h	341			325			250			135		
Approach Delay, s/veh	24.2			34.1			6.2			5.4		
Approach LOS	C			C			A			A		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		65.0		25.0		65.0		25.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		39.1		41.9		39.1		41.9				
Max Q Clear Time (g_c+I1), s		7.3		18.0		4.5		17.4				
Green Ext Time (p_c), s		1.4		2.5		1.4		2.5				
Intersection Summary												
HCM 2010 Ctrl Delay				20.6								
HCM 2010 LOS				C								

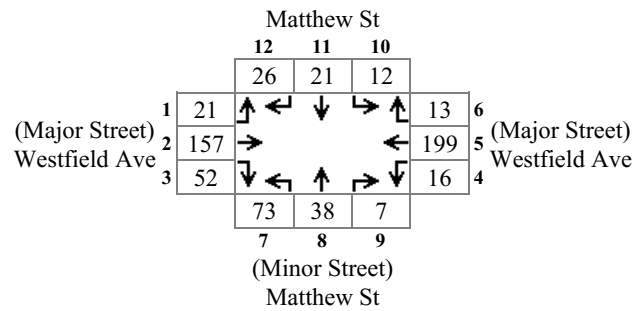
Rural Peak Hour Signal Warrant Intersection Does Not Meet Signal Warrant

Scenario: PM Existing
Intersection #: 3

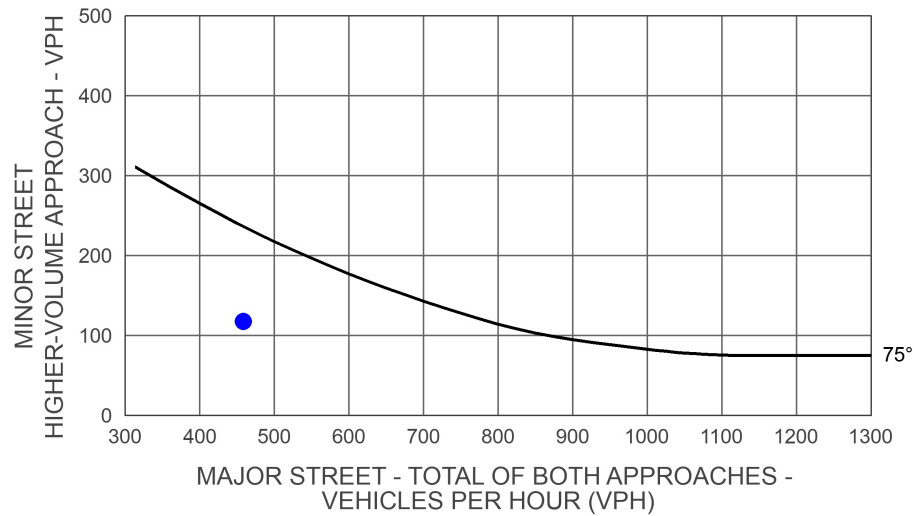


Rural Peak Hour Signal Warrant Intersection Does Not Meet Signal Warrant

Scenario: PM Existing+Project
Intersection #: 3

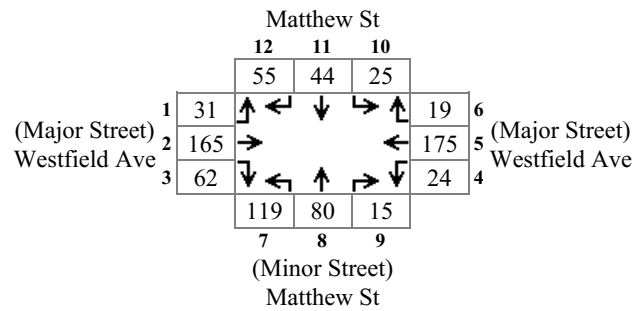


Major Total: 458
Minor High Volume: 118



Rural Peak Hour Signal Warrant Intersection Does Not Meet Signal Warrant

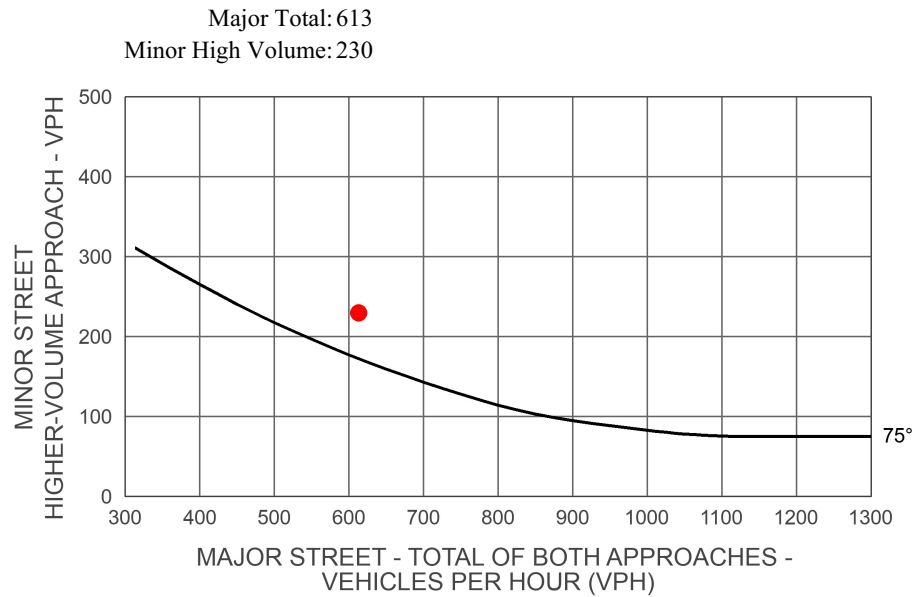
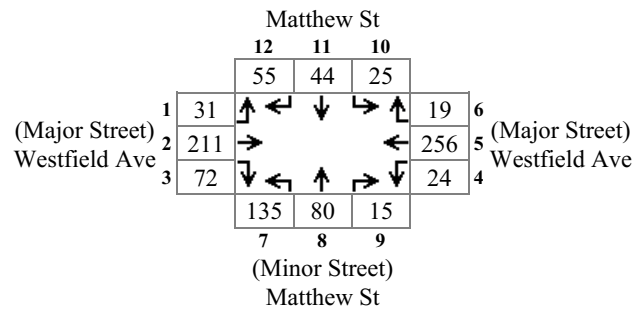
Scenario: PM Future
Intersection #: 3



Rural Peak Hour Signal Warrant

Intersection Meets Signal Warrant

Scenario: PM Future+Project
Intersection #: 3



Intersection																
Intersection Delay, s/veh	10.7															
Intersection LOS	B															
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	40	166	66	0	25	136	4	0	108	33	22	0	17	77	48
Future Vol, veh/h	0	40	166	66	0	25	136	4	0	108	33	22	0	17	77	48
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	43	180	72	0	27	148	4	0	117	36	24	0	18	84	52
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.5	10.2	10.5	9.9
HCM LOS	B	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	66%	15%	15%	12%
Vol Thru, %	20%	61%	82%	54%
Vol Right, %	13%	24%	2%	34%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	163	272	165	142
LT Vol	108	40	25	17
Through Vol	33	166	136	77
RT Vol	22	66	4	48
Lane Flow Rate	177	296	179	154
Geometry Grp	1	1	1	1
Degree of Util (X)	0.27	0.412	0.264	0.227
Departure Headway (Hd)	5.482	5.013	5.306	5.299
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	656	718	676	678
Service Time	3.516	3.041	3.339	3.335
HCM Lane V/C Ratio	0.27	0.412	0.265	0.227
HCM Control Delay	10.5	11.5	10.2	9.9
HCM Lane LOS	B	B	B	A
HCM 95th-tile Q	1.1	2	1.1	0.9

Intersection																
Intersection Delay, s/veh	12.5															
Intersection LOS	B															
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	40	236	81	0	25	160	4	0	113	33	22	0	17	77	48
Future Vol, veh/h	0	40	236	81	0	25	160	4	0	113	33	22	0	17	77	48
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	43	257	88	0	27	174	4	0	123	36	24	0	18	84	52
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	14.5	11.2	11.4	10.6
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	67%	11%	13%	12%
Vol Thru, %	20%	66%	85%	54%
Vol Right, %	13%	23%	2%	34%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	168	357	189	142
LT Vol	113	40	25	17
Through Vol	33	236	160	77
RT Vol	22	81	4	48
Lane Flow Rate	183	388	205	154
Geometry Grp	1	1	1	1
Degree of Util (X)	0.297	0.555	0.316	0.244
Departure Headway (Hd)	5.858	5.145	5.537	5.69
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	612	698	647	628
Service Time	3.915	3.189	3.591	3.749
HCM Lane V/C Ratio	0.299	0.556	0.317	0.245
HCM Control Delay	11.4	14.5	11.2	10.6
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.2	3.4	1.4	1

Intersection																
Intersection Delay, s/veh	38.9															
Intersection LOS	E															
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	59	247	98	0	37	202	6	0	226	69	46	0	36	161	101
Future Vol, veh/h	0	59	247	98	0	37	202	6	0	226	69	46	0	36	161	101
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	64	268	107	0	40	220	7	0	246	75	50	0	39	175	110
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	54	24.8	39.4	29.3
HCM LOS	F	C	E	D

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	66%	15%	15%	12%
Vol Thru, %	20%	61%	82%	54%
Vol Right, %	13%	24%	2%	34%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	341	404	245	298
LT Vol	226	59	37	36
Through Vol	69	247	202	161
RT Vol	46	98	6	101
Lane Flow Rate	371	439	266	324
Geometry Grp	1	1	1	1
Degree of Util (X)	0.825	0.93	0.629	0.719
Departure Headway (Hd)	8.131	7.736	8.497	8.111
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	448	470	429	450
Service Time	6.131	5.736	6.497	6.111
HCM Lane V/C Ratio	0.828	0.934	0.62	0.72
HCM Control Delay	39.4	54	24.8	29.3
HCM Lane LOS	E	F	C	D
HCM 95th-tile Q	7.8	10.9	4.2	5.6

Intersection																
Intersection Delay, s/veh	48.8															
Intersection LOS	E															
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	59	317	113	0	37	226	6	0	231	69	46	0	36	161	101
Future Vol, veh/h	0	59	317	113	0	37	226	6	0	231	69	46	0	36	161	101
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	64	345	123	0	40	246	7	0	251	75	50	0	39	175	110
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	71.2	29.5	46.1	32.5
HCM LOS	F	D	E	D

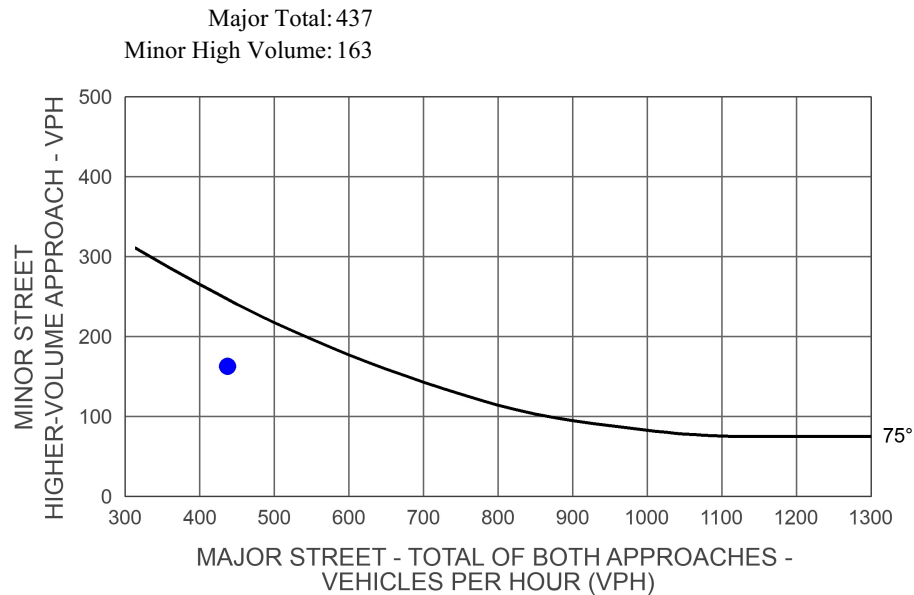
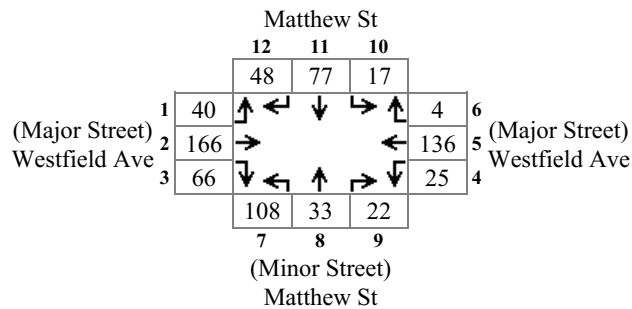
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	67%	12%	14%	12%
Vol Thru, %	20%	65%	84%	54%
Vol Right, %	13%	23%	2%	34%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	346	489	269	298
LT Vol	231	59	37	36
Through Vol	69	317	226	161
RT Vol	46	113	6	101
Lane Flow Rate	376	532	292	324
Geometry Grp	1	1	1	1
Degree of Util (X)	0.868	1	0.699	0.749
Departure Headway (Hd)	8.307	7.963	8.61	8.328
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	436	457	418	434
Service Time	6.36	6.047	6.677	6.387
HCM Lane V/C Ratio	0.862	1.164	0.699	0.747
HCM Control Delay	46.1	71.2	29.5	32.5
HCM Lane LOS	E	F	D	D
HCM 95th-tile Q	8.8	13	5.2	6.1

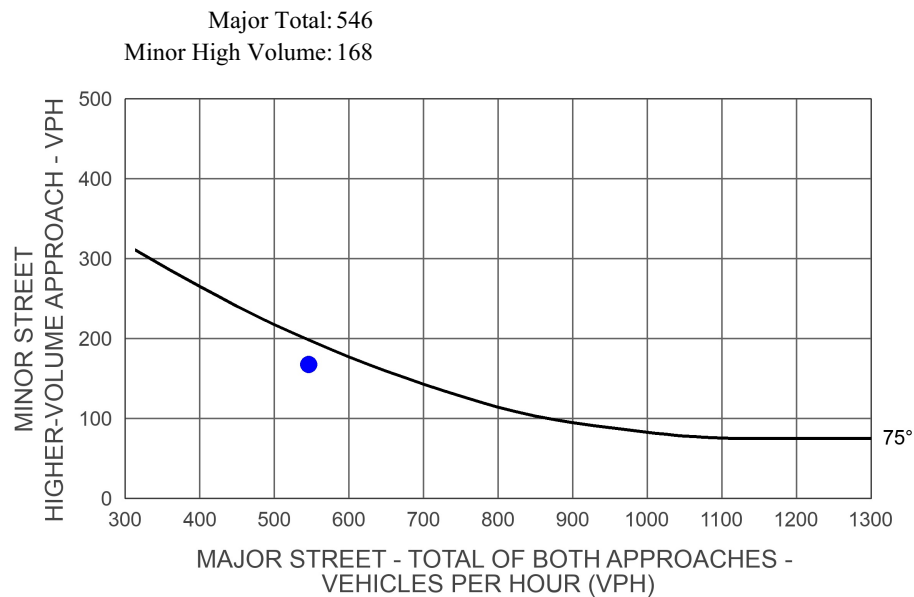


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	317	113	37	226	6	231	69	46	36	161	101
Future Volume (veh/h)	59	317	113	37	226	6	231	69	46	36	161	101
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1863	1750	1750	1863	1750	1750	1863	1750	1750	1863	1750
Adj Flow Rate, veh/h	64	345	123	40	246	7	251	75	50	39	175	110
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	95	382	130	88	471	13	526	155	94	129	559	331
Arrive On Green	0.66	0.66	0.66	0.33	0.33	0.33	0.57	0.57	0.57	0.57	0.57	0.57
Sat Flow, veh/h	153	1167	397	129	1436	38	802	270	164	147	977	578
Grp Volume(v), veh/h	532	0	0	293	0	0	376	0	0	324	0	0
Grp Sat Flow(s),veh/h/ln	1717	0	0	1604	0	0	1237	0	0	1703	0	0
Q Serve(g_s), s	13.2	0.0	0.0	0.0	0.0	0.0	8.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	24.9	0.0	0.0	11.7	0.0	0.0	17.1	0.0	0.0	8.7	0.0	0.0
Prop In Lane	0.12		0.23	0.14		0.02	0.67		0.13	0.12		0.34
Lane Grp Cap(c), veh/h	608	0	0	571	0	0	775	0	0	1019	0	0
V/C Ratio(X)	0.88	0.00	0.00	0.51	0.00	0.00	0.49	0.00	0.00	0.32	0.00	0.00
Avail Cap(c_a), veh/h	756	0	0	716	0	0	775	0	0	1019	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.53	0.00	0.00	0.60	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.5	0.0	0.0	24.2	0.0	0.0	11.9	0.0	0.0	10.1	0.0	0.0
Incr Delay (d2), s/veh	5.4	0.0	0.0	0.4	0.0	0.0	2.2	0.0	0.0	0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.1	0.0	0.0	5.9	0.0	0.0	6.2	0.0	0.0	4.4	0.0	0.0
LnGrp Delay(d),s/veh	19.9	0.0	0.0	24.6	0.0	0.0	14.0	0.0	0.0	10.9	0.0	0.0
LnGrp LOS	B			C			B			B		
Approach Vol, veh/h	532			293			376			324		
Approach Delay, s/veh	19.9			24.6			14.0			10.9		
Approach LOS	B			C			B			B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		56.0		34.0		56.0		34.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		43.5		37.5		43.5		37.5				
Max Q Clear Time (g_c+I1), s		19.1		26.9		10.7		13.7				
Green Ext Time (p_c), s		3.0		2.6		3.1		3.4				
Intersection Summary												
HCM 2010 Ctrl Delay				17.5								
HCM 2010 LOS				B								

Rural Peak Hour Signal Warrant Intersection Does Not Meet Signal Warrant

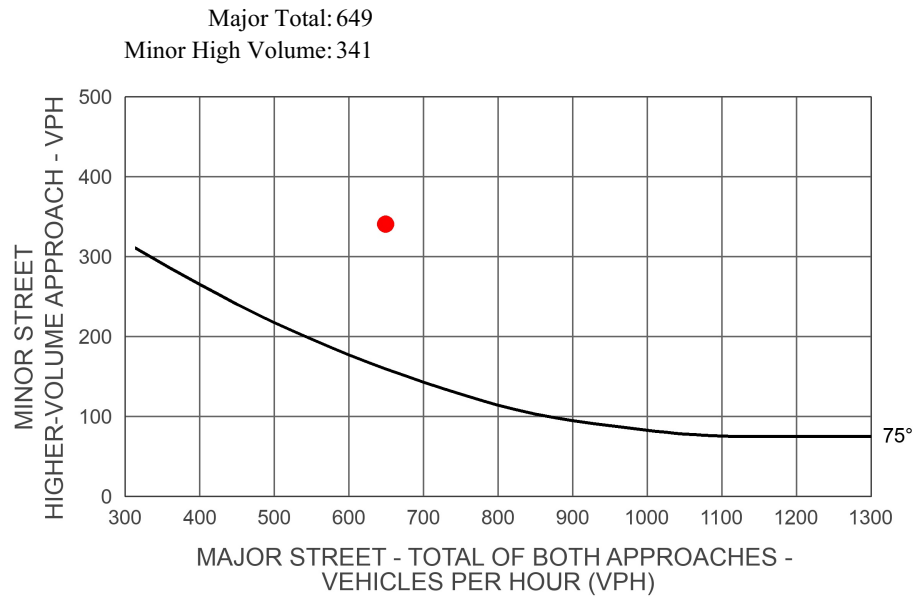
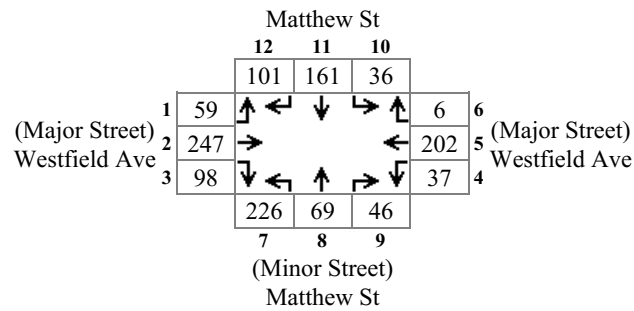
Scenario: AM Existing
Intersection #: 3





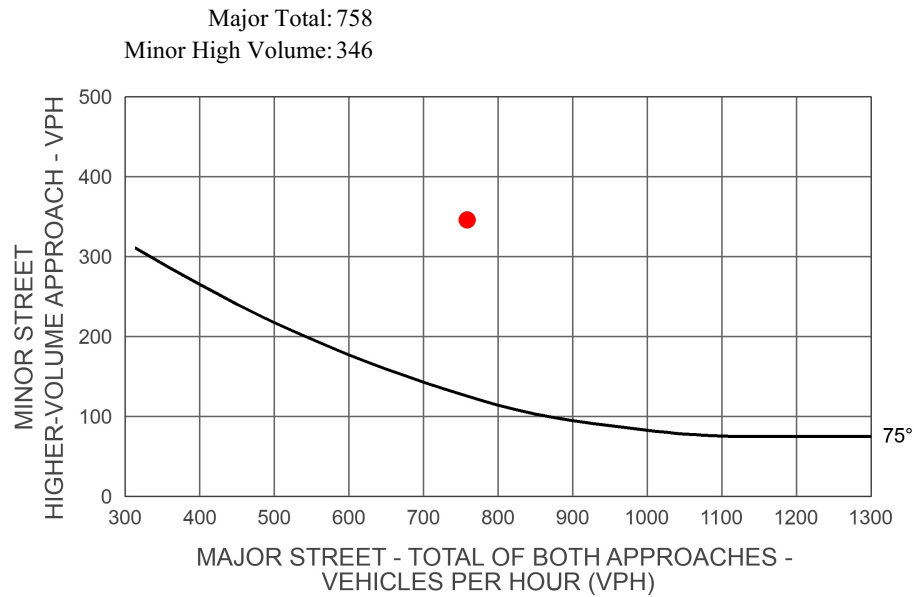
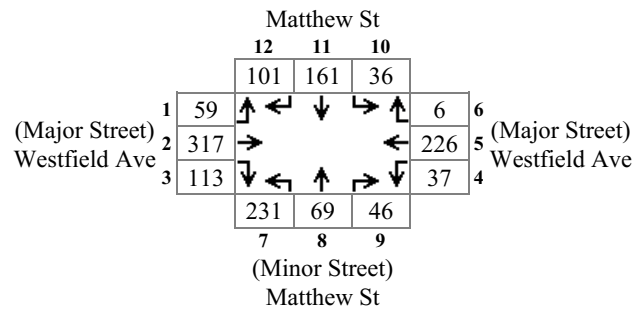
Rural Peak Hour Signal Warrant Intersection Meets Signal Warrant

Scenario: AM Future
Intersection #: 3



Rural Peak Hour Signal Warrant Intersection Meets Signal Warrant

Scenario: AM Future+Project
Intersection #: 3



Intersection 4
Newcomb St & Westfield Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↗		↗	↗	
Traffic Volume (veh/h)	13	114	67	43	147	56	84	240	60	35	196	19
Future Volume (veh/h)	13	114	67	43	147	56	84	240	60	35	196	19
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1863	1750	1750	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	14	124	73	47	160	61	91	261	65	38	213	21
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	77	234	129	116	243	84	129	1502	366	68	1619	158
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.08	0.54	0.52	0.04	0.50	0.49
Sat Flow, veh/h	51	1081	599	198	1124	390	1634	2806	684	1634	3249	317
Grp Volume(v), veh/h	211	0	0	268	0	0	91	162	164	38	115	119
Grp Sat Flow(s),veh/h/ln	1730	0	0	1713	0	0	1634	1770	1721	1634	1770	1797
Q Serve(g_s), s	0.0	0.0	0.0	1.9	0.0	0.0	3.2	2.7	2.9	1.3	2.0	2.1
Cycle Q Clear(g_c), s	6.3	0.0	0.0	8.2	0.0	0.0	3.2	2.7	2.9	1.3	2.0	2.1
Prop In Lane	0.07		0.35	0.18		0.23	1.00		0.40	1.00		0.18
Lane Grp Cap(c), veh/h	440	0	0	443	0	0	129	947	921	68	882	895
V/C Ratio(X)	0.48	0.00	0.00	0.60	0.00	0.00	0.71	0.17	0.18	0.55	0.13	0.13
Avail Cap(c_a), veh/h	702	0	0	736	0	0	130	947	921	130	882	895
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.86	0.86	0.86	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.3	0.0	0.0	21.0	0.0	0.0	26.1	6.9	7.0	27.3	7.8	7.8
Incr Delay (d2), s/veh	0.8	0.0	0.0	1.3	0.0	0.0	14.1	0.3	0.4	6.8	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.0	0.0	4.1	0.0	0.0	1.9	1.4	1.4	0.7	1.1	1.1
LnGrp Delay(d),s/veh	21.1	0.0	0.0	22.3	0.0	0.0	40.2	7.2	7.4	34.1	8.1	8.2
LnGrp LOS	C			C			D	A	A	C	A	A
Approach Vol, veh/h	211			268			417			272		
Approach Delay, s/veh	21.1			22.3			14.5			11.8		
Approach LOS	C			C			B			B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.4	35.0		16.5	8.6	32.9		16.5				
Change Period (Y+Rc), s	4.6	4.6		4.0	4.6	4.6		4.0				
Max Green Setting (Gmax), s	4.0	18.0		21.6	4.0	18.0		23.0				
Max Q Clear Time (g_c+I1), s	3.3	4.9		8.3	5.2	4.1		10.2				
Green Ext Time (p_c), s	0.0	1.6		1.5	0.0	1.7		1.5				
Intersection Summary												
HCM 2010 Ctrl Delay				16.8								
HCM 2010 LOS				B								



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↗		↗	↗	
Traffic Volume (veh/h)	13	129	98	43	174	56	138	240	60	35	196	19
Future Volume (veh/h)	13	129	98	43	174	56	138	240	60	35	196	19
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1863	1750	1750	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	14	140	107	47	189	61	150	261	65	38	213	21
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	75	225	163	113	278	82	130	1459	356	68	1568	153
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.08	0.52	0.51	0.04	0.48	0.47
Sat Flow, veh/h	40	972	703	180	1201	357	1634	2806	684	1634	3249	317
Grp Volume(v), veh/h	261	0	0	297	0	0	150	162	164	38	115	119
Grp Sat Flow(s),veh/h/ln	1715	0	0	1738	0	0	1634	1770	1720	1634	1770	1797
Q Serve(g_s), s	0.0	0.0	0.0	0.9	0.0	0.0	4.6	2.8	2.9	1.3	2.1	2.1
Cycle Q Clear(g_c), s	7.9	0.0	0.0	8.8	0.0	0.0	4.6	2.8	2.9	1.3	2.1	2.1
Prop In Lane	0.05		0.41	0.16		0.21	1.00		0.40	1.00		0.18
Lane Grp Cap(c), veh/h	462	0	0	474	0	0	130	920	895	68	854	867
V/C Ratio(X)	0.57	0.00	0.00	0.63	0.00	0.00	1.16	0.18	0.18	0.55	0.13	0.14
Avail Cap(c_a), veh/h	697	0	0	743	0	0	130	920	895	130	854	867
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.84	0.84	0.84	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.2	0.0	0.0	20.5	0.0	0.0	26.7	7.4	7.5	27.3	8.3	8.3
Incr Delay (d2), s/veh	1.1	0.0	0.0	1.4	0.0	0.0	121.1	0.4	0.4	6.8	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	0.0	4.6	0.0	0.0	6.4	1.4	1.5	0.7	1.1	1.1
LnGrp Delay(d),s/veh	21.3	0.0	0.0	21.9	0.0	0.0	147.8	7.7	7.8	34.1	8.6	8.7
LnGrp LOS	C			C			F	A	A	C	A	A
Approach Vol, veh/h	261			297			476			272		
Approach Delay, s/veh	21.3			21.9			51.9			12.2		
Approach LOS	C			C			D			B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.4	34.2		17.4	8.6	32.0		17.4				
Change Period (Y+Rc), s	4.6	4.6		4.0	4.6	4.6		4.0				
Max Green Setting (Gmax), s	4.0	18.0		21.6	4.0	18.0		23.0				
Max Q Clear Time (g_c+I1), s	3.3	4.9		9.9	6.6	4.1		10.8				
Green Ext Time (p_c), s	0.0	1.6		1.7	0.0	1.7		1.7				
Intersection Summary												
HCM 2010 Ctrl Delay				30.7								
HCM 2010 LOS				C								



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↗		↗	↗	
Traffic Volume (veh/h)	19	169	100	64	218	83	125	357	89	52	291	28
Future Volume (veh/h)	19	169	100	64	218	83	125	357	89	52	291	28
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1863	1750	1750	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	21	184	109	70	237	90	136	388	97	57	316	30
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	59	304	170	108	292	104	177	1489	368	81	1544	145
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.11	0.53	0.53	0.05	0.47	0.47
Sat Flow, veh/h	59	1068	599	215	1027	364	1634	2798	691	1634	3261	307
Grp Volume(v), veh/h	314	0	0	397	0	0	136	244	241	57	170	176
Grp Sat Flow(s),veh/h/ln	1725	0	0	1606	0	0	1634	1770	1719	1634	1770	1799
Q Serve(g_s), s	0.0	0.0	0.0	6.9	0.0	0.0	7.3	6.7	6.9	3.1	5.0	5.1
Cycle Q Clear(g_c), s	14.2	0.0	0.0	21.1	0.0	0.0	7.3	6.7	6.9	3.1	5.0	5.1
Prop In Lane	0.07		0.35	0.18		0.23	1.00		0.40	1.00		0.17
Lane Grp Cap(c), veh/h	534	0	0	504	0	0	177	942	915	81	838	852
V/C Ratio(X)	0.59	0.00	0.00	0.79	0.00	0.00	0.77	0.26	0.26	0.70	0.20	0.21
Avail Cap(c_a), veh/h	762	0	0	723	0	0	309	942	915	163	838	852
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.56	0.56	0.56	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.1	0.0	0.0	30.4	0.0	0.0	39.0	11.4	11.5	42.1	13.8	13.9
Incr Delay (d2), s/veh	1.0	0.0	0.0	3.7	0.0	0.0	3.9	0.4	0.4	10.3	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	0.0	0.0	9.9	0.0	0.0	3.5	3.3	3.3	1.6	2.6	2.7
LnGrp Delay(d),s/veh	29.1	0.0	0.0	34.1	0.0	0.0	42.9	11.8	11.9	52.4	14.3	14.4
LnGrp LOS	C			C			D	B	B	D	B	B
Approach Vol, veh/h	314			397			621			403		
Approach Delay, s/veh	29.1			34.1			18.7			19.8		
Approach LOS	C			C			B			B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	51.9		29.6	13.8	46.6		29.6				
Change Period (Y+Rc), s	4.6	4.6		4.0	4.6	4.6		4.0				
Max Green Setting (Gmax), s	8.4	30.4		38.0	16.4	22.4		38.0				
Max Q Clear Time (g_c+I1), s	5.1	8.9		16.2	9.3	7.1		23.1				
Green Ext Time (p_c), s	0.0	2.9		2.8	0.2	2.7		2.5				
Intersection Summary												
HCM 2010 Ctrl Delay				24.3								
HCM 2010 LOS				C								



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↗		↗	↗	
Traffic Volume (veh/h)	19	184	131	64	245	83	179	357	89	52	291	28
Future Volume (veh/h)	19	184	131	64	245	83	179	357	89	52	291	28
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1863	1750	1750	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	21	200	142	70	266	90	195	388	97	57	316	30
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	58	306	206	106	323	102	240	1427	352	81	1345	127
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.15	0.51	0.50	0.05	0.41	0.41
Sat Flow, veh/h	50	996	672	194	1051	334	1634	2798	691	1634	3261	307
Grp Volume(v), veh/h	363	0	0	426	0	0	195	244	241	57	170	176
Grp Sat Flow(s),veh/h/ln	1718	0	0	1579	0	0	1634	1770	1719	1634	1770	1798
Q Serve(g_s), s	0.0	0.0	0.0	6.5	0.0	0.0	10.4	7.0	7.2	3.1	5.6	5.7
Cycle Q Clear(g_c), s	16.6	0.0	0.0	23.1	0.0	0.0	10.4	7.0	7.2	3.1	5.6	5.7
Prop In Lane	0.06		0.39	0.16		0.21	1.00		0.40	1.00		0.17
Lane Grp Cap(c), veh/h	570	0	0	531	0	0	240	902	877	81	730	742
V/C Ratio(X)	0.64	0.00	0.00	0.80	0.00	0.00	0.81	0.27	0.28	0.70	0.23	0.24
Avail Cap(c_a), veh/h	724	0	0	679	0	0	363	902	877	145	730	742
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.54	0.54	0.54	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.4	0.0	0.0	29.4	0.0	0.0	37.2	12.5	12.6	42.1	17.2	17.2
Incr Delay (d2), s/veh	1.2	0.0	0.0	5.4	0.0	0.0	4.5	0.4	0.4	10.4	0.7	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.1	0.0	0.0	10.9	0.0	0.0	5.0	3.6	3.5	1.6	2.9	3.0
LnGrp Delay(d),s/veh	28.6	0.0	0.0	34.7	0.0	0.0	41.7	12.9	13.1	52.5	17.9	18.0
LnGrp LOS	C			C			D	B	B	D	B	B
Approach Vol, veh/h	363			426			680			403		
Approach Delay, s/veh	28.6			34.7			21.2			22.8		
Approach LOS	C			C			C			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	49.9		31.6	17.2	41.1		31.6				
Change Period (Y+Rc), s	4.6	4.6		4.0	4.6	4.6		4.0				
Max Green Setting (Gmax), s	7.4	33.4		36.0	19.4	21.4		36.0				
Max Q Clear Time (g_c+I1), s	5.1	9.2		18.6	12.4	7.7		25.1				
Green Ext Time (p_c), s	0.0	3.0		3.0	0.3	2.6		2.5				
Intersection Summary												
HCM 2010 Ctrl Delay				26.1								
HCM 2010 LOS				C								



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↗		↗	↗	
Traffic Volume (veh/h)	19	184	131	64	245	83	179	357	89	52	291	28
Future Volume (veh/h)	19	184	131	64	245	83	179	357	89	52	291	28
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1863	1750	1750	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	21	200	142	70	266	90	195	388	97	57	316	30
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	310	209	132	348	109	130	1214	300	85	1326	125
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.08	0.43	0.42	0.05	0.41	0.40
Sat Flow, veh/h	47	1010	679	194	1135	356	1634	2797	691	1634	3261	307
Grp Volume(v), veh/h	363	0	0	426	0	0	195	244	241	57	170	176
Grp Sat Flow(s),veh/h/ln	1737	0	0	1684	0	0	1634	1770	1718	1634	1770	1798
Q Serve(g_s), s	0.0	0.0	0.0	2.7	0.0	0.0	4.6	5.2	5.4	2.0	3.7	3.7
Cycle Q Clear(g_c), s	10.6	0.0	0.0	13.3	0.0	0.0	4.6	5.2	5.4	2.0	3.7	3.7
Prop In Lane	0.06		0.39	0.16		0.21	1.00		0.40	1.00		0.17
Lane Grp Cap(c), veh/h	599	0	0	589	0	0	130	768	746	85	720	731
V/C Ratio(X)	0.61	0.00	0.00	0.72	0.00	0.00	1.50	0.32	0.32	0.67	0.24	0.24
Avail Cap(c_a), veh/h	707	0	0	731	0	0	130	768	746	130	720	731
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.52	0.00	0.00	1.00	0.00	0.00	0.65	0.65	0.65	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.6	0.0	0.0	18.4	0.0	0.0	26.7	10.8	10.9	27.0	11.3	11.3
Incr Delay (d2), s/veh	0.6	0.0	0.0	2.7	0.0	0.0	25.1	0.7	0.7	8.9	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.0	0.0	6.7	0.0	0.0	11.1	2.7	2.7	1.1	2.0	2.0
LnGrp Delay(d),s/veh	18.2	0.0	0.0	21.1	0.0	0.0	27.8	11.5	11.6	36.0	12.1	12.1
LnGrp LOS	B			C			F	B	B	D	B	B
Approach Vol, veh/h	363			426			680			403		
Approach Delay, s/veh	18.2			21.1			88.0			15.5		
Approach LOS	B			C			F			B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.0	29.2		21.8	8.6	27.6		21.8				
Change Period (Y+Rc), s	4.6	4.6		4.0	4.6	4.6		4.0				
Max Green Setting (Gmax), s	4.0	18.0		21.6	4.0	18.0		23.0				
Max Q Clear Time (g_c+I1), s	4.0	7.4		12.6	6.6	5.7		15.3				
Green Ext Time (p_c), s	0.0	2.3		2.3	0.0	2.5		2.1				
Intersection Summary												
HCM 2010 Ctrl Delay				43.6								
HCM 2010 LOS				D								



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↗		↗	↗	
Traffic Volume (veh/h)	22	177	95	96	112	34	47	163	70	71	266	14
Future Volume (veh/h)	22	177	95	96	112	34	47	163	70	71	266	14
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1863	1750	1750	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	24	192	103	104	122	37	51	177	76	77	289	15
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	83	273	138	198	193	50	80	1168	479	111	1709	88
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.05	0.48	0.47	0.07	0.50	0.49
Sat Flow, veh/h	68	1117	565	456	789	204	1634	2428	996	1634	3419	177
Grp Volume(v), veh/h	319	0	0	263	0	0	51	127	126	77	149	155
Grp Sat Flow(s),veh/h/ln	1750	0	0	1450	0	0	1634	1770	1655	1634	1770	1826
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.8	2.3	2.5	2.7	2.7	2.7
Cycle Q Clear(g_c), s	9.6	0.0	0.0	9.6	0.0	0.0	1.8	2.3	2.5	2.7	2.7	2.7
Prop In Lane	0.08		0.32	0.40		0.14	1.00		0.60	1.00		0.10
Lane Grp Cap(c), veh/h	494	0	0	441	0	0	80	851	796	111	884	913
V/C Ratio(X)	0.65	0.00	0.00	0.60	0.00	0.00	0.64	0.15	0.16	0.70	0.17	0.17
Avail Cap(c_a), veh/h	710	0	0	656	0	0	130	851	796	130	884	913
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.87	0.87	0.87	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.2	0.0	0.0	19.9	0.0	0.0	27.1	8.4	8.6	26.5	7.9	7.9
Incr Delay (d2), s/veh	1.4	0.0	0.0	1.3	0.0	0.0	7.1	0.3	0.4	12.5	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.0	0.0	4.0	0.0	0.0	1.0	1.2	1.2	1.6	1.4	1.4
LnGrp Delay(d),s/veh	21.6	0.0	0.0	21.2	0.0	0.0	34.2	8.7	8.9	38.9	8.3	8.4
LnGrp LOS	C			C			C	A	A	D	A	A
Approach Vol, veh/h	319			263			304			381		
Approach Delay, s/veh	21.6			21.2			13.1			14.5		
Approach LOS	C			C			B			B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.9	31.9		18.2	6.8	33.0		18.2				
Change Period (Y+Rc), s	4.6	4.6		4.0	4.6	4.6		4.0				
Max Green Setting (Gmax), s	4.0	18.0		21.6	4.0	18.0		23.0				
Max Q Clear Time (g_c+I1), s	4.7	4.5		11.6	3.8	4.7		11.6				
Green Ext Time (p_c), s	0.0	1.6		1.7	0.0	1.6		1.8				
Intersection Summary												
HCM 2010 Ctrl Delay				17.4								
HCM 2010 LOS				B								



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↗		↗	↗	
Traffic Volume (veh/h)	22	200	142	96	120	34	63	163	70	71	266	14
Future Volume (veh/h)	22	200	142	96	120	34	63	163	70	71	266	14
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1863	1750	1750	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	24	217	154	104	130	37	68	177	76	77	289	15
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	81	283	190	197	220	52	99	1075	441	111	1538	79
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.06	0.44	0.43	0.07	0.45	0.44
Sat Flow, veh/h	52	1000	672	393	777	185	1634	2428	996	1634	3419	177
Grp Volume(v), veh/h	395	0	0	271	0	0	68	127	126	77	149	155
Grp Sat Flow(s),veh/h/ln	1725	0	0	1355	0	0	1634	1770	1654	1634	1770	1826
Q Serve(g_s), s	2.0	0.0	0.0	0.0	0.0	0.0	2.4	2.5	2.7	2.7	2.9	3.0
Cycle Q Clear(g_c), s	12.2	0.0	0.0	10.2	0.0	0.0	2.4	2.5	2.7	2.7	2.9	3.0
Prop In Lane	0.06		0.39	0.38		0.14	1.00		0.60	1.00		0.10
Lane Grp Cap(c), veh/h	553	0	0	469	0	0	99	784	732	111	796	822
V/C Ratio(X)	0.71	0.00	0.00	0.58	0.00	0.00	0.69	0.16	0.17	0.70	0.19	0.19
Avail Cap(c_a), veh/h	704	0	0	626	0	0	130	784	732	130	796	822
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.87	0.87	0.87	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.3	0.0	0.0	18.2	0.0	0.0	26.7	9.7	9.9	26.5	9.6	9.6
Incr Delay (d2), s/veh	2.5	0.0	0.0	1.1	0.0	0.0	8.4	0.4	0.4	12.5	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	0.0	0.0	4.0	0.0	0.0	1.3	1.3	1.3	1.6	1.5	1.6
LnGrp Delay(d),s/veh	21.8	0.0	0.0	19.3	0.0	0.0	35.1	10.1	10.3	38.9	10.1	10.1
LnGrp LOS	C			B			D	B	B	D	B	B
Approach Vol, veh/h	395			271			321			381		
Approach Delay, s/veh	21.8			19.3			15.5			15.9		
Approach LOS	C			B			B			B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.9	29.7		20.4	7.5	30.1		20.4				
Change Period (Y+Rc), s	4.6	4.6		4.0	4.6	4.6		4.0				
Max Green Setting (Gmax), s	4.0	18.0		21.6	4.0	18.0		23.0				
Max Q Clear Time (g_c+I1), s	4.7	4.7		14.2	4.4	5.0		12.2				
Green Ext Time (p_c), s	0.0	1.6		1.7	0.0	1.6		2.1				
Intersection Summary												
HCM 2010 Ctrl Delay				18.2								
HCM 2010 LOS				B								



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↗		↗	↗	
Traffic Volume (veh/h)	33	263	141	143	166	51	70	242	104	106	395	21
Future Volume (veh/h)	33	263	141	143	166	51	70	242	104	106	395	21
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1863	1750	1750	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	36	286	153	155	180	55	76	263	113	115	429	23
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	93	400	203	233	238	63	109	853	355	130	1248	67
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.07	0.35	0.34	0.08	0.37	0.36
Sat Flow, veh/h	73	1110	562	407	661	175	1634	2415	1005	1634	3411	182
Grp Volume(v), veh/h	475	0	0	390	0	0	76	190	186	115	222	230
Grp Sat Flow(s),veh/h/ln	1745	0	0	1243	0	0	1634	1770	1650	1634	1770	1824
Q Serve(g_s), s	0.0	0.0	0.0	3.5	0.0	0.0	2.6	4.5	4.8	4.0	5.3	5.3
Cycle Q Clear(g_c), s	13.7	0.0	0.0	17.3	0.0	0.0	2.6	4.5	4.8	4.0	5.3	5.3
Prop In Lane	0.08		0.32	0.40		0.14	1.00		0.61	1.00		0.10
Lane Grp Cap(c), veh/h	696	0	0	535	0	0	109	625	583	130	647	667
V/C Ratio(X)	0.68	0.00	0.00	0.73	0.00	0.00	0.70	0.30	0.32	0.89	0.34	0.34
Avail Cap(c_a), veh/h	716	0	0	582	0	0	130	625	583	130	647	667
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.61	0.61	0.61	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.3	0.0	0.0	17.0	0.0	0.0	26.5	13.6	13.8	26.4	13.3	13.4
Incr Delay (d2), s/veh	2.6	0.0	0.0	4.2	0.0	0.0	7.7	0.8	0.9	46.8	1.4	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	0.0	0.0	6.4	0.0	0.0	1.4	2.4	2.3	3.5	2.8	2.9
LnGrp Delay(d),s/veh	18.9	0.0	0.0	21.3	0.0	0.0	34.2	14.4	14.7	73.3	14.8	14.8
LnGrp LOS	B			C			C	B	B	E	B	B
Approach Vol, veh/h	475			390			452			567		
Approach Delay, s/veh	18.9			21.3			17.8			26.6		
Approach LOS	B			C			B			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.6	24.5		24.9	7.9	25.2		24.9				
Change Period (Y+Rc), s	4.6	4.6		4.0	4.6	4.6		4.0				
Max Green Setting (Gmax), s	4.0	18.0		21.6	4.0	18.0		23.0				
Max Q Clear Time (g_c+I1), s	6.0	6.8		15.7	4.6	7.3		19.3				
Green Ext Time (p_c), s	0.0	2.4		2.0	0.0	2.3		1.5				
Intersection Summary												
HCM 2010 Ctrl Delay				21.5								
HCM 2010 LOS				C								



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↗		↗	↗	
Traffic Volume (veh/h)	33	286	188	143	174	51	86	242	104	106	395	21
Future Volume (veh/h)	33	286	188	143	174	51	86	242	104	106	395	21
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1863	1750	1750	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	36	311	204	155	189	55	93	263	113	115	429	23
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	90	394	245	221	239	60	130	804	334	130	1135	61
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.08	0.33	0.32	0.08	0.33	0.32
Sat Flow, veh/h	62	1033	644	353	628	157	1634	2414	1004	1634	3411	182
Grp Volume(v), veh/h	551	0	0	399	0	0	93	190	186	115	222	230
Grp Sat Flow(s),veh/h/ln	1739	0	0	1138	0	0	1634	1770	1649	1634	1770	1824
Q Serve(g_s), s	0.0	0.0	0.0	3.2	0.0	0.0	3.2	4.7	4.9	4.0	5.5	5.6
Cycle Q Clear(g_c), s	16.6	0.0	0.0	19.8	0.0	0.0	3.2	4.7	4.9	4.0	5.5	5.6
Prop In Lane	0.07		0.37	0.39		0.14	1.00		0.61	1.00		0.10
Lane Grp Cap(c), veh/h	729	0	0	520	0	0	130	589	549	130	589	607
V/C Ratio(X)	0.76	0.00	0.00	0.77	0.00	0.00	0.72	0.32	0.34	0.89	0.38	0.38
Avail Cap(c_a), veh/h	729	0	0	540	0	0	130	589	549	130	589	607
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.63	0.63	0.63	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.3	0.0	0.0	16.7	0.0	0.0	26.1	14.5	14.7	26.4	14.8	14.8
Incr Delay (d2), s/veh	4.5	0.0	0.0	6.4	0.0	0.0	11.4	0.9	1.1	46.8	1.8	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	0.0	0.0	7.0	0.0	0.0	1.9	2.4	2.4	3.5	3.0	3.1
LnGrp Delay(d),s/veh	20.8	0.0	0.0	23.1	0.0	0.0	37.5	15.4	15.7	73.3	16.6	16.6
LnGrp LOS	C			C			D	B	B	E	B	B
Approach Vol, veh/h	551			399			469			567		
Approach Delay, s/veh	20.8			23.1			19.9			28.1		
Approach LOS	C			C			B			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.6	23.3		26.1	8.6	23.3		26.1				
Change Period (Y+Rc), s	4.6	4.6		4.0	4.6	4.6		4.0				
Max Green Setting (Gmax), s	4.0	18.0		21.6	4.0	18.0		23.0				
Max Q Clear Time (g_c+I1), s	6.0	6.9		18.6	5.2	7.6		21.8				
Green Ext Time (p_c), s	0.0	2.4		1.4	0.0	2.3		0.2				
Intersection Summary												
HCM 2010 Ctrl Delay				23.1								
HCM 2010 LOS				C								



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↗		↗	↗	
Traffic Volume (veh/h)	33	286	188	143	174	51	86	242	104	106	395	21
Future Volume (veh/h)	33	286	188	143	174	51	86	242	104	106	395	21
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1863	1750	1750	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	36	311	204	155	189	55	93	263	113	115	429	23
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	90	394	245	221	239	60	130	804	334	130	1135	61
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.08	0.33	0.32	0.08	0.33	0.32
Sat Flow, veh/h	62	1033	644	353	628	157	1634	2414	1004	1634	3411	182
Grp Volume(v), veh/h	551	0	0	399	0	0	93	190	186	115	222	230
Grp Sat Flow(s),veh/h/ln	1739	0	0	1138	0	0	1634	1770	1649	1634	1770	1824
Q Serve(g_s), s	0.0	0.0	0.0	3.2	0.0	0.0	3.2	4.7	4.9	4.0	5.5	5.6
Cycle Q Clear(g_c), s	16.6	0.0	0.0	19.8	0.0	0.0	3.2	4.7	4.9	4.0	5.5	5.6
Prop In Lane	0.07		0.37	0.39		0.14	1.00		0.61	1.00		0.10
Lane Grp Cap(c), veh/h	729	0	0	520	0	0	130	589	549	130	589	607
V/C Ratio(X)	0.76	0.00	0.00	0.77	0.00	0.00	0.72	0.32	0.34	0.89	0.38	0.38
Avail Cap(c_a), veh/h	729	0	0	540	0	0	130	589	549	130	589	607
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.36	0.00	0.00	1.00	0.00	0.00	0.73	0.73	0.73	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.3	0.0	0.0	16.7	0.0	0.0	26.1	14.5	14.7	26.4	14.8	14.8
Incr Delay (d2), s/veh	1.7	0.0	0.0	6.4	0.0	0.0	12.9	1.1	1.2	46.8	1.8	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	0.0	0.0	7.0	0.0	0.0	1.9	2.4	2.4	3.5	3.0	3.1
LnGrp Delay(d),s/veh	18.0	0.0	0.0	23.1	0.0	0.0	39.0	15.5	15.9	73.3	16.6	16.6
LnGrp LOS	B			C			D	B	B	E	B	B
Approach Vol, veh/h	551			399			469			567		
Approach Delay, s/veh	18.0			23.1			20.3			28.1		
Approach LOS	B			C			C			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.6	23.3		26.1	8.6	23.3		26.1				
Change Period (Y+Rc), s	4.6	4.6		4.0	4.6	4.6		4.0				
Max Green Setting (Gmax), s	4.0	18.0		21.6	4.0	18.0		23.0				
Max Q Clear Time (g_c+I1), s	6.0	6.9		18.6	5.2	7.6		21.8				
Green Ext Time (p_c), s	0.0	2.4		1.4	0.0	2.3		0.2				
Intersection Summary												
HCM 2010 Ctrl Delay				22.4								
HCM 2010 LOS				C								

Intersection 5
Westwood St & Henderson Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	133	34	81	120	85	25	197	108	93	191	29
Future Volume (veh/h)	44	133	34	81	120	85	25	197	108	93	191	29
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	48	145	37	88	130	92	27	214	117	101	208	32
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	70	254	190	121	313	239	47	984	750	137	1087	829
Arrive On Green	0.04	0.14	0.14	0.07	0.17	0.17	0.03	0.53	0.53	0.08	0.58	0.58
Sat Flow, veh/h	1634	1863	1395	1634	1863	1424	1634	1863	1420	1634	1863	1421
Grp Volume(v), veh/h	48	145	37	88	130	92	27	214	117	101	208	32
Grp Sat Flow(s),veh/h/ln	1634	1863	1395	1634	1863	1424	1634	1863	1420	1634	1863	1421
Q Serve(g_s), s	2.6	6.6	2.1	4.7	5.6	5.2	1.5	5.5	3.8	5.4	4.7	0.9
Cycle Q Clear(g_c), s	2.6	6.6	2.1	4.7	5.6	5.2	1.5	5.5	3.8	5.4	4.7	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	70	254	190	121	313	239	47	984	750	137	1087	829
V/C Ratio(X)	0.69	0.57	0.19	0.73	0.42	0.38	0.58	0.22	0.16	0.74	0.19	0.04
Avail Cap(c_a), veh/h	131	538	403	200	617	472	109	984	750	236	1087	829
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.5	36.4	34.5	40.8	33.5	33.3	43.2	11.3	10.9	40.3	8.8	8.0
Incr Delay (d2), s/veh	11.5	2.0	0.5	8.1	0.9	1.0	10.9	0.5	0.4	7.6	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	3.5	0.8	2.4	3.0	2.1	0.8	2.9	1.6	2.7	2.5	0.4
LnGrp Delay(d),s/veh	54.0	38.4	35.0	48.9	34.4	34.3	54.1	11.8	11.4	47.8	9.2	8.1
LnGrp LOS	D	D	C	D	C	C	D	B	B	D	A	A
Approach Vol, veh/h	230			310			358			341		
Approach Delay, s/veh	41.1			38.5			14.9			20.5		
Approach LOS	D			D			B			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.5	51.5	10.7	16.3	6.6	56.5	7.8	19.1				
Change Period (Y+Rc), s	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6				
Max Green Setting (Gmax), s	12.4	23.4	10.4	25.4	5.4	30.4	6.6	29.2				
Max Q Clear Time (g_c+I1), s	7.4	7.5	6.7	8.6	3.5	6.7	4.6	7.6				
Green Ext Time (p_c), s	0.1	1.8	0.1	1.3	0.0	2.0	0.0	1.4				
Intersection Summary												
HCM 2010 Ctrl Delay	27.2											
HCM 2010 LOS	C											

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	133	34	81	120	101	25	221	108	103	205	32
Future Volume (veh/h)	47	133	34	81	120	101	25	221	108	103	205	32
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	51	145	37	88	130	110	27	240	117	112	223	35
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	73	256	191	121	309	237	47	968	738	149	1085	828
Arrive On Green	0.04	0.14	0.14	0.07	0.17	0.17	0.03	0.52	0.52	0.09	0.58	0.58
Sat Flow, veh/h	1634	1863	1395	1634	1863	1424	1634	1863	1420	1634	1863	1421
Grp Volume(v), veh/h	51	145	37	88	130	110	27	240	117	112	223	35
Grp Sat Flow(s),veh/h/ln	1634	1863	1395	1634	1863	1424	1634	1863	1420	1634	1863	1421
Q Serve(g_s), s	2.8	6.6	2.1	4.7	5.6	6.3	1.5	6.4	3.9	6.0	5.1	0.9
Cycle Q Clear(g_c), s	2.8	6.6	2.1	4.7	5.6	6.3	1.5	6.4	3.9	6.0	5.1	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	73	256	191	121	309	237	47	968	738	149	1085	828
V/C Ratio(X)	0.69	0.57	0.19	0.73	0.42	0.47	0.58	0.25	0.16	0.75	0.21	0.04
Avail Cap(c_a), veh/h	133	538	403	200	615	470	109	968	738	240	1085	828
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.4	36.3	34.4	40.8	33.6	33.9	43.2	11.9	11.3	39.9	8.9	8.0
Incr Delay (d2), s/veh	11.1	2.0	0.5	8.1	0.9	1.4	10.9	0.6	0.5	7.3	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	3.5	0.8	2.4	3.0	2.6	0.8	3.4	1.6	3.0	2.7	0.4
LnGrp Delay(d),s/veh	53.5	38.3	34.9	48.9	34.5	35.3	54.1	12.5	11.8	47.2	9.3	8.1
LnGrp LOS	D	D	C	D	C	D	D	B	B	D	A	A
Approach Vol, veh/h	233			328			384			370		
Approach Delay, s/veh	41.1			38.7			15.2			20.7		
Approach LOS	D			D			B			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.2	50.8	10.7	16.3	6.6	56.4	8.0	18.9				
Change Period (Y+Rc), s	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6				
Max Green Setting (Gmax), s	12.6	23.2	10.4	25.4	5.4	30.4	6.7	29.1				
Max Q Clear Time (g_c+I1), s	8.0	8.4	6.7	8.6	3.5	7.1	4.8	8.3				
Green Ext Time (p_c), s	0.1	2.0	0.1	1.3	0.0	2.2	0.0	1.4				
Intersection Summary												
HCM 2010 Ctrl Delay	27.2											
HCM 2010 LOS	C											



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	198	51	120	178	126	68	537	294	217	445	68
Future Volume (veh/h)	65	198	51	120	178	126	68	537	294	217	445	68
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	71	215	55	130	193	137	74	584	320	236	484	74
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	152	304	229	140	290	222	103	795	605	240	951	725
Arrive On Green	0.09	0.16	0.16	0.09	0.16	0.16	0.06	0.43	0.43	0.15	0.51	0.51
Sat Flow, veh/h	1634	1863	1401	1634	1863	1423	1634	1863	1418	1634	1863	1420
Grp Volume(v), veh/h	71	215	55	130	193	137	74	584	320	236	484	74
Grp Sat Flow(s),veh/h/ln	1634	1863	1401	1634	1863	1423	1634	1863	1418	1634	1863	1420
Q Serve(g_s), s	3.7	9.8	2.5	7.1	8.8	5.7	4.0	23.6	10.1	13.0	15.5	1.5
Cycle Q Clear(g_c), s	3.7	9.8	2.5	7.1	8.8	5.7	4.0	23.6	10.1	13.0	15.5	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	152	304	229	140	290	222	103	795	605	240	951	725
V/C Ratio(X)	0.47	0.71	0.24	0.93	0.67	0.62	0.72	0.73	0.53	0.98	0.51	0.10
Avail Cap(c_a), veh/h	152	536	403	140	555	424	127	795	605	240	951	725
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.7	35.6	21.1	40.9	35.8	17.7	41.4	21.5	8.6	38.3	14.6	4.1
Incr Delay (d2), s/veh	2.2	3.0	0.5	55.3	2.6	2.8	14.0	6.0	3.3	53.7	1.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	5.3	1.0	5.4	4.7	2.4	2.2	13.3	4.4	9.4	8.4	0.6
LnGrp Delay(d),s/veh	40.9	38.6	21.7	96.1	38.4	20.4	55.4	27.5	11.9	92.0	16.5	4.4
LnGrp LOS	D	D	C	F	D	C	E	C	B	F	B	A
Approach Vol, veh/h	341			460			978			794		
Approach Delay, s/veh	36.4			49.4			24.5			37.8		
Approach LOS	D			D			C			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.2	42.4	11.7	18.7	9.7	49.9	12.4	18.0				
Change Period (Y+Rc), s	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6				
Max Green Setting (Gmax), s	12.6	26.6	7.1	25.3	6.4	32.8	6.2	26.2				
Max Q Clear Time (g_c+I1), s	15.0	25.6	9.1	11.8	6.0	17.5	5.7	10.8				
Green Ext Time (p_c), s	0.0	0.7	0.0	0.7	0.0	5.5	0.0	1.0				
Intersection Summary												
HCM 2010 Ctrl Delay				34.6								
HCM 2010 LOS				C								



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	198	51	120	178	142	68	561	294	227	459	71
Future Volume (veh/h)	68	198	51	120	178	142	68	561	294	227	459	71
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	74	215	55	130	193	154	74	610	320	247	499	77
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	102	293	220	146	344	263	102	810	617	264	996	759
Arrive On Green	0.06	0.16	0.16	0.09	0.18	0.18	0.06	0.43	0.43	0.16	0.53	0.53
Sat Flow, veh/h	1634	1863	1400	1634	1863	1426	1634	1863	1418	1634	1863	1420
Grp Volume(v), veh/h	74	215	55	130	193	154	74	610	320	247	499	77
Grp Sat Flow(s),veh/h/ln	1634	1863	1400	1634	1863	1426	1634	1863	1418	1634	1863	1420
Q Serve(g_s), s	4.5	11.2	2.9	8.0	9.6	10.1	4.5	28.1	11.5	15.2	17.4	2.7
Cycle Q Clear(g_c), s	4.5	11.2	2.9	8.0	9.6	10.1	4.5	28.1	11.5	15.2	17.4	2.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	102	293	220	146	344	263	102	810	617	264	996	759
V/C Ratio(X)	0.73	0.73	0.25	0.89	0.56	0.59	0.73	0.75	0.52	0.93	0.50	0.10
Avail Cap(c_a), veh/h	120	473	355	146	502	384	122	810	617	264	996	759
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.0	40.9	25.3	46.0	37.8	38.0	47.0	24.2	9.8	42.2	15.1	11.7
Incr Delay (d2), s/veh	16.7	3.5	0.6	44.3	1.4	2.1	16.2	6.4	3.1	38.0	1.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	6.1	1.1	5.4	5.1	4.1	2.5	15.8	5.0	9.7	9.4	1.1
LnGrp Delay(d),s/veh	63.7	44.5	25.9	90.2	39.3	40.1	63.2	30.6	12.9	80.3	16.9	12.0
LnGrp LOS	E	D	C	F	D	D	E	C	B	F	B	B
Approach Vol, veh/h	344			477			1004			823		
Approach Delay, s/veh	45.6			53.4			27.4			35.5		
Approach LOS	D			D			C			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.5	48.4	13.1	20.0	10.3	58.5	10.3	22.8				
Change Period (Y+Rc), s	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6				
Max Green Setting (Gmax), s	15.9	33.9	8.5	25.3	7.0	42.8	6.9	26.9				
Max Q Clear Time (g_c+I1), s	17.2	30.1	10.0	13.2	6.5	19.4	6.5	12.1				
Green Ext Time (p_c), s	0.0	2.3	0.0	0.7	0.0	6.6	0.0	1.5				
Intersection Summary												
HCM 2010 Ctrl Delay			37.0									
HCM 2010 LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	198	51	120	178	142	68	561	294	227	459	71
Future Volume (veh/h)	68	198	51	120	178	142	68	561	294	227	459	71
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	74	215	55	130	193	154	74	610	320	247	499	77
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	100	292	220	163	364	278	100	1546	620	283	1022	780
Arrive On Green	0.06	0.16	0.16	0.10	0.20	0.20	0.06	0.44	0.44	0.17	0.55	0.55
Sat Flow, veh/h	1634	1863	1400	1634	1863	1427	1634	3539	1419	1634	1863	1421
Grp Volume(v), veh/h	74	215	55	130	193	154	74	610	320	247	499	77
Grp Sat Flow(s),veh/h/ln	1634	1863	1400	1634	1863	1427	1634	1770	1419	1634	1863	1421
Q Serve(g_s), s	5.3	13.2	4.1	9.3	11.2	11.7	5.3	14.1	19.7	17.7	19.8	3.1
Cycle Q Clear(g_c), s	5.3	13.2	4.1	9.3	11.2	11.7	5.3	14.1	19.7	17.7	19.8	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	100	292	220	163	364	278	100	1546	620	283	1022	780
V/C Ratio(X)	0.74	0.74	0.25	0.80	0.53	0.55	0.74	0.39	0.52	0.87	0.49	0.10
Avail Cap(c_a), veh/h	155	404	303	245	506	388	155	1546	620	395	1022	780
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98
Uniform Delay (d), s/veh	55.4	48.2	44.4	52.8	43.4	43.6	55.4	23.0	24.6	48.3	16.7	12.9
Incr Delay (d2), s/veh	10.1	4.4	0.6	10.4	1.2	1.7	10.1	0.8	3.1	14.1	1.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	7.2	1.6	4.7	5.9	4.7	2.7	7.0	8.2	9.1	10.6	1.3
LnGrp Delay(d),s/veh	65.5	52.6	45.0	63.2	44.6	45.3	65.5	23.7	27.6	62.4	18.3	13.2
LnGrp LOS	E	D	D	E	D	D	E	C	C	E	B	B
Approach Vol, veh/h	344			477			1004			823		
Approach Delay, s/veh	54.2			49.9			28.1			31.1		
Approach LOS	D			D			C			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.8	56.4	16.0	22.8	11.4	69.9	11.4	27.4				
Change Period (Y+Rc), s	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6				
Max Green Setting (Gmax), s	28.4	30.4	17.4	25.4	10.8	48.0	10.8	32.0				
Max Q Clear Time (g_c+I1), s	19.7	21.7	11.3	15.2	7.3	21.8	7.3	13.7				
Green Ext Time (p_c), s	0.5	4.3	0.2	1.7	0.0	7.0	0.0	2.1				
Intersection Summary												
HCM 2010 Ctrl Delay				36.3								
HCM 2010 LOS				D								



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	95	38	101	80	151	38	299	97	110	381	50
Future Volume (veh/h)	38	95	38	101	80	151	38	299	97	110	381	50
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	41	103	41	110	87	164	41	325	105	120	414	54
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	93	207	154	146	268	204	60	978	746	158	1090	831
Arrive On Green	0.06	0.11	0.11	0.09	0.14	0.14	0.04	0.53	0.53	0.10	0.58	0.58
Sat Flow, veh/h	1634	1863	1387	1634	1863	1421	1634	1863	1420	1634	1863	1421
Grp Volume(v), veh/h	41	103	41	110	87	164	41	325	105	120	414	54
Grp Sat Flow(s),veh/h/ln	1634	1863	1387	1634	1863	1421	1634	1863	1420	1634	1863	1421
Q Serve(g_s), s	2.2	4.7	2.4	5.9	3.8	7.7	2.2	9.0	3.4	6.4	10.7	0.9
Cycle Q Clear(g_c), s	2.2	4.7	2.4	5.9	3.8	7.7	2.2	9.0	3.4	6.4	10.7	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	93	207	154	146	268	204	60	978	746	158	1090	831
V/C Ratio(X)	0.44	0.50	0.27	0.75	0.33	0.80	0.68	0.33	0.14	0.76	0.38	0.06
Avail Cap(c_a), veh/h	123	536	399	200	623	475	91	978	746	218	1090	831
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.1	37.7	36.7	40.0	34.6	22.0	42.8	12.3	11.0	39.6	10.0	3.1
Incr Delay (d2), s/veh	3.3	1.9	0.9	10.1	0.7	7.2	12.7	0.9	0.4	9.8	1.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	2.5	1.0	3.1	2.0	3.4	1.2	4.9	1.4	3.3	5.7	0.4
LnGrp Delay(d),s/veh	44.3	39.5	37.6	50.1	35.3	29.2	55.5	13.2	11.4	49.4	11.0	3.2
LnGrp LOS	D	D	D	D	D	C	E	B	B	D	B	A
Approach Vol, veh/h	185			361			471			588		
Approach Delay, s/veh	40.1			37.0			16.5			18.1		
Approach LOS	D			D			B			B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.7	51.3	12.1	14.0	7.3	56.6	9.1	16.9				
Change Period (Y+Rc), s	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6				
Max Green Setting (Gmax), s	11.4	24.5	10.4	25.3	4.4	31.5	6.2	29.5				
Max Q Clear Time (g_c+I1), s	8.4	11.0	7.9	6.7	4.2	12.7	4.2	9.7				
Green Ext Time (p_c), s	0.1	2.9	0.1	0.5	0.0	3.2	0.1	0.8				
Intersection Summary												
HCM 2010 Ctrl Delay				24.4								
HCM 2010 LOS				C								



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	95	38	101	80	156	38	306	97	125	402	55
Future Volume (veh/h)	39	95	38	101	80	156	38	306	97	125	402	55
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	42	103	41	110	87	170	41	333	105	136	437	60
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	62	223	167	146	320	245	60	942	718	175	1073	819
Arrive On Green	0.04	0.12	0.12	0.09	0.17	0.17	0.04	0.51	0.51	0.11	0.58	0.58
Sat Flow, veh/h	1634	1863	1391	1634	1863	1425	1634	1863	1420	1634	1863	1421
Grp Volume(v), veh/h	42	103	41	110	87	170	41	333	105	136	437	60
Grp Sat Flow(s),veh/h/ln	1634	1863	1391	1634	1863	1425	1634	1863	1420	1634	1863	1421
Q Serve(g_s), s	2.3	4.6	2.4	5.9	3.7	10.1	2.2	9.7	3.6	7.3	11.7	1.7
Cycle Q Clear(g_c), s	2.3	4.6	2.4	5.9	3.7	10.1	2.2	9.7	3.6	7.3	11.7	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	62	223	167	146	320	245	60	942	718	175	1073	819
V/C Ratio(X)	0.68	0.46	0.25	0.75	0.27	0.70	0.68	0.35	0.15	0.78	0.41	0.07
Avail Cap(c_a), veh/h	125	536	400	200	621	475	91	942	718	218	1073	819
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.8	36.9	35.9	40.0	32.4	35.1	42.8	13.4	11.9	39.1	10.6	8.4
Incr Delay (d2), s/veh	12.5	1.5	0.8	10.1	0.5	3.5	12.7	1.0	0.4	12.9	1.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	2.5	1.0	3.1	1.9	4.2	1.2	5.2	1.5	3.9	6.3	0.7
LnGrp Delay(d),s/veh	55.2	38.4	36.7	50.1	32.8	38.6	55.5	14.4	12.3	52.1	11.7	8.6
LnGrp LOS	E	D	D	D	C	D	E	B	B	D	B	A
Approach Vol, veh/h	186			367			479			633		
Approach Delay, s/veh	41.8			40.7			17.5			20.1		
Approach LOS	D			D			B			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.7	49.5	12.1	14.8	7.3	55.8	7.4	19.5				
Change Period (Y+Rc), s	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6				
Max Green Setting (Gmax), s	11.4	24.5	10.4	25.3	4.4	31.5	6.3	29.4				
Max Q Clear Time (g_c+I1), s	9.3	11.7	7.9	6.6	4.2	13.7	4.3	12.1				
Green Ext Time (p_c), s	0.1	3.0	0.1	1.4	0.0	3.3	0.0	1.3				
Intersection Summary												
HCM 2010 Ctrl Delay				26.3								
HCM 2010 LOS				C								



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	141	56	150	119	224	104	815	264	256	888	116
Future Volume (veh/h)	56	141	56	150	119	224	104	815	264	256	888	116
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	61	153	61	163	129	243	113	886	287	278	965	126
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	94	230	172	150	294	224	109	950	724	231	1089	831
Arrive On Green	0.06	0.12	0.12	0.09	0.16	0.16	0.07	0.51	0.51	0.14	0.58	0.58
Sat Flow, veh/h	1634	1863	1392	1634	1863	1423	1634	1863	1420	1634	1863	1421
Grp Volume(v), veh/h	61	153	61	163	129	243	113	886	287	278	965	126
Grp Sat Flow(s),veh/h/ln	1634	1863	1392	1634	1863	1423	1634	1863	1420	1634	1863	1421
Q Serve(g_s), s	4.4	9.4	4.8	11.0	7.5	14.0	8.0	53.4	14.9	17.0	53.6	3.3
Cycle Q Clear(g_c), s	4.4	9.4	4.8	11.0	7.5	14.0	8.0	53.4	14.9	17.0	53.6	3.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	94	230	172	150	294	224	109	950	724	231	1089	831
V/C Ratio(X)	0.65	0.66	0.35	1.09	0.44	1.08	1.04	0.93	0.40	1.20	0.89	0.15
Avail Cap(c_a), veh/h	142	402	300	150	411	314	109	950	724	231	1089	831
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.4	50.2	48.2	54.5	45.7	27.7	56.0	27.5	18.1	51.5	21.5	5.2
Incr Delay (d2), s/veh	7.3	3.3	1.2	99.1	1.0	72.1	96.6	16.9	1.6	124.3	10.6	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	5.1	1.9	9.1	4.0	10.0	6.5	31.8	6.1	15.6	30.6	1.4
LnGrp Delay(d),s/veh	62.7	53.5	49.4	153.6	46.8	99.9	153.2	44.4	19.7	175.8	32.1	5.6
LnGrp LOS	E	D	D	F	D	F	F	D	B	F	C	A
Approach Vol, veh/h	275			535			1286			1369		
Approach Delay, s/veh	54.6			103.4			48.5			58.8		
Approach LOS	D			F			D			E		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	65.2	15.0	18.8	12.0	74.2	10.9	22.9				
Change Period (Y+Rc), s	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6				
Max Green Setting (Gmax), s	16.4	49.5	10.4	25.3	7.4	58.5	9.8	25.9				
Max Q Clear Time (g_c+I1), s	19.0	55.4	13.0	11.4	10.0	55.6	6.4	16.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.8	0.0	2.4	0.3	1.0				
Intersection Summary												
HCM 2010 Ctrl Delay				61.5								
HCM 2010 LOS				E								



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	141	56	150	119	229	104	822	264	271	909	121
Future Volume (veh/h)	57	141	56	150	119	229	104	822	264	271	909	121
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	62	153	61	163	129	249	113	893	287	295	988	132
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	85	228	170	212	372	285	95	866	660	245	1037	791
Arrive On Green	0.05	0.12	0.12	0.13	0.20	0.20	0.06	0.46	0.46	0.15	0.56	0.56
Sat Flow, veh/h	1634	1863	1391	1634	1863	1427	1634	1863	1419	1634	1863	1421
Grp Volume(v), veh/h	62	153	61	163	129	249	113	893	287	295	988	132
Grp Sat Flow(s),veh/h/ln	1634	1863	1391	1634	1863	1427	1634	1863	1419	1634	1863	1421
Q Serve(g_s), s	4.5	9.4	4.1	11.6	7.1	20.3	7.0	55.8	10.0	18.0	60.1	5.5
Cycle Q Clear(g_c), s	4.5	9.4	4.1	11.6	7.1	20.3	7.0	55.8	10.0	18.0	60.1	5.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	85	228	170	212	372	285	95	866	660	245	1037	791
V/C Ratio(X)	0.73	0.67	0.36	0.77	0.35	0.87	1.19	1.03	0.44	1.20	0.95	0.17
Avail Cap(c_a), veh/h	101	402	300	212	442	339	95	866	660	245	1037	791
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.0	50.4	34.6	50.5	41.3	46.6	56.5	32.1	8.1	51.0	25.1	13.0
Incr Delay (d2), s/veh	19.2	3.4	1.3	15.8	0.6	19.1	150.5	38.9	2.1	123.8	18.7	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	5.1	1.6	6.1	3.7	9.5	7.1	38.0	4.2	16.5	36.1	2.2
LnGrp Delay(d),s/veh	75.3	53.8	35.9	66.2	41.8	65.7	207.0	71.1	10.2	174.8	43.9	13.5
LnGrp LOS	E	D	D	E	D	E	F	F	B	F	D	B
Approach Vol, veh/h	276			541			1293			1415		
Approach Delay, s/veh	54.6			60.2			69.4			68.3		
Approach LOS	D			E			E			E		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.0	59.8	19.6	18.7	11.0	70.8	10.3	28.0				
Change Period (Y+Rc), s	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6				
Max Green Setting (Gmax), s	17.4	49.5	9.4	25.3	6.4	60.5	6.8	27.9				
Max Q Clear Time (g_c+I1), s	20.0	57.8	13.6	11.4	9.0	62.1	6.5	22.3				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.8				
Intersection Summary												
HCM 2010 Ctrl Delay				66.4								
HCM 2010 LOS				E								



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	141	56	150	119	229	104	822	264	271	909	121
Future Volume (veh/h)	57	141	56	150	119	229	104	822	264	271	909	121
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	62	153	61	163	129	249	113	893	287	295	988	132
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	85	228	170	212	372	285	95	1645	660	245	1037	791
Arrive On Green	0.05	0.12	0.12	0.13	0.20	0.20	0.06	0.46	0.46	0.15	0.56	0.56
Sat Flow, veh/h	1634	1863	1391	1634	1863	1427	1634	3539	1419	1634	1863	1421
Grp Volume(v), veh/h	62	153	61	163	129	249	113	893	287	295	988	132
Grp Sat Flow(s),veh/h/ln	1634	1863	1391	1634	1863	1427	1634	1770	1419	1634	1863	1421
Q Serve(g_s), s	4.5	9.4	4.1	11.6	7.1	20.3	7.0	21.7	10.0	18.0	60.1	5.5
Cycle Q Clear(g_c), s	4.5	9.4	4.1	11.6	7.1	20.3	7.0	21.7	10.0	18.0	60.1	5.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	85	228	170	212	372	285	95	1645	660	245	1037	791
V/C Ratio(X)	0.73	0.67	0.36	0.77	0.35	0.87	1.19	0.54	0.44	1.20	0.95	0.17
Avail Cap(c_a), veh/h	101	402	300	212	442	339	95	1645	660	245	1037	791
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	56.0	50.4	34.6	50.5	41.3	46.6	56.5	23.0	8.1	51.0	25.1	13.0
Incr Delay (d2), s/veh	19.2	3.4	1.3	15.8	0.6	19.1	150.5	1.3	2.1	121.7	17.7	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	5.1	1.6	6.1	3.7	9.5	7.1	10.8	4.2	16.4	35.8	2.2
LnGrp Delay(d),s/veh	75.3	53.8	35.9	66.2	41.8	65.7	207.0	24.3	10.2	172.7	42.8	13.4
LnGrp LOS	E	D	D	E	D	E	F	C	B	F	D	B
Approach Vol, veh/h	276			541			1293			1415		
Approach Delay, s/veh	54.6			60.2			37.1			67.2		
Approach LOS	D			E			D			E		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.0	59.8	19.6	18.7	11.0	70.8	10.3	28.0				
Change Period (Y+Rc), s	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6				
Max Green Setting (Gmax), s	17.4	49.5	9.4	25.3	6.4	60.5	6.8	27.9				
Max Q Clear Time (g_c+I1), s	20.0	23.7	13.6	11.4	9.0	62.1	6.5	22.3				
Green Ext Time (p_c), s	0.0	13.0	0.0	0.6	0.0	0.0	0.0	0.8				
Intersection Summary												
HCM 2010 Ctrl Delay			54.1									
HCM 2010 LOS			D									

Intersection 6
Newcomb St & Henderson Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	328	59	169	352	232	91	209	187	139	162	39
Future Volume (veh/h)	57	328	59	169	352	232	91	209	187	139	162	39
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	62	357	64	184	383	252	99	227	203	151	176	42
Adj No. of Lanes	1	2	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	88	1151	204	218	864	666	134	348	295	182	631	146
Arrive On Green	0.05	0.38	0.38	0.13	0.46	0.46	0.08	0.19	0.19	0.11	0.22	0.22
Sat Flow, veh/h	1634	2996	531	1634	1863	1435	1634	1797	1525	1634	2832	656
Grp Volume(v), veh/h	62	209	212	184	383	252	99	223	207	151	108	110
Grp Sat Flow(s),veh/h/ln	1634	1770	1758	1634	1863	1435	1634	1770	1553	1634	1770	1719
Q Serve(g_s), s	3.4	7.4	7.6	9.9	12.5	10.3	5.3	10.5	11.2	8.1	4.5	4.8
Cycle Q Clear(g_c), s	3.4	7.4	7.6	9.9	12.5	10.3	5.3	10.5	11.2	8.1	4.5	4.8
Prop In Lane	1.00		0.30	1.00		1.00	1.00		0.98	1.00		0.38
Lane Grp Cap(c), veh/h	88	680	675	218	864	666	134	343	301	182	394	383
V/C Ratio(X)	0.71	0.31	0.31	0.84	0.44	0.38	0.74	0.65	0.69	0.83	0.27	0.29
Avail Cap(c_a), veh/h	114	680	675	218	864	666	207	564	495	182	537	521
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.84	0.84	0.84	1.00	1.00	1.00	0.99	0.99	0.99
Uniform Delay (d), s/veh	41.9	19.4	19.5	38.1	16.3	15.7	40.4	33.5	34.0	39.2	29.0	29.1
Incr Delay (d2), s/veh	12.8	1.2	1.2	21.7	1.4	1.4	7.7	2.1	2.8	26.5	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	3.8	3.9	5.8	6.7	4.3	2.7	5.3	5.0	5.0	2.3	2.3
LnGrp Delay(d),s/veh	54.7	20.5	20.7	59.8	17.7	17.1	48.1	35.6	36.8	65.7	29.3	29.6
LnGrp LOS	D	C	C	E	B	B	D	D	D	E	C	C
Approach Vol, veh/h	483			819			529			369		
Approach Delay, s/veh	25.0			26.9			38.4			44.3		
Approach LOS	C			C			D			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	21.4	16.0	38.6	11.4	24.0	8.8	45.8				
Change Period (Y+Rc), s	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6				
Max Green Setting (Gmax), s	9.4	28.1	11.4	22.7	10.8	26.7	5.7	28.4				
Max Q Clear Time (g_c+I1), s	10.1	13.2	11.9	9.6	7.3	6.8	5.4	14.5				
Green Ext Time (p_c), s	0.0	2.1	0.0	3.4	0.1	2.3	0.0	3.5				
Intersection Summary												
HCM 2010 Ctrl Delay	32.2											
HCM 2010 LOS	C											



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	344	63	169	378	260	97	235	187	155	177	39
Future Volume (veh/h)	57	344	63	169	378	260	97	235	187	155	177	39
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	62	374	68	184	411	283	105	255	203	168	192	42
Adj No. of Lanes	1	2	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	87	1110	200	223	847	652	140	373	285	207	686	146
Arrive On Green	0.05	0.37	0.37	0.14	0.45	0.45	0.09	0.20	0.19	0.13	0.24	0.23
Sat Flow, veh/h	1634	2988	538	1634	1863	1435	1634	1894	1445	1634	2884	615
Grp Volume(v), veh/h	62	220	222	184	411	283	105	238	220	168	116	118
Grp Sat Flow(s),veh/h/ln	1634	1770	1757	1634	1863	1435	1634	1770	1569	1634	1770	1729
Q Serve(g_s), s	3.5	8.5	8.7	10.4	14.7	12.7	6.0	11.8	12.5	9.5	5.1	5.3
Cycle Q Clear(g_c), s	3.5	8.5	8.7	10.4	14.7	12.7	6.0	11.8	12.5	9.5	5.1	5.3
Prop In Lane	1.00		0.31	1.00		1.00	1.00		0.92	1.00		0.36
Lane Grp Cap(c), veh/h	87	657	653	223	847	652	140	349	309	207	421	411
V/C Ratio(X)	0.71	0.33	0.34	0.82	0.49	0.43	0.75	0.68	0.71	0.81	0.28	0.29
Avail Cap(c_a), veh/h	112	657	653	241	847	652	225	535	474	224	533	521
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.88	0.88	0.88	1.00	1.00	1.00	0.99	0.99	0.99
Uniform Delay (d), s/veh	44.2	21.4	21.6	39.9	18.1	17.6	42.4	35.4	35.9	40.4	29.5	29.7
Incr Delay (d2), s/veh	13.8	1.4	1.4	17.3	1.8	1.9	7.7	2.3	3.0	18.6	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	4.4	4.5	5.8	7.9	5.4	3.0	6.0	5.7	5.4	2.5	2.6
LnGrp Delay(d),s/veh	58.1	22.8	23.0	57.2	19.9	19.5	50.1	37.7	38.9	59.0	29.9	30.1
LnGrp LOS	E	C	C	E	B	B	D	D	D	E	C	C
Approach Vol, veh/h	504			878			563			402		
Approach Delay, s/veh	27.2			27.6			40.5			42.1		
Approach LOS	C			C			D			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	22.7	17.0	39.3	12.2	26.6	9.1	47.2				
Change Period (Y+Rc), s	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6				
Max Green Setting (Gmax), s	12.4	28.1	13.4	22.7	12.5	28.0	5.9	30.2				
Max Q Clear Time (g_c+I1), s	11.5	14.5	12.4	10.7	8.0	7.3	5.5	16.7				
Green Ext Time (p_c), s	0.0	2.2	0.1	3.6	0.1	2.5	0.0	3.8				
Intersection Summary												
HCM 2010 Ctrl Delay	33.1											
HCM 2010 LOS	C											



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	442	88	251	474	345	175	402	359	281	328	79
Future Volume (veh/h)	85	442	88	251	474	345	175	402	359	281	328	79
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	92	480	96	273	515	375	190	437	390	305	357	86
Adj No. of Lanes	1	2	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	106	651	129	274	605	465	230	480	421	305	895	213
Arrive On Green	0.06	0.22	0.22	0.17	0.32	0.32	0.14	0.27	0.27	0.19	0.32	0.31
Sat Flow, veh/h	1634	2932	583	1634	1863	1432	1634	1770	1553	1634	2820	670
Grp Volume(v), veh/h	92	288	288	273	515	375	190	437	390	305	222	221
Grp Sat Flow(s),veh/h/ln	1634	1770	1745	1634	1863	1432	1634	1770	1553	1634	1770	1720
Q Serve(g_s), s	5.9	15.9	16.1	17.5	27.1	14.9	11.9	25.1	25.7	19.6	10.3	10.6
Cycle Q Clear(g_c), s	5.9	15.9	16.1	17.5	27.1	14.9	11.9	25.1	25.7	19.6	10.3	10.6
Prop In Lane	1.00		0.33	1.00		1.00	1.00		1.00	1.00		0.39
Lane Grp Cap(c), veh/h	106	393	387	274	605	465	230	480	421	305	562	546
V/C Ratio(X)	0.87	0.73	0.74	1.00	0.85	0.81	0.83	0.91	0.93	1.00	0.40	0.40
Avail Cap(c_a), veh/h	106	393	387	274	605	465	338	484	424	305	562	546
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.48	0.48	0.48	1.00	1.00	1.00	0.98	0.98	0.98
Uniform Delay (d), s/veh	48.7	38.0	38.1	43.7	33.1	11.4	43.9	37.0	37.5	42.7	28.0	28.2
Incr Delay (d2), s/veh	49.1	11.6	12.1	36.6	7.3	7.1	10.4	21.1	26.1	51.0	0.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	9.0	9.1	10.7	15.1	6.8	6.0	15.1	14.0	13.1	5.1	5.1
LnGrp Delay(d),s/veh	97.7	49.5	50.3	80.3	40.4	18.5	54.3	58.2	63.6	93.7	28.4	28.6
LnGrp LOS	F	D	D	F	D	B	D	E	E	F	C	C
Approach Vol, veh/h	668			1163			1017			748		
Approach Delay, s/veh	56.5			42.7			59.5			55.1		
Approach LOS	E			D			E			E		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.6	32.5	21.6	27.3	18.8	37.3	10.8	38.1				
Change Period (Y+Rc), s	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6				
Max Green Setting (Gmax), s	19.0	28.1	17.0	22.5	21.1	26.0	6.2	33.3				
Max Q Clear Time (g_c+I1), s	21.6	27.7	19.5	18.1	13.9	12.6	7.9	29.1				
Green Ext Time (p_c), s	0.0	0.2	0.0	2.4	0.3	2.4	0.0	2.4				
Intersection Summary												
HCM 2010 Ctrl Delay			52.6									
HCM 2010 LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	458	92	251	500	373	181	428	359	297	343	79
Future Volume (veh/h)	85	458	92	251	500	373	181	428	359	297	343	79
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	92	498	100	273	543	405	197	465	390	323	373	86
Adj No. of Lanes	1	2	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	108	588	117	297	589	453	238	500	418	306	904	206
Arrive On Green	0.07	0.20	0.20	0.18	0.32	0.32	0.15	0.28	0.27	0.19	0.32	0.31
Sat Flow, veh/h	1634	2929	585	1634	1863	1432	1634	1813	1517	1634	2846	648
Grp Volume(v), veh/h	92	300	298	273	543	405	197	454	401	323	230	229
Grp Sat Flow(s),veh/h/ln	1634	1770	1744	1634	1863	1432	1634	1770	1560	1634	1770	1725
Q Serve(g_s), s	5.8	16.9	17.1	17.1	29.2	16.7	12.2	26.0	26.1	19.5	10.6	10.9
Cycle Q Clear(g_c), s	5.8	16.9	17.1	17.1	29.2	16.7	12.2	26.0	26.1	19.5	10.6	10.9
Prop In Lane	1.00		0.34	1.00		1.00	1.00		0.97	1.00		0.38
Lane Grp Cap(c), veh/h	108	356	350	297	589	453	238	488	430	306	562	548
V/C Ratio(X)	0.85	0.84	0.85	0.92	0.92	0.89	0.83	0.93	0.93	1.05	0.41	0.42
Avail Cap(c_a), veh/h	108	393	387	297	589	453	393	488	431	306	562	548
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.40	0.40	0.40	1.00	1.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	48.0	40.0	40.2	41.8	34.3	12.0	43.1	36.7	37.0	42.3	27.8	28.0
Incr Delay (d2), s/veh	43.4	14.2	15.3	16.5	10.9	10.9	7.2	24.5	27.1	65.7	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	9.6	9.8	9.0	16.7	7.9	5.9	16.0	14.5	14.4	5.2	5.2
LnGrp Delay(d),s/veh	91.4	54.2	55.4	58.3	45.2	23.0	50.4	61.1	64.1	107.9	28.3	28.5
LnGrp LOS	F	D	E	E	D	C	D	E	E	F	C	C
Approach Vol, veh/h	690		1221				1052			782		
Approach Delay, s/veh	59.7		40.8				60.2			61.3		
Approach LOS	E		D				E			E		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.5	32.7	22.9	24.9	19.2	37.0	10.9	36.9				
Change Period (Y+Rc), s	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6				
Max Green Setting (Gmax), s	18.9	28.1	16.1	22.5	24.4	22.6	6.3	32.3				
Max Q Clear Time (g_c+I1), s	21.5	28.1	19.1	19.1	14.2	12.9	7.8	31.2				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.8	0.4	2.2	0.0	0.6				
Intersection Summary												
HCM 2010 Ctrl Delay			54.0									
HCM 2010 LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱	↱	↰	↱		↰	↱	
Traffic Volume (veh/h)	85	458	92	251	500	373	181	428	359	297	343	79
Future Volume (veh/h)	85	458	92	251	500	373	181	428	359	297	343	79
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	92	498	100	273	543	405	197	465	390	323	373	86
Adj No. of Lanes	1	2	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	98	1068	213	98	679	522	98	559	468	98	878	200
Arrive On Green	0.06	0.36	0.36	0.06	0.36	0.36	0.06	0.31	0.30	0.06	0.31	0.30
Sat Flow, veh/h	1634	2931	585	1634	1863	1433	1634	1814	1518	1634	2846	648
Grp Volume(v), veh/h	92	300	298	273	543	405	197	454	401	323	230	229
Grp Sat Flow(s),veh/h/ln	1634	1770	1747	1634	1863	1433	1634	1770	1562	1634	1770	1724
Q Serve(g_s), s	4.3	10.0	10.1	4.6	20.1	19.3	4.6	18.4	18.5	4.6	8.0	8.2
Cycle Q Clear(g_c), s	4.3	10.0	10.1	4.6	20.1	19.3	4.6	18.4	18.5	4.6	8.0	8.2
Prop In Lane	1.00		0.34	1.00		1.00	1.00		0.97	1.00		0.38
Lane Grp Cap(c), veh/h	98	645	637	98	679	522	98	546	481	98	546	532
V/C Ratio(X)	0.94	0.46	0.47	2.80	0.80	0.78	2.02	0.83	0.83	3.31	0.42	0.43
Avail Cap(c_a), veh/h	98	645	637	98	679	522	98	660	582	98	546	532
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.17	0.17	0.17	1.00	1.00	1.00	0.91	0.91	0.91
Uniform Delay (d), s/veh	36.1	18.7	18.8	36.2	22.0	21.7	36.2	24.8	25.1	36.2	21.2	21.3
Incr Delay (d2), s/veh	72.4	2.4	2.5	13.4	1.8	2.0	492.2	7.6	8.6	062.5	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	5.3	5.3	24.1	10.6	7.8	15.4	10.1	9.1	30.9	4.0	4.0
LnGrp Delay(d),s/veh	108.5	21.1	21.3	849.6	23.7	23.7	528.4	32.3	33.7	098.7	21.6	21.8
LnGrp LOS	F	C	C	F	C	C	F	C	C	F	C	C
Approach Vol, veh/h	690		1221				1052		782			
Approach Delay, s/veh	32.8		208.3				125.7		466.6			
Approach LOS	C		F				F		F			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.6	27.7	8.6	32.1	8.6	27.7	8.6	32.1				
Change Period (Y+Rc), s	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6				
Max Green Setting (Gmax), s	4.0	28.1	4.0	22.4	4.0	21.0	4.0	21.0				
Max Q Clear Time (g_c+I1), s	6.6	20.5	6.6	12.1	6.6	10.2	6.3	22.1				
Green Ext Time (p_c), s	0.0	2.2	0.0	4.7	0.0	4.1	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay	206.7											
HCM 2010 LOS	F											



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	315	83	84	185	144	86	255	93	151	264	55
Future Volume (veh/h)	91	315	83	84	185	144	86	255	93	151	264	55
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	99	342	90	91	201	157	93	277	101	164	287	60
Adj No. of Lanes	1	2	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	133	1228	318	124	814	627	127	453	161	205	657	135
Arrive On Green	0.08	0.44	0.44	0.08	0.44	0.44	0.08	0.18	0.17	0.13	0.23	0.22
Sat Flow, veh/h	1634	2773	719	1634	1863	1434	1634	2544	904	1634	2905	597
Grp Volume(v), veh/h	99	216	216	91	201	157	93	190	188	164	173	174
Grp Sat Flow(s),veh/h/ln	1634	1770	1722	1634	1863	1434	1634	1770	1678	1634	1770	1732
Q Serve(g_s), s	5.3	7.0	7.2	4.9	6.1	6.2	5.0	8.9	9.3	8.8	7.5	7.8
Cycle Q Clear(g_c), s	5.3	7.0	7.2	4.9	6.1	6.2	5.0	8.9	9.3	8.8	7.5	7.8
Prop In Lane	1.00		0.42	1.00		1.00	1.00		0.54	1.00		0.34
Lane Grp Cap(c), veh/h	133	784	763	124	814	627	127	315	299	205	400	391
V/C Ratio(X)	0.74	0.28	0.28	0.74	0.25	0.25	0.73	0.60	0.63	0.80	0.43	0.45
Avail Cap(c_a), veh/h	163	784	763	145	814	627	202	564	535	236	602	589
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00	0.99	0.99	0.99
Uniform Delay (d), s/veh	40.4	15.9	16.0	40.7	16.0	16.0	40.6	34.1	34.4	38.3	29.9	30.1
Incr Delay (d2), s/veh	13.4	0.9	0.9	14.4	0.7	0.9	7.9	1.9	2.2	15.6	0.7	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	3.6	3.6	2.7	3.3	2.6	2.6	4.5	4.5	4.8	3.8	3.8
LnGrp Delay(d),s/veh	53.8	16.8	17.0	55.1	16.7	16.9	48.5	35.9	36.5	53.8	30.6	30.9
LnGrp LOS	D	B	B	E	B	B	D	D	D	D	C	C
Approach Vol, veh/h	531			449			471			511		
Approach Delay, s/veh	23.8			24.5			38.6			38.1		
Approach LOS	C			C			D			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.3	20.0	10.8	43.9	11.0	24.3	11.3	43.3				
Change Period (Y+Rc), s	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6				
Max Green Setting (Gmax), s	12.4	28.1	7.4	23.7	10.5	30.0	8.4	22.7				
Max Q Clear Time (g_c+I1), s	10.8	11.3	6.9	9.2	7.0	9.8	7.3	8.2				
Green Ext Time (p_c), s	0.1	2.4	0.0	2.6	0.1	2.5	0.0	2.6				
Intersection Summary												
HCM 2010 Ctrl Delay	31.3											
HCM 2010 LOS	C											



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	339	89	84	193	152	88	263	93	175	287	55
Future Volume (veh/h)	91	339	89	84	193	152	88	263	93	175	287	55
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	99	368	97	91	210	165	96	286	101	190	312	60
Adj No. of Lanes	1	2	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	133	1174	305	124	779	599	130	465	160	232	718	136
Arrive On Green	0.08	0.42	0.42	0.08	0.42	0.42	0.08	0.18	0.17	0.14	0.24	0.24
Sat Flow, veh/h	1634	2770	721	1634	1863	1434	1634	2567	885	1634	2952	559
Grp Volume(v), veh/h	99	233	232	91	210	165	96	195	192	190	185	187
Grp Sat Flow(s),veh/h/ln	1634	1770	1721	1634	1863	1434	1634	1770	1682	1634	1770	1741
Q Serve(g_s), s	5.3	7.9	8.1	4.9	6.7	6.8	5.2	9.1	9.5	10.2	8.0	8.2
Cycle Q Clear(g_c), s	5.3	7.9	8.1	4.9	6.7	6.8	5.2	9.1	9.5	10.2	8.0	8.2
Prop In Lane	1.00		0.42	1.00		1.00	1.00		0.53	1.00		0.32
Lane Grp Cap(c), veh/h	133	750	729	124	779	599	130	321	305	232	430	423
V/C Ratio(X)	0.74	0.31	0.32	0.74	0.27	0.28	0.74	0.61	0.63	0.82	0.43	0.44
Avail Cap(c_a), veh/h	151	750	729	143	779	599	205	564	536	261	625	615
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00	0.99	0.99	0.99
Uniform Delay (d), s/veh	40.4	17.2	17.4	40.7	17.2	17.2	40.5	33.9	34.2	37.5	28.8	29.0
Incr Delay (d2), s/veh	16.0	1.1	1.1	14.9	0.8	1.1	7.8	1.9	2.1	16.7	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	4.0	4.0	2.7	3.6	2.9	2.6	4.6	4.6	5.7	4.0	4.0
LnGrp Delay(d),s/veh	56.4	18.3	18.5	55.6	18.0	18.3	48.3	35.8	36.4	54.2	29.5	29.7
LnGrp LOS	E	B	B	E	B	B	D	D	D	D	C	C
Approach Vol, veh/h	564			466			483			562		
Approach Delay, s/veh	25.1			25.5			38.5			37.9		
Approach LOS	C			C			D			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.8	20.3	10.8	42.1	11.2	25.9	11.3	41.6				
Change Period (Y+Rc), s	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6				
Max Green Setting (Gmax), s	13.8	28.1	7.3	22.4	10.7	31.2	7.7	22.0				
Max Q Clear Time (g_c+I1), s	12.2	11.5	6.9	10.1	7.2	10.2	7.3	8.8				
Green Ext Time (p_c), s	0.1	2.5	0.0	2.6	0.1	2.6	0.0	2.7				
Intersection Summary												
HCM 2010 Ctrl Delay	31.8											
HCM 2010 LOS	C											



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	424	123	125	249	214	165	490	179	306	535	111
Future Volume (veh/h)	135	424	123	125	249	214	165	490	179	306	535	111
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	147	461	134	136	271	233	179	533	195	333	582	121
Adj No. of Lanes	1	2	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	163	751	216	152	505	388	378	629	229	359	688	143
Arrive On Green	0.10	0.28	0.27	0.03	0.09	0.09	0.23	0.25	0.24	0.22	0.24	0.23
Sat Flow, veh/h	1634	2699	778	1634	1863	1431	1634	2527	921	1634	2901	601
Grp Volume(v), veh/h	147	301	294	136	271	233	179	372	356	333	354	349
Grp Sat Flow(s),veh/h/ln	1634	1770	1708	1634	1863	1431	1634	1770	1678	1634	1770	1732
Q Serve(g_s), s	8.9	14.8	15.0	8.3	13.9	15.7	9.5	20.0	20.2	20.0	19.1	19.2
Cycle Q Clear(g_c), s	8.9	14.8	15.0	8.3	13.9	15.7	9.5	20.0	20.2	20.0	19.1	19.2
Prop In Lane	1.00		0.46	1.00		1.00	1.00		0.55	1.00		0.35
Lane Grp Cap(c), veh/h	163	492	475	152	505	388	378	440	418	359	420	411
V/C Ratio(X)	0.90	0.61	0.62	0.89	0.54	0.60	0.47	0.85	0.85	0.93	0.84	0.85
Avail Cap(c_a), veh/h	163	492	475	152	505	388	378	508	482	359	547	535
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	44.5	31.4	31.6	48.0	39.5	40.3	33.2	35.7	36.0	38.2	36.4	36.5
Incr Delay (d2), s/veh	42.7	5.6	6.0	41.1	3.7	6.1	0.9	11.2	12.3	27.9	8.5	9.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	8.0	7.9	5.5	7.7	6.9	4.4	11.1	10.8	11.8	10.3	10.2
LnGrp Delay(d),s/veh	87.3	37.0	37.6	89.1	43.2	46.5	34.1	47.0	48.2	66.1	44.9	45.6
LnGrp LOS	F	D	D	F	D	D	C	D	D	E	D	D
Approach Vol, veh/h	742		640				907		1036			
Approach Delay, s/veh	47.2		54.1				44.9		51.9			
Approach LOS	D		D				D		D			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	26.0	28.9	13.3	31.8	27.2	27.7	14.0	31.1				
Change Period (Y+Rc), s	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6				
Max Green Setting (Gmax), s	21.4	28.1	8.7	23.4	19.2	30.3	9.4	22.7				
Max Q Clear Time (g_c+I1), s	22.0	22.2	10.3	17.0	11.5	21.2	10.9	17.7				
Green Ext Time (p_c), s	0.0	1.6	0.0	2.4	2.3	1.9	0.0	2.1				
Intersection Summary												
HCM 2010 Ctrl Delay			49.4									
HCM 2010 LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱↰		↰	↱	↱	↰	↱↰		↰	↱↰	
Traffic Volume (veh/h)	135	448	129	125	257	222	167	498	179	330	558	111
Future Volume (veh/h)	135	448	129	125	257	222	167	498	179	330	558	111
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	147	487	140	136	279	241	182	541	195	359	607	121
Adj No. of Lanes	1	2	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	138	787	225	120	522	401	223	678	243	327	968	192
Arrive On Green	0.08	0.29	0.28	0.07	0.28	0.28	0.14	0.27	0.26	0.20	0.33	0.32
Sat Flow, veh/h	1634	2706	773	1634	1863	1431	1634	2539	911	1634	2927	582
Grp Volume(v), veh/h	147	317	310	136	279	241	182	376	360	359	366	362
Grp Sat Flow(s),veh/h/ln	1634	1770	1709	1634	1863	1431	1634	1770	1681	1634	1770	1739
Q Serve(g_s), s	8.0	14.7	14.9	7.0	12.0	13.8	10.3	18.8	19.0	19.0	16.6	16.7
Cycle Q Clear(g_c), s	8.0	14.7	14.9	7.0	12.0	13.8	10.3	18.8	19.0	19.0	16.6	16.7
Prop In Lane	1.00		0.45	1.00		1.00	1.00		0.54	1.00		0.33
Lane Grp Cap(c), veh/h	138	515	497	120	522	401	223	473	449	327	585	575
V/C Ratio(X)	1.07	0.62	0.62	1.13	0.53	0.60	0.82	0.80	0.80	1.10	0.63	0.63
Avail Cap(c_a), veh/h	138	515	497	120	522	401	282	535	508	327	585	575
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	43.5	29.1	29.3	44.0	28.9	29.6	39.9	32.4	32.6	38.0	26.8	27.0
Incr Delay (d2), s/veh	96.2	5.4	5.8	118.0	3.6	6.0	13.7	7.4	8.0	76.2	1.9	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	7.9	7.9	7.1	6.7	6.1	5.5	10.2	9.8	15.5	8.3	8.4
LnGrp Delay(d),s/veh	139.7	34.6	35.1	162.0	32.5	35.6	53.5	39.8	40.7	114.2	28.7	28.9
LnGrp LOS	F	C	D	F	C	D	D	D	D	F	C	C
Approach Vol, veh/h	774			656			918			1087		
Approach Delay, s/veh	54.7			60.5			42.9			57.0		
Approach LOS	D			E			D			E		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.0	29.4	11.0	31.6	17.0	35.4	12.0	30.6				
Change Period (Y+Rc), s	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6				
Max Green Setting (Gmax), s	18.4	28.1	6.4	23.7	15.8	30.7	7.4	22.7				
Max Q Clear Time (g_c+I1), s	21.0	21.0	9.0	16.9	12.3	18.7	10.0	15.8				
Green Ext Time (p_c), s	0.0	3.3	0.0	2.6	0.2	4.7	0.0	2.7				
Intersection Summary												
HCM 2010 Ctrl Delay	53.4											
HCM 2010 LOS	D											



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱	↰	↰	↱		↰	↱	
Traffic Volume (veh/h)	135	448	129	125	257	222	167	498	179	330	558	111
Future Volume (veh/h)	135	448	129	125	257	222	167	498	179	330	558	111
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1716	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	147	487	140	136	279	241	182	541	195	359	607	121
Adj No. of Lanes	1	2	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	98	1042	297	98	717	552	98	731	263	98	843	168
Arrive On Green	0.06	0.38	0.38	0.06	0.38	0.38	0.06	0.29	0.28	0.06	0.29	0.28
Sat Flow, veh/h	1634	2707	773	1634	1863	1434	1634	2539	912	1634	2926	582
Grp Volume(v), veh/h	147	317	310	136	279	241	182	376	360	359	367	361
Grp Sat Flow(s),veh/h/ln	1634	1770	1711	1634	1863	1434	1634	1770	1681	1634	1770	1738
Q Serve(g_s), s	4.6	10.3	10.5	4.6	8.3	9.6	4.6	14.8	14.9	4.6	14.3	14.4
Cycle Q Clear(g_c), s	4.6	10.3	10.5	4.6	8.3	9.6	4.6	14.8	14.9	4.6	14.3	14.4
Prop In Lane	1.00		0.45	1.00		1.00	1.00		0.54	1.00		0.33
Lane Grp Cap(c), veh/h	98	681	658	98	717	552	98	510	484	98	510	501
V/C Ratio(X)	1.51	0.47	0.47	1.39	0.39	0.44	1.86	0.74	0.74	3.68	0.72	0.72
Avail Cap(c_a), veh/h	98	681	658	98	717	552	98	660	627	98	510	501
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.70	0.70	0.70	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	36.2	17.8	17.9	36.2	17.1	17.5	36.2	24.8	25.0	36.2	24.6	24.7
Incr Delay (d2), s/veh	273.4	2.3	2.4	214.8	1.1	1.8	425.4	3.2	3.5	227.2	4.4	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.5	5.5	5.4	7.9	4.5	4.0	13.6	7.7	7.4	35.3	7.5	7.6
LnGrp Delay(d),s/veh	309.6	20.0	20.3	251.0	18.3	19.3	461.6	28.0	28.4	263.4	29.0	29.3
LnGrp LOS	F	C	C	F	B	B	F	C	C	F	C	C
Approach Vol, veh/h	774			656			918			1087		
Approach Delay, s/veh	75.1			66.9			114.1			436.8		
Approach LOS	E			E			F			F		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.6	26.2	8.6	33.6	8.6	26.2	8.6	33.6				
Change Period (Y+Rc), s	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6				
Max Green Setting (Gmax), s	4.0	28.1	4.0	22.4	4.0	21.0	4.0	21.0				
Max Q Clear Time (g_c+I1), s	6.6	16.9	6.6	12.5	6.6	16.4	6.6	11.6				
Green Ext Time (p_c), s	0.0	3.9	0.0	3.3	0.0	2.5	0.0	3.2				
Intersection Summary												
HCM 2010 Ctrl Delay	198.4											
HCM 2010 LOS	F											

Intersection 7
Prospect St & Henderson Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱↱	↱	↰	↱↱	↱	↰	↱↱		↰	↱↱	↱
Traffic Volume (veh/h)	188	514	90	188	525	226	123	192	117	252	188	100
Future Volume (veh/h)	188	514	90	188	525	226	123	192	117	252	188	100
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	204	559	98	204	571	246	134	209	127	274	204	109
Adj No. of Lanes	1	2	1	1	2	1	1	2	0	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	180	1546	627	242	1681	682	114	353	204	294	344	260
Arrive On Green	0.11	0.44	0.44	0.15	0.48	0.48	0.07	0.16	0.16	0.09	0.18	0.18
Sat Flow, veh/h	1634	3539	1434	1634	3539	1435	1634	2140	1238	3268	1863	1404
Grp Volume(v), veh/h	204	559	98	204	571	246	134	171	165	274	204	109
Grp Sat Flow(s),veh/h/ln	1634	1770	1434	1634	1770	1435	1634	1770	1609	1634	1863	1404
Q Serve(g_s), s	11.0	10.6	4.1	12.2	10.1	10.9	7.0	8.9	9.6	8.3	10.0	6.9
Cycle Q Clear(g_c), s	11.0	10.6	4.1	12.2	10.1	10.9	7.0	8.9	9.6	8.3	10.0	6.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.77	1.00		1.00
Lane Grp Cap(c), veh/h	180	1546	627	242	1681	682	114	292	265	294	344	260
V/C Ratio(X)	1.13	0.36	0.16	0.84	0.34	0.36	1.17	0.59	0.62	0.93	0.59	0.42
Avail Cap(c_a), veh/h	180	1546	627	273	1681	682	114	549	499	294	615	463
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.5	18.8	17.0	41.4	16.4	16.6	46.5	38.6	39.1	45.2	37.3	36.0
Incr Delay (d2), s/veh	104.3	0.6	0.5	18.9	0.5	1.5	137.5	1.9	2.4	34.9	1.6	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.2	5.2	1.7	6.8	5.0	4.6	7.5	4.5	4.4	5.2	5.3	2.7
LnGrp Delay(d),s/veh	148.8	19.4	17.5	60.4	17.0	18.1	184.0	40.5	41.5	80.1	38.9	37.1
LnGrp LOS	F	B	B	E	B	B	F	D	D	F	D	D
Approach Vol, veh/h	861			1021			470			587		
Approach Delay, s/veh	49.9			25.9			81.7			57.8		
Approach LOS	D			C			F			E		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	20.5	18.8	47.7	11.0	22.5	15.0	51.5				
Change Period (Y+Rc), s	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6				
Max Green Setting (Gmax), s	8.4	30.4	16.1	26.7	6.4	32.4	10.4	32.4				
Max Q Clear Time (g_c+I1), s	10.3	11.6	14.2	12.6	9.0	12.0	13.0	12.9				
Green Ext Time (p_c), s	0.0	2.2	0.1	5.6	0.0	2.3	0.0	6.4				
Intersection Summary												
HCM 2010 Ctrl Delay	48.2											
HCM 2010 LOS	D											



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	191	530	98	188	552	226	137	192	117	252	188	104
Future Volume (veh/h)	191	530	98	188	552	226	137	192	117	252	188	104
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	208	576	107	204	600	246	149	209	127	274	204	113
Adj No. of Lanes	1	2	1	1	2	1	1	2	0	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	445	1525	618	241	1082	438	157	347	201	351	323	243
Arrive On Green	0.27	0.43	0.43	0.15	0.31	0.31	0.10	0.16	0.16	0.11	0.17	0.17
Sat Flow, veh/h	1634	3539	1434	1634	3539	1432	1634	2140	1238	3268	1863	1402
Grp Volume(v), veh/h	208	576	107	204	600	246	149	171	165	274	204	113
Grp Sat Flow(s),veh/h/ln	1634	1770	1434	1634	1770	1432	1634	1770	1608	1634	1863	1402
Q Serve(g_s), s	11.1	11.6	4.8	12.8	14.9	10.9	9.5	9.4	10.1	8.6	10.7	4.3
Cycle Q Clear(g_c), s	11.1	11.6	4.8	12.8	14.9	10.9	9.5	9.4	10.1	8.6	10.7	4.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.77	1.00		1.00
Lane Grp Cap(c), veh/h	445	1525	618	241	1082	438	157	287	261	351	323	243
V/C Ratio(X)	0.47	0.38	0.17	0.85	0.55	0.56	0.95	0.60	0.63	0.78	0.63	0.46
Avail Cap(c_a), veh/h	445	1525	618	269	1082	438	157	524	476	373	585	441
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.8	20.3	18.4	43.6	30.5	15.8	47.2	40.8	41.3	45.7	40.3	12.4
Incr Delay (d2), s/veh	0.7	0.6	0.5	20.0	2.0	5.1	56.3	2.0	2.5	9.7	2.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	5.8	2.0	7.1	7.6	4.9	6.8	4.8	4.6	4.4	5.7	1.8
LnGrp Delay(d),s/veh	32.5	20.9	18.9	63.7	32.5	20.9	103.5	42.8	43.8	55.4	42.3	13.8
LnGrp LOS	C	C	B	E	C	C	F	D	D	E	D	B
Approach Vol, veh/h	891			1050			485			591		
Approach Delay, s/veh	23.4			35.9			61.8			42.9		
Approach LOS	C			D			E			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.3	21.0	19.5	49.2	14.1	22.2	32.6	36.1				
Change Period (Y+Rc), s	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6				
Max Green Setting (Gmax), s	11.4	30.5	16.7	28.0	9.5	32.4	13.2	31.5				
Max Q Clear Time (g_c+I1), s	10.6	12.1	14.8	13.6	11.5	12.7	13.1	16.9				
Green Ext Time (p_c), s	0.1	2.3	0.1	3.2	0.0	2.3	0.0	3.2				
Intersection Summary												
HCM 2010 Ctrl Delay				37.7								
HCM 2010 LOS				D								



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↗↗	↘	↰	↗↗	↘	↰	↗↗		↰	↗↗	↘
Traffic Volume (veh/h)	279	764	134	279	780	336	183	285	174	374	279	149
Future Volume (veh/h)	279	764	134	279	780	336	183	285	174	374	279	149
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	303	830	146	303	848	365	199	310	189	407	303	162
Adj No. of Lanes	1	2	1	1	2	1	1	2	0	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	294	1184	479	308	1213	491	207	419	249	477	404	306
Arrive On Green	0.18	0.33	0.33	0.19	0.34	0.34	0.13	0.20	0.19	0.15	0.22	0.22
Sat Flow, veh/h	1634	3539	1433	1634	3539	1433	1634	2120	1257	3268	1863	1408
Grp Volume(v), veh/h	303	830	146	303	848	365	199	257	242	407	303	162
Grp Sat Flow(s),veh/h/ln	1634	1770	1433	1634	1770	1433	1634	1770	1608	1634	1863	1408
Q Serve(g_s), s	21.6	24.5	9.1	22.2	24.8	27.0	14.5	16.4	17.1	14.6	18.2	12.2
Cycle Q Clear(g_c), s	21.6	24.5	9.1	22.2	24.8	27.0	14.5	16.4	17.1	14.6	18.2	12.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.78	1.00		1.00
Lane Grp Cap(c), veh/h	294	1184	479	308	1213	491	207	350	318	477	404	306
V/C Ratio(X)	1.03	0.70	0.30	0.98	0.70	0.74	0.96	0.74	0.76	0.85	0.75	0.53
Avail Cap(c_a), veh/h	294	1184	479	308	1213	491	207	448	407	520	532	402
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.50	0.50	0.50	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.2	34.7	29.6	48.5	34.1	34.8	52.1	45.2	45.7	50.0	43.9	41.6
Incr Delay (d2), s/veh	45.0	1.8	0.8	46.9	3.4	9.8	51.4	4.6	6.2	12.1	4.2	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.4	12.3	3.7	14.0	12.7	12.0	9.5	8.5	8.1	7.4	9.9	4.9
LnGrp Delay(d),s/veh	94.2	36.5	30.4	95.5	37.4	44.5	103.5	49.8	51.8	62.1	48.1	43.0
LnGrp LOS	F	D	C	F	D	D	F	D	D	E	D	D
Approach Vol, veh/h	1279			1516			698			872		
Approach Delay, s/veh	49.5			50.7			65.8			53.7		
Approach LOS	D			D			E			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.5	27.7	26.6	44.1	19.2	30.1	25.6	45.1				
Change Period (Y+Rc), s	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6				
Max Green Setting (Gmax), s	18.5	29.8	22.0	31.3	14.6	33.7	21.0	32.3				
Max Q Clear Time (g_c+I1), s	16.6	19.1	24.2	26.5	16.5	20.2	23.6	29.0				
Green Ext Time (p_c), s	0.4	2.9	0.0	3.7	0.0	3.2	0.0	2.6				
Intersection Summary												
HCM 2010 Ctrl Delay	53.4											
HCM 2010 LOS	D											



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	282	780	142	279	807	336	197	285	174	374	279	153
Future Volume (veh/h)	282	780	142	279	807	336	197	285	174	374	279	153
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	307	848	154	303	877	365	214	310	189	407	303	166
Adj No. of Lanes	1	2	1	1	2	1	1	2	0	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	300	1183	479	308	1201	486	212	419	249	477	399	301
Arrive On Green	0.18	0.33	0.33	0.19	0.34	0.34	0.13	0.20	0.19	0.15	0.21	0.21
Sat Flow, veh/h	1634	3539	1432	1634	3539	1433	1634	2120	1257	3268	1863	1407
Grp Volume(v), veh/h	307	848	154	303	877	365	214	257	242	407	303	166
Grp Sat Flow(s),veh/h/ln	1634	1770	1432	1634	1770	1433	1634	1770	1608	1634	1863	1407
Q Serve(g_s), s	22.0	25.2	9.6	22.2	26.1	27.1	15.6	16.4	17.1	14.6	18.3	12.6
Cycle Q Clear(g_c), s	22.0	25.2	9.6	22.2	26.1	27.1	15.6	16.4	17.1	14.6	18.3	12.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.78	1.00		1.00
Lane Grp Cap(c), veh/h	300	1183	479	308	1201	486	212	350	318	477	399	301
V/C Ratio(X)	1.02	0.72	0.32	0.98	0.73	0.75	1.01	0.73	0.76	0.85	0.76	0.55
Avail Cap(c_a), veh/h	300	1183	479	308	1201	486	212	450	409	520	528	399
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.38	0.38	0.38	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.0	35.0	29.8	48.5	34.8	35.1	52.2	45.2	45.7	50.0	44.3	42.0
Incr Delay (d2), s/veh	38.6	1.5	0.7	46.9	3.9	10.2	63.7	4.5	6.1	12.1	4.6	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.1	12.5	3.9	14.0	13.4	12.1	10.8	8.4	8.1	7.4	9.9	5.0
LnGrp Delay(d),s/veh	87.6	36.4	30.5	95.5	38.7	45.4	115.9	49.7	51.7	62.1	48.8	43.6
LnGrp LOS	F	D	C	F	D	D	F	D	D	E	D	D
Approach Vol, veh/h	1309		1545				713			876		
Approach Delay, s/veh	47.7		51.4				70.3			54.0		
Approach LOS	D		D				E			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.5	27.7	26.6	44.1	19.6	29.7	26.0	44.7				
Change Period (Y+Rc), s	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6				
Max Green Setting (Gmax), s	18.5	29.9	22.0	31.2	15.0	33.4	21.4	31.8				
Max Q Clear Time (g_c+I1), s	16.6	19.1	24.2	27.2	17.6	20.3	24.0	29.1				
Green Ext Time (p_c), s	0.4	2.9	0.0	3.2	0.0	3.2	0.0	2.2				
Intersection Summary												
HCM 2010 Ctrl Delay			53.9									
HCM 2010 LOS			D									

HCM 2010 Computation does not support turning movement with Shared and Exclusive lanes.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	372	57	90	301	116	90	144	73	204	149	51
Future Volume (veh/h)	50	372	57	90	301	116	90	144	73	204	149	51
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	54	404	62	98	327	126	98	157	79	222	162	55
Adj No. of Lanes	1	2	1	1	2	1	1	2	0	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	77	1851	751	132	1971	799	135	306	146	310	270	203
Arrive On Green	0.05	0.52	0.52	0.08	0.56	0.56	0.08	0.13	0.13	0.09	0.15	0.15
Sat Flow, veh/h	1634	3539	1436	1634	3539	1436	1634	2306	1097	3268	1863	1397
Grp Volume(v), veh/h	54	404	62	98	327	126	98	118	118	222	162	55
Grp Sat Flow(s),veh/h/ln	1634	1770	1436	1634	1770	1436	1634	1770	1633	1634	1863	1397
Q Serve(g_s), s	3.1	5.8	1.3	5.6	4.3	4.1	5.6	5.9	6.4	6.3	7.7	2.8
Cycle Q Clear(g_c), s	3.1	5.8	1.3	5.6	4.3	4.1	5.6	5.9	6.4	6.3	7.7	2.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.67	1.00		1.00
Lane Grp Cap(c), veh/h	77	1851	751	132	1971	799	135	235	217	310	270	203
V/C Ratio(X)	0.70	0.22	0.08	0.74	0.17	0.16	0.73	0.50	0.54	0.72	0.60	0.27
Avail Cap(c_a), veh/h	86	1851	751	218	1971	799	138	563	519	378	651	488
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.6	12.2	4.4	42.7	10.3	10.2	42.5	38.3	38.7	41.7	38.0	25.0
Incr Delay (d2), s/veh	18.5	0.2	0.2	7.9	0.2	0.4	17.1	1.7	2.1	5.0	2.1	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	2.9	0.5	2.8	2.1	1.7	3.1	3.0	3.0	3.1	4.1	1.1
LnGrp Delay(d),s/veh	63.1	12.4	4.6	50.6	10.5	10.6	59.6	39.9	40.8	46.7	40.1	25.7
LnGrp LOS	E	B	A	D	B	B	E	D	D	D	D	C
Approach Vol, veh/h	520			551			334			439		
Approach Delay, s/veh	16.8			17.6			46.0			41.6		
Approach LOS	B			B			D			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	16.6	11.7	53.7	11.8	17.8	8.5	56.9				
Change Period (Y+Rc), s	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6				
Max Green Setting (Gmax), s	10.4	29.6	12.1	24.5	7.4	32.6	4.4	32.2				
Max Q Clear Time (g_c+I1), s	8.3	8.4	7.6	7.8	7.6	9.7	5.1	6.3				
Green Ext Time (p_c), s	0.2	1.1	0.1	3.5	0.0	0.7	0.0	3.9				
Intersection Summary												
HCM 2010 Ctrl Delay	28.3											
HCM 2010 LOS	C											



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑	↱	↰	↑↑	↱	↰	↑↑		↰	↑↑	↱
Traffic Volume (veh/h)	55	396	69	90	309	116	94	144	73	204	149	52
Future Volume (veh/h)	55	396	69	90	309	116	94	144	73	204	149	52
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	60	430	75	98	336	126	102	157	79	222	162	57
Adj No. of Lanes	1	2	1	1	2	1	1	2	0	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	85	1824	740	132	1927	782	135	326	155	308	284	213
Arrive On Green	0.05	0.52	0.52	0.08	0.54	0.54	0.08	0.14	0.13	0.09	0.15	0.15
Sat Flow, veh/h	1634	3539	1435	1634	3539	1436	1634	2306	1098	3268	1863	1399
Grp Volume(v), veh/h	60	430	75	98	336	126	102	118	118	222	162	57
Grp Sat Flow(s),veh/h/ln	1634	1770	1435	1634	1770	1436	1634	1770	1634	1634	1863	1399
Q Serve(g_s), s	3.4	6.4	2.5	5.6	4.5	4.2	5.8	5.8	6.3	6.3	7.7	3.4
Cycle Q Clear(g_c), s	3.4	6.4	2.5	5.6	4.5	4.2	5.8	5.8	6.3	6.3	7.7	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.67	1.00		1.00
Lane Grp Cap(c), veh/h	85	1824	740	132	1927	782	135	250	231	308	284	213
V/C Ratio(X)	0.71	0.24	0.10	0.74	0.17	0.16	0.75	0.47	0.51	0.72	0.57	0.27
Avail Cap(c_a), veh/h	86	1824	740	218	1927	782	138	577	533	344	647	486
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.3	12.7	11.8	42.7	10.9	10.8	42.6	37.5	37.9	41.8	37.4	35.6
Incr Delay (d2), s/veh	20.9	0.3	0.2	7.9	0.2	0.4	20.4	1.4	1.7	6.4	1.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	3.2	1.1	2.8	2.2	1.8	3.4	3.0	3.0	3.1	4.1	1.4
LnGrp Delay(d),s/veh	65.2	13.0	12.0	50.6	11.1	11.2	63.0	38.9	39.7	48.2	39.2	36.2
LnGrp LOS	E	B	B	D	B	B	E	D	D	D	D	D
Approach Vol, veh/h	565			560			338			441		
Approach Delay, s/veh	18.4			18.0			46.5			43.3		
Approach LOS	B			B			D			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.9	17.4	11.7	53.0	11.9	18.5	8.9	55.7				
Change Period (Y+Rc), s	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6				
Max Green Setting (Gmax), s	9.4	30.4	12.1	24.7	7.4	32.4	4.4	32.4				
Max Q Clear Time (g_c+I1), s	8.3	8.3	7.6	8.4	7.8	9.7	5.4	6.5				
Green Ext Time (p_c), s	0.1	1.5	0.1	3.7	0.0	1.6	0.0	4.1				
Intersection Summary												
HCM 2010 Ctrl Delay	29.0											
HCM 2010 LOS	C											



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱↱	↰	↰	↱↱	↰	↰	↱↱		↰	↱↱	↰
Traffic Volume (veh/h)	74	553	85	134	447	172	134	214	108	303	221	76
Future Volume (veh/h)	74	553	85	134	447	172	134	214	108	303	221	76
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	80	601	92	146	486	187	146	233	117	329	240	83
Adj No. of Lanes	1	2	1	1	2	1	1	2	0	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	98	1515	614	183	1698	689	180	400	193	412	354	267
Arrive On Green	0.08	0.57	0.57	0.11	0.48	0.48	0.11	0.17	0.17	0.13	0.19	0.19
Sat Flow, veh/h	1634	3539	1434	1634	3539	1435	1634	2297	1109	3268	1863	1405
Grp Volume(v), veh/h	80	601	92	146	486	187	146	177	173	329	240	83
Grp Sat Flow(s),veh/h/ln	1634	1770	1434	1634	1770	1435	1634	1770	1636	1634	1863	1405
Q Serve(g_s), s	4.8	9.4	3.0	8.7	8.3	7.8	8.7	9.2	9.8	9.8	12.0	5.1
Cycle Q Clear(g_c), s	4.8	9.4	3.0	8.7	8.3	7.8	8.7	9.2	9.8	9.8	12.0	5.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.68	1.00		1.00
Lane Grp Cap(c), veh/h	98	1515	614	183	1698	689	180	308	285	412	354	267
V/C Ratio(X)	0.82	0.40	0.15	0.80	0.29	0.27	0.81	0.58	0.61	0.80	0.68	0.31
Avail Cap(c_a), veh/h	98	1515	614	206	1698	689	180	534	494	458	618	466
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.56	0.56	0.56	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.5	14.4	13.0	43.3	15.7	15.6	43.5	37.9	38.3	42.5	37.6	34.9
Incr Delay (d2), s/veh	24.9	0.4	0.3	17.8	0.4	1.0	23.8	1.7	2.1	8.8	2.3	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	4.7	1.2	4.8	4.2	3.3	5.1	4.6	4.6	4.9	6.4	2.0
LnGrp Delay(d),s/veh	70.4	14.8	13.3	61.1	16.1	16.5	67.3	39.6	40.4	51.3	39.9	35.5
LnGrp LOS	E	B	B	E	B	B	E	D	D	D	D	D
Approach Vol, veh/h	773			819			496			652		
Approach Delay, s/veh	20.4			24.2			48.1			45.1		
Approach LOS	C			C			D			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.6	21.4	15.2	46.8	15.0	23.0	10.0	52.0				
Change Period (Y+Rc), s	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6				
Max Green Setting (Gmax), s	13.4	29.6	12.0	26.6	10.4	32.6	5.4	33.2				
Max Q Clear Time (g_c+I1), s	11.8	11.8	10.7	11.4	10.7	14.0	6.8	10.3				
Green Ext Time (p_c), s	0.2	2.3	0.1	5.3	0.0	2.3	0.0	6.1				
Intersection Summary												
HCM 2010 Ctrl Delay	32.4											
HCM 2010 LOS	C											



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑	↱	↰	↑↑	↱	↰	↑↑		↰	↑↑	↱
Traffic Volume (veh/h)	79	577	97	134	455	172	138	214	108	303	221	77
Future Volume (veh/h)	79	577	97	134	455	172	138	214	108	303	221	77
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	86	627	105	146	495	187	150	233	117	329	240	84
Adj No. of Lanes	1	2	1	1	2	1	1	2	0	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	116	1542	625	181	1685	683	185	398	192	417	349	263
Arrive On Green	0.07	0.44	0.44	0.11	0.48	0.48	0.11	0.17	0.17	0.13	0.19	0.19
Sat Flow, veh/h	1634	3539	1434	1634	3539	1435	1634	2297	1109	3268	1863	1404
Grp Volume(v), veh/h	86	627	105	146	495	187	150	177	173	329	240	84
Grp Sat Flow(s),veh/h/ln	1634	1770	1434	1634	1770	1435	1634	1770	1636	1634	1863	1404
Q Serve(g_s), s	5.4	12.8	4.7	9.2	8.9	8.2	9.4	9.7	10.3	10.3	12.6	5.4
Cycle Q Clear(g_c), s	5.4	12.8	4.7	9.2	8.9	8.2	9.4	9.7	10.3	10.3	12.6	5.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.68	1.00		1.00
Lane Grp Cap(c), veh/h	116	1542	625	181	1685	683	185	307	284	417	349	263
V/C Ratio(X)	0.74	0.41	0.17	0.81	0.29	0.27	0.81	0.58	0.61	0.79	0.69	0.32
Avail Cap(c_a), veh/h	135	1542	625	202	1685	683	205	509	470	535	607	457
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.42	0.42	0.42	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.9	20.3	18.0	45.6	16.8	16.6	45.4	39.9	40.3	44.4	39.8	36.9
Incr Delay (d2), s/veh	7.7	0.3	0.2	19.0	0.4	1.0	19.4	1.7	2.1	6.0	2.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	6.3	1.9	5.1	4.4	3.5	5.2	4.9	4.8	5.0	6.7	2.2
LnGrp Delay(d),s/veh	55.5	20.6	18.3	64.6	17.2	17.6	64.8	41.6	42.4	50.5	42.2	37.6
LnGrp LOS	E	C	B	E	B	B	E	D	D	D	D	D
Approach Vol, veh/h	818			828			500			653		
Approach Delay, s/veh	24.0			25.6			48.8			45.8		
Approach LOS	C			C			D			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.4	22.2	15.7	49.8	15.9	23.7	11.4	54.0				
Change Period (Y+Rc), s	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6				
Max Green Setting (Gmax), s	16.6	29.6	12.4	28.0	12.6	33.6	8.1	32.3				
Max Q Clear Time (g_c+I1), s	12.3	12.3	11.2	14.8	11.4	14.6	7.4	10.9				
Green Ext Time (p_c), s	0.5	2.3	0.0	5.2	0.0	2.3	0.0	6.3				
Intersection Summary												
HCM 2010 Ctrl Delay	34.0											
HCM 2010 LOS	C											

TCAG Model Runs



Vehicle Turn Movements



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www.metrotrafficdata.com

Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
 1800 30th St, Ste 260
 Bakersfield, CA 93301

LOCATION Westwood St @ Westfield Ave
COUNTY Tulare
COLLECTION DATE Thursday, May 13, 2021

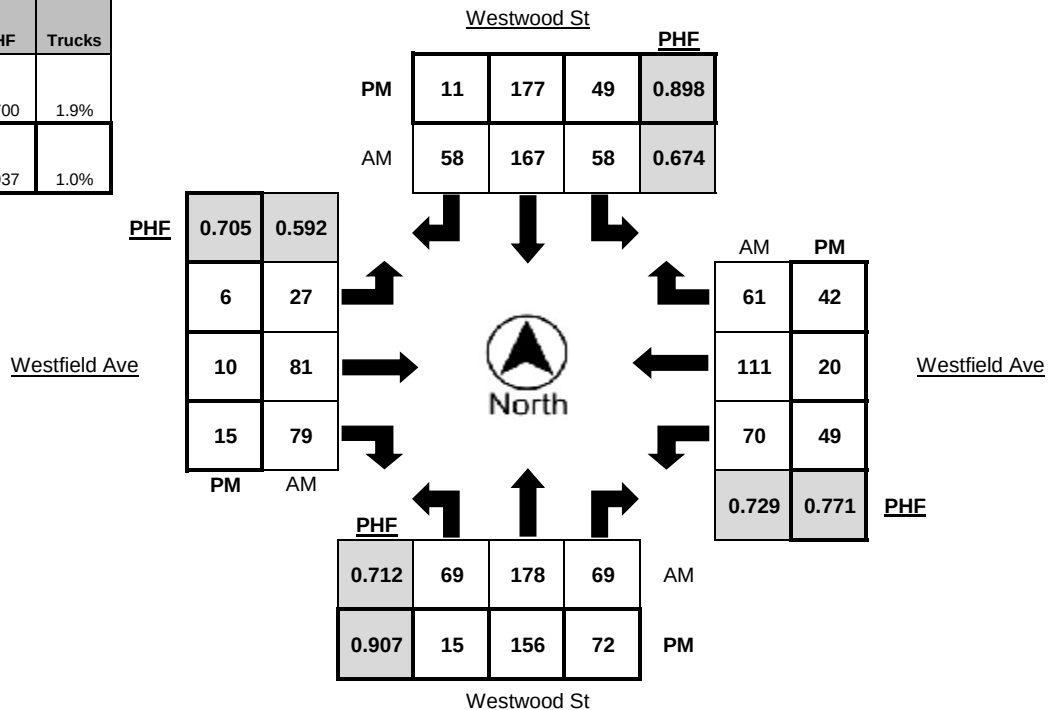
LATITUDE 36.0876
LONGITUDE -119.0709
WEATHER Clear

Time	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
7:00 AM - 7:15 AM	1	29	12	1	3	23	2	1	1	0	2	1	7	1	9	0
7:15 AM - 7:30 AM	4	47	7	2	3	26	10	1	5	3	7	0	8	11	13	0
7:30 AM - 7:45 AM	9	39	14	2	12	51	18	0	7	11	7	2	15	29	12	3
7:45 AM - 8:00 AM	42	41	28	0	28	58	19	5	11	24	33	1	21	45	17	2
8:00 AM - 8:15 AM	14	51	20	0	15	32	11	0	4	43	32	1	26	26	19	1
8:15 AM - 8:30 AM	5	33	7	1	4	30	3	1	1	3	8	0	10	7	9	2
8:30 AM - 8:45 AM	5	20	5	0	4	25	1	1	4	5	3	1	4	2	8	0
8:45 AM - 9:00 AM	9	29	4	0	4	36	1	1	0	2	14	0	5	2	3	0
TOTAL	89	289	97	6	73	281	65	10	33	91	106	6	96	123	90	8

Time	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
4:00 PM - 4:15 PM	5	39	7	2	15	51	1	0	8	7	2	0	6	5	10	2
4:15 PM - 4:30 PM	8	45	10	0	20	51	3	1	4	1	3	0	8	2	8	0
4:30 PM - 4:45 PM	4	42	13	0	17	31	1	1	1	6	5	0	7	2	12	0
4:45 PM - 5:00 PM	8	40	10	2	19	45	1	0	3	4	3	0	6	1	7	1
5:00 PM - 5:15 PM	4	46	17	1	10	43	4	2	2	4	5	0	12	3	9	0
5:15 PM - 5:30 PM	0	38	19	0	18	44	4	2	1	3	0	0	7	3	8	0
5:30 PM - 5:45 PM	6	36	18	1	8	42	1	0	1	2	5	0	11	7	15	0
5:45 PM - 6:00 PM	5	36	18	0	13	48	2	0	2	1	5	0	19	7	10	0
TOTAL	40	322	112	6	120	355	17	6	22	28	28	0	76	30	79	3

PEAK HOUR	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
7:15 AM - 8:15 AM	69	178	69	4	58	167	58	6	27	81	79	4	70	111	61	6
5:00 PM - 6:00 PM	15	156	72	2	49	177	11	4	6	10	15	0	49	20	42	0

	PHF	Trucks
AM	0.700	1.9%
PM	0.937	1.0%





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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
 1800 30th St, Ste 260
 Bakersfield, CA 93301

LOCATION Westfield Ave @ Lombardi St
COUNTY Tulare
COLLECTION DATE Thursday, May 13, 2021

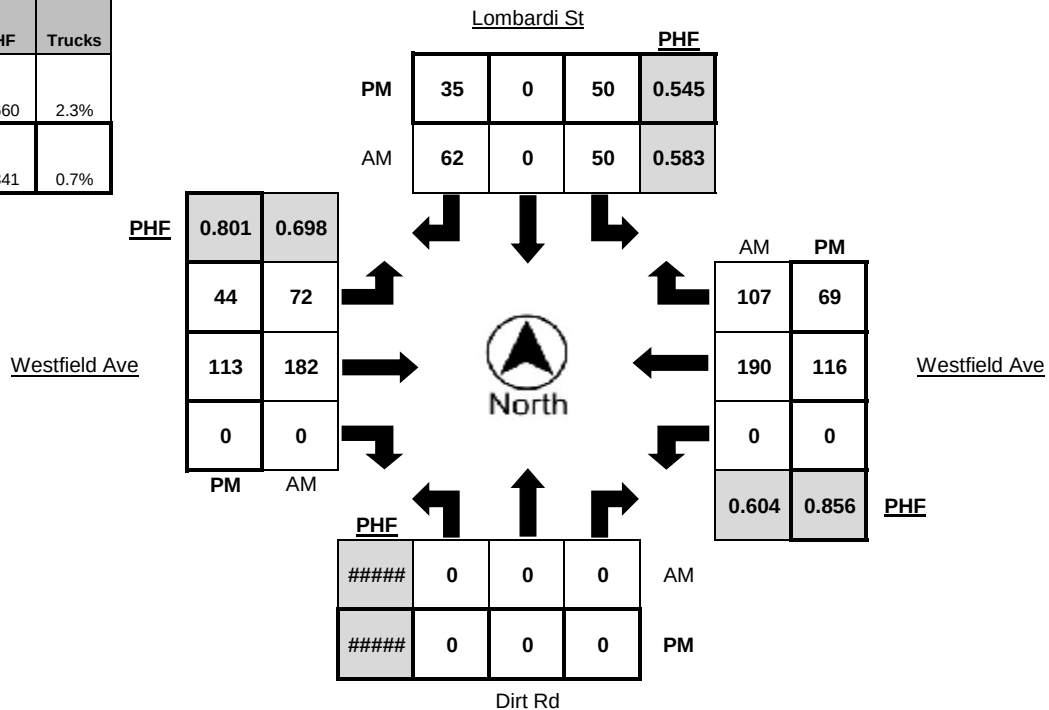
LATITUDE 36.0876
LONGITUDE -119.0664
WEATHER Clear

Time	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
7:00 AM - 7:15 AM	0	0	0	0	1	0	1	0	5	11	0	0	1	15	8	0
7:15 AM - 7:30 AM	0	0	0	0	1	0	7	0	4	26	0	2	0	23	8	1
7:30 AM - 7:45 AM	0	0	0	0	5	0	9	2	15	32	0	2	0	51	22	2
7:45 AM - 8:00 AM	0	0	0	0	18	0	24	0	34	52	0	1	0	78	45	4
8:00 AM - 8:15 AM	0	0	0	0	26	0	22	0	19	72	0	1	0	38	32	0
8:15 AM - 8:30 AM	0	0	2	0	4	0	1	2	2	21	0	1	0	26	3	2
8:30 AM - 8:45 AM	0	0	3	0	0	0	2	0	1	13	0	0	0	13	2	0
8:45 AM - 9:00 AM	1	0	2	0	0	0	2	0	1	16	0	0	0	13	2	0
TOTAL	1	0	7	0	55	0	68	4	81	243	0	7	1	257	122	9

Time	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
4:00 PM - 4:15 PM	0	0	0	0	2	0	2	0	1	29	0	1	0	20	0	0
4:15 PM - 4:30 PM	0	0	0	0	1	0	3	0	4	32	0	0	0	19	8	0
4:30 PM - 4:45 PM	0	0	0	0	2	0	3	0	2	37	0	1	1	22	4	0
4:45 PM - 5:00 PM	0	0	0	0	4	0	1	0	1	33	0	1	0	24	4	0
5:00 PM - 5:15 PM	0	0	0	0	3	0	4	0	9	30	0	2	0	29	9	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	1	0	11	38	0	0	0	22	18	0
5:30 PM - 5:45 PM	0	0	0	0	26	0	12	0	11	23	0	1	0	32	22	0
5:45 PM - 6:00 PM	0	0	0	0	21	0	18	0	13	22	0	0	0	33	20	0
TOTAL	0	0	0	0	59	0	44	0	52	244	0	6	1	201	85	0

PEAK HOUR	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
7:15 AM - 8:15 AM	0	0	0	0	50	0	62	2	72	182	0	6	0	190	107	7
5:00 PM - 6:00 PM	0	0	0	0	50	0	35	0	44	113	0	3	0	116	69	0

	PHF	Trucks
AM	0.660	2.3%
PM	0.841	0.7%





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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
 1800 30th St, Ste 260
 Bakersfield, CA 93301

LOCATION Westfield Ave @ Mathew St
COUNTY Tulare
COLLECTION DATE Thursday, May 13, 2021

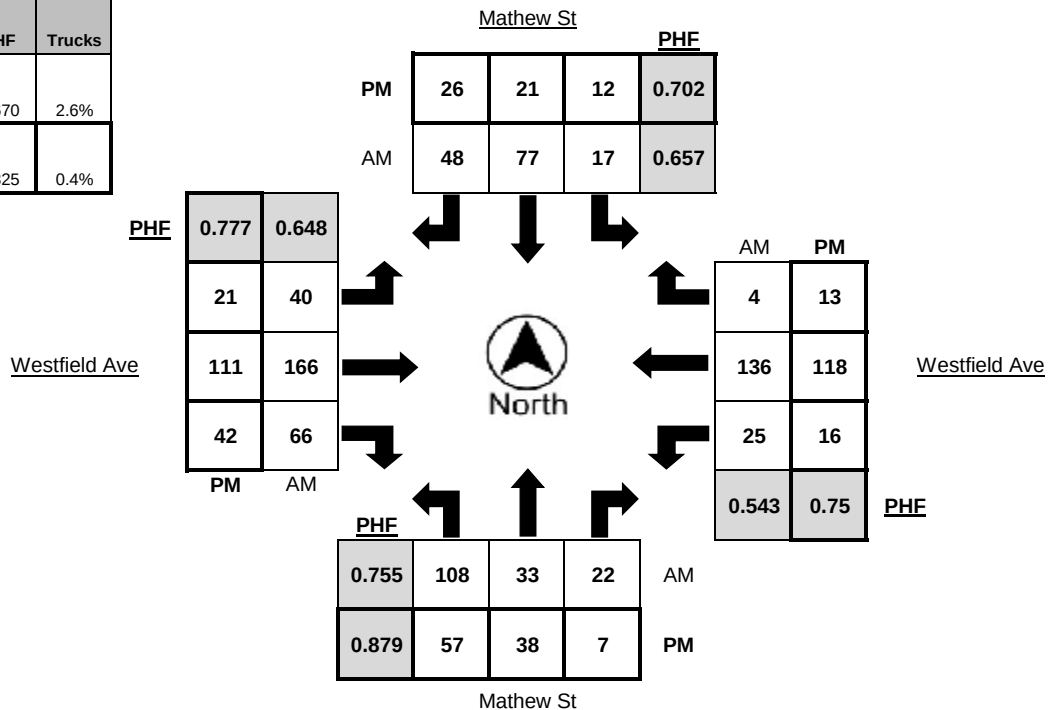
LATITUDE 36.0876
LONGITUDE -119.0619
WEATHER Clear

Time	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
7:00 AM - 7:15 AM	12	1	2	0	0	5	5	0	1	7	2	0	2	5	0	0
7:15 AM - 7:30 AM	14	9	1	1	1	5	8	1	7	20	4	1	0	9	0	0
7:30 AM - 7:45 AM	24	4	4	5	3	22	17	2	17	23	3	2	5	31	2	1
7:45 AM - 8:00 AM	41	6	7	2	7	28	19	2	6	55	32	1	12	63	1	1
8:00 AM - 8:15 AM	29	14	10	0	6	22	4	0	10	68	27	0	8	33	1	0
8:15 AM - 8:30 AM	10	5	0	1	3	3	8	1	6	17	9	3	1	9	0	0
8:30 AM - 8:45 AM	10	4	1	0	1	2	6	0	9	3	6	5	4	7	2	0
8:45 AM - 9:00 AM	4	3	1	0	1	6	3	0	3	10	9	2	1	9	1	0
TOTAL	144	46	26	9	22	93	70	6	59	203	92	14	33	166	7	2

Time	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
4:00 PM - 4:15 PM	8	5	4	0	1	9	2	0	5	23	7	1	3	17	1	0
4:15 PM - 4:30 PM	12	10	3	1	2	8	5	0	6	21	10	0	2	16	5	0
4:30 PM - 4:45 PM	14	9	1	1	1	7	7	0	10	23	14	1	2	17	4	1
4:45 PM - 5:00 PM	12	4	3	0	2	6	2	0	6	23	7	1	5	21	2	0
5:00 PM - 5:15 PM	10	13	6	0	1	3	6	0	7	18	9	1	3	20	5	0
5:15 PM - 5:30 PM	15	8	0	0	2	1	10	0	7	20	10	0	6	21	4	0
5:30 PM - 5:45 PM	18	8	0	0	5	8	2	0	5	39	12	1	5	42	2	0
5:45 PM - 6:00 PM	14	9	1	0	4	9	8	0	2	34	11	0	2	35	2	0
TOTAL	103	66	18	2	18	51	42	0	48	201	80	5	28	189	25	1

PEAK HOUR	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
7:15 AM - 8:15 AM	108	33	22	8	17	77	48	5	40	166	66	4	25	136	4	2
5:00 PM - 6:00 PM	57	38	7	0	12	21	26	0	21	111	42	2	16	118	13	0

	PHF	Trucks
AM	0.670	2.6%
PM	0.825	0.4%





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Ruettgers & Schuler Civil Engineers
 1800 30th St, Ste 260
 Bakersfield, CA 93301

LOCATION Westfield Ave @ Newcomb St
COUNTY Tulare
COLLECTION DATE Thursday, May 13, 2021

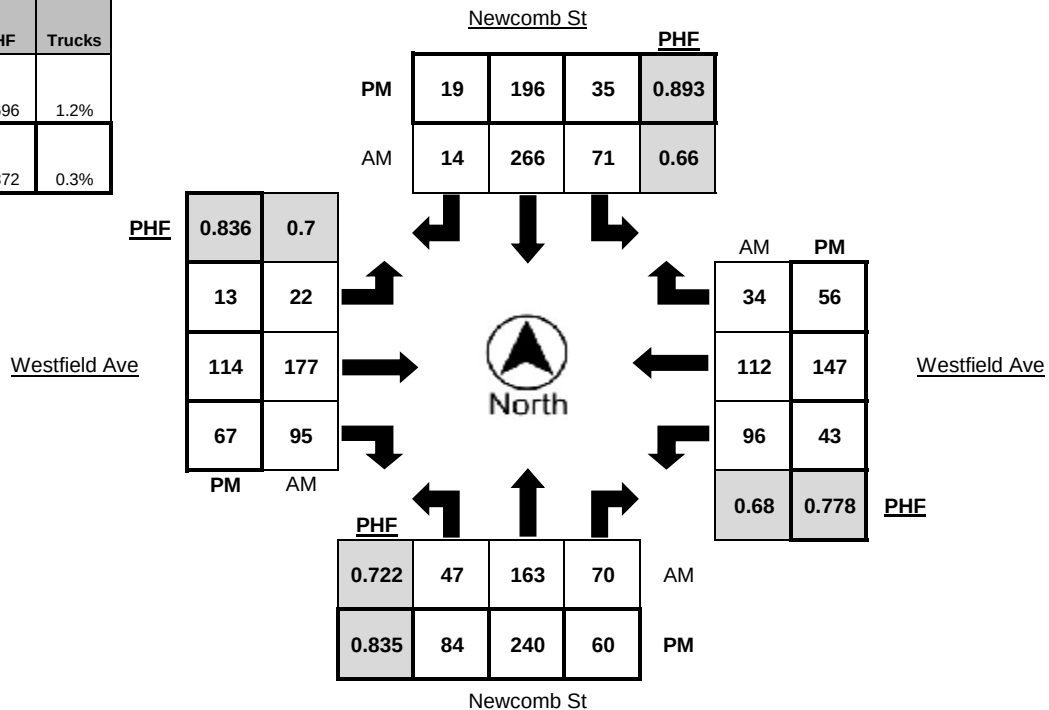
LATITUDE 36.0876
LONGITUDE -119.0528
WEATHER Clear

Time	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
7:00 AM - 7:15 AM	1	16	6	2	7	17	1	0	3	8	4	0	7	5	1	0
7:15 AM - 7:30 AM	4	26	8	0	13	35	1	2	2	26	12	0	10	9	9	1
7:30 AM - 7:45 AM	9	31	13	0	7	62	2	5	6	36	14	0	23	31	4	2
7:45 AM - 8:00 AM	20	48	24	0	30	100	3	0	9	55	41	0	33	45	11	1
8:00 AM - 8:15 AM	14	58	25	1	21	69	8	1	5	60	28	0	30	27	10	1
8:15 AM - 8:30 AM	6	23	9	0	8	31	0	0	3	15	10	1	5	9	9	0
8:30 AM - 8:45 AM	6	23	10	0	5	24	2	0	2	13	8	1	7	10	2	1
8:45 AM - 9:00 AM	5	19	6	0	14	27	1	0	2	14	11	0	8	12	8	0
TOTAL	65	244	101	3	105	365	18	8	32	227	128	2	123	148	54	6

Time	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
4:00 PM - 4:15 PM	22	56	14	0	12	54	5	1	5	17	15	2	12	31	12	0
4:15 PM - 4:30 PM	11	40	7	0	14	54	4	0	4	29	10	1	11	25	12	0
4:30 PM - 4:45 PM	11	56	14	0	13	52	5	0	3	29	6	0	9	19	16	0
4:45 PM - 5:00 PM	14	49	13	0	12	33	8	1	7	26	17	1	18	38	17	0
5:00 PM - 5:15 PM	18	57	12	0	7	44	4	0	2	22	14	0	15	42	22	0
5:15 PM - 5:30 PM	25	54	16	0	12	43	6	1	7	25	14	0	6	28	13	0
5:30 PM - 5:45 PM	25	70	20	0	7	53	4	0	1	35	22	2	14	43	14	0
5:45 PM - 6:00 PM	16	59	12	0	9	56	5	0	3	32	17	0	8	34	7	0
TOTAL	142	441	108	0	86	389	41	3	32	215	115	6	93	260	113	0

PEAK HOUR	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
7:15 AM - 8:15 AM	47	163	70	1	71	266	14	8	22	177	95	0	96	112	34	5
5:00 PM - 6:00 PM	84	240	60	0	35	196	19	1	13	114	67	2	43	147	56	0

	PHF	Trucks
AM	0.696	1.2%
PM	0.872	0.3%





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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
 1800 30th St, Ste 260
 Bakersfield, CA 93301

LOCATION Henderson Ave @ Newcomb St
COUNTY Tulare
COLLECTION DATE Thursday, May 13, 2021

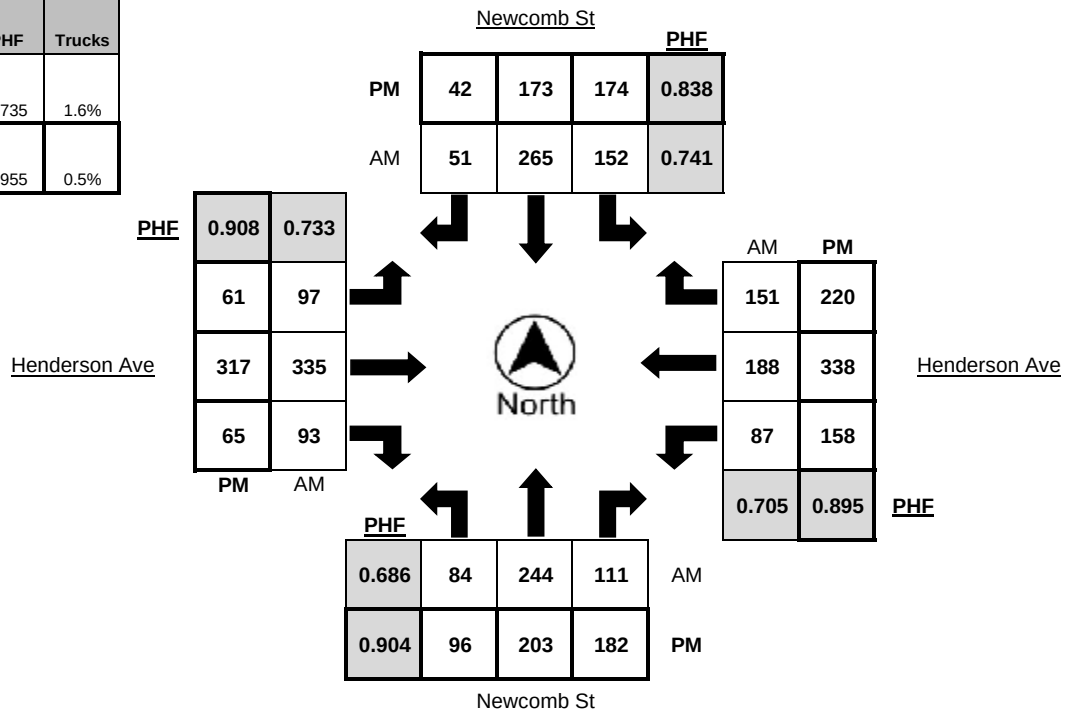
LATITUDE 36.0803
LONGITUDE -119.0529
WEATHER Clear

Time	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
7:00 AM - 7:15 AM	6	18	16	1	17	23	2	0	7	39	4	3	7	26	11	1
7:15 AM - 7:30 AM	10	36	12	0	18	33	9	2	3	41	7	0	11	38	19	1
7:30 AM - 7:45 AM	21	52	23	1	38	54	18	6	9	70	23	1	16	41	28	1
7:45 AM - 8:00 AM	43	88	29	0	47	82	13	1	45	105	29	2	25	71	55	3
8:00 AM - 8:15 AM	12	79	29	3	48	95	15	1	34	99	24	0	32	35	42	3
8:15 AM - 8:30 AM	8	25	30	0	19	34	5	2	9	61	17	3	14	41	26	2
8:30 AM - 8:45 AM	13	23	21	0	19	23	7	1	5	57	10	1	29	39	23	1
8:45 AM - 9:00 AM	13	19	26	0	23	25	7	0	7	47	18	0	19	33	17	2
TOTAL	126	340	186	5	229	369	76	13	119	519	132	10	153	324	221	14

Time	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
4:00 PM - 4:15 PM	19	49	49	1	50	43	7	1	17	84	18	1	36	75	71	0
4:15 PM - 4:30 PM	17	36	33	0	34	31	13	0	7	75	13	1	37	80	54	1
4:30 PM - 4:45 PM	28	60	40	1	31	51	6	1	5	86	8	11	34	77	39	0
4:45 PM - 5:00 PM	20	45	45	1	29	31	7	0	11	84	7	2	47	90	56	1
5:00 PM - 5:15 PM	24	56	53	0	40	35	7	0	16	75	19	1	40	101	59	2
5:15 PM - 5:30 PM	29	52	50	0	30	46	9	1	17	85	20	0	43	85	65	1
5:30 PM - 5:45 PM	18	56	39	0	40	50	16	2	13	84	13	2	39	76	52	0
5:45 PM - 6:00 PM	25	39	40	0	64	42	10	0	15	73	13	1	36	76	44	1
TOTAL	180	393	349	3	318	329	75	5	101	646	111	19	312	660	440	6

PEAK HOUR	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
7:30 AM - 8:30 AM	84	244	111	4	152	265	51	10	97	335	93	6	87	188	151	9
5:00 PM - 6:00 PM	96	203	182	0	174	173	42	3	61	317	65	4	158	338	220	4

	PHF	Trucks
AM	0.735	1.6%
PM	0.955	0.5%



Turning Movement Report

Prepared For:

Ruetters & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

LOCATION	Henderson Ave @ Prospect St
COUNTY	Tulare
COLLECTION DATE	Thursday, May 13, 2021

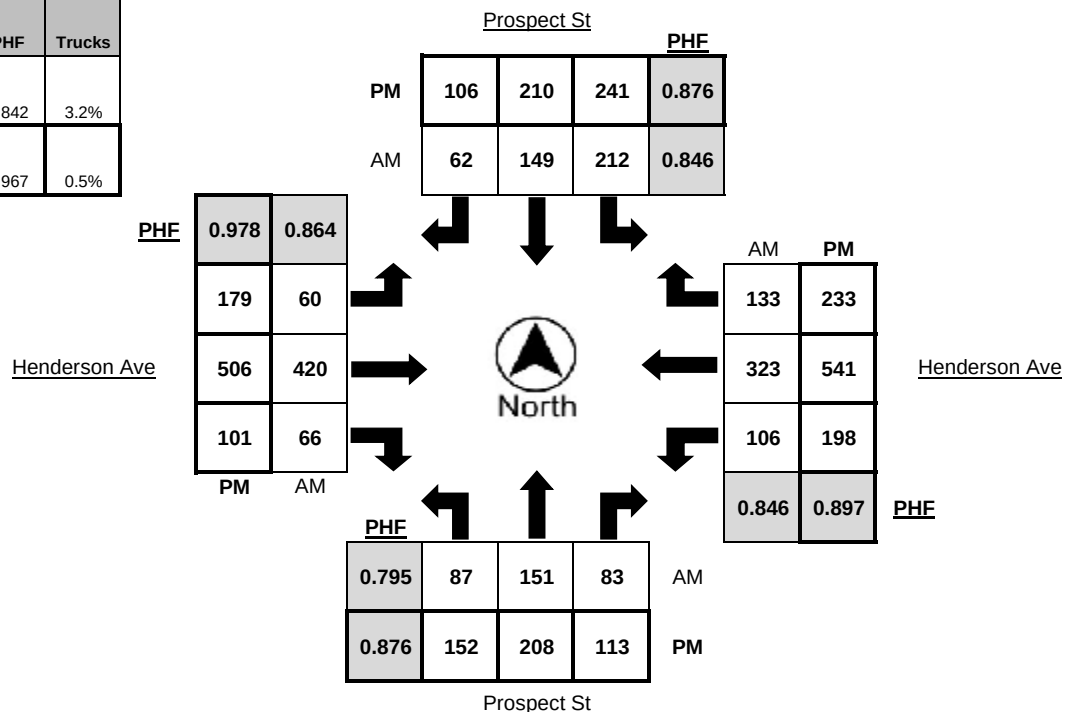
LATITUDE	36.0804
LONGITUDE	-119.0440
WEATHER	Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
7:00 AM - 7:15 AM	12	15	13	0	23	8	4	2	6	49	9	2	7	32	15	7
7:15 AM - 7:30 AM	21	20	12	5	31	22	4	4	8	53	4	0	12	42	22	3
7:30 AM - 7:45 AM	14	26	19	3	52	36	11	2	9	85	12	1	20	69	26	2
7:45 AM - 8:00 AM	30	51	20	6	57	47	21	6	16	122	20	2	30	107	29	6
8:00 AM - 8:15 AM	25	47	22	2	64	44	15	5	17	112	21	3	28	83	39	7
8:15 AM - 8:30 AM	18	27	22	4	39	22	15	0	18	101	13	3	28	64	39	7
8:30 AM - 8:45 AM	31	24	11	0	43	34	16	0	12	72	13	4	28	56	30	5
8:45 AM - 9:00 AM	16	24	10	2	38	39	16	2	25	68	20	0	31	53	36	9
TOTAL	167	234	129	22	347	252	102	21	111	662	112	15	184	506	236	46

	Northbound				Southbound				Eastbound				Westbound			
Time	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
4:00 PM - 4:15 PM	42	38	25	0	65	55	29	1	39	132	30	3	44	121	57	1
4:15 PM - 4:30 PM	34	45	27	0	66	51	26	1	44	133	21	2	45	146	63	1
4:30 PM - 4:45 PM	34	55	28	1	53	56	25	0	36	132	25	1	42	116	43	1
4:45 PM - 5:00 PM	38	52	25	1	71	55	33	0	51	125	25	2	53	132	61	2
5:00 PM - 5:15 PM	46	56	33	0	51	48	22	1	48	116	30	0	58	147	66	2
5:15 PM - 5:30 PM	26	51	26	1	68	41	22	2	52	133	25	0	39	123	47	1
5:30 PM - 5:45 PM	27	44	35	1	66	39	27	0	46	139	16	2	49	128	69	1
5:45 PM - 6:00 PM	24	41	23	0	67	60	29	1	42	126	19	1	42	127	44	1
TOTAL	271	382	222	4	507	405	213	6	358	1036	191	11	372	1040	450	10

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
7:30 AM - 8:30 AM	87	151	83	15	212	149	62	13	60	420	66	9	106	323	133	22
4:15 PM - 5:15 PM	152	208	113	2	241	210	106	2	179	506	101	5	198	541	233	6

	PHF	Trucks
AM	0.842	3.2%
PM	0.967	0.5%



RESOLUTION NO. _____-2022

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PORTERVILLE
CERTIFYING AN ENVIRONMENTAL IMPACT REPORT (SCH NO. 2021070158) FOR
THE BROOKSIDE-LAURELWOOD DEVELOPMENT PROJECT (PRC 2020-044)

WHEREAS: The City Council of the City of Porterville at its regularly scheduled meeting of March 1, 2022 conducted a public hearing to consider certification of the Environmental Impact Report that evaluates the environmental impacts of a Tentative Subdivision Map and related entitlements to accommodate the subdivision of approximately 56.06 acres into 229 lots located at the northwest corner of Lombardi Street and Westfield Avenue, referred to as the “Brookside-Laurelwood Development Project” (Project); and

WHEREAS: On July 9, 2021 the City issued a notice of preparation (NOP) of an environmental impact report indicating a comment period starting on July 10, 2021 and ending on August 9, 2021; and

WHEREAS: a duly noticed scoping meeting was conducted on July 27, 2021; and

WHEREAS: the Draft EIR was circulated for a period of 45 days starting on November 6, 2021 and ending on December 21, 2021; and

WHEREAS: the Draft EIR indicated the potential for significant effects in the resource areas of Air Quality, Biological Resources, Cultural Resources, Greenhouse Gas Emissions, and Transportation; and

WHEREAS: with implementation of mitigation measures, all potentially significant effects resulting from the Project can be mitigated to a less-than-significant level; and

WHEREAS: comments received on the Draft EIR, along with responses thereto, have been incorporated into a Final Environmental Impact Report; and

WHEREAS, comments received resulted in clarifications and minor revisions to the Draft EIR, said clarifications and revisions also being incorporated into the Final EIR; and

WHEREAS, the City Council finds that the Final EIR has been completed in compliance with CEQA and the CEQA Guidelines; and

WHEREAS, the City Council has received the Final EIR and has reviewed and considered the information contained therein; and

WHEREAS, the determinations in the Final EIR consist of the City Council’s independent judgement and analysis; and

WHEREAS, based upon the initial study and environmental impact report and the record, with incorporation of mitigation the Project will not individually or cumulatively have an adverse

impact on environmental resources; and

WHEREAS, the City of Porterville is the custodian of the documents and other materials that constitute the record of the proceedings on which these determinations are based, and Porterville City Hall, 291 North Main Street, Porterville, CA is the location of this record.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Porterville does hereby certify the Environmental Impact Report prepared for the Brookside-Laurelwood Development Project.

BE IT FURTHER RESOLVED that the Mitigation Monitoring and Reporting Program attached hereto shall be implemented as noted therein as part of project implementation.

BE IT FURTHER RESOLVED the City Manager shall cause a notice of determination to be filed in accordance with CEQA within five business days following project approval.

PASSED, APPROVED AND ADOPTED this 1st of March, 2022.

By: _____

Martha A. Flores, Mayor

ATTEST:

John D. Lollis, City Clerk

By: _____

Patrice Hildreth, Chief Deputy City Clerk



FINAL ENVIRONMENTAL IMPACT REPORT

Lombardi Development Project

February 2022

PREPARED FOR:



City of Porterville
291 N. Main Street
Porterville, CA 93257

PREPARED BY:



Crawford & Bowen Planning, Inc.
113 N. Church Street, Suite 302
Visalia, CA 93291

Final Environmental Impact Report
Lombardi Development Project

Prepared for:



291 North Main Street
Porterville, California 93257
(559) 782-7460
Contact: Jason Ridenour, Community Development Director

Prepared by:



113 N. Church Street, Suite 302
Visalia, CA 93291
(559) 840-4414

Contact: Emily Bowen

February 2022

State Clearinghouse Number: 2021070158

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CHAPTER ONE - Introduction

Introduction

This Final Environmental Impact Report (EIR) contains the public and agency comments received during the public review period for the Lombardi Development Project (proposed Project) and responses to each of those comments.

This EIR is an informational document intended to disclose to the decision makers of the City of Porterville (City) and the public the environmental consequences of approving and implementing the Lombardi Development Project or one of the alternatives to the proposed Project, which are described in the Draft EIR. All written comments received during the public review period (November 6, 2021, through December 21, 2021) of the Draft EIR along with transcriptions of oral comments received at the December 7, 2021 City Council meeting are addressed in this Final EIR.

The responses in the Final EIR clarify, correct, and/or amplify text in the Draft EIR. Also included in the Final EIR are minor text changes made at the initiative of the City (the Lead Agency) and in response to comments. The Final EIR was prepared in accordance with the California Environmental Quality Act (CEQA; Public Resources Code Sections 21000, et seq.) and the State CEQA Guidelines (Code of Regulations Title 14, Chapter 3, Section 15000, et seq.).

Project Description

The proposed Project consists of an Annexation, General Plan Amendment, Rezone and a Tentative Subdivision Map to allow for the construction of up to 230 single-family residential units. Parcels to be annexed include 245-010-087, -092, -037 and -041 for a total of approximately 69.65 acres. The 56-acre subdivision would be developed on Assessor Parcel Number 245-010-087. The Project site is located between N. Westwood Street and N. Lombardi Street, bounded to the south by W. Westfield Avenue. Specifically, Project components include:

- Construction of up to 230 single family residential units.
- Development of a 130,244 square foot park in the center of the residential development.
- Construction of local roads with five points of ingress/egress; one on the southern boundary of the property off W. Westfield Avenue, one on the western boundary off N. Westwood Street, one on the northern boundary off an unnamed street adjacent to the

Summit Charter Academy, Lombardi Campus, and two on the eastern boundary off N. Lombardi Street.

- Improvement of all streets in or adjacent to the subdivision, in accordance with the approved improvements plan, per Section 407.02(h) of the Porterville Development Ordinance.
- Development of a subdivision tree and landscaping design that will be approved by the City. At least one tree will be planted on each residential lot and street trees will be planted at 35 feet on center along all parkways within and/or bordering the subdivision.
- Development of a Landscape plan, in accordance with Chapter 303 of the Porterville Development Ordinance.
- Change the zone on APN 245-010-087 from the prezoned RS-1 to RS-2 (Very Low Density Residential to Low Density Residential).
- Annexation of APNs 245-010-087 (56.32 acres), -041 (1.00 acre), -037 (1.06 acres) and -092 (11.27 acres). Summit Charter Academy, Lombardi Campus, is on APN 245-010-087, and rural houses are on -037 and -041. Aside from construction of public improvements (curb, gutter, and sidewalk improvements) within existing and proposed rights-of-way, the only physical changes proposed with this Project will occur on APN 245-010-087.
- Cancellation of Williamson Act contract Number 05126 and disestablishment of Ag Preserve 2034

Upon Annexation, General Plan Amendment to change the land use designation, and Rezone, the proposed Project would be in be within city limits and compliant with land use requirements. Water, sewage disposal, and refuse collection services will be provided by the City of Portville and the applicant will be required to connect to the City's existing facilities. The proposed Project would require gas, telephone, cable, and electrical improvements. Natural gas would be provided by The Gas Company; telephone services would be provided by AT&T; electric power would be provided by Southern California Edison Company; and cable television would be provided by Charter Communication. The extent of work required for utilities and gas would be determined during final project design.

Project Location

The City of Porterville is located in Tulare County in the southern part of the San Joaquin Valley. The approximately 69.65-acre Project site is located in northwest Porterville, bounded to the west by N. Westwood Street, to the south by W. Westfield Avenue, and to the east by N. Lombardi Street. Residential subdivisions lie to the west, east, and south. Summit Charter Academy,

Lombardi Campus lies directly north, with a diagonal of the Friant-Kern Canal along the northwest corner. See Figure 1. Porterville is bisected north-south by State Route (SR) 65 and SR 190 runs east-west in the southern portion of the City.

The proposed Project site is currently in use with primarily agricultural activities. Two rural residences associated with the agricultural activities reside in the Project area; one along W. Westfield Avenue and one along N. Lombardi Street. Both residences are adjacent to vacant areas utilized for storage and staging heavy equipment.

Project Objectives

The following are the primary goals of the City of Porterville's Lombardi Development Project (Project):

- To provide housing opportunities with a range of densities, styles, sizes and values that will be designed to satisfy existing and future demand for quality housing in the area.
- To provide a sense of community and walkability within the development through the use of street patterns, a park, landscaping and other project amenities.
- To provide a residential development that is compatible with surrounding land uses and is near major services.
- To provide an economically feasible residential development that assists the City in meeting its General Plan and Housing Element requirements and objectives.

Summary of Environmental Impacts

As described in Chapter 3 of the Draft EIR, it was determined that all impacts were either less than significant or could be mitigated to a less than significant level. Mitigation measures are listed in Chapter Four – Mitigation Monitoring and Reporting Program of this Final EIR.

Background

Notice of Preparation

In accordance with CEQA Guidelines Section 15082, the City released a Notice of Preparation (NOP) on July 10, 2021 for a review period that closed on August 9, 2021. The purpose of the NOP was to provide notification that an EIR for the proposed Project was being prepared and to solicit

guidance on the scope and content of the document. In addition to the recipients prescribed by Section 15082, subdivision (a), the City provided notice to property owners within 500 feet of the Project site. The City received seven written comment letters during the NOP review period and several oral comments during the Scoping Meeting. NOP letters were received from:

- Edward McKervy – inquiring about traffic flow at the intersection of Henderson and Westwood.
- Ben Ennis – expressing concerns regarding Lombardi Street traffic issues, specifically, congestion.
- California Department of Fish and Wildlife – providing recommendations for Swainson’s hawk, tricolored blackbird, burrowing owl, and nesting bird mitigation.
- California Department of Toxic Substances Control – providing guidance for hazards and hazardous materials analysis in the draft EIR.
- California Department of Conservation – providing recommendations regarding potential agricultural land conversion analysis, feasible alternatives and feasible mitigation measures.
- California Native American Heritage Commission – providing guidance on consultation with locally affiliated California Native American tribes, in compliance with AB 52 and SB 18.
- California Department of Transportation – providing comments consistent with the State’s smart mobility goals to support a vibrant economy and sustainable community.

Draft EIR

The Draft EIR was properly noticed and circulated for public review and comment for 45 days, from November 6, 2021, through December 21, 2021. The Notice of Availability was published in the *Porterville Recorder* on November 6, 2021. The Draft EIR and Appendices were uploaded to the State Clearinghouse website for distribution and notices were mailed to local agencies, property owners within 500 feet of the Project site, and other interested individuals. The City received five comment letters on the Draft EIR. These letters are reproduced in their entirety in Chapter Two of this Final EIR and responses are provided after each letter.

These comments and responses that make up the Final EIR, in combination with the Draft EIR, constitute the EIR that will be considered for certification by the of Porterville City Council.

CEQA Requirements

Under CEQA, the Lead Agency must prepare and certify a Final EIR prior to a proposed project being approved. The contents of a Final EIR are specified in Guidelines Section 15132, which states that a Final EIR must consist of the following:

- a) The Draft EIR or a revision of the Draft EIR.
- b) Comments and recommendations received on the Draft EIR either verbatim or in summary.
- c) A list of persons, organizations, and public agencies commenting on the Draft EIR.
- d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process.
- e) Any other information added by the Lead Agency.

The Lead Agency must provide each agency that commented on the Draft EIR with a copy of the Lead Agency's response to such comments a minimum of 10 days before certifying the Final EIR.

Use of the Final EIR

The Final EIR allows the public and the City an opportunity to review revisions to the Draft EIR and the responses to comments received during the Draft EIR public review period. The Final EIR serves as the environmental document to inform the City of the environmental consequences of the proposed project, either in whole or in part, or one of the alternatives to the project discussed in the Draft EIR.

As required by Guidelines Section 15090, subdivisions (a)(1)-(3), a lead agency, in certifying a Final EIR, must make the following three determinations:

- 1) The Final EIR has been completed in compliance with CEQA.
- 2) The Final EIR was presented to the decision-making body of the lead agency (i.e., the City Council), and the decision-making body reviewed and considered the information in the Final EIR prior to approving the project.
- 3) The Final EIR reflects the lead agency's independent judgment and analysis.

As required by Section 15091 of the CEQA Guidelines, a public agency cannot approve or carry out a project for which an EIR has been certified that identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings (Findings of Fact) for each of those significant effects, accompanied by a brief explanation of the

rationale to reach findings supported by substantial evidence in the record. The possible findings are as follows:

- 1) Changes or alterations have been required in or incorporated into the project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
- 2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
- 3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

Additionally, pursuant to Guidelines Section 15093 subdivision (b), when a Lead Agency approves a project that would result in significant unavoidable impacts that are disclosed in the Final EIR, the agency must state in writing the reasons supporting the approval. The Statement of Overriding Considerations must be supported by substantial evidence in the Lead Agency's administrative record.

For this proposed Project, because it would not result in significant and unavoidable impacts (assuming the City finds all mitigation measures included in the Draft EIR to be feasible), the City is not required to adopt a Statement of Overriding Considerations prior to approving the proposed project (see also Public Resources Code Section 21081).

If as part of certifying the EIR the City requires inclusion of mitigation measures, it will also adopt a Mitigation Monitoring and Reporting Program (see Public Resources Code Section 21081.6).

CHAPTER TWO – Comments and Responses

Introduction

This chapter of the Final EIR contains a copy of each of the written comments received from the public and other agencies with jurisdiction over the proposed Project, followed by responses to each comment. A total of five written comment letters were received from the following groups and agencies:

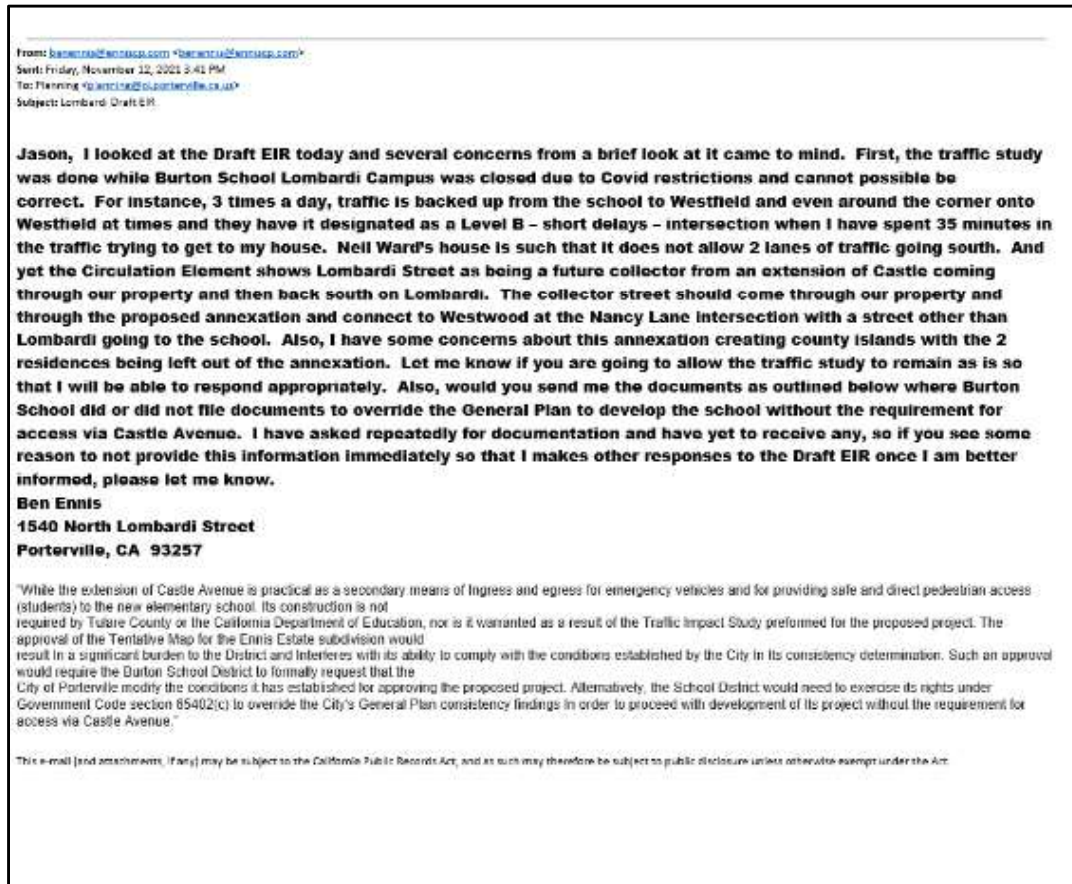
<u>Comment Letter 1</u> Ben Ennis 1540 North Lombardi Street Porterville, CA 93257 November 12, 2021	<u>Comment Letter 2</u> Ben Ennis 1540 North Lombardi Street Porterville, CA 93257 December 17, 2021
<u>Comment Letter 3</u> Jason Pommier Public Information Officer Porterville Unified School District 600 West Grand Avenue Porterville, CA 93257 November 8, 2021	<u>Comment Letter 4</u> Ed McKervey 2154 W. San Lucia Ct Porterville, CA 93257 November 18, 2021 and December 14, 2021
<u>Comment Letter 5</u> Brian Clements Director of Permit Services San Joaquin Valley Air Pollution Control District 1990 E. Gettysburg Avenue, Fresno, CA 93726 – 0244 December 20, 2021	

In addition to the written comments, four residents of Porterville provided oral communication at the City Council meeting on December 7, 2021. Oral comments were received from the following residents and have been transcribed and will be addressed below:

- Renee Kirtley
- Brock Neeley
- Jenny Cox
- David Cox

Written Comment Letters

Comment Letter 1:



Comment 1-A:

The traffic study was done while Burton School Lombardi Campus was closed due to Covid restrictions and cannot possible be correct. For instance, 3 times a day, traffic is backed up from the school to Westfield and even around the corner onto Westfield at times and they have it designated as a Level B – short delays – intersection when I have spent 35 minutes in the traffic trying to get to my house.

Response to Comment 1-A: As stated on page 5 of the Traffic Study, provided as Appendix C of the Draft EIR, the AM and PM traffic peak hours were taken in May of 2021. At that time, the Summit Charter Academy, Lombardi Campus was operating with approximately 30% of the students on campus, with the remaining students attending class remotely. Accordingly, an Addendum to the traffic study was prepared, and is included as Appendix A of this Final EIR.

Traffic studies base the peak hour of analysis on the peak hour of adjacent street traffic. These peak hours generally coincide with the AM and PM commute hours. As described in the study, 2-hour counts were taken in the AM and PM hours (in 15-minute increments) and the peak hour was determined to be within the 2-hour window. The school AM peak hour corresponds with the peak hour of adjacent street traffic and is therefore reflected in the analysis. The PM peak hour for schools is typically earlier than the PM peak hour of adjacent street traffic, which is the case for the Summit Charter Academy. Therefore, the PM peak hour analysis was not adjusted.

An investigation was made to better represent the existing (pre-pandemic) traffic volumes on Lombardi Street in the AM peak hour. Although the campus is now operational with most students on campus, there still may be remote attendees. Therefore, a trip generation calculation based on the Institute of Transportation Engineers Trip Generation Manual was made for the school using a 600-student population. The trip generation was added to the existing counts taken in May of 2021 with a reduction to account for the student population that was attending in-person at the time. It is also assumed that once the project is built out, there will be students that will attend Summit Charter Academy. The adjusted 2021 traffic is shown on the attached revised Figure 4 of Appendix A. Figures 5 through 8 of Appendix A show the adjusted volumes with and without project traffic in the existing and future conditions.

Level of service (LOS) analysis was performed using the revised volumes. The LOS analysis indicates a LOS F for the existing condition. With the project added the delay increases by 13.3 seconds in the existing condition. The future scenario with anticipated background growth indicates that the delay is outside of the range of the analysis and is at an unstable condition and therefore the project traffic impact on the intersection is not definable.

Intersection	Control Type	2021	2021 + Project	2041	2041 + Project	2041+ Project with Mitigation
Lombardi St & Westfield Ave	SB	F (119.0)	F (132.3)	F (>300)	F (>300)	C

A project cannot be made to mitigate, offset, or otherwise correct an existing condition; it can only be made to address its own impacts. The mitigation and recommendations contained in the Traffic Study reflect appropriate mitigation for the intersection of Lombardi Street and Westfield Avenue and other affected intersections and segments and are still valid for the adjusted analysis.

Comment 1-B: *Neil Ward's house is such that it does not allow 2 lanes of traffic going south. And yet the Circulation Element shows Lombardi Street as being a future collector from an extension of Castle coming through our property and then back south on Lombardi. The collector street should come through our property and through the proposed annexation and connect to Westwood at the Nancy Lane intersection with a street other than Lombardi going to the school.*

Response 1-B: This comment appears to propose that the Project should be responsible for construction of a new collector street not currently identified within the General Plan Circulation Element and concomitantly should not construct N. Lombardi Street, itself a collector street identified in the General Plan Circulation Element. Short of processing an amendment to the General Plan Circulation Element to add and remove (respectively) the two collector streets as suggested, the City cannot simply require a project to 1) ignore policy-driven improvements to an existing major street right-of-way and 2) dedicate and improve another. Such an amendment is neither proposed as part of the Project nor identified as an option or requirement within the traffic analysis prepared for the Project. Additionally, the comment incorrectly asserts that there is insufficient distance between the existing N. Lombardi Street right-of-way and the existing dwelling on APN 245-010-037 to accommodate dedication of right-of-way for, and construction of, southbound street improvements. Those dedications and improvements are a required part of the Project contained within the conditions of approval for the tentative map. Following dedication, the western right-of-way of N. Lombardi Street would be approximately 50 feet from the existing home, and approximately 35 feet from the existing septic tank in front of the home. Construction of street improvements may require relocation of an existing wood fence.

Comment 1-C: *Also, I have some concerns about this annexation creating county islands with the 2 residences being left out of the annexation.*

Response to Comment 1-C: This comment incorrectly asserts that two residential parcels within the overall Project area (to wit: APNs 245-010-037 and -041) would not be included in the proposed annexation. To the contrary, those parcels will be annexed into the City as described on Pages 1-2 and 2-5 of the Draft EIR and illustrated in Figure 2 – Site Aerial on page 2-4 of the Draft EIR.

Comment Letter 2:

pamennis@kw.com

From: benennis@enniscp.com
Sent: Friday, December 17, 2021 1:37 PM
To: pam.ennis@hotmail.com; pamennis@kw.com
Subject: Traffic Study component of EIR

RECEIVED

DEC 20 2021

To Council Members and City Staff

Community Development Department

Having paid for numerous Environmental Impact Reports and Traffic Studies in my career as a developer, I am rather shocked at the deficiencies in the one for the Lombardi Project and how it would affect the surrounding neighborhoods with traffic, especially on Westfield and Lombardi Streets. I might also make known that I live on Lombardi Street so I am very aware of the traffic issues that now exist and will be much greater if this project should be approved as now proposed.

An EIR is explained as being the process of evaluation the likely environmental impacts of a proposed project or development, taking into account inter-related socio-economic, cultural and human-health impact, both beneficial and adverse. Very little of the benefits of the project, other than helping the city meet their housing quota, and none of the adverse were addressed in this EIR, as well as any steps of mitigation other than TRA-1 and TRA-2. The social aspects are painfully missing completely.

Since my concern is the traffic issues, I will concentrate on the traffic study. Basically, there was no traffic study. Just figures compiled from existing data. To address the traffic issues, one would have to do a study during the time that Burton School Lombardi Campus was in session (The traffic study consists of an existing peak hour turning movement counts that was taken in May of 2021, when Burton School was not in session) and when traffic is backed up on Lombardi

Street to Westfield 3 times a day when students were being dropped off or picked up, this being a Charter School where students are driven from other points in the County by automobile, which is the main source of transportation to the school. . It is impossible for the intersection at Lombardi and Westfield to have a Level of Service rating a “B” as per the traffic study. This traffic to the school is as much or more that the proposed project and yet was not even taken into consideration. I would suggest that the traffic on Lombardi by itself would exceed the estimated figures for the Lombardi-Westfield intersection. Of the students that attend the Lombardi campus, I realize a small number walk and some are transported by the 3 busloads (total of 65 kids according to staff), so if 50 kids walked or rode bikes (they don’t at that age, kindergarden through 5th grade, and I have counted them numerous days) that means that 490 kids are brought to school by automobile. Other than one side street, they all have to come down Westfield to Lombardi. Consequently, there is a daily traffic jam.

As a point of reference, show me where the traffic study even considered the traffic generated by the school with the 605 current enrollment of students, with being delivered to the school each day traveling on Westfield and Lombardi Streets when in session and also for all of the extra curricular activities when cars are parked up to ½ mile away.

The traffic report part of the study on page 127 says “As such, cumulative impacts are also considered less than significant with mitigation incorporation”. That is with the incorporation of TRA-1 mitigation and TRA-2 mitigation. Are you kidding me? TRA-1 is the standard fees for capital improvements to the infrastructure based on a Level of Service in 2041 to existing intersections and there is no assurance that any of it will end up addressing traffic issues with this project, or if it should, when. TRA-2 is for the improvement of the bus stop that is very seldom used and if it was, it would have no bearing on traffic issues on the adjacent streets.

Besides not addressing the traffic issues with Burton School Lombardi Campus, the 2 lane bridge that bottlenecks the traffic on Westwood south of this project is not addressed. The City's Traffic Circulation Plan incorporated in the General Plan is totally ignored. How can this be? Is it because it calls for a collector street from the extension of Castle to Lombardi south to Westfield and Lombardi Street cannot be widened to 4 lanes because of the existing house that would be in the south bound lanes, so it would be nothing more than a bottleneck and even worse when it comes to Westfield. No planning is better than bad planning.

With regards to the EIR, my concerns and that of the neighborhoods adjacent to this project is that the social component has been completely ignored which is a major component of the environmental issues. This impact report basically ignores any impacts of any type to the surrounding neighborhoods which would increase with this project. The EIR determined that the Reduced Project Alternative would be the environmentally superior alternative, although it would not fully meet the project's objectives. That seems to be the one point that we all agree on. The density and traffic on adjoining streets is such that a lot more work needs to be done in this EIR to protect the public. The General Plan identifies the Project site as being within the Low Medium Density Residential, Medium Density Residential, Neighborhood Commercial, and Parks and Recreation designations as well as within a neighborhood center. The zoning map shows the site as rezoned to the RS-1 (Very Low Density Residential) zone with the Residential Neighborhood (RN) Overlay District. The RN Overlay District is intended to implement neighborhood town centers and neighborhood design guidelines by requiring that development conforms to the underlying land uses illustrated on the Land Use Diagram. In some places in the EIR, it states 230 homes and in other places, it states 261 homes. Which is it? In either case, it is a large increase in the number of residences from the "Very Low Residential" General Plan designation.

An EIR should accomplish the following;

1-Potentially screens out environmentally unsound projects

2-Propose modified designs to reduce environmental impacts
3-Identify feasible alternatives
4-Predict significant adverse impacts
5-Identify mitigation measures to reduce, offset, or eliminate major impacts
6-Engage and inform potentially affected communities and individuals
7-Influence decision making and the development of terms and conditions
 We believe that at this point, the EIR has not addressed numbers 2-3-4-5-at all and the timing has not happened on the balance.

We are of the opinion that the project's social elements are much more important and complex than addressed in this report. Most of the EIR's social-related information is limited to purely descriptive input without any serious effort to analyze its significance or determine its relevance for the specific project to which it pertains. As stated in the State CEQA Guidelines, an EIR is an "informational document" intended to inform public agency decision makers and the public of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.

The EIR only analyzed the proposed project and the no project alternative, although it states that it did a "Reduced Project Alternative" I have not found it in the EIR. They have neglected to give an in depth study as to how the traffic would affect the surrounding neighborhoods and also the school. There is no part of the traffic study that shows how much traffic might be generated on each surrounding street at full build out of the project, only traffic into and out of the subdivision. It only gives enough information from data for future traffic available to anyone. It is basically tailored to meet the proposed project objectives without any consideration given to the environmental impact to the neighboring subdivisions. We believe that the projects impact is not stated and/or is grossly misleading. Furthermore, it appears that the baseline for air quality

was taken from the monitoring station at the airport instead of actual monitoring closer to the project. A lot of this study is cut and pasted using available data and prediction models instead of doing a comprehensive study, leading to an insufficient level of analysis of the information gathered by studies.

Allowing a zone change to very small lots from the General Plan designation would be a step backwards taking into consideration the traffic issues as they exist and will only get worse as there is not a plan to lessen the congestion of traffic that already exists on the streets surrounding the project. I know that there is a large group of residents in the neighborhoods surrounding this project that are, like I am, concerned about the traffic issues that now exists and how adding another 230 homes to the mix without solving what already exists would be a major concern, along with solving the access to Burton School Lombardi Campus.

We all depend on the City to adopt policies and procedures that safeguards the rights to neighborhoods that we can access our homes reasonably well on city streets without traffic gridlock which then becomes to a quality of life issue, and there is no doubt that those folks that have invested most of their savings into a home for their family do not want to see their families lifestyle degraded due to a flawed EIR. These are issues that the citizens have a right to and should not have to be brought to the City's attention. They voted on you to protect them and the future design of this city. Any consideration of the EIR and it's accompanying traffic study should be sent back for corrections and rejected in it's present form. It should incorporate the alternatives to the proposed project which are considered the "heart" of an EIR. Appropriate mitigating measures should be incorporated. Insufficient or outdated prediction models are now being used. Most of all, it should have included correct traffic studies and the current effect on the surrounding neighborhoods and way to minimize the effects and a description of reasonable alternatives. Unfortunately, this study is more to meet the

project objectives instead of addressing the significant impacts, especially the traffic issues.

Ben Ennis

**1540 North Lombardi Street
Porterville, CA 93257**

Comment 2-A: *Having paid for numerous Environmental Impact Reports and Traffic Studies in my career as a developer, I am rather shocked at the deficiencies in the one for the Lombardi Project and how it would affect the surrounding neighborhoods with traffic, especially on Westfield and Lombardi Streets. I might also make known that I live on Lombardi Street so I am very aware of the traffic issues that now exist and will be much greater if this project should be approved as now proposed.*

Response to Comment 2-A: Comment noted, no response necessary.

Comment 2-B: *An EIR is explained as being the process of evaluation the likely environmental impacts of a proposed project or development, taking into account inter-related socio-economic, cultural and human-health impact, both beneficial and adverse. Very little of the benefits of the project, other than helping the city meet their housing quota, and none of the adverse were addressed in this EIR, as well as any steps of mitigation other than TRA-1 and TRA-2. The social aspects are painfully missing completely.*

Response to Comment 2-B: The comment purports to explain the purpose of an EIR; however, the statement within the comment appears to be copied and pasted from one of several websites that provide general information about the environmental review process (specifically, the “Environmental Impact Assessment”) used in the Republic of India, the People’s Republic of Bangladesh, and other foreign states or from the website of the Convention on Biological Diversity (to which the United States is not a party and which would be irrelevant in the context of CEQA, regardless). As is relevant to the California Environmental Quality Act, California Public Resources Code Section 21002.1, subdivision (a) states: “The purpose of an environmental impact report is to identify the significant effects on the environment of a project, to identify alternatives to the project, and to indicate the manner in which those significant effects can be mitigated or avoided.” The EIR does identify the potential for significant effects to air quality, biological resources, cultural resources, and transportation/traffic and includes appropriate,

feasible mitigation measures that will reduce those effects to a less than significant level. Further, while the comment asserts that “social aspects are painfully missing,” it fails to illustrate any example of such missing aspects. In any event, Guidelines Section 15131 subdivision (a) states, “Economic or social effects of a project shall not be treated as significant effects on the environment.” While an EIR may consider economic or social effects of a project as they may relate to physical changes, no such effects are identified in the EIR or by the commenter. Importantly, PRC Section 21082.2, subdivision (c) notes, “Argument, speculation, unsubstantiated opinion or narrative, evidence which is clearly inaccurate or erroneous, or evidence of social or economic impacts which do not contribute to, or are not caused by, physical impacts on the environment, is not substantial evidence.” That clause of the statute is further elaborated upon in Guidelines Section 15064, subdivisions (f)(4)-(f)(6). As presented in the Initial Study and associated EIR, all potential impacts resulting from the Lombardi Development Project are either less than significant or less than significant with mitigation incorporated. Mitigation measures are presented in the Air Quality, Biological Resources, Cultural Resources, and Traffic and Transportation sections of the EIR. The alternatives analysis is contained in Chapter 4 of the EIR.

Comment 2-C:

Since my concern is the traffic issues, I will concentrate on the traffic study. Basically, there was no traffic study. Just figures compiled from existing data. To address the traffic issues, one would have to do a study during the time that Burton School Lombardi Campus was in session (The traffic study consists of an existing peak hour turning movement counts that was taken in May of 2021, when Burton School was not in session) and when traffic is backed up on Lombardi Street up to 3 times a day when students were being dropped off or picked up, this being a Charter School where students are driven from other points in the County by automobile, which is the main source of transportation to the school. It is impossible for the intersection at Lombardi and Westfield to have a Level of Service rating a “B” as per the traffic study. This traffic to the school is as much or more that the proposed project and yet was not even taken into consideration. I would suggest that the traffic on Lombardi by itself would exceed the estimated figures for the Lombardi-Westfield intersection. Of the students that attend the Lombardi campus, I realize a small number walk and some are transported by the 3 busloads (total of 65 kids according to staff), so if 50 kids walked or rode bikes (they don’t at that age, kindergarten through 5th grade, and I have counted them numerous days) that means that 490 kids are brought to school by automobile. Other than one side street, they all have to come down Westfield to Lombardi. Consequently, there is a daily traffic jam.

Response to Comment 2-C: This comment asserts inadequacy of the traffic analysis prepared for the Project, although it provides no evidence to substantiate that claim. Additionally, under the provisions of Senate Bill 743 (2013), CEQA and (ultimately) the CEQA Guidelines were amended to reflect a paradigm change in how California public agencies are required to analyze transportation impacts for projects. Historically, level of service (LOS), which assesses transportation impacts as measured by traffic congestion and delay, had been used as the primary threshold for determining project traffic impacts. In response to concerns about air quality and greenhouse gas emissions from vehicles, the State determined that vehicle miles traveled (VMT) was a more suitable method than LOS for assessing project effects. Accordingly, since July 1, 2020, lead agencies have been required to utilize VMT as the primary consideration in their analyses and project review; CEQA is essentially no longer concerned with congestion and traffic delay. However, because the General Plan still uses LOS as a method for determining infrastructure needs and the City must examine whether a project would “conflict with a program, plan, ordinance, or policy addressing the circulation system,” LOS analysis is still completed. As noted in the traffic study and its addendum and with implementation of Mitigation Measure TRA-1, no such policy would be violated. Also, see Response to Comment 1-A.

Comment 2-D: *As a point of reference, show me where the traffic study even considered the traffic generated by the school with the 605 current enrollment of students, with being delivered to the school each day traveling on Westfield and Lombardi Streets when in session and also for all of the extra-curricular activities when cars are parked up to ½ mile away.*

Response to Comment 2-D: Please see Response to Comment 1-A and Response to Comment 2-C. Also, note that the Project cannot be made to mitigate or alleviate existing circumstances.

Comment 2-E: *The traffic report part of the study on page 127 says “As such, cumulative impacts are also considered less than significant with mitigation incorporation”. That is with the incorporation of TRA-1 mitigation and TRA-2 mitigation. Are you kidding me? TRA-1 is the standard fees for capital improvements to the infrastructure based on a level of Service in 2041 to existing intersections and there is no assurance that any of it will end up addressing traffic issues with this project,*

or if it should, when. TRA-2 is for the improvement of the bus stop that is very seldom used and if it was, it would have no bearing on traffic issues on the adjacent streets.

Response to Comment 2-E: This comment misrepresents the provisions of Mitigation Measure TRA-1 and demonstrates an apparent misunderstanding of Mitigation Measure TRA-2. The location-specific fair-share costs identified in TRA-1 are required irrespective of any fees that the Project may be responsible for under the City's Development Impact Fee program. Projects for which a traffic study are not prepared would generally simply be responsible for payment of such fees. Since a traffic study was prepared for this Project and that study identified impacts to specific components of the City's infrastructure, fair-share costs for improving those components were assigned. If those fair-share costs are less than the impact fees that would otherwise be due, the project will be responsible for both the specified costs and the difference between those costs and its fee responsibility. If the fair-share costs exceed the impact fees, the project is responsible for paying the higher amount. The City is precluded both from making a project mitigate an existing condition (as noted in Response to Comment 2-D) and from requiring a project to fully fund capital improvements that are not strictly necessary for the function of that project. By requiring the Project to pay a fair-share cost towards specified improvements and to meet its impact fee obligation as described above, the Project will have mitigated its specific impacts and will not conflict with a policy related to the circulation system. Consistent with the details contained in Response to Comment 2-C, TRA-2 is not intended to address traffic issues on adjacent streets, because those issues are no longer expressly of concern under CEQA. As noted on Page 3-109 of the Draft EIR, the City adopted the County of Tulare SB 743 Guidelines on September 21, 2021. Included within those Guidelines are the methods for mitigating VMT-related impacts. Based on the trip-based costs shown in the Guidelines, by funding the identified improvement the Project will have mitigated its potential impacts to VMT.

Comment 2-F:

Besides not addressing the traffic issues with Burton School Lombardi Campus, the 2 lane bridge that bottlenecks the traffic on Westwood south of this project is not addressed, The City's Traffic Circulation Plan incorporated in the General Plan is totally ignored. How can this be? Is it because it calls for a collector street from the extension of Castle to Lombardi south to Westfield and Lombardi Street cannot be widened to 4 lanes because of the existing house that would be in the south bound lanes, so it would be nothing more than a bottleneck and even worse when it comes to Westfield. No planning is better than bad planning.

Response to Comment 2-F: The comment again implies that the Project should be responsible for alleviating existing conditions and, contrary to the substantial evidence provided in the traffic

study and addendum, asserts significant impacts to certain offsite facilities. It also again incorrectly refers to the proximity of N. Lombardi Street to the existing dwelling on APN 245-010-037. Please see Response to Comment 1-A, Response to Comment 1-B, Response to Comment 2-C, and Response to Comment 2-D.

Comment 2-G: *With regards to the EIR, my concerns and that of the neighborhoods adjacent to this project is that the social component has been completely ignored which is a major component of the environment issues. This impact report basically ignores any impacts of any type to the surrounding neighborhoods which would increase with this project.*

Response to Comment 2-G: As described in Section 1.1 of the EIR – Purpose of the EIR (page 1-1), the document was prepared in accordance with CEQA and the CEQA Guidelines. Also, please see Response to Comment 2-B.

Comment 2-H: *The EIR determined that the Reduced Project Alternative would be the environmentally superior alternative, although it would not fully meet the project's objectives. That seems to be the one point that we all agree on.*

Response to Comment 2-H: The Executive Summary mistakenly summarized that the Reduced Project Alternative would be the environmentally superior alternative. The full alternatives analysis is provided in Chapter 4 of the EIR where it describes that the No Project alternative will avoid both the adverse and beneficial effects of the project. Please refer to Chapter Three – Text Changes to the Draft EIR for the textual changes in the Executive Summary.

Comment 2-I: *The density and traffic on adjoining streets is such that a lot more work needs to be done in this EIR to protect the public.*

Response to Comment 2-I: This project cannot be required to mitigate or correct an existing situation. Please see Response to Comment 2-F.

Comment 2-J: *The General Plan identifies the Project site as being within the Low Medium Density Residential, Medium Density Residential, Neighborhood Commercial, and Parks and Recreation designations as well as within a neighborhood center.*

The zoning map shows the site as rezoned to the RS-1 (Very Low Density Residential) zone with the Residential Neighborhood (RN) Overlay District. The RN Overlay District is intended to implement neighborhood town centers and neighborhood design guidelines by requiring that development conforms to the underlying land uses illustrated on the Land Use Diagram.

Response to Comment 2-J: Comment noted, no response necessary.

Comment 2-K: *In some places in the EIR, it states 230 homes and in other places, it states 261 homes. Which is it? In either case, it is a large increase in the number of residences from the 'Very Low Residential' General Plan designation.*

Response to Comment 2-K: The EIR analyzed impacts from the development of 230 homes. Technical analysis in the Air Quality Study, the Traffic Study, and the Initial Study assessed impacts from the development of 261 homes, which has presented a more intensive environmental impact than the Project itself.

Comment 2-L: *An EIR should accomplish the following;*

- 1-Potentially screens out environmentally unsound projects*
- 2-Propose modified designs to reduce environmental impacts*
- 3- Identify feasible alternatives*
- 4- Predict significant adverse impacts*
- 5- Identify mitigation measures to reduce, offset, or eliminate major impacts*
- 6-Engage and inform potentially affected communities and individuals*
- 7-Influence decision making and the development of terms and conditions*

We believe at this point, the EIR has not addressed numbers 2-3-4-5-at all and the timing has not happened on the balance.

Response to Comment 2-L: Similar to the statement contained in Comment 2-B, the commenter has copied and pasted information from an online source regarding the “Environmental Impact Statement”, which is not related to CEQA, and expresses an opinion that the City has not

complied with the “requirements.” Insofar as the list included in the comment is not misaligned with the regulatory and procedural aspects of CEQA, the City puts forth, as described in Chapter 2 of the Draft EIR, Response to Comment 1-A, Response to Comment 2-B, Response to Comment 2-C, Response to Comment 2-E, Response to Comment 2-G, Response to Comment 2-P, Response to Comment 2-R, Response to Comment 2-T, Response to Comment 2-U, Response to Comment 2-U, Response to Comment 3-B, Response to Renee Kirtley, and Response to Jenny Cox, that it has adequately addressed the items on the list. Further, as described in Response to Comment 2-N, as the Project would not result in any significant environmental impacts after mitigation, no alternative development scenarios were evaluated.

Comment 2-M: *We are of the opinion that the project’s social elements are much more important and complex than addressed in this report. Most of the EIR’s social-related information is limited to purely descriptive input without any serious effort to analyze its significance or determine its relevance for the specific project to which it pertains. As stated in the State CEQA Guidelines, an EIR is an “informational document” intended to inform public agency decision makers and the public of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.*

Response to Comment 2-M: The commentor again asserts that profound social effects would result from the Project but fails to identify any. Please see the Response to Comment 2-B and Response to Comment 2-N.

Comment 2-N: *The EIR only analyzed the proposed project and the no project alternative, although it states that it did a “Reduced Project Alternative” I have not found it in the EIR.*

Response to Comment 2-N: Please see the Response to Comment 2-H. As described on Page 4-1 of the EIR, “Based on the rule of reason as set forth in the CEQA Guidelines Section 15126.6, the only alternatives that should be analyzed in the EIR are those that are capable of eliminating or substantially reducing significant adverse environmental impacts. The results of the analysis in this EIR and accompanying IS indicate that the proposed Project would not result in any significant environmental impacts; therefore, no alternative development scenarios are evaluated.”

Comment 2-O: *They have neglected to give an in depth study as to how the traffic would affect the surrounding neighborhoods and also the school. There is no part of the traffic study that shows how much traffic might be generated on each surrounding street at full build out of the project, only traffic into and out of the subdivision. It only gives enough information from data for future traffic available to anyone. It is basically tailored to meet the proposed project objectives without any consideration given to the environmental impact to the neighboring subdivisions. We believe that the projects impact is not stated and/or is grossly misleading.*

Response to Comment 2-O: The comment provides the commenter’s admitted opinion that the traffic study is inadequate. The City of Porterville utilizes the “Caltrans Guide for the Preparation of Traffic Impact Studies” (Guidelines) to analyze potential impacts resulting from development projects. With regard to surrounding local roadways, the Guidelines state that the intersections and streets where project traffic is expected to reach 50 trips be analyzed. The surrounding neighborhoods do not have enough attractors (destinations) for project traffic to reach the 50-trip threshold on surrounding neighborhood local roads. See Response to Comment 1-A.

Comment 2-P: *Furthermore, it appears that the baseline for air quality was taken from the monitoring station at the airport instead of actual monitoring closer to the project. A lot of this study is cut and pasted using available data and prediction models instead of doing a comprehensive study, leading to an insufficient level of analysis of the information gathered by studies, leading to an insufficient level of analysis of the information gathered by studies.*

Response to Comment 2-P: The San Joaquin Valley Air Pollution Control District operates one air quality monitoring station in Porterville, at the airport. Accordingly, this station provides the appropriate baseline data for development projects in the Porterville area. Drawing conclusions from available data and prediction models is a comprehensive study.

Comment 2-Q: *Allowing a zone change to very small lots from the General Plan designation would be a step backwards taking into consideration the traffic issues as they exist and will only get worse as there is not a plan to lessen the congestion of traffic that already exists on the streets surrounding the project. I know that there is a large group of residents in the neighborhoods surrounding this project that are, like I am, concerned about the traffic issues that now exists and how adding another 230 homes to the mix without solving what already exists would be a major concern, along with solving the access to Burton School Lombardi Campus.*

Response to Comment 2-Q: The comment, not strictly confined to CEQA, demonstrates a misunderstanding of the distinction between the General Plan Land Use and the zoning of a site as well as how they correlate to the overall intensity of development that could occur on that site. First, while the proposed RS-2 zoning would accommodate lots with a minimum size of 5,000 square feet, an examination of the map shows that 155 of the proposed lots are 6,000 square feet or greater, including 78 lots of at least 7,000 square feet. Thus, while the Project does include smaller lots than other neighborhoods in the vicinity, the overall development is not at a noticeably higher density than the surrounding area *and* is accommodated by the Low Density Residential land use, consistent with the surrounding area. Second, although the City acknowledges that it cannot use planned land use as a baseline for determining impacts under CEQA (see *Woodward Park Homeowners Assn., Inc. v. City of Fresno* (2007) 150 Cal.App.4th 683) and has not done so in this EIR, we shall note for the sake of discussion that under the current planned land use and corresponding zoning, the Project site could accommodate up to 336 dwellings (including smaller lots than proposed within the Medium Density Residential area and/or attached multifamily dwellings), along with 41,000 square feet of commercial development, much of which would not be subject to discretionary review (or, therefore, CEQA). Additionally, if residential development were proposed at the intensity identified in the General Plan, the City would be prohibited from requiring a reduction in the number of proposed dwellings under the provisions of the Housing Crisis Act of 2019 (Government Code Section 66300, et seq.). Accordingly, while the City properly examined Project impacts by comparing the Project as proposed to the existing baseline (agriculture) as opposed to the development potential under the planned land uses, for illustrative purposes it is evident that the planned land uses could support a substantially more intense development than the Project is actually proposing, and that the City would likely have less discretionary oversight in that circumstance. Also, please see Response to Comment 1-A, Response to Comment, 2-C, Response to Comment 2-D, and Response to Comment 2-F.

Comment 2-R:

We all depend on the City to adopt policies and procedures that safeguards the rights to neighborhoods that we can access our homes reasonably well on city streets without traffic gridlock which then becomes to a quality of life issue, and there is no doubt that those folks that have invested most of their savings into a home for their family do not want to see their families lifestyle degraded due to a flawed EIR. These are issues that the citizens have a right to and should not have to be brought to the City's attention. They voted on you to protect them and the future design of this city. Any consideration of the EIR and it's accompanying traffic study should be sent back for corrections and rejected in it's present form.

Response to Comment 2-R: Please see the Response to Comment 1-A.

Comment 2-S: *It should incorporate the alternatives to the proposed project which are considered the “heart” of an EIR.*

Response to Comment 2-S: While in *County of Inyo v. Yorti* (1973) 32 Cal.App.3d 795 the 3rd District Court of Appeal noted that “in many respects the EIR is the heart of CEQA”, the City is not aware of any source describing alternatives analysis as “the ‘heart’ of an EIR.” Also, please see the Response to Comment 2-N.

Comment 2-T: *Appropriate mitigating measures should be incorporated.*

Response to Comment 2-T: Please see the Response to Comment 2-B.

Comment 2-U: *Insufficient or outdated prediction models are not being used.*

Response to Comment 2-U: Modeling conducted by both the Air Quality and Traffic Study experts were both appropriate and industry-standard.

Comment 2-V: *Most of all, it should have included correct traffic studies and the current effect on the surrounding neighborhoods and way to minimize the effects and a description of reasonable alternatives. Unfortunately, this study is more to meet the project objectives instead of addressing the significant impacts, especially the traffic issues.*

Response to Comment 2-V: Please see all Responses to Comment 2.

Comment Letter 3:

From: Pommer, Jason <jason.pommer@portervilleschools.org>
 Sent: Monday, November 8, 2021 6:35 PM
 To: Planning <planning@cityofporterville.org>
 Subject: Public Comment for Proposed Lombardi Development Project

Good evening, Mr. Ridenaar:

As you are aware, the proposed Lombardi Development Project creates several interesting situations for me personally. A year ago, I purchased a house that will be directly impacted by the new project and yet understand the new homes will be located within the Burton School District boundaries, which does provide a potential increase in their student population that would impact my current employer, Porterville Unified School District. However, I am aware of several new housing projects that will add inventory to the PUSD boundaries and as long as it is an equitable distribution within the city of Porterville, I hold no objections to the Lombardi project.

I do have a few concerns around the road infrastructure for the project. I do believe the current area with the Nancy Ave. entrance where a west entrance four lots north will not be an issue as there is enough space for traffic to pass for those heading southbound and turning east for that new entrance, but I could see some potential issues with northbound traffic if there are no plans to expand the street. While I do not live in that area, I'm sure there are some concerns on Lombardi Street unless of course a new west-east street is being built north of Westfield that would alleviate some of the traffic. With a right-hand turn available at Westfield for northbound traffic on Westwood, I would hope the same right-hand lane would be available for westbound traffic on Westfield for those reaching Westwood.

Despite these concerns, as a resident of Porterville for over six years, I feel change is always important even if some in the community disagree. As the former board chairman for the Porterville Chamber of Commerce and current commissioner on the Porterville Parks and Leisure Commission, I fully understand the need for more housing in the area. I appreciate the thoughtfulness of the developer to provide a new park for the project.

With the relocation of Eagle Mountain Casino, we need to create more housing to add more businesses in the area, which will create more job opportunities for residents. One positive thing and perhaps one that a lot of people did not realize through the COVID-19 pandemic is that Porterville will be able to provide a low-cost community for those who are now able to work from home. Housing will be available for low-to-middle class residents who might not otherwise be able to afford housing in the urban areas of the state.

In closing, I think this project will be a benefit for Porterville and the surrounding community. This email serves as notice that I am writing this public comment on my own and has not been endorsed by any member of the PUSD Governing Board or my direct supervisor. I am solely writing this public comment as a proud resident of Porterville. Thank you.

Jason Pommer
 public information officer
 Porterville Unified School District
 800 West Grand Avenue
 Porterville, CA 93257
 Office (951) 785-0283

 Right...

CONFIDENTIALITY NOTICE: This communication with its contents may contain confidential and/or legally privileged information. It is solely for the use of the intended recipient(s). Unauthorized interception, review, use, or disclosure is prohibited and may violate applicable laws including the Electronic Communications Privacy Act. If you are not the intended recipient, please contact the sender and destroy all copies of the communication. This e-mail (and attachments, if any) may be subject to the California Public Records Act, and as such may therefore be subject to public disclosure unless otherwise exempt under the Act.

Comment 3-A:

As you are aware, the proposed Lombardi Development Project creates several interesting situations for me personally. A year ago, I purchased a house that will be directly impacted by the new project and yet understand the new homes will be located within the Burton School District boundaries, which does provide a potential increase in their student population that would impact my current employer, Porterville Unified School District. However, I am aware of several new housing projects that will add inventory to the PUSD boundaries and as long as it is an equitable distribution within the city of Porterville, I hold no objections to the Lombardi project.

Response to Comment 3-A: Comment noted. No response necessary, the City appreciates your time.

Comment 3-B:

I do have a few concerns around the road infrastructure for the project. I do believe the current area with the Nancy Ave. entrance where a west entrance four lots north will not be an issue as there is enough space for traffic to pass for those heading southbound and turning east for that new entrance, but I could see some potential issues with northbound traffic if there are no plans to expand the street. While I do not live in that area, I'm sure there are some concerns on Lombardi Street unless of course a new west-east street is being built north of Westfield that would alleviate some of the traffic. With a right-hand turn available at Westfield for northbound traffic on Westwood, I would hope the same right-hand lane would be available for westbound traffic on Westfield for those reaching Westwood.

Response to Comment 3-B: It should be noted that access to the development would be via Westwood Street, Westfield Avenue, and Lombardi Street, so future residents of the Project would be able to avoid Lombardi Street during school pickup/dropoff times.

Comment 3-C:

Despite those concerns, as a resident of Porterville for over six years, I feel change is always important even if some in the community disagree. As the former board chairman for the Porterville Chamber of Commerce and current commissioner on the Porterville Parks and Leisure Commission, I fully understand the need for more housing in the area. I appreciate the thoughtfulness of the developer to provide a new park for the project. With the relocation of Eagle Mountain Casino, we need to create more housing to add more businesses in the area, which will create more job opportunities for residents. One positive thing and perhaps one that a lot of people did not realize through the COVID-19 pandemic is that Porterville will be able to provide a low-cost community for those who are now able to work from home. Housing will be available for low-to-middle class residents who might not otherwise be able to afford housing in the urban areas of the state. In closing, I think this project will be a benefit for Porterville and the surrounding community. This email serves as notice that I am writing this public comment on my own and has not been endorsed by any member of the PUSD Governing Board or my direct supervisor. I am solely writing this public comment as a proud resident of Porterville. Thank you.

Response to Comment 3-C: Comment noted. No response necessary, the City appreciates your time.

Comment Letter 4:

Open Letter to the City Council - Responsible Growth?

Subject: Lombardi Project (Brookside Subdivision)

The city continues to expand facing challenges of balancing the growth, with incentives for developers which always raises some ethical dilemmas for our city leaders. Our city continues to collect below average park fees from developers which hurt growth and maintenance in other areas as we expand. Other cities collect more money from developers so that trade-offs make for more responsible growth like collecting a half million dollars in developer fees to fund the lighting at our sports complex for example.

We have seen over the years the multi-year plans don't always line up with projections and our traffic studies while meeting minimal requirements often lead to longer term traffic problems when the public is not informed about change timely and alternatives are not presented or pursued that make sense for the residents in the areas being developed. After all who wants to tell the folks on Westfield Avenue they can expect a 4 lane road in front of their house in the near future so we can fast track a housing development in the area? If folks are not paying close attention they may or not even know a housing project in the area was underway and how it might affect their neighborhoods nearby with increased traffic. **If local residents don't engage the city in January the project will likely get the green light with little or no discussion.** I'm certain our elected officials are working hard to make sure we have responsible growth as we balance our priorities and incentives but it is worth asking some basic questions about such things to make sure residents are properly represented before we give these projects the green light when there are many hundreds of pages of data to consider lets ZOOM OUT and look at the bigger picture and review overall impact on our residents.

Summit charter is a great school added in our efforts to grow but much like the addition of Granite Hills H.S. in years past the remote unique location exacerbates traffic to/from the school due to location. Summit Charter is on the north end of Lombardi which is a dead end road where all traffic needs to go north to school and then back south every morning and every evening, to deliver and pick up 600+ students, from other parts of town outside this neighborhood. All that traffic adds to the bottlenecks on Westfield East & West. This also contributes to the 2 lane bridge bottleneck just north of CVS on Westwood where the expansion to 4 lanes with new bridge remains incomplete while it has direct connections to Westfield and the Brookside Subdivision that will exacerbate the bottleneck if not completed soon. This section around the bridge is very dangerous at peak times backing up traffic through the light and left turns hold traffic on the bridge. These 2 lane residential roads were not meant for this much traffic so something has to give. The city is considering 4 lanes for Westfield and several traffic lights in the area as a solution, but I don't think the residents in this area are aware that they only have a month or two to weigh in on the project. Moreover the current proposed traffic solutions don't address the REAL bottlenecks in the area. The proposed solutions may make things worse.

An alternative route not in the plan is to extend Castle street West to Lombardi to solve the dead end issue and move traffic in/out of the area Eastward to Newcomb reducing the traffic on Westfield and **improving the emergency service access to**

this new housing project and to the school. Castle street expansion west to the School will also open up north/south traffic on Matthew where the new traffic light will be to get traffic to Henderson to the south and traffic to the north via the proposed Castle extension without adding traffic to Westfield. The Castle street extension would help the traffic flows significantly in the entire area and would diminish the need to make Westfield 4 lanes for the foreseeable future. The Castle alternative may be desirable for the Westfield street residents that would be made to trade their front yards for a 4 lane thoroughfare and the **additional city expense for eminent domain to make Westfield 4 lanes.** This will also mitigate traffic bottlenecks on North/South Newcomb which is already 4 lanes and designed for more traffic.

Additional things to consider for the project to ensure responsible growth. The lot sizes proposed are smaller than all of the lot sizes in the surrounding neighborhoods. Smaller lots mean more residents, more traffic, more pollution & more water. Larger lots consistent with surrounding neighborhood will protect the integrity and consistency of past projects and help maintain the values of the homes in the previous developments. **Larger Lots will reduce the traffic demand with fewer residents. Larger lots will reduce the pollution that is a significant concern in the environmental study. Larger Lots will translate into fewer connections to the water system.** IF we allow smaller lots the developer makes more money and we have to suffer with more traffic, more pollution, more water hookup's and a neighborhood with smaller houses in the middle of a neighborhood with larger houses. In Toto the integrity and consumption in the area demands we remain consistent with past development in this area of town adjacent to the canal in northwest Porterville.

Sincerely,

Ed McKervey
2154 W. San Lucia ct
Porterville, Ca 93257

Comment 4-A: *The city continues to expand facing challenges of balancing the growth, with incentives for developers which always raises some ethical dilemmas for our city leaders. Our city continues to collect below average park fees from developers which hurt growth and maintenance in other areas as we expand. Other cities collect more money from developers so that trade-offs make for more responsible growth like collecting a half million dollars in developer fees to fund the lighting at our sports complex for example.*

Response to Comment 4-A: The comment refers to “incentives for developers” and “ethical dilemmas” and states that that the City collects “below average” development impact fees (without indicating what the average might be). The City is unaware of any incentives that the developer may have received that may lead to any ethical dilemmas, as the development is required to comply with all City standards, regulations, policies, etc. and is responsible for funding and/or installation of on- and offsite improvements (including a 2.99-acre improved park within the project) and payment of development fees as would be any other similar project—the Project will also dedicate a wellsite. Development impact fees are based on a nexus study prepared pursuant to the Mitigation Fee Act

(Gov. Code Section 66000, et seq.). Unless a project-specific study is prepared that illustrates the project would have a greater effect on certain facilities—such as the fair-share for street improvements based on the traffic study—a project can only be made to pay the fees that are in place when it's deemed accepted for processing, and those fees have to be based on the adopted fee schedule. What the City of Porterville charges for its fees is unrelated to what any other public agency charges, as each agency has prepared its own study based upon various factors such as development potential within the urban development boundary and (in the case of parks) the desired ratio of parks per population identified in the General Plan and/or the presence or absence of a Quimby Act ordinance (specific to parkland dedication), and the willingness of residents to fund maintenance activities. Importantly, it should be noted that “park fees from developers” cannot be used for maintenance. Non-standard incentives, fees, improvement requirements, and related components (such as installation of lighting at a non-project-related facility) *can be* included in a project as part of a development agreement (Gov. Code Section 65864, et seq.); however, a development agreement must be requested by the developer and no such agreement is part of this project.

Comment 4-B: After all who wants to tell the folks on Westfield Avenue they can expect a 4 lane road in front of their house in the near future so we can fast track a housing development in the area?

Response to Comment 4-B: The comment erroneously states that the Project would expand W. Westfield Avenue to four lanes. Not only is such an expansion not a part of the Project, but it should also be noted that the General Plan Circulation Element does not identify W. Westfield Avenue as having more than two through lanes at any location in the City.

Comment 4-C: *Summit Charter is on the north end of Lombardi which is a dead end road where all traffic needs to go north to school and then back south every morning and every evening, to deliver and pick up 600+ students, from other parts of town outside this neighborhood. All that traffic adds to the bottlenecks on Westfield East & West. This also contributes to the 2 lane bridge bottleneck just north of CVS on Westwood where the expansion to 4 lanes with new bridge remains incomplete while it has direct connections to Westfield and the Brookside Subdivision that will exacerbate the bottleneck if not completed soon. This section around the bridge is very dangerous at peak times backing up traffic through the light and left turns hold traffic on the bridge. These 2 lane residential roads were not meant for this*

much traffic so something has to give. The city is considering 4 lanes for Westfield and several traffic lights in the area as a solution, but I don't think the residents in this area are aware that they only have a month or two to weigh in on the project. Moreover the current proposed traffic solutions don't address the REAL bottlenecks in the area. The proposed solutions may make things worse.

Response to Comment 4-C: Please see Response to Comment 2-F and Response to Comment 4-B.

Comment 4-D: *An alternative route not in the plan is to extend Castle street West to Lombardi to solve the dead end issue and move traffic in/out of the area Eastward to Newcomb reducing the traffic on Westfield and **improving the emergency service access to this new housing project and to the school.** Castle street expansion west to the School will also open up north/south traffic on Matthew where the new traffic light will be to get traffic to Henderson to the south and traffic to the north via the proposed Castle extension without adding traffic to Westfield. The Castle street extension would help the traffic flows significantly in the entire area and would diminish the need to make Westfield 4 lanes for the foreseeable future. The Castle alternative may be desirable for the Westfield street residents that would be made to trade their front yards for a 4 lane thoroughfare and the **additional city expense for eminent domain to make Westfield 4 lanes.** This will also mitigate traffic bottlenecks on North/South Newcomb which is already 4 lanes and designed for more traffic.*

Response to Comment 4-D: See Response to Comment 1-B, Response to Comment 2-D, and Response to Comment 3-B.

Comment 4-E: *Additional things to consider for the project to ensure responsible growth. The lot sizes proposed are smaller than all of the lot sizes in the surrounding neighborhoods. Smaller lots mean more residents, more traffic, more pollution & more water. Larger lots consistent with surrounding neighborhood will protect the integrity and consistency of past projects and help maintain the values of the homes in the previous developments. **Larger Lots will reduce the traffic demand with fewer residents. Larger lots will reduce the pollution that is a significant***

concern in the environmental study. Larger Lots will translate into fewer connections to the water system. IF we allow smaller lots the developer makes more money and we have to suffer with more traffic, more pollution, more water hookup's and a neighborhood with smaller houses in the middle of a neighborhood with larger houses. In Toto the integrity and consumption in the area demands we remain consistent with past development in this area of town adjacent to the canal in northwest Porterville.

Response to Comment 4-E: See Response to Comment 2-Q.

Comment Letter 5:

December 20, 2021

Jason Ridenour
City of Porterville
Department
291 N Main Street
Porterville, CA 93257

Project: Draft Environmental Impact Report for Lombardi Development Project

District CEQA Reference No: 20211273

Dear Mr. Ridenour:

The San Joaquin Valley Air Pollution Control District (District) has reviewed the Draft Environmental Impact Report (DEIR) for the project referenced above from the City of Porterville (City). The project consists of the construction of 230 single-family residential units on a 56-acre site (Project). The Project is located west of N Westwood Street, south of W Westfield Avenue, and east of N Lombardi Street in Porterville, CA (APN 245-010-087, -092, -037, and -041).

The District offers the following comments:

1) Project Related Emissions

At the federal level under the National Ambient Air Quality Standards (NAAQS), the District is designated as extreme nonattainment for the 8-hour ozone standards and serious nonattainment for the particulate matter less than 2.5 microns in size (PM_{2.5}) standards. At the state level under California Ambient Air Quality Standards (CAAQS), the District is designated as nonattainment for the 8-hour ozone, PM₁₀, and PM_{2.5} standards.

Based on information provided to the District, Project specific annual emissions from construction and operation emissions of criteria pollutants are not expected to exceed any of the following District significance thresholds: 100 tons per year of carbon monoxide (CO), 10 tons per year of oxides of nitrogen (NO_x), 10 tons per year of reactive organic gases (ROG), 27 tons per year of oxides of sulfur (SO_x), 15 tons per year of particulate matter of 10 microns or less in size (PM₁₀), or 15 tons per year of particulate matter of 2.5 microns or less in size (PM_{2.5}).

Samir Sheikh
Executive Director/Air Pollution Control Officer

Northern Region
4800 Enterprise Way
Modesto, CA 95356-8718
Tel: (209) 557-6400 FAX: (209) 557-6475

Central Region (Main Office)
1990 E. Gettysburg Avenue
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www.valleyair.org www.healthyairliving.com

Southern Region
34946 Flyover Court
Bakersfield, CA 93308-9725
Tel: (661) 392-5500 FAX: (661) 392-5585

Printed on recycled paper.

2) Health Risk Screening/Assessment

The District has reviewed the Project's Health Risk Assessment (HRA) and has the following comments:

- Per Appendix B (Air Quality, Greenhouse Gas, and Energy Impact Assessment), diesel exhaust PM_{2.5} was used to estimate construction-related diesel particulate matter (DPM) emissions in the HRA. As such, the pollutant type, "PM_{2.5}", was used in AERMOD for the HRA. However, the District recommends the HRA be revised to ensure annual PM₁₀ diesel exhaust emissions and the pollutant type, "PM₁₀", in AERMOD are used to estimate the Project's construction-related emissions and ground level concentrations of nearby sensitive receptors.
- Non-default daily breathing rates were used to calculate the daily inhalation dose associated with the Project. Please include a discussion in the DEIR justifying the use of non-default daily breathing rates for the cancer health risk calculation.

3) Solar Deployment

It is the policy of the State of California that renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers by December 31, 2045. While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, the production of solar energy is contributing to improving air quality and public health. The District suggests that the City consider the feasibility of incorporating solar power systems, as an emission reduction strategy for the Project.

4) Clean Lawn and Garden Equipment in the Community

Since the Project consists of residential development, gas-powered residential lawn and garden equipment have the potential to result in an increase of NO_x and PM_{2.5} emissions. Utilizing electric lawn care equipment can provide residents with immediate economic, environmental, and health benefits. The District recommends the Project proponent consider the District's Clean Green Yard Machines (CGYM) program which provides incentive funding for replacement of existing gas powered lawn and garden equipment. More information on the District CGYM program and funding can be found at: <http://www.valleyair.org/grants/cgym.htm> and <http://valleyair.org/grants/cgym-commercial.htm>.

5) Charge Up! Electric Vehicle Charger

To support further installation of electric vehicle charging equipment and development of such infrastructure, the District offers incentives to public agencies,

businesses, and property owners of multi-unit dwellings to install electric charging infrastructure (Level 2 and 3 chargers). The purpose of this incentive program is to promote clean air alternative-fuel technologies and the use of low or zero-emission vehicles. The District suggests that the City and Project proponent consider the feasibility of installing electric vehicle chargers for the Project.

Please visit www.valleyair.org/grants/chargeup.htm for more information.

6) District Rules and Regulation

The District issues permits for many types of air pollution sources and regulates some activities not requiring permits. A project subject to District rules and regulation would reduce its impacts on air quality through compliance with regulatory requirements. In general, a regulation is a collection of rules, each of which deals with a specific topic. For example, *Regulation II - Permits* encompasses multiple rules associated with the permitting of emission sources such as Rule 2010 (Permits Required), Rule 2201 (New and Modified Stationary Source Review), and others.

6a) District Rule 9510 (Indirect Source Review)

The purpose of District Rule 9510 (Indirect Source Review) is to reduce the growth in both NOx and PM10 emissions associated with development and transportation projects from mobile and area sources associated with construction and operation of development projects. The rule encourages clean air design elements to be incorporated into the development project. In case the proposed project clean air design elements are insufficient to meet the targeted emission reductions, the rule requires developers to pay a fee used to fund projects to achieve off-site emissions reductions.

The proposed Project is subject to District Rule 9510 because it will receive a project-level discretionary approval from a public agency and will equal or exceed 50 residential units. When subject to the rule, an Air Impact Assessment (AIA) application is required no later than applying for project-level approval from a public agency. In this case, if not already done, please inform the project proponent to immediately submit an AIA application to the District to comply with District Rule 9510.

An AIA application is required and the District recommends that demonstration of compliance with District Rule 9510, before issuance of the first building permit, be made a condition of Project approval.

Information about how to comply with District Rule 9510 can be found online at: <http://www.valleyair.org/ISR/ISRHome.htm>.

The AIA application form can be found online at:
<http://www.valleyair.org/ISR/ISRFormsAndApplications.htm>

6b) District Rule 4002 (National Emissions Standards for Hazardous Air Pollutants)

In the event an existing building will be renovated, partially demolished or removed, the Project may be subject to District Rule 4002. This rule requires a thorough inspection for asbestos to be conducted before any regulated facility is demolished or renovated. Information on how to comply with District Rule 4002 can be found online at:
<http://www.valleyair.org/busind/comply/asbestosbultn.htm>.

6c) District Regulation VIII (Fugitive PM10 Prohibitions)

The project proponent may be required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to commencing any earthmoving activities as described in Regulation VIII, specifically Rule 8021 – *Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities*.

The application for both the Construction Notification and Dust Control Plan can be found online at:
<https://www.valleyair.org/busind/comply/PM10/forms/DCP-Form.docx>

Information about District Regulation VIII can be found online at:
http://www.valleyair.org/busind/comply/pm10/compliance_pm10.htm

6d) Other District Rules and Regulations

The Project may also be subject to the following District rules: Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations).

The list of rules above is neither exhaustive nor exclusive. Current District rules can be found online at: www.valleyair.org/rules/1ruleslist.htm. To identify other District rules or regulations that apply to this Project or to obtain information about District permit requirements, the applicant is strongly encouraged to contact the District's SBA Office at (661) 392-5665.

7) Potential Air Quality Improvement Measures

The District encourages the following air quality improvement measures to further reduce Project related emissions from construction and operation. A complete list of

potential air quality improvement measures can be found online at:
<http://www.valleyair.org/ceqaconnected/aqimeasures.aspx>.

- a. Improve Walkability Design – This measure is to improve design elements to enhance walkability and connectivity. Improved street network characteristics within a neighborhood include street accessibility, usually measured in terms of average block size, proportion of four-way intersections, or number of intersections per square mile. Design is also measured in terms of sidewalk coverage, building setbacks, street widths, pedestrian crossings, presence of street trees, and a host of other physical variables that differentiate pedestrian-oriented environments from auto-oriented environments.
- b. Improve Destination Accessibility – This measure is to locate the project in an area with high accessibility to destinations. Destination accessibility is measured in terms of the number of jobs or other attractions reachable within a given travel time, which tends to be highest at central locations and lowest at peripheral ones. The location of the project also increases the potential for pedestrians to walk and bike to these destinations and therefore reduces the (vehicle miles traveled) VMT.
- c. Increase Transit Accessibility – This measure is to locate the project with high density near transit which will facilitate the use of transit by people traveling to or from the Project site. The use of transit results in a mode shift and therefore reduced VMT. A project with a residential/commercial center designed around a rail or bus station, is called a transit-oriented development (TOD). The project description should include, at a minimum, the following design features:
 - A transit station/stop with high-quality, high-frequency bus service located within a 5-10 minute walk (or roughly ¼ mile from stop to edge of development), and/or
 - A rail station located within a 20 minute walk (or roughly ½ mile from station to edge of development)
 - Fast, frequent, and reliable transit service connecting to a high percentage of regional destinations
 - Neighborhood designed for walking and cycling

Comment 5-A: **Project Related Emissions**

At the federal level under the National Ambient Air Quality Standards (NAAQS), the District is designated as extreme nonattainment for the 8-hour ozone standards and serious nonattainment for the particulate matter less than 2.5 microns in size

(PM2.5) standards. At the state level under California Ambient Air Quality Standards (CAAQS), the District is designated as nonattainment for the 8-hour ozone, PM10, and PM2.5 standards.

Based on information provided to the District, Project specific annual emissions from construction and operation emissions of criteria pollutants are not expected to exceed any of the following District significance thresholds: 100 tons per year of carbon monoxide (CO), 10 tons per year of oxides of nitrogen (NOx), 10 tons per year of reactive organic gases (ROG), 27 tons per year of oxides of sulfur (SOx), 15 tons per year of particulate matter of 10 microns or less in size (PM10), or 15 tons per year of particulate matter of 2.5 microns or less in size (PM2.5).

Response to Comment 5-A: The City appreciates the District's concurrence with the EIR conclusion that Project specific annual emissions will not exceed significance thresholds.

Comment 5-B: *Health Risk Screening/Assessment*

The District has reviewed the Project's Health Risk Assessment (HRA) and has the following comments:

- *Per Appendix B (Air Quality, Greenhouse Gas, and Energy Impact Assessment), diesel exhaust PM2.5 was used to estimate construction-related diesel particulate matter (DPM) emissions in the HRA. As such, the pollutant type, "PM2.5", was used in AERMOD for the HRA. However, the District recommends the HRA be revised to ensure annual PM10 diesel exhaust emissions and the pollutant type, "PM10", in AERMOD are used to estimate the Project's construction-related emissions and ground level concentrations of nearby sensitive receptors.*
- *Non-default daily breathing rates were used to calculate the daily inhalation dose associated with the Project. Please include a discussion in the DEIR justifying the use of non-default daily breathing rates for the cancer health risk calculation.*

Response to Comment 5-B: The District recommended that the Health Risk Assessment (HRA) for the project be revised to use PM₁₀ exhaust as a proxy for diesel particulate matter (DPM) instead of the PM_{2.5} exhaust that was used.

PM_{2.5} exhaust emissions were chosen to serve as a proxy for DPM emissions because according to the California Air Resources Board (CARB), 90 percent of DPM is less than 1µm (about 1/70th the diameter of a human hair), and thus is a subset of particulate matter less than 2.5 microns in diameter (PM_{2.5}). See: <https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health>. Therefore, the use of PM_{2.5} as a proxy for DPM is supported through substantial evidence and is consistent with standard professional practice.

Using PM₁₀ as the proxy would overestimate risks associated with construction equipment. The difference in PM₁₀ emissions and PM_{2.5} emissions is 16.8 pounds for the duration of construction, which is approximately a 7 percent increase. Increasing the reported cancer risk by 7 percent would still result in a mitigated cancer risk of less than 20 in a million at 3.88 in a million for the maximally exposed sensitive receptor (infant). The impact would remain less than significant.

Comment 5-C: ***Health Risk Screening/Assessment***

The District has reviewed the Project's Health Risk Assessment (HRA) and has the following comments:

- *Non-default daily breathing rates were used to calculate the daily inhalation dose associated with the Project. Please include a discussion in the DEIR justifying the use of non-default daily breathing rates for the cancer health risk calculation.*

Response to Comment 5-C: The District noted that non-default breathing rates were used to calculate the daily inhalation dose associated with the Project and requested that the DEIR include a discussion justifying using a non-default daily breathing rate for cancer risk calculation.

As shown in Appendix B of the Air Quality Study, the HRA used the 95 percent breathing rate for infant (1090), 80 percent breathing rate for the child (572), and 80 percent breathing rate for the adult. There was a typographical error made in the unmitigated calculations, whereby the HRA used the 30-year breathing rate for the adult of 261 but had used the 70-year breathing rate of 233 for the mitigated adult.

Cancer Risk Results:**Dose (Equation 5.4.1.1)**

Exposure Age	Concentration (ug/m3)	Breathing Rate L/kg body weight-day)	Inhalation Absorption Factor	EF	Multiplier	DOSE (mg/kg/day)
<i>Unmitigated</i>						
Infant	0.078	1090	1	0.95890411	0.000001	8.1526E-05
Child	0.078	572	1	0.95890411	0.000001	4.27825E-05
Adult	0.078	261	1	0.95890411	0.000001	1.95214E-05
<i>Mitigated</i>						
Infant	0.01106	1090	1	0.95890411	0.000001	1.156E-05
Child	0.01106	572	1	0.95890411	0.000001	6.06633E-06
Adult	0.01106	233	1	0.95890411	0.000001	2.47108E-06

The values used are consistent with SJVAPCD Final Staff Report, “Update to District’s Risk Management Policy to Address OEHHA’s Revised Risk Assessment Guidance Document” (see p.9 <http://valleyair.org/busind/pto/staff-report-5-28-15.pdf>)

Updating the child breathing rate to 95 percent (745) would increase the unmitigated child construction risk to 5.25 in one million (from 4.03 in one million) and would increase the mitigated child construction risk to 0.75 in one million (from 0.58 in one million). Then updating the adult breathing rate to more conservative 30-year one would increase the mitigated adult risk during construction to 0.09 in one million. It should be noted that the significance determination was based on the infant risk which used the 95 percent breathing rate, as such this clarification does not alter the prior impact determination of less than significant with mitigation. Please see Chapter 3 – Text Changes to the DEIR for the textual revisions.

Comment 5-D: *Solar Deployment*

It is the policy of the State of California that renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use

customers by December 31, 2045. While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, the production of solar energy is contributing to improving air quality and public health. The District suggests that the City consider the feasibility of incorporating solar power systems, as an emission reduction strategy for the Project.

Response to Comment 5-D: The developer will be installing solar panels on the residential units consistent with the current California Building Code.

Comment 5-E: *Clean Lawn and Garden Equipment in the Community*

Since the Project consists of residential development, gas-powered residential lawn and garden equipment have the potential to result in an increase of NOx and PM2.5 emissions. Utilizing electric lawn care equipment can provide residents with immediate economic, environmental, and health benefits. The District recommends the Project proponent consider the District's Clean Green Yard Machines (CGYM) program which provides incentive funding for replacement of existing gas powered lawn and garden equipment. More information on the District CGYM program and funding can be found at:

<http://www.valleyair.org/grants/cgym.htm>

and <http://valleyair.org/grants/cgym-commercial.htm>.

Response to Comment 5-E: The City appreciates the information and will pass on the information to the Project developer.

Comment 5-F: *Charge Up! Electric Vehicle Charger*

To support further installation of electric vehicle charging equipment and development of such infrastructure, the District offers incentives to public agencies, businesses, and property owners of multi-unit dwellings to install electric charging infrastructure (Level 2 and 3 chargers). The purpose of this incentive program is to promote clean air alternative-fuel technologies and the use of low or zero-emission vehicles. The District suggests that the City and Project

proponent consider the feasibility of installing electric vehicle chargers for the Project.

Please visit www.valleyair.org/grants/chargeup.htm for more information.

Response to Comment 5-F: The Project includes the development of single-family housing and therefore does not qualify for the incentive program.

Comment 5-G: *District Rules and Regulation*

The District issues permits for many types of air pollution sources and regulates some activities not requiring permits. A project subject to District rules and regulation would reduce its impacts on air quality through compliance with regulatory requirements. In general, a regulation is a collection of rules, each of which deals with a specific topic. For example, Regulation II - Permits encompasses multiple rules associated with the permitting of emission sources such as Rule 2010 (Permits Required), Rule 2201 (New and Modified Stationary Source Review), and others.

Response to Comment 5-G: The City recognizes that the Project is subject to District Rule 9510, District Regulation VIII, and potentially Rule 4102, Rule 4601, and Rule 4641.

Comment 5-H: *Potential Air Quality Improvement Measures*

The District encourages the following air quality improvement measures to further reduce Project related emissions from construction and operation. A complete list of potential air quality improvement measures can be found online at:

<http://www.valleyair.org/ceqaconnected/aqimeasures.aspx>.

Response to Comment 5-H: The City appreciates the information. Comment is noted and no response is necessary.

Comment 5-I: *District Comment Letter*

The District recommends that a copy of the District's comments be provided to the Project proponent.

Response to Comment 5-I: The City will provide the applicant with a copy of the comment letter.

Oral Comments

Renee Kirtley

Renee Kirtley

Is this a done deal, you are going to make my street 4 lanes. what about extra fire, extra police, extra hospital space, extra city services and water. There is nothing on the agenda I have been following this. How did this get past us? And the police? You are going to add 250 houses, well let's round it off 500 people, is our city prepared for 500 more people? and why do you have to make Westfield four lanes. Do you know how much that is going to cost you. why can't you just help the burton school district out by buying the rest of the Lombardi project that will help the people get in and out of the school at this point you made one way in and one way out what were you thinking and now you have a backup and now you want to shove all that space out onto Westfield and here's the picture you've got a canal you landlocked this who decided who thought this was a wonderful idea.

Response to Renee Kirtley: The City appreciates the comment. There is no proposal, currently or in the future, to expand W. Westfield Avenue to four lanes (see Response to Comment 4-B); additionally, any improvements to major street rights-of-way associated with development are paid for by the development, not by the City. It should be further noted that the Project would be developed in multiple phases over multiple years; it will not result in an immediate population increase. As it relates to the EIR, the City has exceeded the notification requirements prescribed by State law by providing the notice of preparation and the notice of availability of the EIR to property owners within 500 feet of the Project site, which notification is not required under CEQA. Notice of public hearing for the discretionary project components is accomplished in compliance with Government Code Sections 65090 and 65091, as applicable, along with Porterville Municipal Code Section 609.06. Impacts to public services, such as fire, police, utilities and water are analyzed in the Initial Study prepared for the EIR. Less than significant impacts resulting from Project development are anticipated. Donating land to the Burton School District is not within the scope of the Lombardi Development Project and in any case not is not feasible for the City to accomplish.

Brock Neeley

Brock Neeley

What you're looking at here are some pictures of the intersection of mulberry and Newcomb currently there's one no parking sign on Newcomb that at any time at 3:15 there's usually 15 or 20 cars parked in that no parking area. The lane is not wide enough for parked cars and cars to traverse, you're having to veer into the other lane. Also, somebody has taken that no parking sign and physically turned the pole to where it's hard to see from the street. on the second page you can see a photograph of a fire lane no parking sign, well that's what it's supposed to say when it didn't fade and you can see in the very bottom picture on the second page the cars are parked along that fire lane on the red curve. Third and the fourth picture show from the map from google maps basically where things are in relationship to the intersection. Probably what needs to happen there is maybe take and put a two signs at each end of the no parking area that says no parking between signs or paint the curve red I've talked to the officers in the back and suggested maybe three o'clock they parked one of their extra fire or police units at the very end of that no parking area you know do that for a couple of weeks where there's a cop car sitting there doesn't cost anything to park a copper there that's not being used it could be a good deterrent because I have actually asked some of the parents do you know you're parking in a no parking zones well everybody else does it I'm thinking wow we're really teaching our kids really good morals here do that or jake's people can write a lot of parking tickets which he doesn't have the people to do that with I presume but anyway something to look at also with the one sign that's you can't read it anymore Michael said that they're going around doing an audit of the science but city employees when they're driving through town if they see something like that most of them have a radio into dispatch that you know there's a sign here that needs to be looked at let's make our town a whole lot safer and a lot better looking thank you

Response to Brock Neeley: The commenter appears to be referring to a parking situation at a location approximately one mile to the east of the proposed Project. This comment does not appear to relate to the Lombardi Development Project. Comment noted.

Jenny Cox:

Jenny Cox

I wanted to address you today regarding water and the growth patterns in our community and for a city with no water and no new wells or very few new wells we sure are building a lot of new homes and commercial development the San Joaquin valley water.org posted an article on June 30th 2021 with the headlines including will residents go dry again talking about three wells that

were pledged to our town back in 2015 it quoted five years have gone by the state is in the grip of another drought and portable is walking a tightrope as they connected more than 755 new homes to the city's water system but only in one new well we wish those three wells were done said John Lawless city manager of Porterville it could make this summer a lot more bearable according to the city council agenda tonight there have been over 600 new permits approved for more development while we continue to use water data that was gathered back in 2015 since 2015 we've had multiple annexations and new developments in our city the updated water study was scheduled to be completed back in July of 2021 however month after month there is a delay in releasing the new and updated water information for our area we are continually using old data to make current decisions I can't imagine the load that your city council members have to undergo it seems impossible to read through each document cover to cover however after reading hundreds of pages myself of city documents and plans I would just ask and implore you to halt all approvals and development until we can have a more accurate and current water study for the residents that already reside here residents are tired of fee increases and conservation updates due to lack of water adding stress to an already severely strained area is irresponsible until we have proper data to make educated decisions moving forward I've lived in Porterville since 1975 and I've seen lots of growth and changes in our community over the years I'm not anti-development I'm simply stating that we should make responsible decisions ensuring that we can take care of our current community members before continuing to expand to the needs beyond its already extended and strained capacity thank you for your time.

Response to Jenny Cox: The City appreciates your comment. Potential impacts to water supply as a result of Project development were analyzed on Page 70 of the Initial Study to the EIR. The Initial Study concluded that since the site is currently and has historically been in agricultural production with plums, the residential development will utilize approximately 24.15 acre/feet per year less of water than if the site were to continue in agricultural production.

David Cox:

David Cox

Good evening, David Cox address on a record. Um on page 12 of the introduction to our 2030 general plan we are told that the city's population has grown at an average annual rate of 3.7 percent per year and its but had slowed to a 2.8 percent over the last 15 years now I'm a math teacher so I'd like to kind of dive a little deeper into these numbers census data from the years 2000 and 2020 show that Porterville has grown from thirty nine thousand six hundred and fifteen in the year two thousand to sixty two thousand six hundred and twenty three in the year twenty which is an increase of twenty three thousand and eight residents it sounds like Porterville's population has had an average increase of about one 1 150 people per year that would only be about 2.3 percent so I'm not sure where the 2.8 number comes from the general plan but it that is still quite an error but that doesn't even tell the whole story from the Porterville recorder December 8, 2005 and I quote in a feat on par with the Harry Houdini magic trick Porterville's population grew by nearly 6,000 people in less than 90 minutes on Wednesday no it wasn't that 6,000 Porterville women by chance had children in the same hour and a half span it was by annexation end quote and then the staff report from the July 7th LAFCO meeting this past summer stated that 3,754 new residents were added to Porterville between the years of 2013 and 2019 through annexation so these population stats mean that at least 9,754 of these 23,000 quote new residents were added through annexation these people already lived here over 40 percent of Porterville's growth over the last 20 years wasn't actually growth we simply started counting the people that were already residents so our growth isn't 2.8 percent per year it's more like one and a half percent it's actually less than that that's nearly a 50 percent difference than what our general plan states that's a huge error so out of curiosity I took a look at the enrollment numbers for both Porterville unified and burton school districts and the student growth is about one to one and a half percent over the last 10 years I realize student enrollment isn't quite the entire population but it is a nice sample that one would expect to be in

line with the actual growth numbers so to be fair to the council I realize you all don't have the time to research everything yourselves and must rely on city staff for recommendations however it seems to me that we need to take a hard look at the direction we are going as a city. On tonight's agenda alone we have two items that are in tension with one another on one hand the staff will recommend to you to quote amend the Porterville development ordinance and the general plan to increase the density of high-density residential parcels and on the other hand staff will recommend to you to quote receive the report of status and review of the declaration of local water emergency and determine the need exist to continue said declaration in other words, so let's put more people on a parcel without the ability to supply them with the necessary water it just doesn't make sense I realize we have RHNA we now have sb 9 and 10 coming from the state however we all know that these policies weren't written with communities like Porterville in mind according to the mercury news 97 percent of California cities are failing to issue the required arena permits we don't have the same issues as the bay area or the la basin in fact we don't have the same issues as Tulare or Visalia because we're not located next to a main freeway. I'll wrap it up I promise we need to embrace the unique nature of Porterville and continue to nurture this wonderful community in closing there are a few questions that need to be asked what is the benefit of using a 2.8 percent growth model as opposed to excuse me ten more seconds thank you are these growth numbers being inflated on purpose if so why uh the Lombardi project says we're going to grow the population by one and a half percent so are we building to grow the city are we trying to attract new residents, are we continuing to prove new housing and looking to increase the density of our park.

Response to David Cox: The City appreciates the comment, which largely attempts to illustrate how growth projections should or should not be used when the City Council considers development proposals. Please note that pursuant to Government Code Section 66300, subdivision (b)(1)(D), the City is prohibited from “establishing or implementing any provision that i) limits the number of land use approvals or permits necessary for the approval and construction of housing; ii) acts as a cap on the number of housing units that can be approved or constructed; or iii) limits the population of the...city.” Consistent with these provisions, the City cannot consider either historical growth rates or future growth projections when considering whether to approve housing development projects, although these rates may still be used for assessing the need for public facilities, infrastructure, etc. The comment also appears to assert that the City should disregard State mandates regarding housing production because those mandates were not developed in consideration of communities like Porterville. This comment is not strictly related to CEQA, although it does touch on the issue of water availability. In that regard, please refer to Response to Jenny Cox.

CHAPTER THREE – Text Changes to the Draft EIR

Revisions and clarifications to the Draft EIR made in response to comments and information received on the Draft EIR are indicated by strikethrough text (e.g., ~~strikethrough~~), indicating deletions, and underline text (e.g., underline), indicating additions.

These updates and revisions do not constitute significant new information requiring recirculation of the Draft EIR because they do not disclose that a new significant environmental impact would result from the Project or from a new mitigation measure proposed to be implemented; that a substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance; that a feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the Project proponent decline to adopt it; or that the Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded (Guidelines Section 15088.5, subdivision (a)). Instead, the information merely clarifies or amplifies the information in the Draft EIR and does not result in any change in impact conclusion.

Text Changes to the Draft EIR:

Executive Summary

Page 1-3

Alternatives Evaluated

The EIR analyzed the No Project Alternative, which would avoid both the adverse and beneficial effects of the Project but would not meet the Project's objectives. As the proposed Project would not result in any significant environmental impacts, no alternative development scenarios were evaluated. ~~and a Reduced Project Alternative. The Reduced Project Alternative consists of decreasing the size of the proposed project. The EIR determined that the Reduced Project Alternative would be the environmentally superior alternative, although it would not fully meet the project's objectives.~~

Chapter 3 – Environmental Setting, Impacts & Mitigation

Page 3-46

Table 9: Health Risks from Project Construction at the Maximally Exposed Sensitive Receptor (Unmitigated)

Health Impact Metric	Carcinogenic Inhalation Health Risk in One Million	Chronic Inhalation Hazard Index
Risks and Hazards at the maximally exposed sensitive receptor¹		
Risks and Hazards: Infant	25.6	0.016
Risks and Hazards: Child	4.03 5.25	0.016
Risks and Hazards: Adult	0.61	0.016
Threshold	20	1
Exceeds Threshold?	Yes	No
Notes: ¹ The maximally exposed sensitive receptor is located at an existing residence located approximately 100 feet west of the project site. ² Chronic non-cancer hazard index was estimated by dividing the annual DPM concentration (as PM _{2.5} exhaust) by the REL of 5 µg/m ³ . Source: Appendix B.		

Table 10: Health Risks from Project Construction at the Maximally Exposed Sensitive Receptor (Mitigated)

Health Impact Metric	Carcinogenic Inhalation Health Risk in One Million	Chronic Inhalation Hazard Index
Risks and Hazards at the maximally exposed sensitive receptor¹		
Risks and Hazards: Infant	3.63	0.002
Risks and Hazards: Child	0.57 0.75	0.002
Risks and Hazards: Adult	0.08 0.09	0.002
Threshold	20	1
Exceeds Threshold?	No	No
Notes: ¹ The maximally exposed sensitive receptor is located at an existing residence located approximately 100 feet west of the project site. ² Chronic non-cancer hazard index was estimated by dividing the annual DPM concentration (as PM _{2.5} exhaust) by the REL of 5 µg/m ³ . Source: Appendix B.		

CHAPTER FOUR – Mitigation Monitoring and Reporting Program

CEQA and the CEQA Guidelines require that a public agency adopts a monitoring program for mitigation measures that have been incorporated into the approved project to reduce or avoid significant effects on the environment. The purpose of the monitoring program is to ensure compliance with environmental mitigation during project implementation and operation. Since there are potentially significant impacts requiring mitigation associated with the project, a Mitigation Monitoring and Reporting Program is included herein on the following pages.

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

Mitigation Measure	Party responsible for Implementing Mitigation	Implementation Timing	Party responsible for Monitoring	Verification (name/date)
AIR-1: Clean Construction Fleet. The Project Applicant and/or their respective contractors shall submit documentation to the City of Porterville demonstrating that all off-road diesel-powered construction equipment greater than 50 horsepower meets EPA or ARB Tier 5 off-road emission standards.	Project Applicant / Construction Contractor	Prior to and during construction	Project Applicant / City of Porterville	
IS-BIO-1: Within 30 days prior to ground disturbance activities associated with construction or grading that would occur during the nesting/breeding season of native bird species potentially nesting on the site (typically March through August in the project region, or as determined by a qualified biologist), the applicant shall have weekly surveys conducted by a qualified biologist to determine if active nests of bird species protected by the Migratory Bird Treaty Act and/or the California Fish and Game Code are present in the disturbance zone or within 300 feet (500 feet for raptors and special-status species) of the disturbance zone. The surveys shall continue on a weekly basis with the last survey being conducted no more than seven days prior to initiation of disturbance work. If ground disturbance activities are delayed, then additional pre-disturbance surveys shall be conducted such that no more than seven days will have elapsed between the survey and ground disturbance activities. If active nests are found, clearing and construction within 300 feet of the nest (500 feet for raptors and special-status species) shall be postponed or halted, at the discretion of the biologist, until the nest is vacated and juveniles have fledged, as determined by the biologist, and there is no evidence of a second attempt at nesting. Limits of construction to avoid an active nest shall be established in the field with flagging, fencing, or other appropriate barriers and construction personnel shall be instructed on the sensitivity of nest areas. The biologist shall serve as a construction monitor during those periods when construction activities will occur near active nest areas to ensure that no inadvertent impacts on these nests occur. Results	Project Applicant	Prior to and during construction	Project Applicant / City of Porterville	

Mitigation Measure	Party responsible for Implementing Mitigation	Implementation Timing	Party responsible for Monitoring	Verification (name/date)
of the surveys shall be provided to CDFG in the Annual Mitigation Status Report.				
BIO-1: A qualified wildlife biologist shall conduct surveys for nesting SWHA following the entire survey methodology developed by the SWHA Technical Advisory Committee prior to Project implementation within 0.5-miles from the limits of Project-associated disturbance.	Project Applicant	Prior to and during construction	Project Applicant / City of Porterville	
BIO-2: If Project-specific activities take place during the SWHA nesting season (March 1 through September 15), and active SWHA nests are present, a minimum 0.5-mile no-disturbance buffer should be delineated and maintained around each nest, regardless if when it was detected by surveys or incidentally, until the breeding season has ended or until a qualified biologist has determined that the birds have fledged and are no longer reliant upon the nest or parental care for survival, to prevent nest abandonment and unauthorized take of SWHA as a result of Project activities.	Project Applicant	Prior to and during construction	Project Applicant / City of Porterville	
BIO-3: In the event an active SWHA nest is detected, and a 0.5-mile no-disturbance buffer is not feasible, consultation with CDFW shall occur to discuss how to implement the project and avoid take. If take cannot be avoided, take authorization through the acquisition of an Incidental Take Permit (ITP), pursuant to Fish and Game Code section 2081 subdivision (b) is necessary to comply with CESA.	Project Applicant	Prior to and during construction	Project Applicant / City of Porterville	

Mitigation Measure	Party responsible for Implementing Mitigation	Implementation Timing	Party responsible for Monitoring	Verification (name/date)
BIO-4: The removal of known SWHA nest trees, even outside of the nesting season shall be replaced with an appropriate native tree species planting at a ratio of 3:1 at or near the Project area or in another area that will be protected in perpetuity.	Project Applicant	Prior to and during construction	Project Applicant / City of Porterville	
BIO-5: Project activities should be timed to avoid the normal bird breeding season (February 1 through September 15). However, if Project activities must take place during that time, a qualified wildlife biologist shall conduct surveys for nesting TRBL no more than 10 days prior to the start of implementation to evaluate presence/absence of TRBL nesting colonies in proximity to Project activities and to evaluate potential Project-related impacts.	Project Applicant	Prior to and during construction	Project Applicant / City of Porterville	
BIO-6: If an active TRBL nesting colony is found during preconstruction surveys, a minimum 300-foot no-disturbance buffer in accordance with CDFW's "Staff Guidance Regarding Avoidance of Impacts to Tricolored Blackbird Breeding Colonies on Agriculture Fields in 2015" shall be implemented. This buffer shall remain in place until the breeding season has ended or until a qualified biologist has determined that nesting has ceased, the birds have fledged, and are no longer reliant upon the colony or parental care for survival. It is important to note that TRBL colonies can expand over time and for this reason, the colony shall be reassessed to determine the extent of the breeding colony within 10 days for Project initiation.	Project Applicant	Prior to and during construction	Project Applicant / City of Porterville	

Mitigation Measure	Party responsible for Implementing Mitigation	Implementation Timing	Party responsible for Monitoring	Verification (name/date)
BIO-7: If a TRBL nesting colony is detected during surveys, consultation with CDFW shall occur to discuss how to implement the Project and avoid take, or if avoidance is not feasible, to acquire an ITP, pursuant to Fish and Game Code section 2081 subdivision (b), prior to any ground-disturbing activities.	Project Applicant	Prior to and during construction	Project Applicant / City of Porterville	
BIO-8: If small mammal burrows are present within the Project site, a qualified biologist shall conduct surveys to assess presence/absence following the California Burrowing Owl Consortium's "Burrowing Owl Survey Protocol and Mitigation Guidelines" and CDFW's "Staff Report on Burrowing Owl Mitigation" (CDFG 2012). Specifically, if suitable habitat is present at an individual Project site, three or more surveillance surveys shall be conducted during daylight with each visit occurring at least three weeks apart during the peak breeding season (April 15 to July 15), when BUOW are most detectable.	Project Applicant	Prior to and during construction	Project Applicant / City of Porterville	

Mitigation Measure	Party responsible for Implementing Mitigation	Implementation Timing	Party responsible for Monitoring	Verification (name/date)																							
BIO-9: No-disturbance buffers, as outlined in the “Staff Report on Burrowing Owl Mitigation” (CDFG 2012), shall be implemented prior to and during any ground-disturbing activities. Specifically, impacts to occupied burrows shall be avoided in accordance with the following table unless a qualified biologist approved by CDFW verifies through non-invasive methods that either: 1) the birds have not begun egg laying and incubation; or 2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival. <table border="1"> <thead> <tr> <th rowspan="2">Location</th><th rowspan="2">Time of Year</th><th colspan="3">Level of Disturbance</th></tr> <tr> <th>Low</th><th>Med</th><th>High</th></tr> </thead> <tbody> <tr> <td>Nesting sites</td><td>April 1-Aug 15</td><td>200 m*</td><td>500 m</td><td>500 m</td></tr> <tr> <td>Nesting sites</td><td>Aug 16-Oct 15</td><td>200 m</td><td>200 m</td><td>500 m</td></tr> <tr> <td>Nesting sites</td><td>Oct 16-Mar 31</td><td>50 m</td><td>100 m</td><td>500 m</td></tr> </tbody> </table> * meters (m)	Location	Time of Year	Level of Disturbance			Low	Med	High	Nesting sites	April 1-Aug 15	200 m*	500 m	500 m	Nesting sites	Aug 16-Oct 15	200 m	200 m	500 m	Nesting sites	Oct 16-Mar 31	50 m	100 m	500 m	Project Applicant	Prior to and during construction	Project Applicant / City of Porterville	
Location			Time of Year	Level of Disturbance																							
	Low	Med		High																							
Nesting sites	April 1-Aug 15	200 m*	500 m	500 m																							
Nesting sites	Aug 16-Oct 15	200 m	200 m	500 m																							
Nesting sites	Oct 16-Mar 31	50 m	100 m	500 m																							
BIO-10: If BUOW are found within these recommended buffers and avoidance is not possible, burrow exclusion shall be conducted by qualified biologists and only during the non-breeding season, before breeding behavior is exhibited and after the burrow is confirmed empty through non-invasive methods, such as surveillance. Replacement of occupied burrows shall happen with artificial burrows at a ratio of 1 burrow collapsed to 1 artificial burrow constructed (1:1) as mitigation for the potentially significant impact of evicting BUOW. BUOW may attempt to colonize or re-colonize an area that will be impacted; thus, ongoing surveillance shall occur, at a rate that is sufficient to detect BUOW if they return and determined by a qualified biologist.	Project Applicant	Prior to and during construction	Project Applicant / City of Porterville																								
CUL-1: Before initiation of construction or ground-disturbing activities associated with the Project, the City shall require all construction	Project Applicant	Prior to and during construction	Project Applicant																								

Mitigation Measure	Party responsible for Implementing Mitigation	Implementation Timing	Party responsible for Monitoring	Verification (name/date)
personnel to be alerted to the possibility of buried cultural resources, including historic, archeological and paleontological resources; • The general contractor and its supervisory staff shall be responsible for monitoring the construction Project for disturbance of cultural resources; and • If a potentially significant historical, archaeological, or paleontological resource, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains or trash deposits are encountered during subsurface construction activities (i.e., trenching, grading), all construction activities within a 100-foot radius of the identified potential resource shall cease until a qualified archaeologist evaluates the item for its significance and records the item on the appropriate State Department of Parks and Recreation (DPR) forms. The archaeologist shall determine whether the item requires further study. If, after the qualified archaeologist conducts appropriate technical analyses, the item is determined to be significant under California Environmental Quality Act, the archaeologist shall recommend feasible mitigation measures, which may include avoidance, preservation in place or other appropriate measure, as outlined in Public Resources Code section 21083.2. The City of Porterville shall implement said measures.				
CUL-2: The Project applicant will incorporate into the construction contract(s) a provision that in the event a fossil or fossil formations are discovered during any subsurface construction activities for the proposed Project (i.e., trenching, grading), all excavations within 100 feet of the find shall be temporarily halted until the find is examined by a qualified paleontologist, in accordance with Society of Vertebrate Paleontology standards. The paleontologist shall notify the appropriate representative	Project Applicant	Prior to and during construction	Project Applicant	

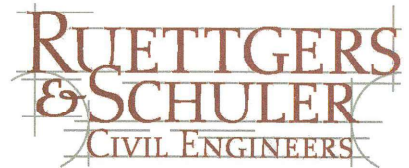
Mitigation Measure	Party responsible for Implementing Mitigation	Implementation Timing	Party responsible for Monitoring	Verification (name/date)
at the City of Porterville, who shall coordinate with the paleontologist as to any necessary investigation of the find. If the find is determined to be significant under CEQA, the City shall implement those measures, which may include avoidance, preservation in place, or other appropriate measures, as outlined in Public Resources Code section 21083.2.				
TRA-1: The Applicant shall pay the City of Porterville for their Fair Share Portion of the intersection and roadway segment improvements described in Tables 27 and 28, in order to maintain or improve the operational level of service of the street system in the project vicinity.	Project Applicant	During project design and construction	Project Applicant	
TRA-2: The project developer shall pay a total of \$50,260 in improvement fees, prior to issuance of building permits, to the City of Porterville to improve the existing bus stop at Westfield Avenue and Lombardi Street.	Project Applicant	During project design and construction	Project Applicant	

Appendix A

Traffic Addendum Letter

1800 30th Street, Suite 260
Bakersfield, California 93301

Phone (661) 327-1969
Fax (661) 327-1993



February 14, 2022

524-15
Electronic Mail

Emily Bowen
Crawford & Bowen
113 N. Church Street, Suite 302
Visalia, CA 93291

REF: Addendum to Traffic Study Prepared for a Proposed Residential Development at
Westwood Street and Westfield Avenue in the City of Porterville

Dear Ms. Bowen:

This document is a technical addendum to the original transportation impact analysis conducted by our office for the above referenced development and included in the Draft EIR for the project. Subsequent to the circulation of the DEIR, there were comments received that related to the existing traffic counts on Lombardi Street. The counts were taken in May of 2021. Upon further investigation, the Summit Charter Academy, Lombardi Campus was operating with approximately 30% of the students were on campus, with the remaining students attending class remotely. This addendum summarizes an update to the transportation impact analysis as a result of revisions to the existing traffic on Lombardi Street.

Peak Hour of Analysis

Traffic studies base the peak hour of analysis on the peak hour of adjacent street traffic. These peak hours generally fall between the AM and PM commute hours. As described in the study, 2-hour counts were taken in the AM and PM hours (in 15-minute increments) and the peak hour was determined within the 2-hour window. The school AM peak hour corresponds with the peak hour of adjacent street traffic and is therefore reflected in the analysis. The PM peak hour for schools is typically earlier than the PM peak hour of adjacent street traffic, which is the case for the Summit Charter Academy. Therefore, the PM peak hour analysis was not adjusted.

Summit Charter Academy Lombardi Campus Trips

An investigation was made to better represent the existing (pre-Covid) traffic volumes on Lombardi Street in the AM peak hour. Although the campus is now operational with most students on campus, there still may be remote attendees. Therefore, a trip generation calculation, based on the Institute of Transportation Engineers Trip Generation Manual was made for the school using a 600-student population. The trip generation was added to the existing counts

Ms. Bowen
February 14, 2022

524-15

taken in May of 2021 with a reduction to account for the student population that was attending in-person at the time. It is also assumed that once the project is built out, there will be students that will attend Summit Charter Academy. The adjusted 2021 traffic is shown on the attached revised Figure 4. Figures 5 through 8 show the adjusted volumes with and without project traffic in the existing and future conditions.

Level of Service Analysis

Level of service (LOS) analysis was performed using the revised volumes. The LOS analysis indicates a LOS F for the existing condition. With the project added the delay increases by 13.3 seconds in the existing condition. The future scenario with anticipated background growth indicates that the delay is outside of the range of the analysis and is at an unstable condition and therefore the project traffic impact on the intersection is not definable.

Intersection	Control Type	2021	2021+ Project	2041	2041+ Project	2041+ Project w/Mitigation
Lombardi St & Westfield Ave	SB	F (119.0)	F (132.3)	F (>300)	F (>300)	C

The mitigation and recommendations contained in the report reflect mitigation for the intersection of Lombardi Street and Westfield Avenue and are still valid for the revised analysis.

Please contact me should you have any questions.

Very truly yours,


Ian J. Parks
R.C. E. 58155



RESOLUTION NO. _____-2022

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PORTERVILLE
ADOPTING AN AMENDMENT TO THE GENERAL PLAN TO CHANGE THE
LAND USE DESIGNATIONS OF ASSESSOR'S PARCEL NUMBERS
245-010-037, -041, AND 087 TO LOW DENSITY RESIDENTIAL

WHEREAS: the Brookside Development Project proposes to develop Assessor's Parcel Number 245-010-087, consisting of approximately 56.06 acres situated at the northwest corner of Lombardi Street and Westfield Avenue, with 229 single-family lots; and

WHEREAS: to facilitate development of the Site, the annexation of additional parcels, to wit APNs 245-010-037, -041, and -092 is necessary; and

WHEREAS: portions of APNs 245-037, -041, and -87 are variously designated Low Density Residential, Medium Density Residential, Neighborhood Commercial, and Parks and Recreation; and

WHEREAS: to provide for uniform density and development standards and to facilitate development of single-family residential uses across the site, the project proposes to amend the General Plan Land Use Diagram to reflect APNs 245-010-37, -041, and -087 as Low Density Residential in their entirety, with APN 245-010-092 remaining as Education; and

WHEREAS: on February 19, 2022, a notice was published in *The Porterville Recorder* setting the date, time, and place of a public hearing for March 1, 2022 and similar notices were sent to owners of property within 500 feet of the Site and posted at City Hall and the City's website announcing the same; and

WHEREAS: at a regular meeting on March 1, 2022 the Porterville City Council did conduct a public hearing to consider the Project; and

WHEREAS: the City Council has determined that amending the General Plan to accommodate the type and intensity of proposed development is in the best interest of the City of Porterville and the public at large; and

WHEREAS: amendment of a General Plan expressly constitutes a "project" pursuant to the California Environmental Quality Act, Public Resources Code Section 21000, et seq. (CEQA) and the CEQA Guidelines, California Code of Regulations Section 15000, et seq.; and

WHEREAS: via adoption of Resolution No. XX-2022, the City Council has certified an environmental impact report assessing the potential environmental effects of the Brookside-Development Project; and

WHEREAS: pursuant to Government Code Section 65358(b), a city may not amend any one element of its general plan more than four times per year.

NOW, THEREFORE BE IT RESOLVED that the City Council of the City of Porterville hereby amends the Land Use Diagram of the Land Use Element of the City of Porterville General Plan to reflect the Land Use designation of Assessor's Parcel Nos. 245-010-037, -041, and -087 as Low Density Residential as illustrated in Exhibit A hereto. The amendment to the City of Porterville General Plan approved herein constitutes the first amendment to the Land Use Element for Calendar Year 2022.

PASSED, APPROVED AND ADOPTED this 1st day of March, 2022.

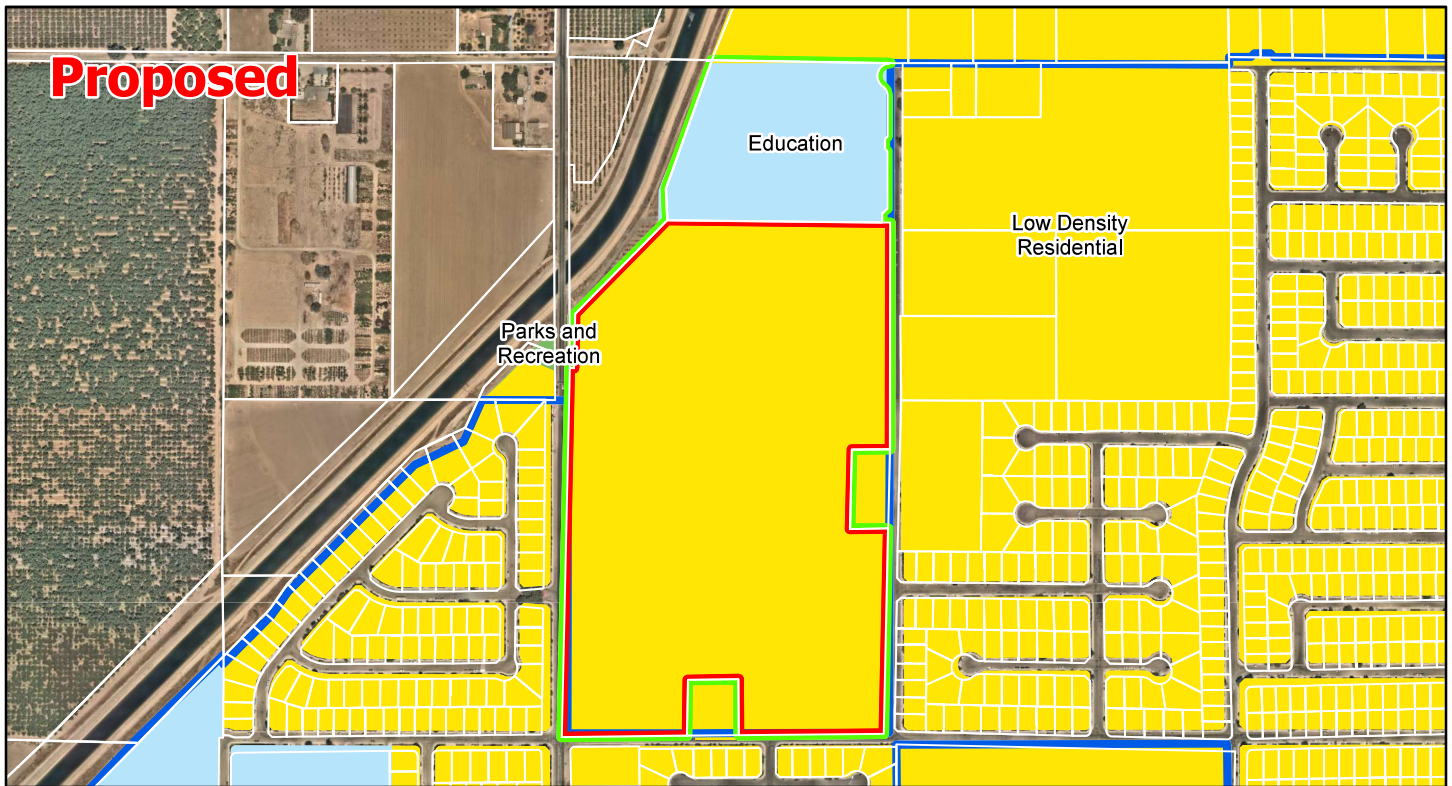
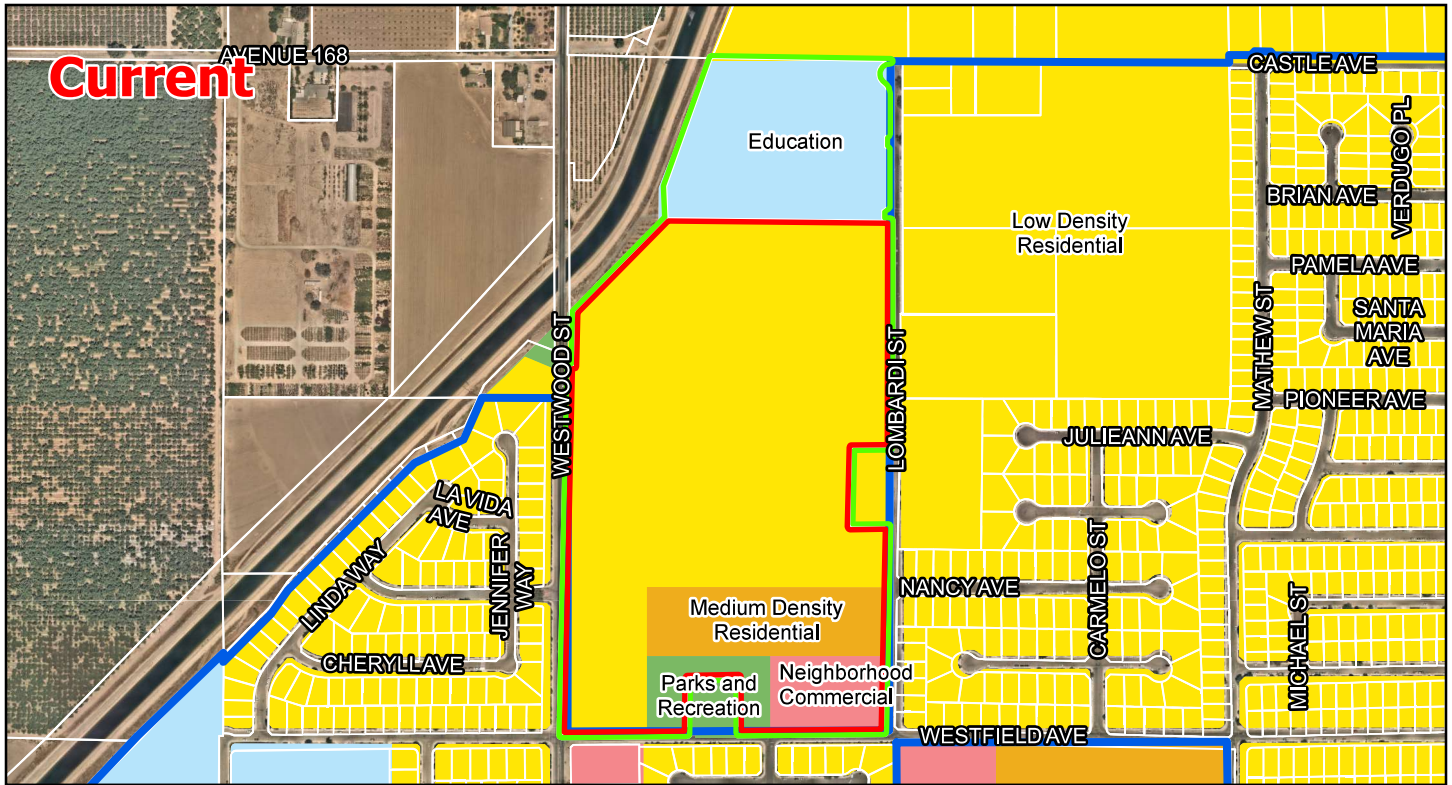
By: _____
Martha A. Flores, Mayor

ATTEST:
John D. Lollis, City Clerk

By: _____
Patrice Hildreth, Chief Deputy City Clerk

Lombardi Residential Development GPLU

Exhibit A



- Annexation Area
- Development Area
- City Limits

1 in = 750 feet



ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PORTERVILLE
APPROVING A ZONE CHANGE (PRC 2020-044) FROM RS-1 (VERY LOW DENSITY
RESIDENTIAL) TO RS-2 (LOW DENSITY RESIDENTIAL) FOR APNs 245-010-037, -
041, AND -087

WHEREAS: The City Council of the City of Porterville at its regularly scheduled meeting of March 1, 2022, conducted a public hearing to approve findings and consider Zone Change (PRC 2020-044) being a change in zone from RS-1 (Very Low Density Residential) to RS-2 (Low Density Residential) for three parcels, totaling 58.60± acres, to support the Brookside-Laurelwood Development Project located at the northwest corner of Lombardi Street and Westfield Avenue, identified as APNs 245-010-037, -041, and -087; and

WHEREAS: The City Council of the City of Porterville determined that the proposed Zone Change (PRC 2020-044) is consistent with the guiding and implementation policies of the adopted 2030 General Plan; and

WHEREAS: via adoption of Resolution No. XX-2022, the City Council has certified an environmental impact report for the proposed project; and

WHEREAS: The City Council made the following findings that 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.

- a. The project supports and complies with the following General Plan guiding policies:
 - LU-G-1: Promote a sustainable, balanced land use pattern that responds to existing needs and future needs of the City.
 - LU-G-3: Promote sustainability in the design and development of public and private development projects.
 - LU-G-5: Ensure that new development pays for the public facilities and infrastructure improvements required to meet the demands resulting from that growth.
 - PSCF-G-1: Establish and maintain a high-quality, enjoyable, and attractive park system for the entire community.
 - PSCF-G-2: Provide park and recreation facilities within close proximity to residents they are intended to serve.
 - C-G-1: Promote safe and efficient vehicular circulation
- b. Development of the site as proposed would be subject to the City's development standards.
- c. The subject Zone Change will not create adverse environmental impacts on the adjacent neighborhood when standards of the Development Ordinance and General Plan are applied to the subsequent development project.

NOW, THEREFORE, BE IT ORDAINED AS FOLLOWS by the City Council of the City of Porterville:

Section 1: The following described property in the City of Porterville, County of Tulare, State of California is hereby rezoned from RS-1 (Very Low Density Residential) to RS-2 (Low Density Residential): Assessor's Parcel Numbers 245-010-037, 245-010-041, and 245-010-087, located generally at the northwest corner of Lombardi Street and Westfield Avenue and more particularly shown on Exhibit "A" hereto; and

Section 2: All records of the City of Porterville, together with the official zoning map of the City of Porterville, shall be changed to show the above described real property is rezoned from RS-1 (Very Low Density Residential) to RS-2 (Low Density Residential).

INTRODUCED at a regular meeting on the 1st day of March, 2022, and PASSED, APPROVED AND ADOPTED on the 15th day of March, 2022.

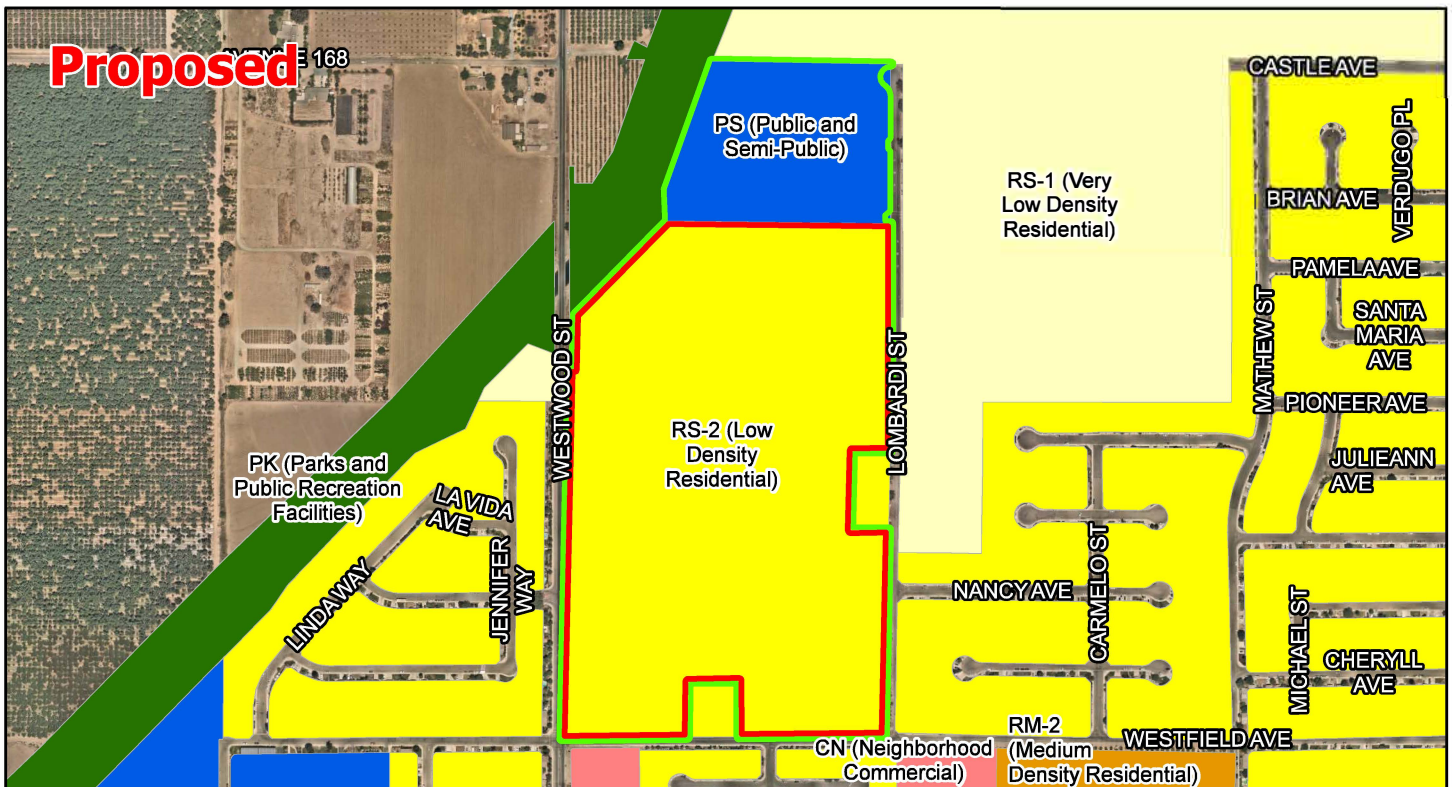
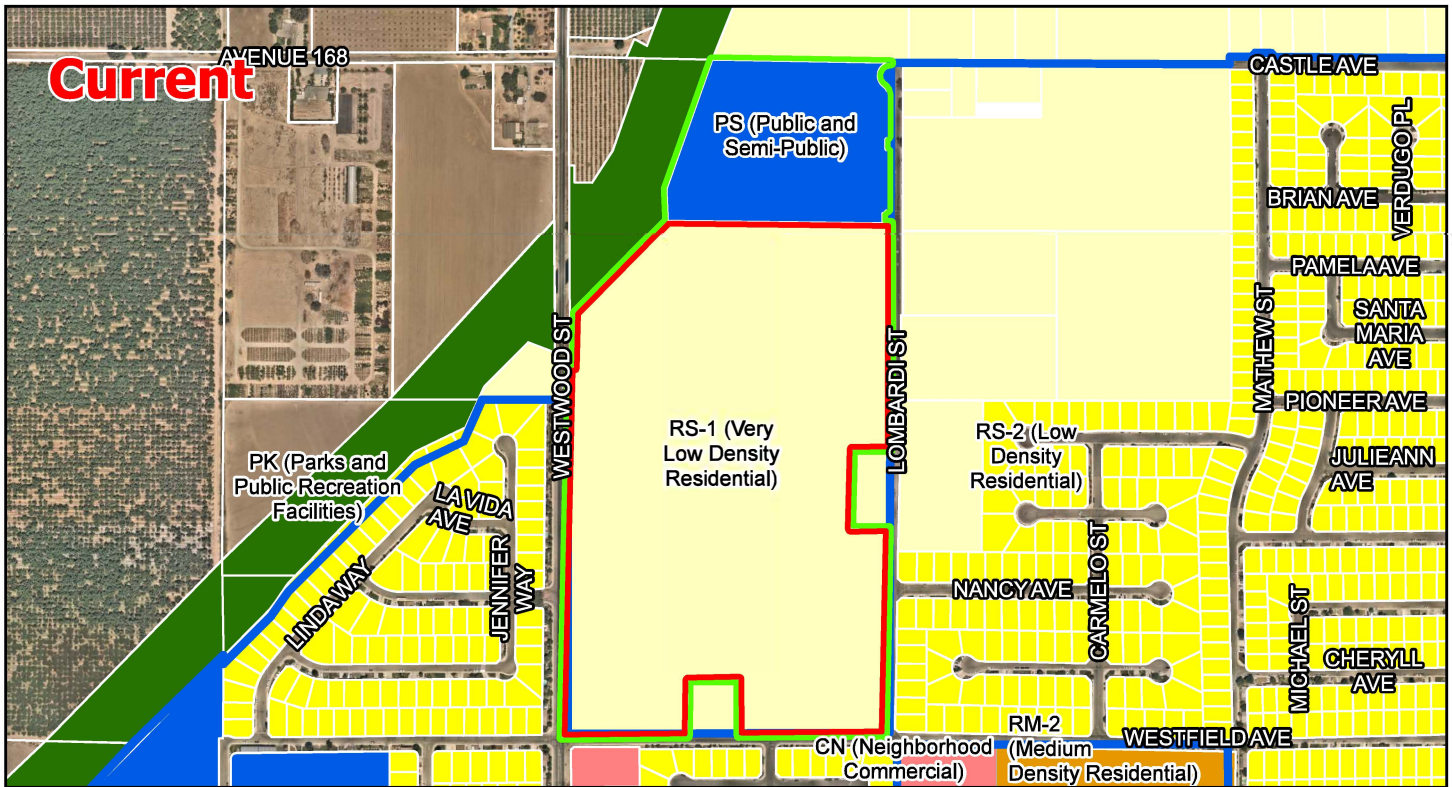
By: _____
Martha A. Flores, Mayor

ATTEST:
John D. Lollis, City Clerk

By: _____
Patrice Hildreth, Chief Deputy City Clerk

Lombardi Residential Development Zoning

Exhibit A



- Annexation Area
- Development Area
- City Limits

1 in = 750 feet



RESOLUTION NO. ____-2022

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PORTERVILLE
APPROVING A CONDITONAL USE PERMIT TO AUTHORIZE REDUCED LOT
DIMENSIONS AND AREA FOR THE BROOKSIDE-LAURELWOOD DEVELOPMENT
PROJECT

WHEREAS: the Brookside-Laurelwood Development Project proposes to develop Assessor's Parcel Number 245-010-087, consisting of approximately 56.06 acres situated at the northwest corner of Lombardi Street and Westfield Avenue, with 229 single-family lots; and

WHEREAS: to facilitate development of the Site, the applicant has requested a change of zone to the RS-2 (Low Density Residential) district, which district has a minimum lot size 6,000 square feet and a minimum lot width of 60 feet; and

WHEREAS: via Resolution No. XX-2022, the City Council has amended the General Plan Land Use of the site to Low Density Residential; and

WHEREAS: via Ordinance No. XXX, the City Council has amended the zoning of the Site to the RS-2 district; and

WHEREAS: Development Code Section 201.4(C) allows, subject to approval of a conditional use permit, a minimum lot size of 3,000 square feet and a minimum lot width of 35 feet in the RS-2 district; and

WHEREAS: the applicant has requested a reduction of the minimum lot size to 5,000 square feet and of the minimum lot width to 50 feet; and

WHEREAS: on February 19, 2022, a notice was published in *The Porterville Recorder* setting the date, time, and place of a public hearing for March 1, 2022 and similar notices were sent to owners of property within 300 feet of the Site and posted at City Hall and the City's website announcing the same; and

WHEREAS: at a regular meeting on March 1, 2022, the Porterville City Council did conduct a public hearing to consider the Project; and

WHEREAS: the proposed action consists of issuance of a permit or entitlement for use and therefore constitutes a "project" pursuant to the California Environmental Quality Act, Public Resources Code Section 21000, et seq. (CEQA) and the CEQA Guidelines, California Code of Regulations Section 15000, et seq.; and

WHEREAS: via adoption of Resolution No. XX-2022, the City Council has certified an environmental impact report assessing the potential environmental effects of the Brookside-Laurelwood Development Project; and

WHEREAS: the City Council has made the following findings pursuant to Development Code Section 404.04, the evidence for said findings substantiated in the record:

1. 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.
2. The location, size, design, 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, this development ordinance and with any other applicable plan adopted by the city council.

NOW, THEREFORE BE IT RESOLVED that the City Council of the City of Porterville approves a conditional use permit for the Brookside Laurelwood Development Project authorizing a minimum lot size of 5,000 square feet and a minimum lot width of 50 feet.

PASSED, APPROVED AND ADOPTED this 1st day of March, 2022.

By: _____
Martha A. Flores, Mayor

ATTEST:
John D. Lollis, City Clerk

By: _____
Patrice Hildreth, Chief Deputy City Clerk

RESOLUTION NO. ____-2022

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PORTERVILLE
APPROVING THE BROOKSIDE-LAURELWOOD TENTATIVE SUBDIVISION MAP

WHEREAS: The City Council of the City of Porterville at its regularly scheduled meeting of March 1, 2022 conducted a public meeting to consider approval of the Brookside Laurelwood Tentative Subdivision Map (Exhibit A). The proposed tentative subdivision map would divide the approximately 56.06 acres identified as Tulare County APN 245-010-087 into 229 parcels for development of single-family detached residences with an ± 2.99 acre park. The project as proposed meets the requirements of the Development Code and General Plan, except where otherwise conditioned, and includes such features as sidewalks with parkway strips, street trees, streetlights, a dedicated park space, and circular access within the subdivision, which would take access onto the City's circulation network from Westwood Street, Westfield Avenue, Lombardi Street, and a private drive south of Summit Charter Academy. The project would also include improvements to the major street system along the frontages of the subject site and dedication of a well site for City use; and

WHEREAS: on February 19, 2022, a notice was published in *The Porterville Recorder* setting the date, time, and place of a public hearing for March 1, 2022 and similar notices were sent to owners of property within 500 feet of the Site and posted at City Hall and the City's website announcing the same; and

WHEREAS: The City Council received testimony from all interested parties relative to the proposed Project; and

WHEREAS: the proposed action consists of issuance of a permit or entitlement for use and therefore constitutes a "project" pursuant to the California Environmental Quality Act, Public Resources Code Section 21000, et seq. (CEQA) and the CEQA Guidelines, California Code of Regulations Section 15000, et seq.; and

WHEREAS: via adoption of Resolution No. XX-2022, the City Council has certified an environmental impact report assessing the potential environmental effects of the Brookside-Laurelwood Development Project, of which the Brookside-Laurelwood Tentative Subdivision Map is a component; and

WHEREAS: via Resolution No. XX-2022, the City Council has amended the General Plan Land Use of the site to Low Density Residential; and

WHEREAS: via Ordinance No. XXX, the City Council has amended the zoning of the Site to the RS-2 district; and

WHEREAS: via Resolution No. XX-2022, the City Council has approved a conditional use permit authorizing a minimum lot size of 5,000 square feet and a minimum lot width of 50 feet for the project;

WHEREAS: The City Council finds that substantial evidence does not exist to make the following findings pursuant to Development Code Section 400.4:

1. That the proposed map is not consistent with applicable general and specific plans.
2. That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.
3. That the site is not physically suitable for the type of development.
4. That the site is not physically suitable for the proposed density of development.
5. That the design of the subdivisions or the proposed improvements is likely to cause substantial environmental damage or substantially and unavoidably injure fish or wildlife or their habitat.
6. That the design of the subdivision or type of improvements is likely to cause serious public health problems.
7. That the design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision.

NOW, THEREFORE, BE IT RESOLVED: That the City Council of the City of Porterville does hereby approve the Brookside-Laurelwood Tentative Subdivision Map (PRC 2020-044) subject to the following conditions:

1. Approval of the tentative subdivision map is contingent upon annexation to the City of Porterville.
2. The developer/applicant has shown a ± 2.9 -acre park centrally located of the proposed subdivision. The developer/applicant shall dedicate and improve the park to City standards. The applicant shall propose improvements and identify valuation of said improvements on a parcel sized such that the sum of the dedication and improvements would be valued based on the (check updated requirement) acres.
3. Prior to approval of the improvement plans, the developer/ applicant shall have completed and approved, landscaping and/or lighting improvement plans. The developer/applicant shall petition, on a form provided by the City, to have said subdivision placed in a Lighting and Landscape Maintenance District, Benefit Assessment District or similar district to include: (1) Lighting; (2) Recreational Open Space; (3) Common Public Landscaping along Westwood, Westfield, Lombardi and Brian? Streets; (4) Public walls/fences, if any; (5) Drainage reservoir, if any; and (6) any other public improvement complying with Series 400, Section 407.03 (i) of the Development Ordinance. The developer/applicant shall submit a processing fee of \$375 with the executed petition form.
4. Unless otherwise noted, the developer/applicant shall comply with the City Master Plans and Standard Drawings, Standard Specifications for Public Works Construction (2018 Edition), and Caltrans Standard Plans and Specifications (2018 Standards), except where they are in conflict with current access compliance regulations, the current 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.

5. Prior to approval of the final subdivision map, the developer/applicant shall provide surety for all public improvements and provide easements, permits, calculations, etc. if, in the opinion of the City Engineer, they are needed for the proper functioning or phasing of the subdivision (e.g. water, sewer, drainage, etc.).
6. Subdivision trees and landscaping design shall be approved by the city and shall be planted at a time and in locations approved by the City Director of Parks and Leisure Services, all in general accord with the requirements of the Porterville Municipal Code.
 - At least one (1) tree shall be planted on each residential lot. Five (5) gallon trees shall be installed upon all lots abutting interior, local and Collector Street, and fifteen (15) gallon trees shall be planted upon parcels having frontage on arterial thoroughfares.
 - The subdivider shall be required to plant street trees at thirty-five (35) feet on center along all parkways within and/or bordering the subdivision
7. The developer/applicant shall comply with Chapter 303, Landscaping, of the Porterville Development Ordinance and Chapter 25, Article I, Division 6 of the Municipal Code. 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.
8. Landscaping shall be designed and plantings selected so that water use is minimized. The total water use (ETWU) of the proposed landscaping on a site, as described in Chapter 25, Article I, Division 6, may not exceed the maximum applied water allowance (MAWA).
9. Any existing wells on the subject property and the adjacent residential lots (APNs 245-010-037 and 245-010-041) shall be abandoned. The adjacent residential lots shall connect to City utilities (sewer and water) prior to any newly developed lot being issued a certificate of occupancy. The proposed well lot shall have dimensions of at least 158 feet by 100 feet. The dimensions are necessary to enable future well development maintaining a proper control area.
10. A recycled water main shall be installed to accommodate park irrigation. The recycled water main shall extend from within the park to either Westwood Street or Westfield Avenue. Costs associated with this work shall follow the procedures for a Master Plan reimbursement.

11. 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.
12. The developer/applicant shall make payment of the required plan check fees at the time of building permit plan submittal.
13. The developer/applicant shall pay School Development fees and all other City fees at the time table determined by current City Ordinance.
14. The developer/applicant shall dedicate a one foot (1') limitation of access strip at locations where, in the opinion of the City Engineer, it is undesirable to allow access.
15. Prior to approval of the improvement plans, the developer/ applicant shall have completed and approved, landscaping and/or lighting improvement plans. The developer/applicant shall petition, on a form provided by the City, to have said subdivision placed in a Lighting and Landscape Maintenance District. Submit with the petition the \$375 fee. The following shall be included and maintained in said district: (1) Lighting, (2) Recreational Open Space, (3) Public Landscaping, if any (4) Public walls/fences, if any, (5) Drainage reservoir, if any, and (6) any other public improvement in accordance with Series 400, Section 407.03 (i) of the Development Ordinance.
16. The developer/applicant shall prepare an Engineer's Report for the establishment of the assessments in order to provide for ongoing maintenance of the subdivision improvements to be included in the Lighting and Landscape Maintenance District. The Lighting and Landscape Maintenance District shall be established, or annexation into an existing District shall be concluded and landscape and lighting improvements shall be completed and accepted concurrently with the other improvements in the project. Landscape easements will need to be created in areas deemed necessary by the City Engineer.
17. Exclusive of assessments for a Lighting and Landscape Maintenance District, the developer/applicant shall pay all service fees and maintain all new lighting and landscape improvements in a safe and healthy manner for the greater of a minimum ninety-day plant establishment period following acceptance of the subdivision improvements, or until assessment begins for the Lighting and Landscape Maintenance District.
18. In accordance with Series 400, Section 407.02 (g) or (h) of the Development Ordinance, the developer/applicant shall enter into an agreement that provides for completion of improvements within twelve (12) months of the Final Map acceptance.
19. The developer/applicant shall replace or provide surety for replacement of irrigation pipes in the right of way, if in the opinion of the City Engineer, replacement is warranted. The developer/applicant shall provide easements for irrigation pipes across lots created, if pipes will continue to be in use.
20. Prior to recording the final subdivision map, the developer/applicant shall provide surety for off-site improvements and provide easements, permits, calculations, etc. if, in the opinion of the City Engineer, they are needed for the proper functioning or phasing of the subdivision (e.g. water, sewer, drainage, etc.).

21. Building permits shall not proceed further than the installation of the foundation until all of the following items are accepted as complete:
 - a. The storm drain system is functional so that it will accept water from fire hydrant and/or water main flushing;
 - b. The water system, is functional from the source of water past the lots on which permits are being requested (i.e. all services and the sampling station, if required, are installed, valves are functional and accessible, bacteria testing is completed, etc.);
 - c. Street base rock for accessibility by public safety officials and building inspectors;
 - d. Lots are graded in accordance with the approved grading plan. Prior to receipt of the Final Grading, Drainage and Soils Report a letter from the "Supervising Civil Engineer" is required validating that the grading has been done in accordance with the approved grading plan and in accordance with the recommends contained in the Preliminary Soils Report;
 - e. The sewer system is completed, tested, and accepted by the City prior to residential occupancy of any house in the subdivision;
 - f. Lot corners are marked;
 - g. Fire hydrants are accepted by the Fire Department and the Engineering Division.
22. The developer/applicant shall coordinate with the U.S. Postal Service regarding the kind of mail facilities that will be utilized. If neighborhood box units (NBUs) are to be used, construct sidewalks in a timely manner to facilitate NBU installation.
23. The developer/applicant shall cause all regulatory and street name signs to be installed prior to occupancy of any house located where its occupants will utilize a street that does not have them.
24. The developer/applicant shall have a Civil Engineer design a water system that will provide a fire flow at each fire hydrant of 1,000 g.p.m. with 20 p.s.i. residual pressure for a dwelling less than 3,600 square feet and 1,500 g.p.m. with 20 p.s.i. residual pressure for a dwelling unit greater than 3,600 square feet.
25. The developer/applicant shall construct or provide surety for construction of curb, gutter, sidewalk, water, sewer, street paving to the center of the street (if necessary), etc. along the full frontage of all proposed subdivision lots except where they exist to City standards and are in good condition in the opinion of the City Engineer. The developer/applicant shall stub improvements to the property line if, in the opinion of the City Engineer, they will be needed for connection to development on the adjacent property.
26. The developer/applicant shall provide street striping and flexible delineators as necessary to provide safe vehicular movements within the sixty (60) foot right of way, where directed by the City Engineer.
27. The developer/applicant is aware that additional striping may be needed at the following locations for right turn pockets:
 - a. Along Lombardi Street at the northwest corner of the Westfield Avenue and Lombardi Street intersection.

- b. Along Westfield Avenue at the northeast corner of the Westfield Avenue and Westwood Street intersection.
- 28. The developer/applicant shall verify that existing alignments are met and followed with the development of the roads serving the proposed subdivision. The proposed entry road located on Westfield Avenue shall align with the existing Silver Maple Street. The southernmost entry road located on Lombardi Street shall align with the existing Nancy Avenue.
- 29. The developer/applicant shall dedicate right-of-way for a street width that matches the ultimate width in the adopted Land Use and Circulation Element and/or the width established by the City Council, and dedication of required property for accessible ramp(s), sidewalk, etc.
 - a. The right of way width for Westwood Street shall be 84' and will include 4.5' of parkway behind curb, followed by 5' of sidewalk, followed by an additional 10' landscaping easement.
 - b. The right of way width for Westfield Avenue shall be 60' and will include 4.5' of parkway behind curb, followed by 5' of sidewalk, followed by a 10' landscape easement.
 - c. The right of way width for Lombardi Street shall be 56' and will include 4.5' of parkway behind curb, followed by 5' of sidewalk, followed by a 10' landscape easement.
 - d. The private drive, currently referred to as "Brian Avenue", shall become a public road with an overall right of way width of 60'. Curb and gutter and all further mentioned improvements shall be constructed along the entire south side of the street. The 60' right of way will include 4.5' of parkway behind curb, followed by 5' of sidewalk, followed by a 10' landscape easement.
 - e. All local roads within the subdivision shall have a minimum right of way width of 56'.
 - f. Total area of dedication to be determined by a licensed surveyor.
- 30. Prior to recording the final subdivision map, the developer/applicant shall provide improvements by the method indicated below:
 - a. Pursuant to Section 66411.1(b) of the Government Code, the developer applicant shall construct curbs, gutters, sidewalks, curb returns per City Standards, sewer laterals, water services, fire hydrant relocation, street lights, connecting pavement along the full frontage of the proposed land division parcels. Additional improvements include a functional drainage system, connection of existing houses to City's sewer system, abandonment of existing septic system(s), well abandonment (if any, and not in compliance with the City's Backflow Ordinance), curing of leaks in irrigation lines (if any), and other improvements necessary for public health and safety, except where they exist to Federal, State and City standards and are in good condition in the opinion of the City Engineer.
- 31. Prior to approval of the final map the developer/applicant shall provide public improvement plans prepared by a Civil Engineer that include specific on-site grading details and specifications for City approval.

35. The developer/applicant shall comply with Appendix J, "Grading" of the current California Building Code, including provision of a grading and drainage plan signed by a licensed civil engineer or architect. 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.
36. The developer/applicant shall provide a Soils Report in conformance with Chapter 18 of the current California Building Code. The Soils Report shall include R-Value testing, expansion indexes, etc. where required for the construction of public improvements. The developer/applicant is advised that this area has previously been identified as an area of high soil expansion potential.
37. The developer/applicant shall construct and/or repair street, curb, gutter, sidewalk, etc. along the full parcel frontage(s), except where they exist and are determined to be in good condition and in compliance with current accessibility standards in the opinion of the City Engineer (Ord. No. 1306).
38. The developer/applicant shall comply with driveway vehicular sight distance requirements per Section 300.16 of the Development Ordinance and driveway separation from property line per City standards.
39. The developer/applicant is hereby notified that extension of existing water and sewer lines and/or the installation of new lines will be required per Section 407.02(f), development code.
 - a. The developer/applicant shall upgrade the existing sewer lift station that serves the Summit Charter Academy Lombardi campus to City standards. This includes a dual pump setup, wet well and emergency storage, new force main, and any other related items.
 - b. The developer/applicant shall complete an analysis demonstrating that the existing sewer mains and lift stations PS-11 and PS-18 can manage the increased capacity with the development of the proposed subdivision. Any upgrades found to be necessary will be evaluated for master plan reimbursement eligibility.
 - c. The developer/applicant shall extend utilities along Westwood Street to the North property line of the development.
 - d. The developer/applicant shall extend utilities along Lombardi Street to the North property line of the development.
 - e. The developer shall install utilities in the current private road to be known as Brian Avenue, if necessary.
 - f. The developer/applicant is hereby notified that reimbursement for Master Plan facilities is made when funds are available and is contingent upon the work being done by the approved low bidder of at least two bona fide bids. The bids must be approved by the City prior to construction.
40. A looped water system is required to provide, at a minimum, two points of connection to the system for reliability and to meet fire flow requirements.
41. The developer/applicant shall comply with City Standard for "backflow" prevention pursuant to Resolution No. 9615 (1981). A double backflow preventer is required off the water main and is to be located in an above ground enclosure.
42. The developer/applicant shall design on-site water systems meeting the requirements of the current California Plumbing and Fire Codes. 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. The developer/applicant shall submit design master plans consisting of combined grading & drainage and sewer & water utilities to ensure the proper functioning and/or phasing of the development. The developer/applicant shall construct drainage facilities as required to serve the property (Ord. No. 1306). Dedicate a drainage easement across each lot requiring an easement, unless all lots are graded to drain to the street. The developer/applicant shall construct concrete drainage swales, approved by the City Engineer, if necessary, to transport storm water across adjacent subdivision lots to reach a City drainage system. A minimum amount of runoff must be contained onsite per the State's MS4 requirements. Drainage calculations must be submitted to verify that onsite drainage area/s will capture necessary runoff. The site shall be designed to convey water to the City drainage system without crossing driveways. The developer/applicant is required to install a sidewalk channel drain at the low side of the driveway, where applicable.
 - a. The developer/applicant shall provide storm drainage calculations showing that the proposed designated drainage area (temporary basin, master basin, etc.) is sufficient in containing runoff.
 - b. A master plan storm drain line interconnecting the drainage systems between the basin west of Burton Middle School and the basin along Lombardi Street will be required as part of this project development. The developer/applicant is hereby notified that reimbursement for Master Plan facilities is made when funds are available and is contingent upon the work being done by the approved low bidder of at least two bona fide bidders. The bids must be approved by the City prior to construction.
44. The developer/applicant is notified that a well lot is reserved onsite and the location is approved by the City Engineer and Public Works Director.
45. The developer/applicant shall move existing utility structures (i.e., 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 the utility structures are below grade (Title 24 DSA).
46. The developer/applicant shall provide 3000K LED streetlights on Marbelite poles (Marbelites spaced at a staggered 320' intervals) following Southern California Edison Company specifications, as approved by the City Engineer. Wood poles are expressly prohibited without prior written approval of the City Engineer.
47. 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.
48. For residential development, the developer/applicant is hereby notified that the installation of an additional water meter, servicing the irrigation system, is required for monitoring actual water usage if the landscape area is 5,000 square feet or more. The City will require payment of impact fees based on estimated usage and will monitor actual water usage for one year.
49. 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 (for example, foundations, septic tanks, irrigation pipes, etc.).
50. The developer/applicant shall abandon existing wells, if any, after first getting an abandonment permit from the Tulare County Environmental Health Services Division. The

developer/applicant is required to provide the City Engineer with proof of compliance with County regulations at the time of issuance of a certificate of occupancy.

51. The developer/applicant shall assure compliance with Section 7-8, Work Site Maintenance of the Standard Specifications. Applicable requirements from both San Joaquin Valley Air Pollution Control District Regulation VIII, Fugitive PM10 Prohibitions and the California Green Code Standards must also be met. 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.
52. The developer/applicant shall not allow onsite runoff or debris outside of the limits of the property during construction. Applicable best management practices (BMPs) shall be implemented to protect the City's drainage system and inhibit vehicle track-out onto City streets. The improvement plans shall show the location of BMPs and areas designated for erosion and waste control. The developer/applicant shall remove and properly dispose of waste and spills deposited in the project area.
53. The developer/applicant is advised that they are obligated to comply with the National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS000002 for discharge of Storm Water Associated with construction activity (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:
 - a. 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).
 - b. Prepare a Storm Water Pollution Prevention Plan (SWPPP) for the entire project before construction begins. The SWPPP must contain, at a minimum:
 1. All items listed in Section A of the permit.
 2. Descriptions of measures to be taken to prevent or eliminate unauthorized non-storm water discharges and **all** 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:

- a. 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.
- b. Inform each new owner of their responsibility to submit their own NOI, site map, and appropriate fee to the SWRCB and prepare their own SWPPP.

PASSED, APPROVED AND ADOPTED this 1st day of March, 2022.

By: _____
Martha A. Flores, Mayor

ATTEST:
John D. Lollis, City Clerk

By: _____
Patrice Hildreth, Chief Deputy City Clerk

TENTATIVE SUBDIVISION MAP BROOKSIDE

BEING PARCEL 87, RECORDED IN BOOK 245 OF PARCEL MAPS, AT PAGE 1, TULARE COUNTY RECORDS. LOCATED IN THE WEST HALF OF THE NORTHWEST 1/4 CORNER, SECTION 21, TOWNSHIP 21 SOUTH, RANGE 27 EAST, MOUNT DIABLO BASE & MERIDIAN.

FOR:
SAN JOAQUIN VALLEY HOMES
5607 AVENIDA DE LOS ROBLES
VISALIA, CA 93291
(559) 732-2660



LEGEND

○-PP	EXISTING POWER POLE
■	EXISTING DOMESTIC WELL
△	EXISTING FIRE HYDRANT
○	EXISTING TREE
●	PROPOSED SANITARY SEWER MANHOLE
DN	DOCUMENT NUMBER PER OFFICIAL RECORDS OF TULARE COUNTY
APN	ASSESSOR'S PARCEL NUMBER
T.C.R.	TULARE COUNTY RECORDS
---	SUBDIVISION BOUNDARY
---	PROPOSED PARCEL LINE
---	PROPOSED CENTER LINE
---	PROPOSED RIGHT OF WAY LINE
---	PHASE LINE
---	EXISTING RIGHT OF WAY LINE
---	ADJACENT PARCEL LINES
---	LANDSCAPE EASEMENT
---	PROPOSED SANITARY SEWER LINE
---	PROPOSED WATER LINE
---	PROPOSED STORM DRAIN LINE
---	EXISTING CONTOUR
---	EXISTING EDGE OF DIRT ROAD
---	EXISTING EDGE OF PAVEMENT
---	EXISTING OVERHEAD ELECTRIC LINE
---	EXISTING SANITARY SEWER LINE
---	EXISTING WATER LINE
---	EXISTING STORM DRAIN LINE

NOTES

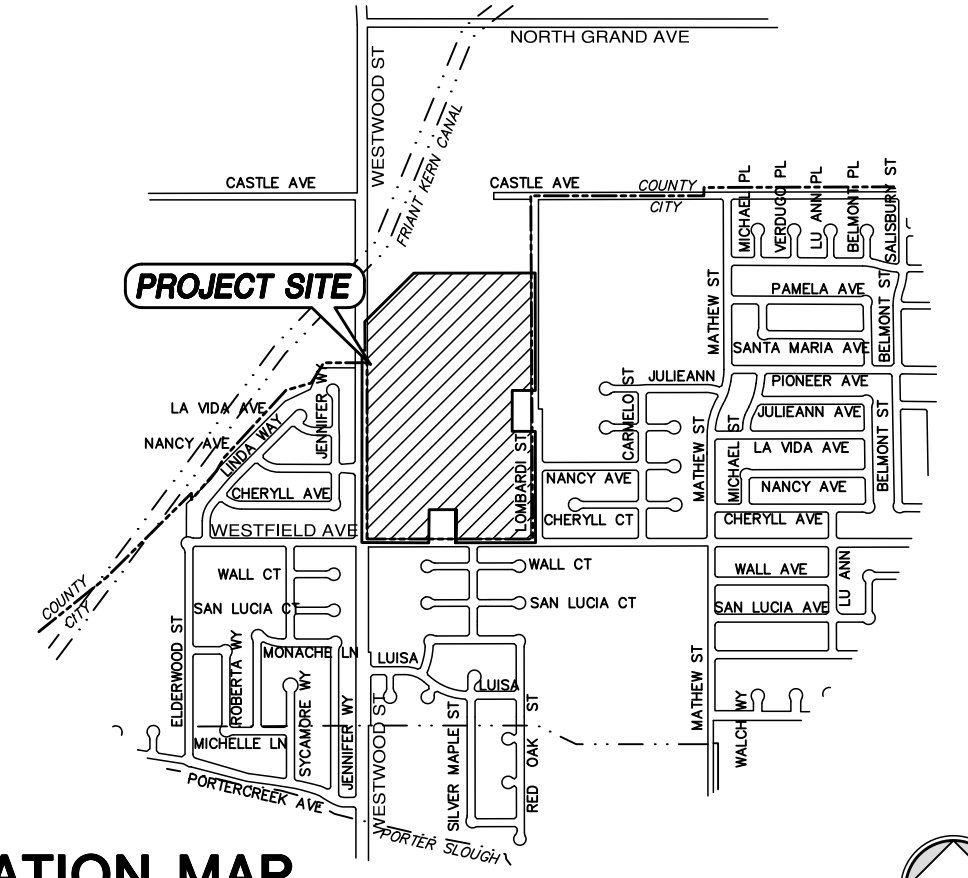
1. DATE OF PREPARATION: OCTOBER 12, 2021
2. ZONE: RS-2.
3. ALL DISTANCES SHOWN ARE IN FEET & DECIMALS THEREOF AND ARE APPROXIMATE
4. GROSS PARCEL AREA = 56.06 ACRES; GROSS DENSITY = 4.09 UNIT/AC; NET PARCEL AREA = 38.35 AC
5. EXISTING LAND USE: VACANT
6. PROPOSED LAND USE: SINGLE FAMILY RESIDENTIAL (100% OF SITE)
7. IMPROVEMENTS TO CONFORM TO APPLICABLE ORDINANCES & STATUTES
8. EASEMENTS FOR PUBLIC UTILITIES TO BE PROVIDED AS REQUIRED
9. NOT SUBJECT TO INUNDATION OR OVERFLOW, UNLESS OTHERWISE NOTED
10. NATURAL GAS BY: THE GAS COMPANY
11. TELEPHONE BY: SBC
12. POWER BY: SOUTHERN CALIFORNIA EDISON CO
13. CABLE T.V. BY: CHARTER COMMUNICATIONS
14. DOMESTIC WATER BY: CITY OF PORTERVILLE
15. SEWAGE DISPOSAL BY: CITY OF PORTERVILLE
16. REFUSE COLLECTION BY: CITY OF PORTERVILLE
17. DRAINAGE: SURFACE FLOW AND EXTENSION OF EXISTING STORM DRAIN SYSTEM
18. WATER QUANTITY: AS PER CITY STANDARDS
19. OFF STREET PARKING: NONE+
20. UTILITY LOCATIONS ARE ESTIMATED AND BASED ON CITY OF PORTERVILLE GIS.
21. ENTITLEMENTS: TENTATIVE PARCEL MAP, RE-ZONE, ANNEXATION & CONDITIONAL USE PERMIT

OWNER'S STATEMENT

WE HEREBY APPLY FOR APPROVAL OF THE DIVISION OF REAL PROPERTY SHOWN ON THIS PLAT AND STATE THAT WE ARE THE LEGAL OWNERS THEREOF AND THAT THE INFORMATION SHOWN HEREON IS TRUE AND CORRECT TO THE BEST OF OUR KNOWLEDGE AND BELIEF.

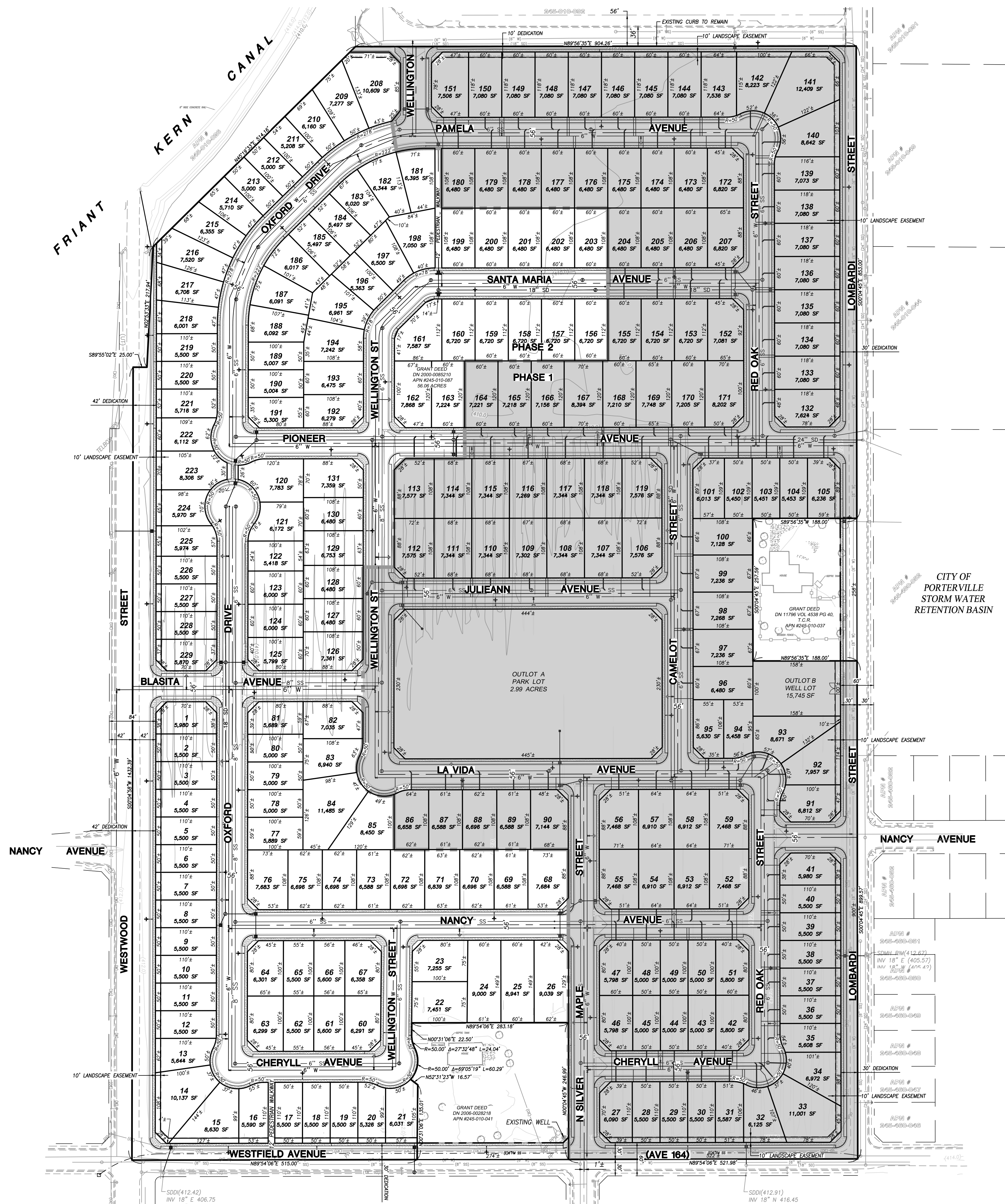
JAMES NEIL LOMBARDI

GUIDO ALLAN LOMBARDI



LOCATION MAP

NOT TO SCALE



AREA

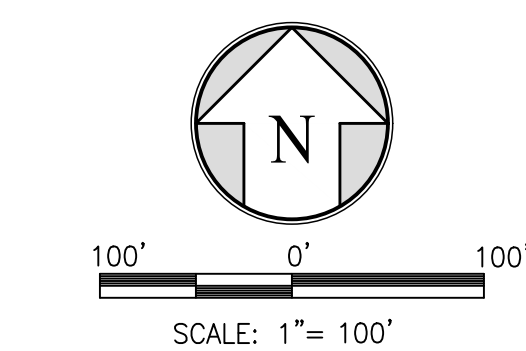
INTERIOR STREET DEDICATION:	14.18 AC
EXTERIOR STREET DEDICATION:	3.53 AC
TOTAL STREET DEDICATION:	17.71 AC NET

LOT COUNTS

60' X 108' LOTS
PHASE 1 - 80
PHASE 2 - 57
TOTAL 137

60' X 100' LOTS
PHASE 1 - 32
PHASE 2 - 60
TOTAL 92

100' X 158' WELL LOT
PHASE 1 - 1
GROSS LOT COUNT
230



RESOLUTION NO. ____-2022

A RESOLUTION OF APPLICATION BY THE CITY OF PORTERVILLE REQUESTING
THAT THE LOCAL AGENCY FORMATION COMMISSION TAKE PROCEEDINGS
FOR ANNEXATION XXX

WHEREAS: The City Council of the City of Porterville at its regularly scheduled meeting of March 1, 2022, conducted a public meeting to consider the approval of the Brookside-Laurelwood Development Project, which includes a proposed subdivision of 229 single-family homes with a 2.99-acre park on approximately 56.06 acres, said project currently within the unincorporated area of Tulare County, abutting the city limits of the City of Porterville, and within the City's sphere of influence; and

WHEREAS: Government Code Section 66454 allows the City to approve a tentative map on land outside the city limits with the provision that the final map cannot be approved until annexation of the site is complete; and

WHEREAS: to formulate a logical boundary for annexation, the project proposes to annex APNs 245-010-037, -041, and -091 in addition to the parcel to be subdivided; and

WHEREAS: the City of Porterville desires to initiate proceedings pursuant to the Cortese- Knox-Hertzberg Local Government Reorganization Act of 2000, Division 3, commencing with Section 56000 of the California Government Code, for Annexation XXX; and

WHEREAS: the territory proposed to be annexed to the city totals approximately 69.65 acres consisting of agricultural land, two rural residences, and the Summit Charter Academy and is therefore uninhabited; and

WHEREAS: on February 19, 2022, a notice was published in *The Porterville Recorder* setting the date, time, and place of a public hearing for March 1, 2022 and similar notices were sent to owners of property within 300 feet of the Site and posted at City Hall and the City's website announcing the same; and

WHEREAS: this proposal is made pursuant to Sections 56654 and 56428 of the California Government Code; and

WHEREAS: the reasons for this proposal are as follows:

1. To ensure compatible land use planning practices are implemented and to steer sustainable future development in a growing area substantially surrounded by the current city limits.
2. To add much needed developable land to the City to aide in meeting Fifth Cycle and anticipated Sixth Cycle Regional Housing Needs Allocation quotas.
3. To maintain a definitive and organized city boundary and ensure efficient provision of services and facilities needed for high quality of life in the project area.

WHEREAS: the proposed annexation area and proposed development thereof would be subject to compliance with the Porterville Municipal Code and Porterville General Plan.

NOW, THEREFORE, BE IT RESOLVED, this Resolution of Application is hereby adopted and approved by the City Council of the City of Porterville. The Local Agency Formation Commission of Tulare County is hereby requested to take proceedings for the annexation as illustrated in Exhibit A, according to the terms and conditions stated above, and in the manner provided for by the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, and the detachment of the same area from County Service Area #1.

PASSED, APPROVED AND ADOPTED this 1st of March, 2022.

By: _____
Martha A. Flores, Mayor

ATTEST:

John D. Lollis, City Clerk

By: _____
Patrice Hildreth, Chief Deputy City Clerk



CITY COUNCIL AGENDA – MARCH 1, 2022

SUBJECT: Minor Conditional Use Permit for Stanton Optical

SOURCE: Community Development

BACKGROUND: On January 26, 2022, City staff received an application for the establishment of Stanton Optical, an optometrist office, proposed to be located at 940 W. Henderson Avenue within The Porterville Town Center. In accordance with Table 203.02 of the Porterville Development Ordinance (PDO), the establishment of office, business, or professional offices greater than 5,000 square feet in size per lot or integrated commercial development requires the approval of a Minor Conditional Use Permit.

COMMENT: On January 26, 2022, the Project Review Committee reviewed the project that would allow the establishment of Stanton Optical. The project proposes tenant improvements to the existing facility located at 940 W. Henderson Avenue. The Optometrist office falls within the Medical Facilities-Professional/Medical in the Porterville Development Ordinance land use classifications. There are currently existing office uses within the shopping center, including Keller Williams realty office with approximately 1,900 square feet of space as well as H & R Block with approximately 2,291 square feet. The proposed project for Stanton Optical, consisting of 3,826 square feet, exceeds the 5,000 square feet allowed within the integrated commercial development. Approval of a Minor Conditional Use Permit is required for the proposed new use in accordance with PDO Table 203.02.

ANALYSIS: The subject site is consistent with the General Plan Land Use Designation and Zoning Standards for CR (Retail Centers).

ENVIRONMENTAL REVIEW: The proposed project is exempt pursuant to the California Environmental Quality Act per § 15301 Existing Facilities. A Notice of Exemption will be filed with Tulare County if the proposed project is approved.

RECOMMENDATION: That the City Council adopt the draft Resolution approving the Minor Conditional Use Permit for Stanton Optical subject to conditions of approval.

ATTACHMENTS:

1. Draft Resolution
2. Locator Map
3. Zoning Map

4. Floor Plan

Appropriated/Funded:

Review By:

Department Director:

Jason Ridenour, Community Development Director

Final Approver: John Lollis, City Manager

RESOLUTION NO. ____-2022

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PORTERVILLE
CONTAINING FINDINGS IN SUPPORT OF APPROVAL OF A
MINOR CONDITIONAL USE PERMIT (PRC 2022-001-C)
FOR STANTON OPTICAL

WHEREAS: The City Council of the City of Porterville at its regularly scheduled meeting of March 1, 2022, conducted a public hearing to consider approval of a Minor Conditional Use Permit to establish Stanton Optical; and

WHEREAS: On January 26, 2020, the Environmental Coordinator made a preliminary determination that the project is exempt from the California Environmental Quality per § 15301 Existing Facilities, of the California Code of Regulations; and

WHEREAS: The proposed Minor Conditional Use Permit is supported by the General Plan and Development Ordinance in that the proposed development is consistent with Porterville Development Ordinance (Chapter 21 of the Porterville Municipal Code); and

NOW, THEREFORE, BE IT RESOLVED: That the City Council does hereby approve the Minor Conditional Use Permit (PRC 2022-001-C) for Stanton Optical subject to the following conditions:

1. Signs shall comply with Master Sign Program 2014-002 for Porterville Town Center.
2. Project shall comply with the latest applicable codes.
3. Fire Extinguishers shall be placed to comply with the currently adopted edition of the California Fire Code (2019)
4. Knox box required (www.knoxbox.com)
5. Address numbers shall be posted on the building and shall be visible from the street. Installed numbers shall contrast with their background.
6. A back-flow device is required on the water meter.
7. A grease trap or grease interceptor is required.
8. The developer/applicant shall comply with the City standard for "backflow" prevention pursuant to Resolution No. 9615.
9. The developer/applicant shall install a refuse container enclosure according to City standards. Enclosure location to be approved by City prior to issuance of building permit. Enclosure should be oriented for direct stab pick up. 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.

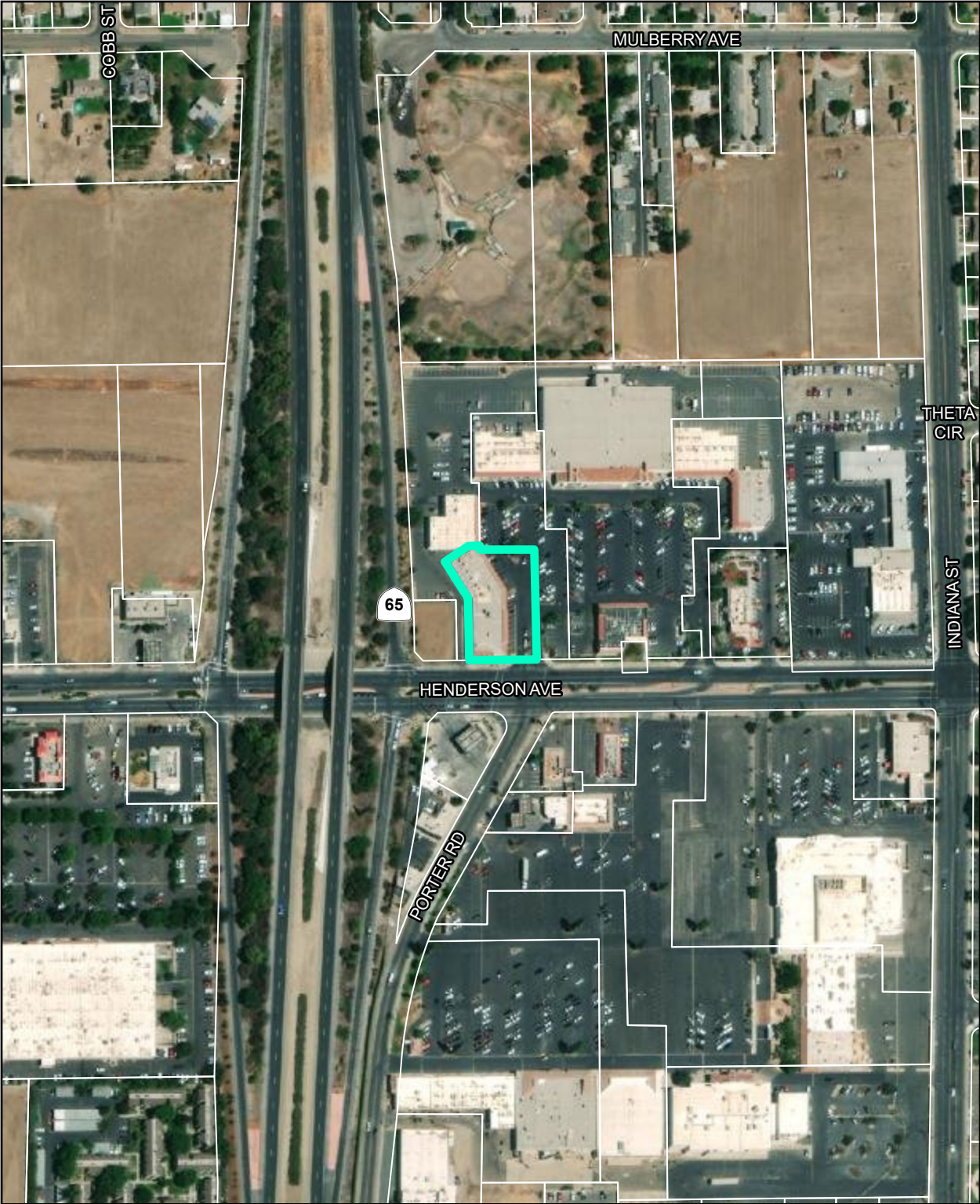
PASSED, APPROVED AND ADOPTED this 1st day of March, 2022.

Martha A. Flores, Mayor

ATTEST:
John D. Lollis, City Clerk

BY _____
Patrice Hildreth, Chief Deputy City Clerk

Locator Map
PRC 2022-001



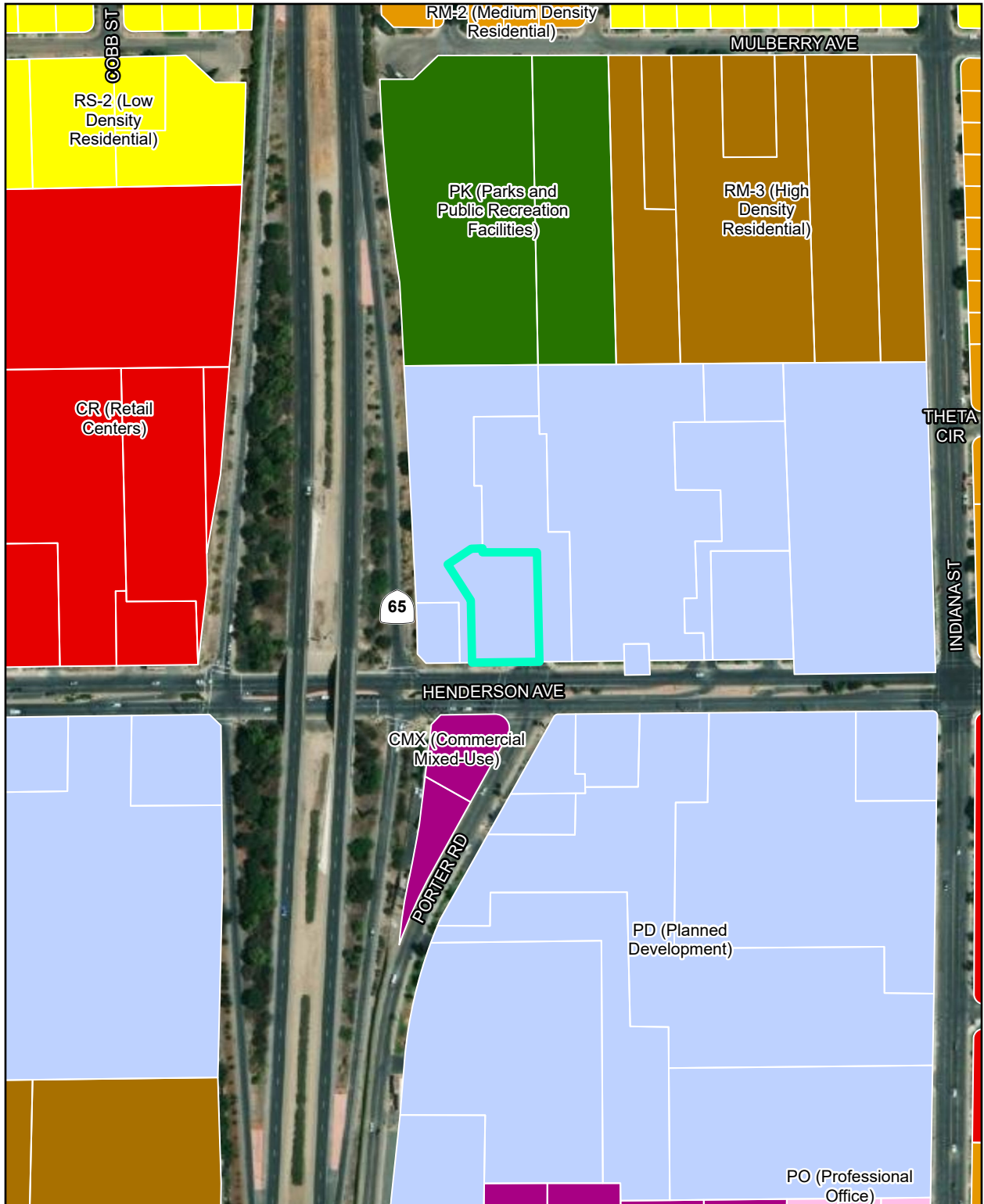
Stanton Optical
940 W. Henderson Ave

 Project Location

1 in = 300 feet



Zoning PRC 2022-001



Stanton Optical
940 W. Henderson Ave

 Project Location

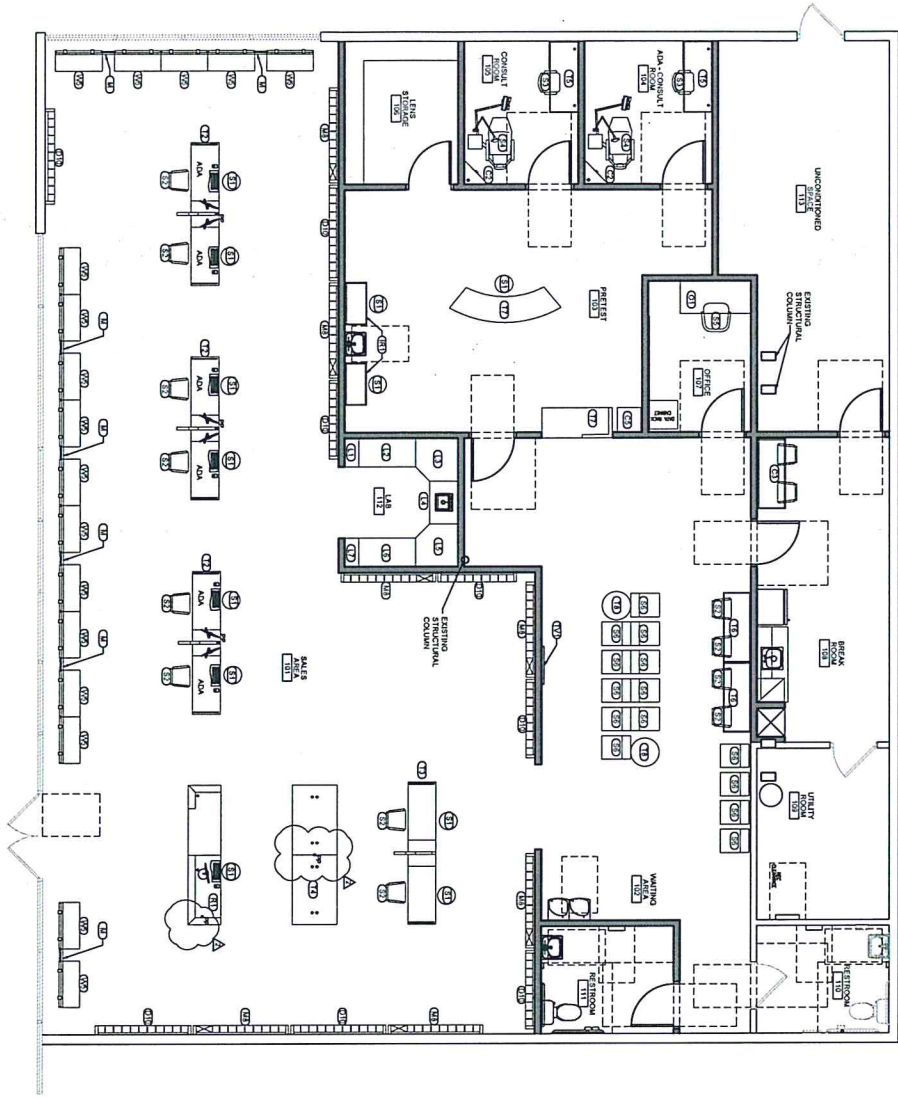
1 in = 300 feet



Date Printed: 1/19/2022 by the Community Development Department

FURNISHINGS AND EQUIPMENT PLAN

SCALE: 1/8" = 1'-0"



EQUIPMENT PLAN GENERAL NOTES

ALL EQUIPMENT TO BE PROVIDED BY TENANT.

NO.	LOCATION	REMARKS
1	RECEP.	SET 2X20 DRUMS
2	RECEP.	SET 2X20 DRUMS
3	RECEP.	SET 2X20 DRUMS
4	RECEP.	SET 2X20 DRUMS
5	RECEP.	SET 2X20 DRUMS
6	RECEP.	SET 2X20 DRUMS
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8	RECEP.	SET 2X20 DRUMS
9	RECEP.	SET 2X20 DRUMS
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89	RECEP.	SET 2X20 DRUMS
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91	RECEP.	SET 2X20 DRUMS
92	RECEP.	SET 2X20 DRUMS
93	RECEP.	SET 2X20 DRUMS
94	RECEP.	SET 2X20 DRUMS
95	RECEP.	SET 2X20 DRUMS
96	RECEP.	SET 2X20 DRUMS
97	RECEP.	SET 2X20 DRUMS
98	RECEP.	SET 2X20 DRUMS
99	RECEP.	SET 2X20 DRUMS
100	RECEP.	SET 2X20 DRUMS



CITY COUNCIL AGENDA – MARCH 1, 2022

SUBJECT: Consideration of Mitigated Negative Declaration for Development of Water Basin

SOURCE: Community Development

COMMENT: The City is proposing the construction and operation of a new stormwater recharge basin to support the Eagle Mountain Casino. The basin would have a depth of roughly thirteen (13) feet from original grade to the base (toe) of the slope, and the high water line is designed to be five feet above the basin floor. Once constructed, the basin would have a capacity of approximately 200.22 acre-feet. The basin would be surrounded by a 6-inch chain-link fence. In addition, the proposed project would include cast-in-place storm drain outlets, storm drain manholes, and an underground 72-inch storm drain pipe underneath Road 216, Avenue 130, and West Street. Installation of the storm drain pipe would require repaving and restriping of the centerline on Road 216 and West Street. The proposed project would also relocate an existing recirculation pond from its existing location west of the project site to north of the project site. The project site is currently owned by the City, and would continue to be owned by the City with implementation of the project.

Once operational, the proposed project would bring in stormwater runoff from the Airport area and casino development area. The proposed project would be utilized to recharge any available surface water that the City is able to acquire. City staff would visit the project site on a weekly basis to ensure site security and would conduct monthly maintenance to maintain weed abatement and cleaning of the infrastructure.

Construction is estimated to start in the spring of 2022, and be operational in late 2022. Construction activities would include grading, soil removal, and restriping activities. Approximately 555,310 cubic yards of soil would be excavated from the project site and would be transported to the Teapot Dome Landfill.

On January 17, 2022, the Environmental Coordinator made a preliminary determination that a Mitigated Negative Declaration would be appropriate for the Project. Mitigation measures were identified for Biological Resources, Cultural Resources, and Tribal Cultural Resources. The Initial Study has been transmitted to the State Clearinghouse (SCH #2022010278), as well as to interested agencies, groups, and individuals for review and comment. The review period ran for thirty (30) days from January 21, 2022, through February 22, 2022. At the time of this report, one comment was received from the

Department of Water Resources Division of Safety of Dams (DSOD). Staff is working with the DSOD to answer the questions proposed in regard to the design of the stormwater recharge basin to better allow the DSOD to determine if the project is in DSOD's jurisdiction. The outcome of the City's discussions with DSOD may result in minor project revisions and/or the need for DSOD permitting, but will not affect the environmental determination.

RECOMMENDATION: That the City Council:

1. Adopt the draft Resolution approving Mitigated Negative Declaration of environmental impact; and
2. Direct staff to proceed with the Casino Basin Project.

ATTACHMENTS:

1. Initial Study/Mitigated Negative Declaration
2. Locator Map
3. Response to Comment Received
4. Draft Resolution

Appropriated/Funded:

Review By:

Department Director:
Jason Ridenour, Community Development Director

Final Approver: John Lollis, City Manager

PUBLIC REVIEW DRAFT

**INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION**

**CASINO BASIN PROJECT
CITY OF PORTERVILLE, CALIFORNIA**



January 2022

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PUBLIC REVIEW DRAFT

**INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION**

**CASINO BASIN PROJECT
CITY OF PORTERVILLE, CALIFORNIA**

Submitted to:

City of Porterville
Jason Ridenour, Community Development Director
291 N. Main Street Porterville, California 93257

Prepared by:

LSA
2565 Alluvial Avenue, Suite 172
Clovis, California 93611
(559) 490-1210

Project No. POR1801.24



January 2022

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LIST OF ABBREVIATIONS AND ACRONYMS

$\mu\text{g}/\text{m}^3$	micrograms per cubic meter
AAQS	Ambient Air Quality Standards
AB	Assembly Bill
AC	Agricultural/Conservation
APN	Assessor's Parcel Number
BERD	Built Environment Resources Directory
BMPs	Best Management Practices
CAL FIRE	California Department of Forestry and Fire Protection
CalEEMod	California Emissions Estimator Model
California Register	California Register of Historical Resources
CARB	California Air Resources Board
CCAP	Climate Change Action Plan
CDFG	California Department of Fish and Game
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CH_4	methane
CHRIS	California Historical Resources Information System
City	City of Porterville
CNDDB	California Natural Diversity Data Base information
CNEL	community noise equivalent level
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
County	Tulare County
CRPR	California Rare Plant Rank
dB	decibel
dBA	A-weighted decibel

DTSC	Department of Toxic Substances Control
FCIR	Farmland Conversion Impact Rating
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FMMP	Farmland Monitoring and Mapping Program
GC	Government Code
GHGs	greenhouse gas
GWP	Global Warming Potential
IPaC	Information for Planning and Consultation
IPCC	Intergovernmental Panel on Climate Change
L _{dn}	day-night average sound level
L _{eq}	equivalent continuous sound level
L _{max}	maximum instantaneous sound level
LOS	level of service
MBI	McCormick Biological, Inc.
MBTA	Migratory Bird Treaty Act
N ₂ O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NO ₂	nitrogen dioxide
NO _x	nitrogen oxide
NPDES	National Pollutant Discharge Elimination System
NWI	National Wetlands Inventory
O ₃	ozone
OHP	California Office of Historic Preservation
OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Administration
Pb	lead
PM ₁₀	particulate matter less than 10 microns in size
PM _{2.5}	particulate matter less than 2.5 microns in size

ppb	parts per billion
PRC	California Public Resources Code
Project	Casino Basin Project
ROG	reactive organic gas
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SJVAB	San Joaquin Valley Air Basin
SJVAPCD	San Joaquin Valley Air Pollution Control District
SMARA	Surface Mining and Reclamation Act
SO ₂	sulfur dioxide
SR	State Route
SSJVIC	Southern San Joaquin Valley Information Center
State	State of California
SWPPP	Storm Water Pollution Prevention Plan
TACs	toxic air contaminants
TCAG	Tulare County Association of Governments
Tribe	Tule River Tribe
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	vehicle miles traveled
WBWG	Western Bat Working Group
WPCP	Water Pollution Control Preparation

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1.0 PROJECT INFORMATION

1. Project Title:

Casino Basin Project

2. Lead Agency Name and Address:

City of Porterville
Community Development Department
291 N. Main Street Porterville, California 93257

3. Contact Person and Phone Number:

Jason Ridenour | 559.782.7460

4. Project Location:

The project site is the southerly 50 acres of an approximately 126-acre parcel, generally located at the northwest corner of Road 216 and Avenue 128 in the southwest portion of the City of Porterville (City), in Tulare County (County).

5. Project Sponsor's Name and Address:

City of Porterville
Community Development Department
291 N. Main Street
Porterville, California 93257

6. General Plan Designation:

Rural/Agricultural/Conservation

7. Zoning:

Agricultural/Conservation (AC)

8. Description of Project :

The proposed project includes development of a retention basin in the southwest portion of the City of Porterville, generally located at the northwest corner of Road 216 and Avenue 128. The project site is the southerly 50 acres of an approximately 126-acre parcel. The basin would have a depth of roughly 13 feet from original grade to the base (toe) of the slope, and the high water line is designed to be 5 feet above the basin floor. The basin has a proposed capacity of approximately 200.22 acre-feet.

9. Surrounding Land Uses and Setting:

The project site is surrounded by agricultural land uses.

10. Other Public Agencies Whose Approval is Required (e.g., permits, financial approval, or participation agreements):

- City of Porterville (e.g., approval of Public Works Permit)
- Central Valley Regional Water Quality Control Board Storm Water Pollution Prevention Plan
- San Joaquin Valley Air Pollution Control District (e.g., Dust Control Plan Approval letter and compliance with Rule 9510 – Indirect Source Review)

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

California Native American tribes traditionally and culturally affiliated with the project site and area were notified of the proposed project on November 23, 2021. The Tule River Native American Tribe received written notification on December 1, 2021, and the Santa Rosa Rancheria Tachi Yokut Native American Tribe received notification on November 29, 2021. No tribes have requested consultation and the City has fulfilled its obligations pursuant to AB 52.

2.0 PROJECT DESCRIPTION

The following describes the proposed Casino Basin Project (project). This section includes a summary of the project's location, existing site characteristics, and a description of the proposed project. The City of Porterville (City) is the lead agency for review of the project under the California Environmental Quality Act (CEQA).

2.1 PROJECT SITE

The following discussion provides a description of the location, site characteristics, and existing zoning and General Plan land use designations of the project site.

2.1.1 Location

The project site is the southerly 50 acres of an approximately 126-acre parcel (Assessor's Parcel Number [APN]: 302-100-015, generally located at the northwest corner of Road 216 and Avenue 128 in the southwest portion of the City of Porterville, in Tulare County, California. Figure 1 provides the Regional Location.

2.1.2 Site Characteristics and Current Site Conditions

The project site is currently owned by the City of Porterville and is used for effluent irrigated farming. The project site is bound to the north by agricultural uses, to the east by Road 216, to the south by Avenue 128, and to the west by agricultural uses. The Friant Kern Canal is located approximately 400 feet west of the project site. Figure 2 shows an aerial photo of the project site.

2.1.3 Existing Zoning and General Plan Designation

The project site is located in the Agricultural/Conservation (AC) zoning district, and the General Plan Land Use designation is Rural/Agricultural/Conservation.

2.2 PROJECT BACKGROUND

The Tule River Tribe (Tribe) is relocating the existing Eagle Mountain Casino from the Tribe's Reservation, approximately 15 miles east of Porterville, to a property within the boundaries of the City of Porterville. In September 2018, the Bureau of Indian Affairs released a Draft Environmental Impact Statement for the Eagle Mountain Casino Relocation Project.¹ To support the relocation, the construction of several City-owned infrastructure and utility improvements would be required. The City would be responsible for approving, constructing, and operating the improvements.

¹ Bureau of Indian Affairs, 2018. *Draft Environmental Impact Statement, Tule River Indian Tribe Fee-to-Trust and Eagle Mountain Casino Relocation Project*. Sacramento, CA: U.S. Department of the Interior.

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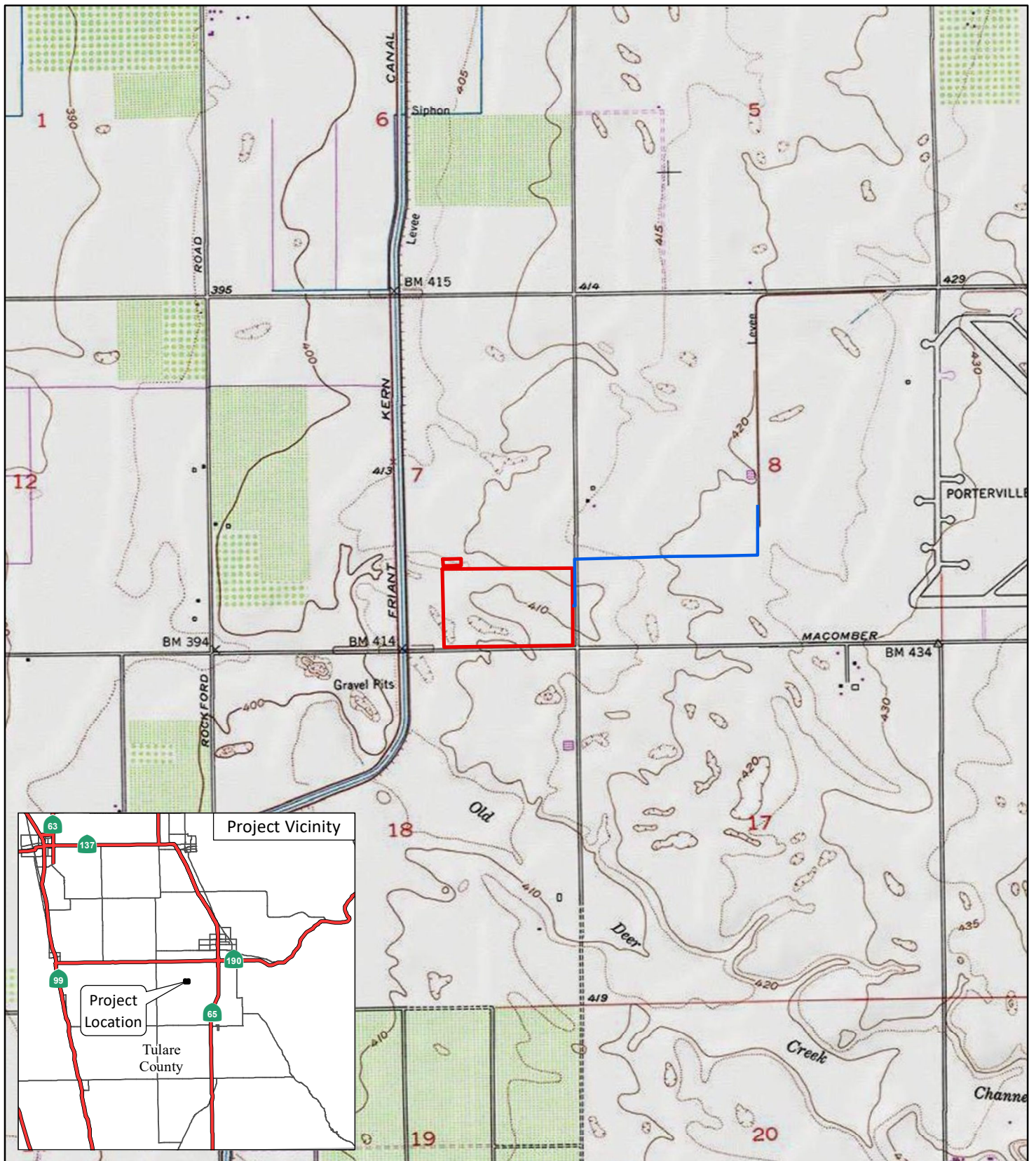


FIGURE 1

LSA

LEGEND

- Storm Drain
- Project Location



0 1000 2000
FEET

SOURCE: USGS 7.5' Quad.- Porterville, CA (1969)

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Casino Basin Project
Project Location and Vicinity

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LSA

LEGEND

- Storm Drain
- Project Location



0 500 1000
FEET

SOURCE: USGS 7.5' Quad.- Porterville, CA (1969)

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FIGURE 2

Casino Basin Project
Project Site

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2.3 PROPOSED PROJECT

The proposed project would include construction and operation of a new stormwater recharge basin to support the Eagle Mountain Casino. The basin would have a depth of roughly 13 feet from original grade to the base (toe) of the slope, and the high water line is designed to be 5 feet above the basin floor. Once constructed, the basin would have capacity of approximately 200.22 acre-feet. The basin would be surrounded by a 6-inch chain-link fence. In addition, the proposed project would include cast-in-place storm drain outlets, storm drain manholes, and an underground 72-inch storm drain pipe underneath to Road 216, Avenue 130, and West Street. Installation of the storm drain pipe would require repaving and restriping of the centerline on Road 216 and West Street. The proposed project would also relocate an existing recirculation pond from its existing location west of the project site to north of the project site. The project site is currently owned by the City, and would continue to be owned by the City with implementation of the project. Figure 3 shows the proposed plans.

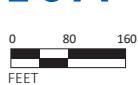
Once operational, the proposed project would bring in stormwater runoff from the airport area and casino development area. The proposed project would be utilized to recharge any available surface waters that the City is able to acquire. City staff would visit the project site on a weekly basis to ensure site security and would conduct monthly maintenance to maintain weed abatement and cleaning of the infrastructure.

2.3.1 Construction

Construction is estimated to start in March or April of 2022, and would occur over a duration of 200 days. The proposed project would be operational in October 2022. Construction activities would include grading, soil removal, and restriping activities. Approximately 555,310 cubic yards of soil would be excavated from the project site and would be transported to the Teapot Dome Landfill.

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LSA



SOURCE: 4Creeks, 2021.

FRE Projects:\POR1801.24 Casino Basic\PRODUCTS\Figures\Figure 3a.ai (7/19/2021)

FIGURE 3a

Casino Basin Project
Site Plan

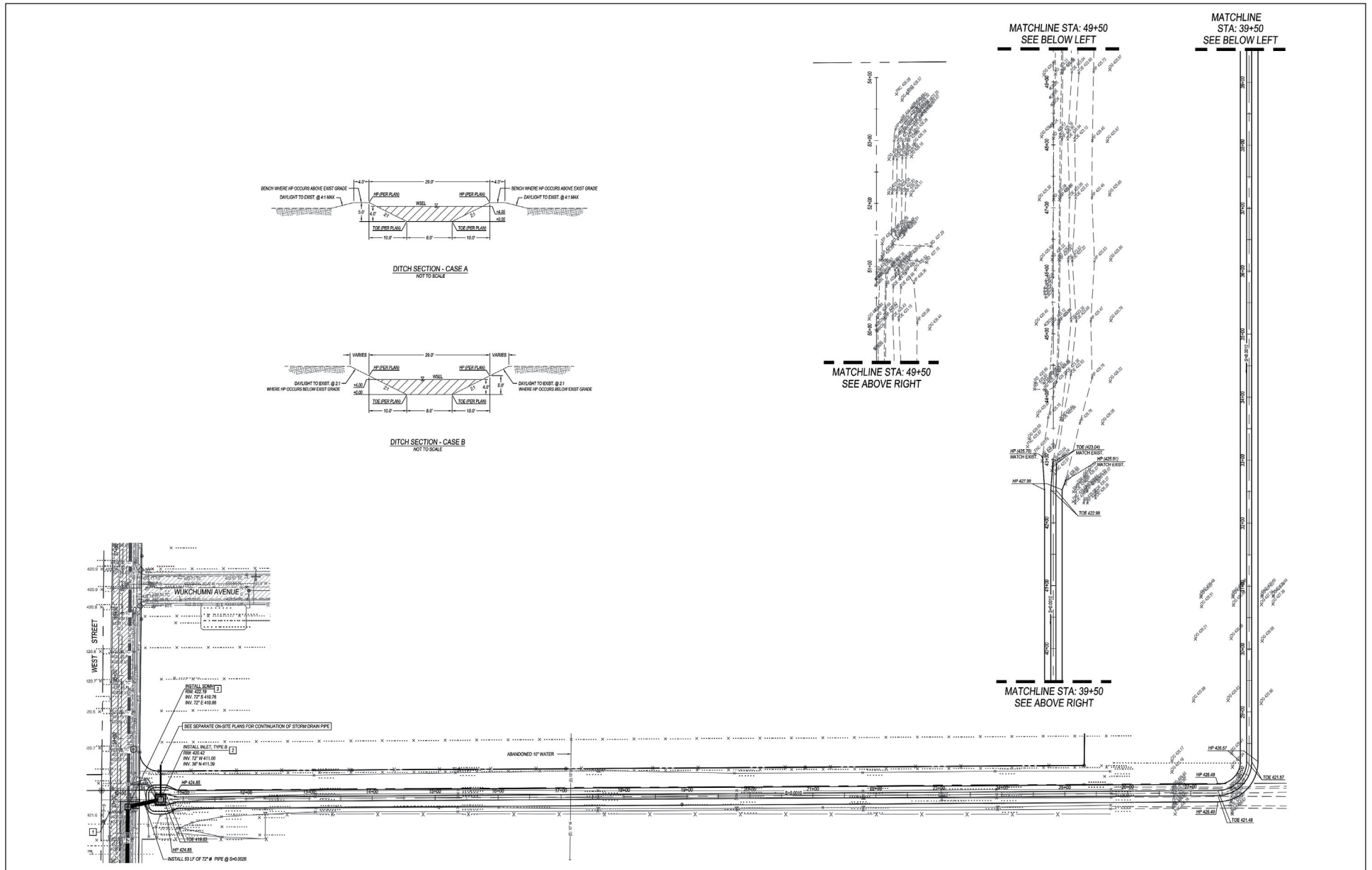
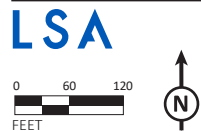


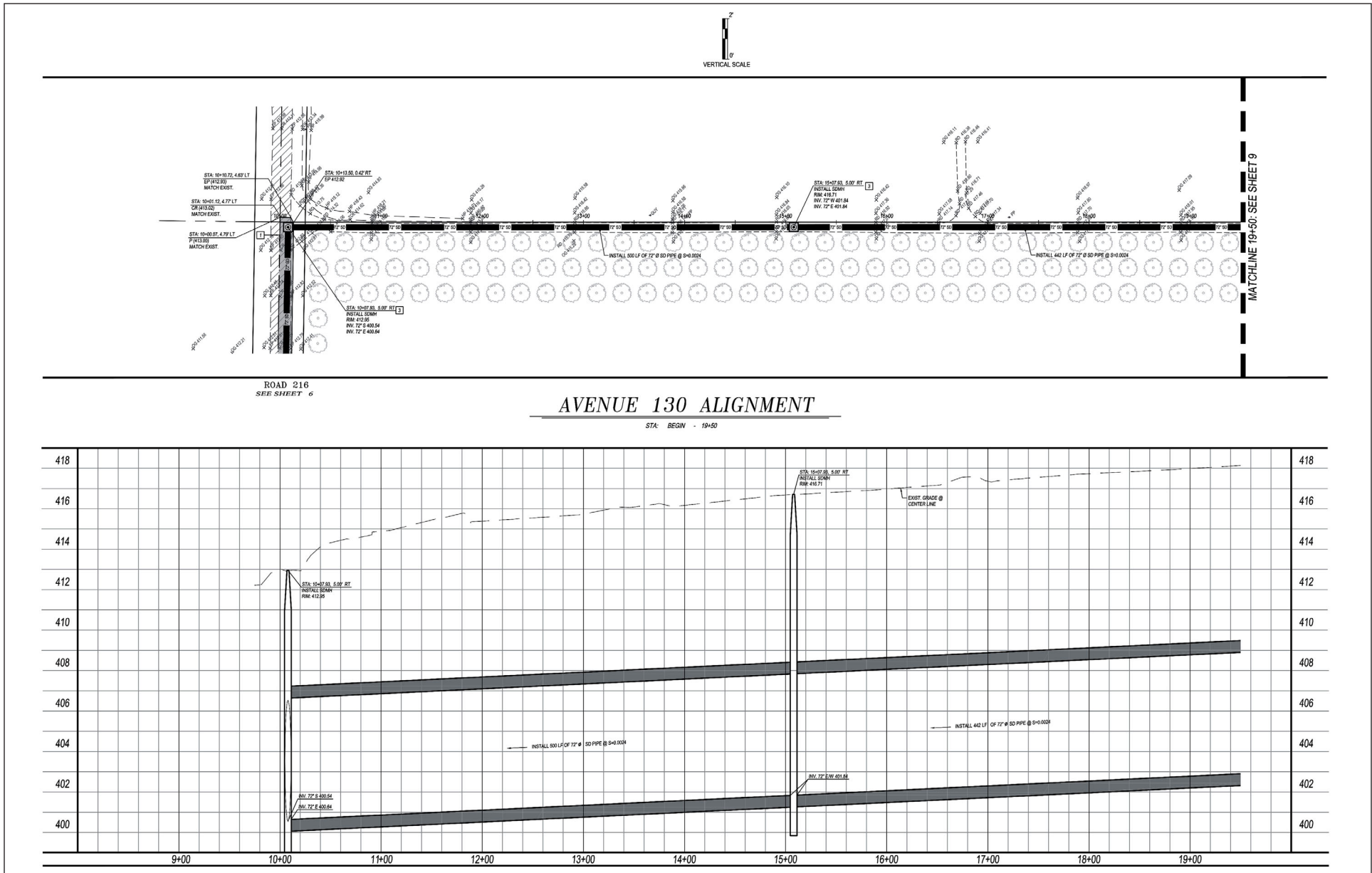
FIGURE 3b



SOURCE: 4Creeks, 2021.

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Casino Basin Project
Site Plan

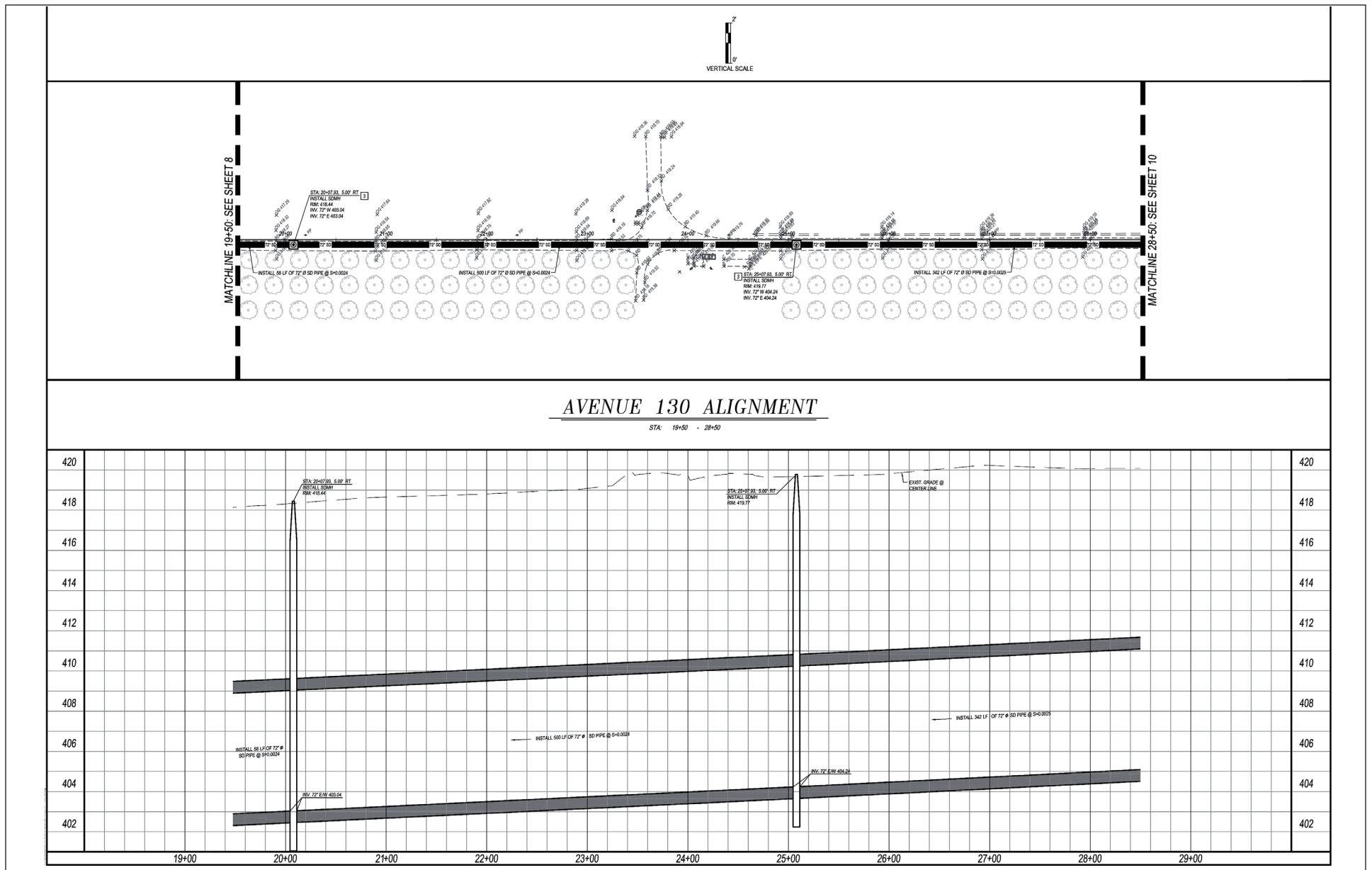


SOURCE: 4Creeks, 2021.

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FIGURE 3d

Casino Basin Project
Site Plan



LSA

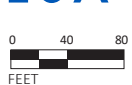


FIGURE 3e

Casino Basin Project
Site Plan

SOURCE: 4Creeks, 2021.

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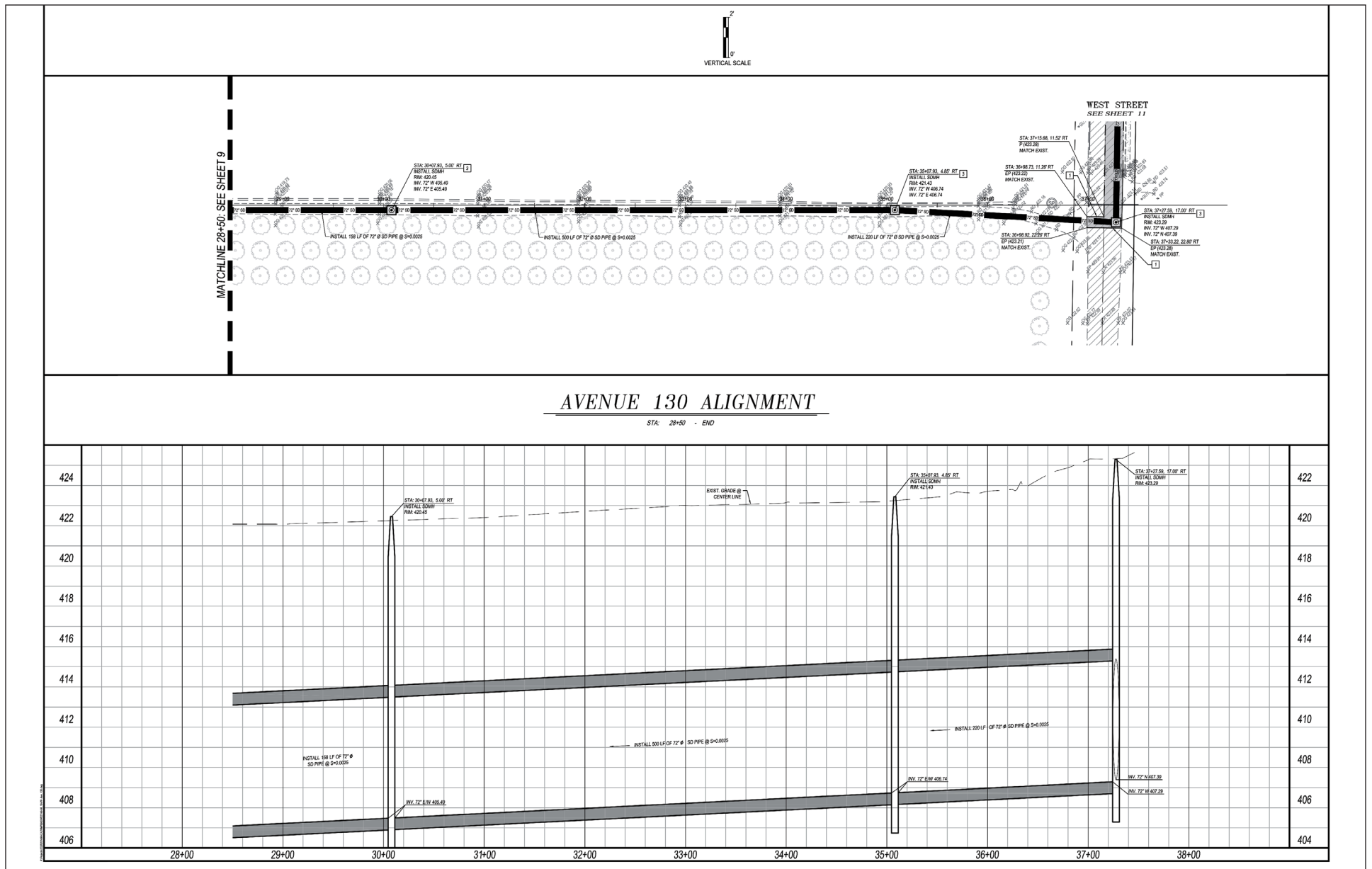
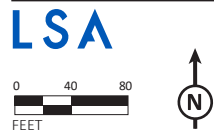


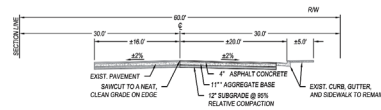
FIGURE 3f



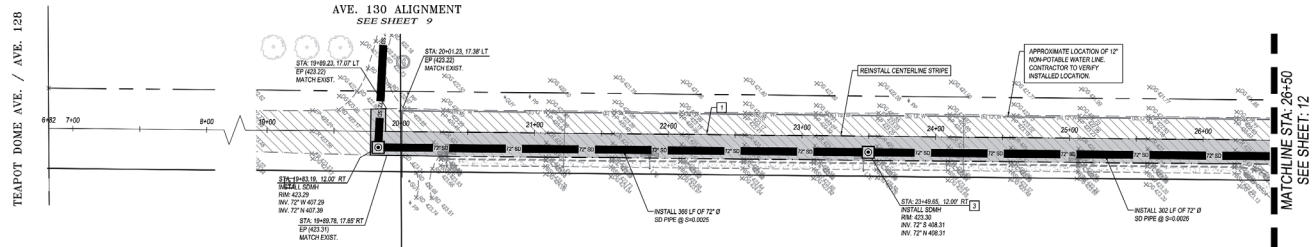
SOURCE: 4Creeks, 2021.

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Casino Basin Project
Site Plan

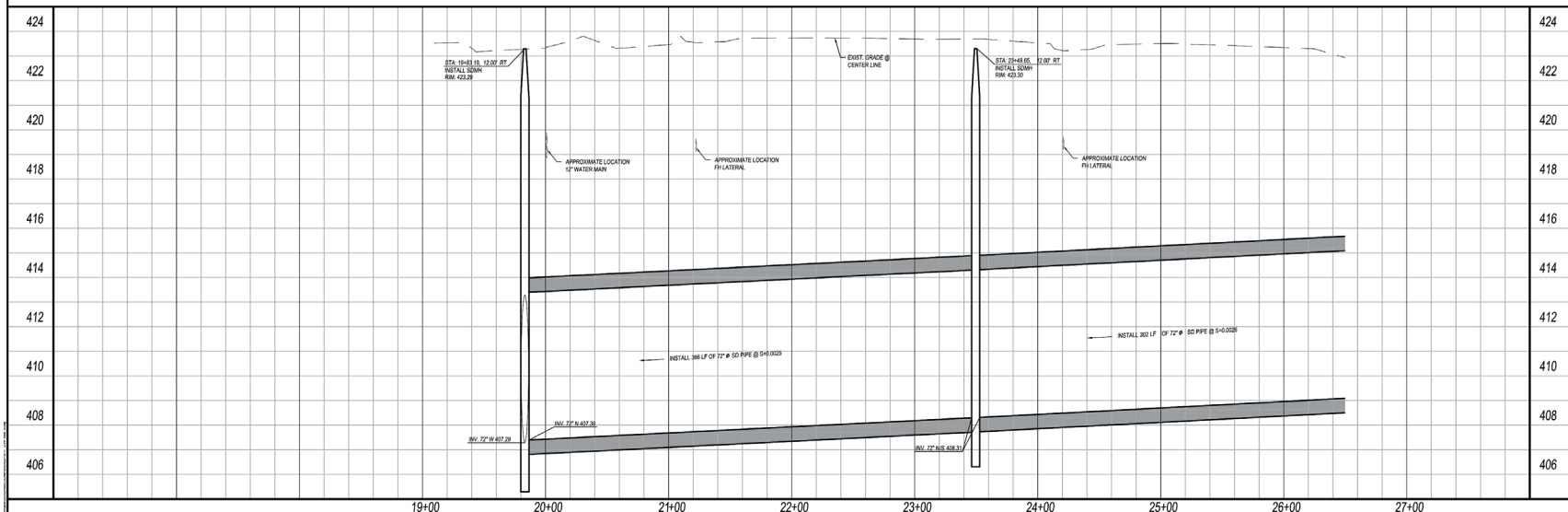


WEST ST. / ROAD 220
LOOKING NORTH



WEST STREET

STA. BEGIN - 26+00



LSA

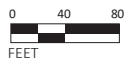
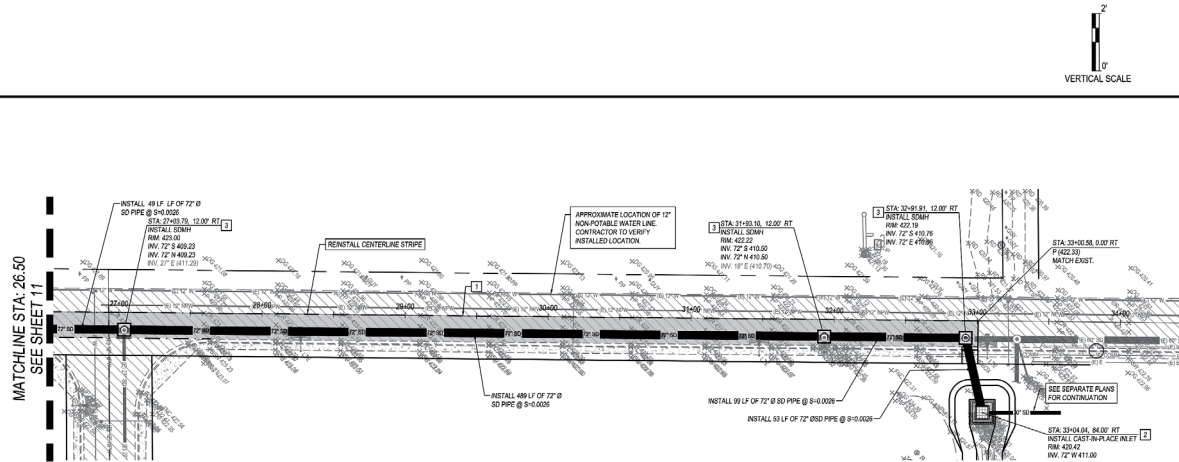


FIGURE 3g

Casino Basin Project
Site Plan

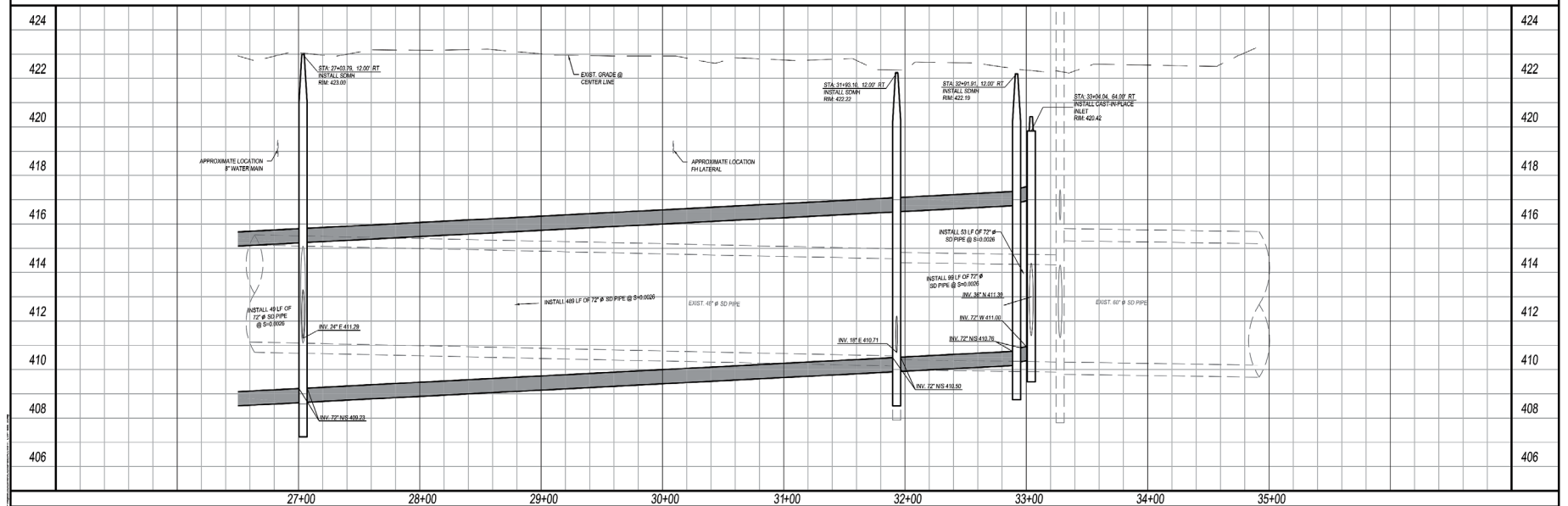
SOURCE: 4Creeks, 2021.

FRE Projects:\POR1801.24 Casino Basic\PRODUCTS\Figures\Figure 3g.ai (7/20/2021)



WEST STREET

STA: 26+50 - END



LSA

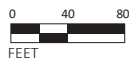


FIGURE 3h

Casino Basin Project
Site Plan

SOURCE: 4Creeks, 2021.

FRE Projects:\POR1801.24 Casino Basic\PRODUCTS\Figures\Figure 3h.ai (7/20/2021)

3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist in Chapter 3.0.

- | | | |
|--|---|---|
| ☐ Aesthetics | ☐ Agriculture and Forestry Resources | ☐ Air Quality |
| ☐ Biological Resources | ☐ Cultural Resources | ☐ Energy |
| ☐ Geology/Soils | ☐ Greenhouse Gas Emissions | ☐ Hazards & Hazardous Materials |
| ☐ Hydrology/Water Quality | ☐ Land Use/Planning | ☐ Mineral Resources |
| ☐ Noise | ☐ Population/Housing | ☐ Public Services |
| ☐ Recreation | ☐ Transportation | ☐ Tribal Cultural Resources |
| ☐ Utilities/Service Systems | ☐ Wildfire | ☐ Mandatory Findings of Significance |

3.1 DETERMINATION

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a “Potentially Significant Impact” or “Potentially Significant Unless Mitigated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Date

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4.0 CEQA ENVIRONMENTAL CHECKLIST

4.1 AESTHETICS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

a. *Would the project have a substantial effect on a scenic vista?*

The City of Porterville is located in the southern portion of the San Joaquin Valley at the base of the Sierra Nevada foothills and is surrounded by farmland. The Tule River flows from Lake Success and through the City in a westerly direction. Views extending along the river and of its heavily vegetated banks contribute to the scenic quality of the area. The agricultural foundation, topography and landscape are important not only for community identity and aesthetic value, but also for environmental quality, habitat protection, and recreation opportunities.²

The vacant, undeveloped project site is currently used for effluent irrigated farming and is bound to the north by agricultural uses, to the east by Road 216, to the south by Avenue 128, and to the west by agricultural uses. The proposed project would include a new stormwater recharge basin and associated improvements, including cast-in-place storm drain outlets, storm drain manholes, and an underground 72-inch storm drain pipe underneath to Road 216, Avenue 130, and West Street. The project site is not readily visible from any scenic vista, nor would the project block public views of a scenic vista. Therefore, the proposed project would have no impact.

b. *Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

The proposed project is not located within a State Scenic Highway and would not damage scenic resources within such a highway. Therefore, the proposed project would have no impact.

² Porterville, City of, 2008. *Porterville 2030 General Plan*. March 4.

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

The proposed project would include construction and operation of a new stormwater recharge basin. The basin would have a depth of roughly 13 feet from original grade to the base (toe) of the slope and the high water line is designed to be 5 feet above the basin floor. Once constructed, the basin would have capacity of approximately 200.22 acre-feet. The basin would be surrounded by a 6-inch chain link fence. In addition, the proposed project would include cast-in-place storm drain outlets, storm drain manholes, and an underground 72-inch storm drain pipe underneath to Road 216, Avenue 130, and West Street. Installation of the storm drain pipe would require repaving and restriping of the centerline on Road 216 and West Street. The proposed project would also relocate an existing recirculation pond from its existing location west of the project site to north of the project site. None of these changes would substantially degrade the existing visual character of the site or the surrounding area. This impact would be less than significant.

- d. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

Glare is the result of improperly aimed or blocked lighting sources that are visible against a dark background such as the night sky. Glare may also refer to the sensation experienced looking into an excessively bright light source that causes a reduction in the ability to see or causes discomfort. Glare generally does not result in illumination of off-site locations but results in a visible source of light viewable from a distance.

The proposed project includes the construction of a new stormwater recharge basin and would not result in significant changes to lighting, shadows, or glare. In addition, there would be no increase the glare to aircraft operations, travelers on Road 216, Avenue 130, or West Street, or adjacent properties. As a result, no impact would occur.

4.2 AGRICULTURE AND FORESTRY RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☒	☐
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☒	☐
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☒	☐

a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

The project site is owned by the City of Porterville and is actively used for effluent irrigated farming and is designated Farmland of Statewide Importance by the Farmland Monitoring and Mapping Program (FMMP).³ In addition, the project site is currently under a Williamson Act Contract, restricting the land to agricultural use only.⁴ The project site is currently zoned as Agricultural/Conservation (AC), which preserves agricultural and resource conservation areas. As identified in the City's Development Code, minor utilities are permitted in this zoning district. The proposed project includes a new stormwater recharge basin on the southerly 50 acres of the approximately 126-acre parcel. The proposed stormwater recharge basin is considered a permitted use under the Agricultural/Conservation (AC) zone and would not conflict with the FMMP designation or Williamson Act Contract per State of California Government Code Section 51238. In addition, the remaining 62 acres would continue to be used for agricultural purposes. As such, impacts would be considered less than significant.

³ California Department of Conservation, 2018. *California Important Farmland Finder*. Website: <https://maps.conservation.ca.gov/DLRP/CIFF/> (accessed August 2021).

⁴ Conservation Biology Institute, 2021. *Tulare County Williamson Act and Agricultural Preserve Lands*. Website: <https://databasin.org/maps/new/#datasets=ed5964cbafe54ffeb9f70a6bc6d38263> (accessed August 2021).

b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

See Response 4.2.a. The project site is currently under a Williamson Act Contract, restricting the land to agricultural use only. The project site is currently zoned as Agricultural/Conservation (AC), and, as identified in the City's Development Code, minor utilities are permitted in this zoning district. Therefore, the proposed stormwater recharge basin would not conflict with existing zoning or Williamson Act Contract per State of California Government Code Section 51238. In addition, the remaining 62 acres would continue to be used for agricultural purposes. As such, impacts would be considered less than significant.

c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

The project site is not zoned for, nor would it require the rezoning of, any existing parcels or land use designations, including forest land or timberland uses. In addition, there is no forest land or timberland subject to the Public Resources Code within the vicinity of the project site. Therefore, the proposed project would have no impact to forest land or timberland and no mitigation would be required.

d. Would the project result in the loss of forest land or conversion of forestland to non-forest use?

See Response 4.2.c. The proposed project would not convert forest land to non-forest use and would not result in the loss or conversion of forest land to a non-forest use and no impact would occur.

e. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

See Responses 4.2.a and 4.2.c. The project site is currently under a Williamson Act Contract, restricting the land to agricultural use only. The project site is currently zoned as Agricultural/Conservation (AC), and as identified in the City's Development Code, minor utilities are permitted in this zoning district. Therefore, the proposed stormwater recharge basin would not conflict with existing zoning or Williamson Act Contract per State of California Government Code Section 51238. In addition, the remaining 62 acres would continue to be used for agricultural purposes. As such, impacts would be considered less than significant. The proposed project would not convert forest land to non-forest use and would not result in the loss or conversion of forest land to a non-forest use, and no mitigation would be required. Therefore, this impact would be less than significant.

4.3 AIR QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☒	☐	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

The proposed project is located within the City of Porterville. Porterville is part of the San Joaquin Valley Air Basin (SJVAB), which is within the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). The SJVAPCD is responsible for air quality regulation within the eight-county San Joaquin Valley region.

Both the State of California (State) and the federal government have established health-based Ambient Air Quality Standards (AAQS) for six criteria air pollutants: carbon monoxide (CO), ozone (O₃), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), lead (Pb), and suspended particulate matter (PM_{2.5} and PM₁₀). The SJVAB is designated as non-attainment for O₃ and PM_{2.5} for federal standards and non-attainment for O₃, PM₁₀, and PM_{2.5} for State standards.

Air quality monitoring stations are located throughout the nation and maintained by the local air districts and State air quality regulating agencies. Data collected at permanent monitoring stations are used by the United States Environmental Protection Agency (USEPA) to identify regions as “attainment” or “nonattainment” depending on whether the regions meet the requirements stated in the applicable National Ambient Air Quality Standards (NAAQS). Nonattainment areas are imposed with additional restrictions as required by the USEPA. In addition, different classifications of attainment, such as marginal, moderate, serious, severe, and extreme, are used to classify each air basin in the State on a pollutant-by-pollutant basis. The classifications are used as a foundation to create air quality management strategies to improve air quality and comply with the NAAQS. The SJVAB attainment statuses for each of the criteria pollutants are listed in Table 4.A.

An air quality plan describes air pollution control strategies to be implemented by a city, county, or region classified as a non-attainment area. The main purpose of the air quality plan is to bring the area into compliance with the requirements of the federal and State air quality standards.

Table 4.A: SJVAB Air Quality Attainment Status

Pollutant	State	Federal
Ozone (1-hour)	Severe/Nonattainment	Standard Revoked
Ozone (8-hour)	Nonattainment	Extreme Nonattainment
PM ₁₀	Nonattainment	Attainment (Maintenance)
PM _{2.5}	Nonattainment	Nonattainment
Carbon Monoxide	Attainment	Attainment (Maintenance)
Nitrogen Dioxide	Attainment	Unclassified/Attainment
Lead	Attainment	Unclassified/Attainment
Sulfur Dioxide	Attainment	Unclassified
Sulfates	Attainment	No Federal Regulation
Hydrogen Sulfide	Unclassified	No Federal Regulation

Source: SJVAPCD (2016).

To bring the San Joaquin Valley into attainment, the SJVAPCD adopted the 2016 Plan for the 2008 8-Hour Ozone Standard in June 2016 to satisfy Clean Air Act requirements and ensure attainment of the 75 parts per billion (ppb) 8-hour ozone standard.⁵

To assure the SJVAB's continued attainment of the USEPA PM₁₀ standard, the SJVAPCD adopted the 2007 PM₁₀ Maintenance Plan in September 2007.⁶ The SJVAPCD adopted the 2018 Plan for the 1997, 2006, and 2012 PM_{2.5} Standards in November 2018 to address the USEPA 1997 annual PM_{2.5} standard of 15 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$) and 24-hour PM_{2.5} standard of 65 $\mu\text{g}/\text{m}^3$, the 2006 24-hour PM_{2.5} standard of 35 $\mu\text{g}/\text{m}^3$, and the 2012 annual PM_{2.5} standard of 12 $\mu\text{g}/\text{m}^3$.⁷

CEQA requires that certain proposed projects be analyzed for consistency with the applicable air quality plan. For a project to be consistent with SJVAPCD air quality plans, the pollutants emitted from a project should not exceed the SJVAPCD emission thresholds or cause a significant impact on air quality. In addition, emission reductions achieved through implementation of offset requirements are a major component of the SJVAPCD air quality plans. As discussed below, the proposed project would not result in the generation of criteria air pollutants that would exceed SJVAPCD thresholds of significance. Therefore, the proposed project would not conflict with or obstruct implementation of SJVAPCD air quality plans and impacts would be less than significant.

⁵ San Joaquin Valley Air Pollution Control District, 2016. *2016 Plan for the 2008 8-Hour Ozone Standard*. June 16. Website: www.valleyair.org/Air_Quality_Plans/Ozone-Plan-2016.htm (accessed July 2021).

⁶ San Joaquin Valley Air Pollution Control District, 2007. *2007 PM₁₀ Maintenance Plan and Request for Redesignation*. Available online at: www.valleyair.org/Air_Quality_Plans/docs/Maintenance%20Plan10-25-07.pdf (accessed July 2021).

⁷ San Joaquin Valley Air Pollution Control District, 2018. *2018 Plan for the 1997, 2006, and 2012 PM_{2.5} Standards*. November 15. Website: <http://valleyair.org/pmplans/documents/2018/pm-plan-adopted/2018-Plan-for-the-1997-2006-and-2012-PM2.5-Standards.pdf> (accessed July 2021).

b. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

As identified above, the SJVAB is designated as non-attainment for O₃ and PM_{2.5} for federal standards and non-attainment for O₃, PM₁₀, and PM_{2.5} for State standards. The SJVAPCD's nonattainment status is attributed to the region's development history. Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself, result in nonattainment of AAQS. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant.

In developing thresholds of significance for air pollutants, the SJVAPCD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. Therefore, additional analysis to assess cumulative impacts is not necessary. The following analysis assesses the potential project-level air quality impacts associated with construction and operation of the proposed project.

Short-Term (Construction) Emissions. During construction, short-term degradation of air quality may occur due to the release of particulate emissions generated by grading, paving, building, and other activities. Emissions from construction equipment are also anticipated and would include CO, nitrogen oxides (NO_x), reactive organic gases (ROG), directly-emitted particulate matter (PM_{2.5} and PM₁₀), and toxic air contaminants (TACs) such as diesel exhaust particulate matter.

Project construction activities would include site preparation, grading, paving, and architectural coating activities. Construction-related effects on air quality from the proposed project would be greatest during the site preparation phase due to the disturbance of soils. If not properly controlled, these activities would temporarily generate particulate emissions. Sources of fugitive dust would include disturbed soils at the construction site. Unless properly controlled, vehicles leaving the site would deposit dirt and mud on local streets, which could be an additional source of airborne dust after it dries. PM₁₀ emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM₁₀ emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of operating equipment. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

Water or other soil stabilizers can be used to control dust, resulting in emission reductions of 50 percent or more. The SJVAPCD has implemented Regulation VIII measures for reducing fugitive dust emissions (PM₁₀). With the implementation of Regulation VIII measures, fugitive dust emissions from construction activities would not result in adverse air quality impacts.

In addition to dust-related PM₁₀ emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO₂, NO_x, ROG, and some soot particulate (PM_{2.5} and PM₁₀) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles idle in traffic. These emissions would be temporary in nature and limited to the immediate area surrounding the construction site.

The California Emissions Estimator Model (CalEEMod), Version 2020.4.0, was used to estimate construction emissions associated with the proposed project. Construction is estimated to occur over a duration of 200 days. The proposed project would be operational in October 2022. Construction activities would include grading, soil removal, and restriping activities. Approximately 555,310 cubic yards of soil would be excavated from the project site and would be transported to the Teapot Dome Landfill, which was included in the CalEEMod analysis. Results, summarized in Table 4.B, were compared to SJVAPCD thresholds of significance for construction impacts. CalEEMod output sheets are included in Appendix A.

Table 4.B: Project Construction Emissions (Tons)

	CO	NO _x	ROG	SO _x	PM ₁₀	PM _{2.5}
Project Construction Emissions	2.6	3.5	3.9	<0.1	1.3	0.7
SJVAPCD Significance Threshold	100.0	10.0	10.0	27.0	15.0	15.0
Exceed Threshold?	No	No	No	No	No	No

Source: LSA (September 2021).

In addition to the construction period thresholds of significance, the SJVAPCD has implemented Regulation VIII measures for dust control during construction. These control measures are intended to reduce the amount of PM₁₀ emissions during the construction period. Implementation of Mitigation Measure AIR-1 would ensure that the proposed project complies with Regulation VIII and further reduces the short-term construction period air quality impacts.

Mitigation Measure AIR-1

Consistent with SJVAPCD Regulation VIII (Fugitive PM₁₀ Prohibitions), the following controls are required to be included as specifications for the proposed project and implemented at the construction site:

- All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, covered with a tarp or other suitable cover or vegetative ground cover.
- All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant.
- All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively

controlled of fugitive dust emissions utilizing application of water or by presoaking.

- When materials are transported off-site, all material shall be covered, or effectively wetted to limit visible dust emissions, and at least 6 inches of freeboard space from the top of the container shall be maintained.
- All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. (The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden.)
- Following the addition of materials to, or the removal of materials from, the surface of out-door storage piles, said piles shall be effectively stabilized of fugitive dust emission utilizing sufficient water or chemical stabilizer/suppressant.

As shown in Table 3.B, construction emissions associated with the project would be less than significant with implementation of Mitigation Measure AIR-1. Therefore, construction of the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or State AAQS and impacts would be less than significant with mitigation incorporated.

Long-Term (Operational) Emissions. Long-term air pollutant emission impacts are those associated with mobile sources (e.g., vehicle trips), energy sources (e.g., electricity), and area sources (e.g., landscape maintenance equipment use) related to the proposed project. The proposed project would construction and operation of a new stormwater recharge basin. Once operational, City staff would visit the project site on a weekly basis to ensure site security and would conduct monthly maintenance to maintain weed abatement and cleaning of the infrastructure. As such, the project would not result in a significant increase in the generation of vehicle trips or vehicle miles traveled (VMT) that would increase air pollutant emissions. The project would not be a substantial source of energy or area source emissions. Therefore, operation of the proposed project would not result in a cumulatively considerable net increase of PM₁₀ or any criteria pollutant for which the project region is non-attainment under an applicable federal or State AAQS and impacts would be less than significant.

c. Would the project expose sensitive receptors to substantial pollutant concentrations?

Sensitive receptors are defined as residential uses, schools, daycare centers, nursing homes, and medical centers. Individuals particularly vulnerable to diesel particulate matter are children, whose lung tissue is still developing, and the elderly, who may have serious health problems that can be aggravated by exposure to diesel particulate matter. Exposure from diesel exhaust associated with construction activity contributes to both cancer and chronic non-cancer health risks.

The closest sensitive receptor includes the single-family residence located north of the project site boundary along Road 216. Construction of the proposed project may expose surrounding sensitive receptors to airborne particulates, as well as a small quantity of construction equipment pollutants (i.e., usually diesel-fueled vehicles and equipment). However, construction contractors would be required to implement SJVAPCD Regulation VIII measures, as required by Mitigation Measure AIR-1 above. With implementation of Mitigation Measure AIR-1, project construction emissions would be below SJVAPCD significance thresholds. Once the project is constructed, the project would not be a source of substantial emissions. Therefore, sensitive receptors are not expected to be exposed to substantial pollutant concentrations during project construction or operation, and potential impacts would be considered less than significant.

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

During construction, the various diesel-powered vehicles and equipment in use on-site would create localized odors. These odors would be temporary and are not likely to be noticeable for extended periods of time beyond the project site. The potential for diesel odor impacts is therefore considered less than significant. In addition, the proposed uses that would be developed within the project site are not expected to produce any offensive odors that would result in frequent odor complaints. Therefore, this impact would be less than significant.

4.4 BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

McCormick Biological, Inc. (MBI) prepared a Biological Resources Evaluation for the proposed project (Appendix B), which contains an evaluation of special-status biological resources that may be affected by the project.⁸ The Biological Resources Evaluation documents biological resources identified during the literature review and reconnaissance survey conducted for the proposed project and recommends avoidance and minimization measures for implementation prior to and during project activities. The Biological Resources Evaluation also includes an evaluation of the potential for special-status biological resources to occur on the project based on the habitat conditions observed. The analysis in this Biological Resources section is based on the results of the Biological Resources Evaluation.

“Special-status” or “sensitive” species considered in this evaluation include those that may occur in the project vicinity that have statutory protections, such as federal- and State-listed (rare, threatened, or endangered; fully protected) species and candidates for listing under the respective endangered species acts. In addition, species that are of “concern” to either the United States Fish and Wildlife Service (USFWS) or California Department of Fish and Wildlife (CDFW) have been

⁸ McCormick Biological, Inc., 2021. *Biological Resources Report Casino Basin Project*. September.

included in the evaluation if the project site or vicinity (generally, 10-mile radius) includes habitat that may be occupied by such species. Bird species that are not listed as threatened or endangered have been included if the project site or observed vicinity includes potential nesting habitat or the species was observed during biological survey activities.

In addition, potential impacts to special-status bird species have been considered if habitat that may be important to the species outside of breeding season was observed. Species may meet the criteria for inclusion on the lists consulted during the literature review of a special interest group, such as the California Native Plant Society (CNPS), has concluded through published data that the species is declining and warrants concern and potential habitat is present on the project site or vicinity. Species evaluated in this biological resource assessment have been collectively referred to as “special-status species.”

The Biological Resources Evaluation includes a literature review including the following:

- **California Natural Diversity Data Base information (CNDDB – RareFind 5)**, which is administered by the California Department of Fish and Wildlife (CDFW), formerly known as the California Department of Fish and Game (CDFG). This database covers sensitive plant and animal species as well as sensitive natural communities that occur in California. Records from nine United States Geological Survey (USGS) quadrangles surrounding the project site (*Rosedale, Wasco, Famoso, North of Oildale, Rio Bravo, Oildale, Tupman, Stevens, and Gosford*) were obtained from this database to inform the field survey. For the purposes of this report, the term “historic” records refer to those occurrences that are more than 20 years old. Observations recorded in CNDDB noted in this report as “recent” are less than 20 years old.
- **California Native Plant Society’s (CNPS) Electronic Inventory of Rare and Endangered Vascular Plants**, which utilizes four specific categories or “lists” of sensitive plant species to assist with the conservation of rare or endangered botanical resources. Records from the nine USGS quadrangles surrounding the project site were obtained from this database to inform the field survey.
- **United States Fish and Wildlife Service’s (USFWS) Information for Planning and Consultation (IPaC) Online System**, which lists all proposed, candidate, threatened, and endangered species managed by the Endangered Species Program of the USFWS that have the potential to occur on or near a particular site. This database also lists all known critical habitats, national wildlife refuges, and migratory birds that could potentially be impacted by activities from a proposed project. An IPaC Trust Resource Report was generated for the project area.
- **Designated and Proposed USFWS Critical Habitat Polygons** were reviewed to determine whether critical habitat has been designated or proposed within or in the vicinity of the project site.
- **The USFWS National Wetlands Inventory** was reviewed to determine whether any wetlands or surface waters of the United States have been previously-identified in the survey area.

- **The USFWS Information for Planning and Consultation (IPaC) Database** was reviewed to determine federal listed plant and wildlife species, as well as critical habitats that occur in the vicinity of the project.
- **The Western Bat Working Group (WBWG) Bat Species Regional Priority Matrix** was reviewed to determine whether any bat species which hold a high level of conservation concern that may occur in the vicinity.

In addition to the databases listed above, historic and current aerial imagery, existing environmental reports for developments in the project vicinity, and local land use policies related to biological resources were reviewed.

A reconnaissance-level survey of the basin portion of the project was conducted on August 18, 2021, by Randi McCormick, MBI Principal Biologist. The stormwater drain pipe route was surveyed on August 19, 2021 by Daniel Hall, MBI Staff Biologist. Field notes included documentation of all plant and wildlife species observed. Supporting documentation regarding species findings included direct observations and/or significant species sign (e.g., scat, tracks, feather/fur, prey remains, nests/burrows or any other indication of wildlife presence) deemed necessary to document potential occupation.

- a. *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

As discussed above, special-status plant and wildlife species and the corresponding status of each that were identified as potentially occurring in the vicinity of the project were evaluated based on the literature review and a reconnaissance level survey of the project site. The proposed project has the potential to affect several State and federally listed or species proposed for State and/or federal listing occurring within the vicinity of the project site. Potential impacts to these special status species are described below.

Special-Status Plant Species. The CNDDDB, USFWS, and CNPS Rare and Endangered Plant Inventory queries returned a total of 26 special-status plants that have been documented as potentially occurring in the vicinity of the proposed project site. Based on a habitat suitability analysis, none of the special-status plant species had the potential to occur within the project site. During the survey a total of 12 plant species were observed, seven of which are non-native species. No listed or California Rare Plant Rank (CRPR) species were identified on the project site during the field survey and the site does not represent suitable habitat for any of the special-status plants evaluated. Therefore, there is no potential for direct or indirect impacts to special-status plant species within the project site. In addition, the project site has undergone frequent disturbance, was historically intensive agriculture and is surrounded by urban, agricultural, and previously disturbed lands. No special-status plant species have potential to occur on site; therefore, a less-than-significant impact to special-status plants would occur.

Special-Status Wildlife Species. Potential impacts to special-status wildlife species are discussed below.

Tricolored Blackbird The tricolored blackbird is State listed as a threatened species. This species is a year-long resident of California, its range extending from Shasta County south to Kern County, and along the coast from Sonoma County to the Mexican border. Colonies located within the Sacramento-San Joaquin drainage system are somewhat migratory in the winter. In the fall, birds tend to be nomadic and venture outside the vicinity of the nesting colonies.

Tricolored blackbird colonies have been reported to the CNDDDB several miles east-northeast and west-southwest of the project. The colony to the west-southwest is thought to be extirpated. No tricolored blackbirds or potentially suitable nesting habitat were observed during the reconnaissance surveys. The project site is planted in alfalfa and contains a fallow field, which are both suitable foraging habitat for this species. Based on the high mobility of this species and plentiful similar foraging habitat in the vicinity and region, the proposed project would result in a less-than-significant impact to tricolored blackbirds.

Burrowing Owl. The burrowing owl is a California species of special concern, and documented population declines have occurred in the state since at least the 1970s. It has no federal listing but is protected by the Migratory Bird Treaty Act (MBTA). In California, the species is typically found in close association with California ground squirrels. The squirrels create burrows that are used by burrowing owls as year-round shelter and seasonal nesting habitat; however, burrowing owls may also use human-made structures such as culverts, corrugated metal pipes, debris piles, or openings beneath pavement as shelter and nesting habitat. Within California, it is found throughout the Central Valley, in the San Francisco Bay Area, Carrizo Plain, and Imperial Valley. The Central Valley population is a year-round resident in annual and perennial grasslands or other vegetation communities that support little to no tree or shrub cover. The State of California is considered an important wintering ground for migrants, whose burrowing owl population is augmented during the winter season.

No burrowing owl records have been reported within 10 miles of the project; however, several records have been reported from just west of the search area. No burrowing owls or sign of species presence were observed during the reconnaissance surveys and no California ground squirrel burrows, which are frequently used by burrowing owls for nesting and shelter, were observed. The project site is likely to support insects, small rodents, birds, amphibians, and reptiles that are potential prey items in the diet of burrowing owl. Therefore, there is a potential for foraging by this species. Although no potential burrows or burrow surrogates were observed, if the fallow field on the western portion of the proposed basin were to become occupied by California ground squirrels, burrowing owls may be provided with burrowing opportunities. If the site were subsequently occupied by this species, burrowing owl burrows could be crushed or destroyed by vehicles during construction activities. Therefore, implementation of Mitigation Measures BIO-1 through BIO-18 would be required to reduce these potential impacts to a less-than-significant level.

Swainson's Hawk. Swainson's hawk is State listed as a threatened species. Swainson's hawks are an uncommon resident and migrant in the Central Valley, Klamath Basin, Northeastern

Plateau, Lassen County and Mojave Desert, although their breeding range and frequency has increased in the San Joaquin Valley over the last 20 years. Most of the State's breeding sites are in two disjunct populations in the Great Basin and Central Valley. In the Central Valley, nest sites have been strongly associated with riparian forest vegetation, whereas in the Great Basin nest sites are widely distributed in upland habitats. Typical habitat is open desert, grassland, or cropland containing scattered, large trees or small groves. High use foraging habitat in the southern San Joaquin Valley is typically actively harvested alfalfa and irrigated grain fields. Migrating individuals move south through the southern and central interior of California in September and October and move north from March through May.

The only Swainson's hawk nest reported to the CNDDDB within the 10-mile search radius is from a location 3.7 miles north of the project in 2017. No Swainson's hawks were observed during the reconnaissance survey nor were any potential nest trees present on the project site. Potentially suitable nesting habitat is present at a residence just north of the northeastern corner of the proposed basin location and approximately 800 feet north-northeast of the northeastern corner on the east side of Road 216. The trees adjacent to the basin location were visually evaluated for presence of possible raptor nests and no nesting material or remnants of raptor nests were present.

No nesting opportunities for these species were present on the project site. Alfalfa and the fallow portion of the project site are suitable foraging habitat for this species. Although noise, dust, and general disturbance from construction activities could indirectly affect foraging raptors such as Swainson's hawk, these species are highly mobile and able to access other high quality foraging opportunities in the vicinity of the project site. Disturbance to this relatively small amount of foraging habitat (approximately 50 acres) would not be significant. In addition, no direct impacts to individuals are anticipated. Therefore, impacts to Swainson's hawk would be less than significant.

American Badger. The American badger is a California species of special concern. The historic range of American badgers in California was throughout the state with the exception of the humid coastal forests in Del Norte and Humboldt Counties. Their modern distribution in the lower San Joaquin Valley is restricted to the limited, often isolated tracts of grassland and shrubland habitats. Cultivated lands have been reported to provide little usable habitat for this species.

An American badger was collected in an unknown year from the vicinity of the Porterville Airport, which is located less than one mile from the project. Although badgers can be tolerant of human disturbance, the intensity and frequency of disturbance on this site and in adjacent areas reduces the potential for occurrence of this species. Therefore, there is a low potential for American badger foraging associated with the project site. However, implementation of Mitigation Measures BIO-1 through BIO-18 would be required to reduce these potential impacts to a less-than-significant level.

San Joaquin Kit Fox. The San Joaquin kit fox is currently federal-listed as endangered and State-listed as threatened. San Joaquin kit fox occur in a variety of open grassland, oak savannah, and shrub vegetation types/habitats as well as agricultural and urban areas in Kern County. In the

southern San Joaquin Valley portion of the range, San Joaquin kit fox are generally found in sparse, annual grassland and scrub communities (e.g., valley sink scrub, saltbush scrub). Potential site occupation is determined based on observation of canid scat within a size range appropriate for this species, and presence of dens that meet the criteria for classification as known or natal/pupping per the USFWS guidelines.

Although there have been numerous reports of San Joaquin kit fox occurrence within the 10-mile search radius of the project, all but one of these records are greater than 40 years old. A record from the Tulare County Landfill, located on the south side of Avenue 128 approximately 700 feet west of the project, reports the sighting of 4 individuals in 1992.

No evidence of San Joaquin kit fox was observed during the reconnaissance survey. San Joaquin kit fox frequently use California ground squirrel burrows and enlarge them for use as den sites. No California ground squirrel activity was observed during the reconnaissance survey nor were any other burrows or atypical structures observed that may be used by San Joaquin kit fox. San Joaquin kit fox are known to forage in many open habitat types, including agricultural lands occasionally if suitable denning habitat is present nearby. The annual grassland east of the stormwater drain pipe route east of West Street represents suitable foraging habitat and could potentially support San Joaquin kit fox dens. In addition, several records of San Joaquin kit fox have been reported in the vicinity.

Given the lack of observation of potential den sites or San Joaquin kit fox sign and current agricultural activity, it is not likely that San Joaquin kit fox currently occupy the project. However, San Joaquin kit fox may occasionally forage on or near the project given that there is potentially suitable denning habitat in the vicinity. Therefore, implementation of Mitigation Measures BIO-1 through BIO-18 would be required to reduce these potential impacts to a less-than-significant level.

Nesting and Migratory Birds. The project site does not contain any trees or shrubs that could potentially support nesting birds. The alfalfa and fallow field present are suitable for ground nesting birds, but frequent disturbance reduces that suitability. Birds nesting on or in the immediate vicinity of the project site could be disturbed if the project is conducted during nesting season when active nests are present. If these nests are disturbed to the extent that eggs are destroyed, young are injured or killed, or adults abandon the nests, a violation of the MBTA and California Fish and Game Code could result. Therefore, implementation of Mitigation Measures BIO-1 through BIO-18 would be required to reduce these potential impacts to a less-than-significant level.

Critical Habitat. There is no USFWS-designated Critical Habitat within a 10-mile radius of the project site.

Summary. As described above, the proposed project would not impact special-status plants as the entire site has had and continues to have disturbance. Ruderal weedy species dominate the project site and no special-status plant species were observed during the reconnaissance survey.

While no nesting birds were observed during the field surveys, conducting pre-activity nesting bird surveys and implementing Measures BIO-1 through BIO-18 would reduce potential impacts to nesting birds to less than significant.

In addition, while no San Joaquin kit fox or American badger or evidence of site occupation were observed, both of these species may forage in the vicinity and CNDDDB records are reported from the area. Implementation of Mitigation Measures BIO-1 through BIO-18 would reduce potential impacts to San Joaquin kit fox and American badger to a less-than-significant level.

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| Mitigation Measure BIO-1 | If project activities occur during nesting season (February 1 to August 31) a qualified avian biologist shall conduct a nesting bird survey to identify any active nests present within or adjacent to the proposed work area. If active nests are found, initial ground disturbance shall be postponed or halted within a buffer area, established by the qualified avian biologist, that is suitable to the particular bird species and location of the nest, until juveniles have fledged or the nest has been abandoned, as determined by the biologist. The construction avoidance area shall be clearly demarcated in the field with highly visible construction fencing or flagging, and construction personnel shall be instructed on the sensitivity of nest areas. |
| Mitigation Measure BIO-2 | If any previously unidentified protected species that is not addressed in this document, or any previously unreported protected species is found to be present, occupied areas shall be avoided and a qualified biologist shall. Notify the United States Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW) of any previously unreported protected species. Any take of protected wildlife shall be reported immediately to USFWS and CDFW. |
| Mitigation Measure BIO-3 | Perimeter or security fence design should incorporate features that will avoid entrapment of San Joaquin kit fox. Openings should be small enough that San Joaquin kit fox cannot pass through or become entrapped (less than three feet). If chain link is used, it should be raised at least 3 inches above ground level to allow kit fox to pass underneath. |
| Mitigation Measure BIO-4 | Traffic restraints and signs should be established to minimize temporary disturbances during construction. All construction traffic should be restricted to designated access roads and routes, Project site, storage areas, and staging and parking areas. Off-road traffic outside designated project boundaries should be prohibited. A 15 mph speed limit should be observed in all project construction areas, except as otherwise posted on county roads and State and federal highways. |

Mitigation Measure BIO-5	All equipment storage and parking during construction activities should be confined to the designated construction area or to previously disturbed offsite areas that are not habitat for listed species.
Mitigation Measure BIO-6	Project construction activities involving initial surface disturbance should be limited to daylight hours.
Mitigation Measure BIO-7	Trenches and excavations should have an escape ramp at least every 1,000 feet at no more than 2:1 slope. Trenches or excavations that cannot include a ramp should be covered if left overnight. All such trenches and excavations should be inspected for entrapped wildlife each morning prior to the onset of construction. Before such holes or trenches are filled, they should be thoroughly inspected for entrapped animals. Any wildlife so discovered should be allowed to escape voluntarily, without harassment, before construction activities resume. A qualified biologist may remove wildlife from a trench, hole or other entrapment out of harm's way if the immediate welfare of the individual is in jeopardy. State or federal listed species may not be handled. Should any State or federal listed species become entrapped, CDFW and USFWS should be contacted as appropriate.
Mitigation Measure BIO-8	Material and equipment should be thoroughly inspected prior to use. All exposed pipes, culverts, and other similar structures with a diameter 3 inches or greater should be capped in order to prevent entry by San Joaquin kit fox or other wildlife. Any of these materials or structures that are left overnight and are not capped shall be inspected prior to being moved, buried, or closed in order to ensure that San Joaquin kit fox or other wildlife are not present. If a listed species is found within pipe, culverts or similar structures, the animal will be allowed to escape that section of its own accord prior to moving or utilizing that segment. If a listed species does not leave of its own accord, CDFW and/or USFWS (as appropriate) should be contacted for further guidance.
Mitigation Measure BIO-9	All food-related trash items such as wrappers, cans, bottles and food scraps generated by project activities should be disposed of in closed containers and removed at least once each week from the site. Deliberate feeding of wildlife should be prohibited.
Mitigation Measure BIO-10	To prevent harassment of special-status species, construction personnel shall not be allowed to have firearms or pets on the project site.

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| Mitigation Measure BIO-11 | All equipment and work-related materials shall be contained in closed containers either in the work area or on vehicles. Loose items (e.g. rags, hose, etc.) shall be stored within closed containers or enclosed in vehicles when on the work site. |
| Mitigation Measure BIO-12 | All liquids shall be in closed, covered containers. Any spills of hazardous liquids shall not be left unattended until clean-up has been completed. |
| Mitigation Measure BIO-13 | If used, rodenticides and herbicides shall follow label restrictions and other restrictions imposed by the United States Environmental Protection Agency, the California Department of Food and Agricultural, and other State and federal legislation. If rodent control must be conducted, zinc phosphide should be used because of its proven lower risk to San Joaquin kit fox. |
| Mitigation Measure BIO-14 | Any employee who inadvertently kills or injures a listed species, or who finds any such wildlife dead, injured, or entrapped, shall be required to report the incident immediately to a designated site representative (e.g., foreman, project manager, environmental inspector, etc.), except animals killed on State and county roads when such mortality is not associated with project traffic. |
| Mitigation Measure BIO-15 | In the case of injured special-status wildlife, the CDFW shall be notified immediately. During business hours Monday through Friday, the phone number is (559) 243-4017. For non-business hours, report to (800) 952-5400. Notification shall include the date, time, location, and circumstances of the incident. Instructions provided by the CDFW for the care of the injured animal shall be followed by the contractor onsite. |
| Mitigation Measure BIO-16 | In the case of dead wildlife that are listed as threatened or endangered, the USFWS and the CDFW shall be immediately (within 24 hours) notified by phone or in person, and should document the initial notification in writing within 2 working days of the findings of any such wildlife. Notification shall include the date, time, location, and circumstances of the incident. |
| Mitigation Measure BIO-17 | Prior to commencement of construction on any phase of work, work areas should be clearly marked with fencing, stakes with rope or cord, or other means of delineating the work area boundaries. |
| Mitigation Measure BIO-18 | All personnel entering the project location shall attend a worker orientation program. The worker orientation program shall present measures required to avoid, minimize, and mitigate impacts to biological resources and shall include, at a minimum, the following |
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subjects: A summary of the Federal Endangered Species Act (FESA), California Endangered Species Act (CESA), and the Migratory Bird Treaty Act (MBTA); biological survey results for the current construction area; life history information for the species of concern; biological resource avoidance, minimization, and mitigation requirements; consequences for failure to successfully implement requirements; and procedures to be followed if dead or injured wildlife area located during project activities. Upon completion of the orientation, employees shall sign a form stating that they attended the program and understand all biological resource mitigation measures and receive a hardhat sticker or other means of identifying that they have attended the worker orientation. Forms verifying worker attendance shall be filed at the applicant's office and be accessible to County, USFWS and CDFW staff. No untrained personnel shall be allowed to work onsite with the exception of delivery trucks that are only onsite for 1 day or less and are under the supervision of a trained employee.

- b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

No riparian habitat or other sensitive natural communities are present at the project site. Therefore, implementation of the proposed project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community. As a result, no impact would occur.

- c. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

A search of the USFWS National Wetlands Inventory (NWI) resulted in no wetlands mapped on the project site. A riverine feature, the Friant-Kern canal, was present west of the project site, and the existing recirculation pond which is located outside of the project boundaries to the west, was shown on the NWI as a freshwater pond. These results are consistent with the observed conditions within and adjacent to the project site. There was water present in earthen irrigation ditches that ran along the western and northern boundaries of the alfalfa field on the project site, and just south of the proposed recirculation pond location. There was no visible natural water source for this irrigation water. As a result, no impact would occur.

- d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

Wildlife are known to commonly enter open pipes, materials stockpiles and storage containers as well as get on, under, or in vehicles and equipment. In addition, terrestrial wildlife may fall into open excavations. Closing or moving pipes with wildlife inside could lead to direct mortality of individuals.

If present under pallets, wildlife could be killed or injured by equipment when moving materials. If present in, on, or under equipment or vehicles when started or moving, wildlife could be crushed by tires, injured or killed by moving parts, or threatened through harassment by workers needing to access the vehicles. If deep enough in comparison to the animal size, wildlife falling into open excavations could be injured by the fall or otherwise become entrapped thereby increasing risks to the individual.

Implementation of Mitigation Measures BIO-1 through BIO-18 would reduce the potential for these effects to occur as a result of work activities. These mitigation measures are also intended to result in compliance with applicable State and federal statutes and regulations protecting biological resources. In some cases, if the applicability of mitigation measures cannot be definitively determined based on the reconnaissance-level survey, additional surveys are recommended to determine the level of mitigation required. In addition, if it is determined that the effects to these species cannot be avoided, State and/or federal permits may be warranted to obtain the appropriate authorization for such project effects. However, implementation of Mitigation Measures BIO-1 through BIO-18 would be required to reduce these potential impacts to a less-than-significant level.

e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The project would not conflict with any local policies or ordinances protecting biological resources, and the City does not currently have a tree preservation ordinance. However, the project site is within the City's General Plan area. Therefore, the project is subject to the following guiding policy within the City of Porterville 2030 General Plan's Open Space and Conservation Element:

- OSC-G-7: Protect habitat for special status species, designated under State and federal law.

As identified in the responses above, with implementation of Mitigation Measures BIO-1 through BIO-18, the proposed project would not have a significant impact on biological resources. Therefore, the project would not conflict with adopted policies, plans, or programs protecting biological resources. This impact would be less than significant with mitigation incorporated.

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The project site is not within the boundaries of a habitat conservation plan or natural community conservation plan. This condition precludes the possibility that implementation of the proposed project would conflict with the provisions of such a plan, and no impact would occur.

4.5 CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☒	☐	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

LSA conducted a Cultural Resource Survey⁹ for the proposed project to (1) identify archaeological deposits that may meet the CEQA definition of a historical resource (California Public Resources Code [PRC] §21084.1) or a unique archaeological resource (PRC §21083.2), and that may be affected by the proposed project; and (2) to recommend procedures for avoiding or mitigating impacts to such deposits, as warranted. The study consisted of background research and a field survey and was conducted by LSA Cultural Resources Manager Kerrie Collison, M.A., Registered Professional Archaeologist No. 28731436. The analysis in this Cultural Resources section is based on the results of the Cultural Resource Survey. The Cultural Resource Survey is included as Appendix C.

a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

Records Search Results. A record search of the project site and a 0.5-mile radius was conducted on May 24, 2021, by staff at the Southern San Joaquin Valley Information Center (SSJVIC) of the California Historical Resources Information System (CHRIS) at California State University, Bakersfield. The SSJVIC, an affiliate of the California Office of Historic Preservation (OHP), is the official repository of cultural resources records and reports for Tulare County. Background research also included a review of the following State and federal inventories: Built Environment Resources Directory (BERD), California Historical Landmarks; California Points of Historical Interest; Five Views: An Ethnic Historic Site Survey for California; and California Inventory of Historic Resources.

The record search results indicate that three previous cultural resources studies have included a portion of the project site and that an additional nine previous cultural resources studies have included a portion of the 0.5-mile radius. One of the previous studies was published in 2003 and consisted of a 700-acre cultural resources survey that included the entire main project site. Portions of the proposed storm drain alignment were included in two previous studies, both of which were cultural resources surveys. No cultural resources have been recorded in the project site or within a 0.5 mile radius as a result of previous cultural resources studies. No resources listed in the BERD are within the project site.

⁹ LSA, 2021. *Phase I Cultural Resources Survey for the Casino Basin Project in Porterville, Tulare County, California* (LSA Project No. POR1801.24). August 23.

Aerial Photographs and Historic Maps. Additional background research included a review of aerial photographs and historic-period maps that include the project site.¹⁰ The purpose of this review was to assess the potential for historic-period archaeological deposits in the project site. The oldest available aerial photograph that includes the project site dates to 1956, at which time the main project site was being used for agricultural purposes. The project site usage has remained unchanged since that time. The earliest available topographic quadrangle reviewed by LSA dates to 1929 and depicts Road 216 and Avenue 128 as already developed adjacent to the main project site. The Friant Kern Canal (located west of the main project site) is first depicted on a map that dates to 1952. No additional noticeable changes are depicted in or near the project site after 1952.

Field Survey Results. On August 4, 2021, LSA Archaeologist Kerrie Collison, RPA, conducted a limited field survey and spot-checked sediments in the basin site. The limited field survey method of spot-checking was utilized due to active agricultural use of the project site and the need to not disturb or destroy crops. The proposed storm drain alignment follows existing paved roads and was not surveyed. Sediments along the edges of the main project site (away from crops) were examined, and a trowel was used to expose subsurface sediments to check subsurface sediment characteristics. Rodent burrowing holes and backdirt piles were also examined for indications of archaeological deposits and/or human remains.

The field survey did not identify any cultural resources in the project site. Observed surficial sediments were uniform throughout the project site and were a very dry, light-brown, fine-grained material. Examined subsurface sediments were similar in composition (likely due to tilling of sediments during agricultural activities) and contained no evidence indicating the presence of midden deposits.

Summary. This study, consisting of background research and a field survey, did not identify archaeological deposits or human remains in the project site. The nearest natural water source (the Tule River) is 2.75 miles from the project site. Surficial and near-surface deposits have been disturbed as a result of the use of the project site for agricultural purposes for more than 65 years, and deeper deposits date to a time that does not include human occupation of the region.

For the above reasons, it is unlikely that ground-disturbing work associated with project implementation will impact subsurface cultural resources, and no additional cultural resources studies are recommended for this proposed project. However, there is always the potential that construction activities could uncover unanticipated subsurface cultural resources. Any impacts to such resources would be significant under CEQA. Therefore, implementation of Mitigation Measure CULT-1 would be required to reduce the project's potential impacts to previous unidentified historical resources that may be encountered during construction. Implementation of this mitigation measure would reduce potential impacts to less than significant.

¹⁰ National Environmental Title Research. n.d. Historic Aerials. Website: <http://www.historicaerials.com> (accessed August 22, 2021).

Mitigation Measure CULT-1

In the unlikely event that cultural resources are encountered during project activities, contractors should stop work in the immediate area of the find and contact a qualified professional archaeologist to assess the nature and significance of the find and determine if any additional study or treatment of the find is warranted. Upon completion of any monitoring activities, the archaeologist should prepare a report to document the methods and results of monitoring activities. The final version of this report should be submitted to the Southern San Joaquin Valley Information Center (SSJVIC).

Implementation of Mitigation Measure CULT-1 would reduce potential impacts related to the substantial adverse change in the significance of historical or archaeological resources to a less-than-significant level.

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

Mitigation Measure CULT-1, as presented above, would ensure that potential impacts to archaeological resources would be reduced to a less-than-significant level. Therefore, the project would not cause a substantial adverse change in the significance of an archeological resource.

c. Would the project disturb any humans remains, including those interred outside of formal cemeteries?

Although no such remains have been identified within the project site, there is a possibility of encountering such remains, either in isolation or with prehistoric archaeological deposits. Such remains could be uncovered during project ground-disturbing activities. Based on the significance criteria identified above, the project would have a significant effect on the environment if it would disturb human remains, including those interred outside of formal cemeteries.

Implementation of Mitigation Measure CULT-2 would reduce potential impacts to human remains to a less-than-significant level by ensuring compliance with California Health and Safety Code Section 7050.5 in the event that any human remains are encountered during project-related ground-disturbing activities.

Mitigation Measure CULT-2

Any human remains encountered during project-related ground-disturbing activities shall be treated in accordance with California Health and Safety Code Section 7050.5. The project sponsor shall inform all contractor(s) performing excavation of the sensitivity of the project site for human remains and include the following directive in the appropriate contract documents:

If human remains are uncovered, all work within 50 feet of the discovery shall be halted and the Tulare County Coroner notified immediately. At the same time, the on-site monitoring archaeologist shall assess the situation and consult with agencies as

appropriate. Project personnel shall not collect or move any human remains or associated materials. If the human remains are of Native American origin, the Coroner must notify the California State Native American Heritage Commission (NAHC) within 24 hours of this identification. The NAHC will formally identify a Native American Most Likely Descendant—if one is not already on-site—to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. Such recommendations shall be carried out to the satisfaction of the NAHC prior to work resuming within 50 feet of the discovered remains.

4.6 ENERGY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	☐	☐	☒	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

- a. Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?*

This analysis evaluates energy consumption for both construction and operation of the proposed project, including diesel fuel use for construction off-road equipment.

Construction. Construction of the proposed project would require the use of energy to fuel construction equipment and vehicles. All or most of this energy would be derived from non-renewable resources. Construction activities are not anticipated to result in an inefficient use of energy as gasoline and diesel fuel would be supplied by construction contractors who would conserve the use of their supplies to minimize their costs on the project. Energy usage on the project site during construction would be temporary in nature and would be relatively small in comparison to the State's available energy sources. As such, construction energy usage would be less than significant.

Operation. Typically, energy consumption is associated with fuel used for vehicle trips and electricity and natural gas use. The proposed project would include construction and operation of a new stormwater recharge basin. Once operational, City staff would visit the project site on a weekly basis to ensure site security and would conduct monthly maintenance to maintain weed abatement and cleaning of the infrastructure. As such, the project would result in a minimal increase in fuel usage. In addition, implementation of the proposed project would not include lighting or features that could contribute to a significant new source of electricity and natural gas usage. Therefore, implementation of the proposed project would not result in a long-term demand for electricity and natural gas nor would the project require new service connections or construction of new off-site service lines or substations to serve the project. The nature of proposed improvements would not require substantial amounts of energy for either construction or maintenance purposes. Therefore, the proposed project would not use non-renewable resources in a wasteful or inefficient manner. Therefore, operational energy impacts would be less than significant.

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

The California Energy Commission (CEC) approved the *2020 Integrated Energy Policy Report* in March 2021.¹¹ The *2020 Integrated Energy Policy Report* provides the results of the CEC's assessments of a variety of energy issues facing California. As indicated above, energy usage on the project site during construction would be temporary in nature. In addition, once operational, the proposed project would not generate energy usage. Because California's energy conservation planning actions are conducted at a regional level, and because the project's total impact on regional energy supplies would be minor, the proposed project would not conflict with or obstruct California's energy conservation plans as described in the CEC's *2020 Integrated Energy Policy Report*. Additionally, as demonstrated above, the proposed project would not result in the inefficient, wasteful, and unnecessary consumption of energy. Potential impacts related to conflict with or obstruction of a State or local plan for renewable energy or energy efficiency would be less than significant, and no mitigation is required.

¹¹ California Energy Commission (CEC). 2020. *2020 Integrated Energy Policy Report*. Docket No. 20-IEPR-01.

4.7 GEOLOGY AND SOILS

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

a. *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*

- i. *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.*

The United States Geological Survey (USGS) defines a fault as “active” if it has moved one or more times in the last 10,000 years.¹² The San Joaquin Valley, like most of California, is a seismically active region; however, no known active faults occur in Tulare County.¹³ No Alquist-Priolo earthquake

¹² United States Geological Survey, 2016. *Earthquake Glossary – Active Fault*. Website: earthquake.usgs.gov/learn/glossary/?term=active%20fault (accessed July 2021).

¹³ Tulare County, 2012. *Tulare County General Plan, 2030 Update*. Website: generalplan.co.tulare.ca.us (accessed July 2021).

zones are mapped in the vicinity of the project site.¹⁴ Several pre-Quaternary, inactive faults exist in the vicinity of the City. The nearest inactive fault to the project site is an unnamed fault that occurs approximately 3.8 miles to the southeast. The site does not fall within an Alquist-Priolo Fault Zone, and is therefore not subject to any restrictions. Therefore, no people or structures would be exposed to potential substantial adverse effects, including the risk of loss, injury, or death from the rupture of a known earthquake fault as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map. As a result, a less-than-significant impact would occur.

ii. Strong seismic ground shaking?

As discussed above, due to the distance to the known faults, hazards due to ground shaking would be minimal. Therefore, impacts related to strong seismic ground shaking would be less than significant.

iii. Seismic-related ground failure, including liquefaction?

Soil liquefaction can occur in seismic conditions. Liquefaction is the temporary transformation of saturated, non-cohesive material from a relatively stable, solid condition to a liquefied state as a result of increased soil pore water pressure. Soil pore water pressure is the water pressure between soil particles. Liquefaction can occur if three factors are present: seismic activity, loose sand or silt, and shallow groundwater.

The City's General Plan does not identify specific areas prone to liquefaction; however, it notes that some zones within its planning area are at a moderate risk of liquefaction due to steep hillside topography, soil slumping, and proximity to the Tule River. The project site does not contain any of these qualities that would make an area susceptible to liquefaction; this, combined with the lack of active faults in the area, indicates that the probability of liquefaction occurring on the site is low. As such, the proposed project would not expose people or structures to potential substantial effects associated with seismic-related ground failure, including liquefaction. Therefore, this impact is less than significant.

iv. Landslides?

The City's General Plan states that there is a moderate risk of landslides and liquefaction. Because the project site is generally level, the proposed project would not expose people or structures to potential substantial adverse effects associated with landslides. Therefore, impacts related to landslides would be less than significant.

b. Would the project result in substantial soil erosion or the loss of topsoil?

Soil erodibility can be identified by a specific soil's "K-Factor." Values of K range from 0.02 to 0.69, with the higher the value, the more susceptible the soil is to erosion. Soils with K factors above 0.40

¹⁴ California Geological Survey, 2015. CGS Information Warehouse: Regulatory Maps. Website: maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps (accessed July 2021).

are considered to be the most susceptible to erosion.¹⁵ Figure 7-1 of the City's General Plan maps soil erosion potential in the City. Based on this mapping, the project site is primarily classified as 0.32 – 0.43 – High.

Implementation of the proposed project would include grading activities that could result in short-term soil erosion during the construction period. Exposed soils are considered erodible when subjected to concentrated surface flow or wind. As such, the proposed project would be required to implement an Erosion Control Plan in conformance with the California Stormwater Quality Association Best Management Practice Handbook.¹⁶ Mitigation Measure GEO-1, described below, would require implementation of the Erosion Control Plan and would reduce the potential for soil erosion.

Mitigation Measure GEO-1 To reduce the potential for soil erosion during construction of the proposed project, an Erosion Control Plan shall be prepared for the project in conformance with the California Stormwater Quality Association Best Management Practice Handbook for Construction Activity, prior to the start of grading.

In addition, soil erosion and loss of topsoil would be minimized through implementation of SVJAPCD Regulation VIII fugitive dust control measures and compliance with the National Pollutant Discharge Elimination System (NPDES) permit requirements (Mitigation Measure HYDRO-1). With incorporation of Mitigation Measure GEO-1 and compliance with NPDES permit requirements, construction of the proposed project would not result in substantial soil erosion or loss of topsoil. This impact would be less than significant with mitigation incorporated.

c. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

See Sections 3.7.a.iii and 3.7.a.iv above. The proposed project would not require a substantial grade change or change in topography. The project would not result in on- or off-site landslides, lateral spreading, subsidence, liquefaction or collapse. Therefore, this impact would be less than significant.

d. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Expansive soils can swell or shrink in response to changes in moisture, which can significantly damage infrastructure located on expansive soils. According to the City's General Plan, the project is not located in an area with high soil expansion potential. Therefore, the project would not create substantial risks to life or property due to expansive soils. Therefore, this impact would be less than significant.

¹⁵ Porterville, City of, 2008, op. cit.

¹⁶ California Stormwater Quality Association, 2019. *California Stormwater Quality Association Best Management Practices Handbook*.

- e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?*

The proposed project would not require the use of septic tanks or other alternative wastewater disposal systems. Therefore, no impact would occur.

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

Paleontological resources are the mineralized (fossilized) remains of prehistoric plant and animal life exclusive of human remains or artifacts. Fossil remains such as bones, teeth, shells, and leaves are found in geologic deposits (rock formations) where they were originally buried. Fossil remains are considered to be important as they provide indicators of the earth's chronology and history. These resources are afforded protection under CEQA and are considered to be limited and nonrenewable, and they provide invaluable scientific and educational data.

According to the City's General Plan, the University of California Museum of Paleontology lists 25 localities where fossils have been found in Tulare County. However, due to the sensitive nature of these sites, they are not mapped. Identified fossil types in the County include prehistoric mammals, other vertebrates, invertebrates and plants.¹⁷

Implementation of the proposed project would require ground disturbing construction activities that may inadvertently encounter and damage paleontological resources. Should this occur, project construction at both well sites may result in the destruction of a unique paleontological site, resulting in a potentially significant impact. Mitigation Measure GEO-2 would reduce this impact to less than significant by redirecting ground-disturbing activities, consulting with agencies as appropriate, and making recommendations for the treatment of the discovery in the event that any paleontological materials are encountered during project-related ground-disturbing activities.

The following mitigation measure would reduce the paleontological resource impacts associated with the proposed project to a less-than-significant level.

Mitigation Measure GEO-2

The City shall inform its contractor(s) of the sensitivity of the project area for paleontological resources. Should paleontological resources be encountered during project subsurface construction activities, all ground-disturbing activities within 25 feet shall be redirected and a qualified paleontologist contacted to assess the situation, consult with agencies as appropriate, and make recommendations for the treatment of the discovery. If found to be significant, and project activities cannot avoid the paleontological resources, adverse effects to paleontological resources shall be mitigated. Mitigation may include monitoring, recording the fossil locality, data recovery and analysis, a final report, and accessioning the fossil material and

¹⁷ Porterville, City of, 2008, op. cit.

technical report to a paleontological repository. Public educational outreach may also be appropriate. Upon completion of the assessment, a report documenting methods, findings, and recommendations shall be prepared and submitted to the City of Porterville for review, and (if paleontological materials are recovered) a paleontological repository, such as the University of California Museum of Paleontology. The City shall verify that the above directive has been included in the appropriate contract documents.

4.8 GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

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

Greenhouse gas emissions (GHGs) are present in the atmosphere naturally, and are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. However, over the last 200 years, human activities have caused substantial quantities of GHGs to be released into the atmosphere. These extra emissions are increasing GHG concentrations in the atmosphere, and enhancing the natural greenhouse effect, which is believed to be causing global climate change. The gases that are widely seen as the principal contributors to human-induced global climate change are:

- Carbon dioxide (CO₂)
- Methane (CH₄)
- Nitrous oxide (N₂O)
- Hydrofluorocarbons
- Perfluorocarbons
- Sulfur Hexafluoride

Certain gases, such as water vapor, are short-lived in the atmosphere. Others remain in the atmosphere for significant periods of time, contributing to climate change in the long term. Water vapor is excluded from the list of GHGs above because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

These gases vary considerably in terms of Global Warming Potential (GWP), which is a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. GWP is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and the length of time that the gas remains in the atmosphere ("atmospheric lifetime").

The GWP of each gas is measured relative to CO₂, the most abundant GHG; the definition of GWP for a particular GHG is the ratio of heat trapped by one unit mass of the GHG to the ratio of heat

trapped by one unit mass of CO₂ over a specified time period. GHG emissions are typically measured in terms of pounds or tons of “CO₂ equivalents” (CO₂e).

This section discusses the proposed project’s potential impacts related to the release of GHG emissions for both construction and project operation.

Construction Greenhouse Gas Emissions. Construction activities associated with the proposed project, such as site preparation, site grading, on-site construction vehicles, equipment hauling materials to and from the project site, and motor vehicles transporting the construction crew would produce combustion emissions from various sources. During construction, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically uses fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO₂, CH₄, and N₂O. Furthermore, CH₄ is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.

The SJVAPCD does not have an adopted threshold of significance for construction-related GHG emissions. However, lead agencies are encouraged to quantify and disclose GHG emissions that would occur during construction. Using CalEEMod, it is estimated that construction of the proposed project would generate a total of approximately 488.7 metric tons of CO₂e. When considered over the 30-year life of the project, the total amortized construction emissions would be 16.3 metric tons of CO₂e per year. As such, construction of the proposed project would not generate GHG emissions that would have a significant impact on the environment and construction-related impacts would be less than significant.

Operational Greenhouse Gas Emissions. Long-term GHG emissions are typically generated from mobile, area, waste, and water sources as well as indirect emissions from sources associated with energy consumption. Mobile-source GHG emissions would include project-generated trips to and from the project site. Area-source emissions would be associated with activities such as landscaping and maintenance on the project site. Energy source emissions are typically generated at off-site utility providers as a result of increased electricity demand generated by a project. Stationary source emissions would be associated with the emergency backup generator. Waste source emissions generated by the proposed project include energy generated by land filling and other methods of disposal related to transporting and managing project generated waste. In addition, water source emissions associated with the proposed project are generated by pumping of water, water treatment, water distribution, and wastewater treatment.

The proposed project would construction and operation of a new stormwater recharge basin and associated improvements, including cast-in-place storm drain outlets, storm drain manholes, and an underground 72-inch storm drain pipe underneath to Road 216, Avenue 130, and West Street. Once operational, City staff would visit the project site on a weekly basis to ensure site security and would conduct monthly maintenance to maintain weed abatement and cleaning of the infrastructure. As such, the project would not result in a significant increase in the generation of vehicle trips or VMT that would increase air pollutant emissions. The project would not be a substantial source of energy, area, water, or waste source emissions. Therefore, operation of the proposed project would not

generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. Impacts would be less than significant.

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

The SJVAPCD has adopted a Climate Change Action Plan (CCAP), which includes suggested Best Performance Standards for proposed development projects. Appendix J of the SJVAPCD Final Staff Report for the CCAP contains GHG reduction measures; however these measures are intended for commercial, residential, and mixed-use projects and wouldn't be applicable to the proposed project.

Absent any other local or regional Climate Action Plan, the proposed project was analyzed for consistency with the goals of the California Global Warming Solutions Act, or Assembly Bill 32 (AB 32) and the AB 32 Scoping Plan. The Scoping Plan has a range of GHG reduction actions, which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 implementation fee to fund the program.

In addition, Senate Bill (SB) 32 affirms the importance of addressing climate change by codifying into statute the GHG emissions reductions target of at least 40 percent below 1990 levels by 2030 contained in Executive Order B-30-15. SB 32 builds on AB 32 and keeps us on the path toward achieving the State's 2050 objective of reducing emissions to 80 percent below 1990 levels, consistent with an Intergovernmental Panel on Climate Change (IPCC) analysis of the global emissions trajectory that would stabilize atmospheric GHG concentrations at 450 parts per million CO₂e and reduce the likelihood of catastrophic impacts from climate change.

Assembly Bill 197 (AB 197), the companion bill to SB 32, provides additional direction to the California Air Resources Board (CARB) in the following areas related to the adoption of strategies to reduce GHG emissions. Additional direction in AB 197 intended to provide easier public access to air emissions data that are collected by CARB was posted in December 2016. The measures applicable to the proposed project include energy efficiency measures, water conservation and efficiency measures, and transportation and motor vehicle measures, as discussed below.

Energy efficient measures are intended to maximize energy efficiency building and appliance standards, pursue additional efficiency efforts including new technologies and new policy and implementation mechanisms, and pursue comparable investment in energy efficiency from all retail providers of electricity in California. In addition, these measures are designed to expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings. The proposed project would not require energy demand; therefore, the proposed project would not conflict with energy efficient measures.

Water conservation and efficiency measures are intended to continue efficiency programs and use cleaner energy sources to move and treat water. Increasing the efficiency of water transport and reducing water use would reduce GHG emissions. The proposed project includes the construction of a new stormwater recharge basin and would not conflict with water conservation and efficiency measures.

The goal of transportation and motor vehicle measures is to develop regional GHG emissions reduction targets for passenger vehicles. The second phase of Pavley standards will reduce GHG emissions from new cars by 34 percent from 2016 levels by 2025, resulting in a 3 percent decrease in average vehicle emissions for all vehicles by 2020. Specific regional emission targets for transportation emissions would not directly apply to the proposed project. However, vehicles traveling to the project site would comply with the Pavley II (LEV III) Advanced Clean Cars Program. Therefore, the proposed project would not conflict with transportation and motor vehicle measures.

The proposed project would comply with existing State regulations adopted to achieve the overall GHG emissions reduction goals identified in AB 32, the AB 32 Scoping Plan, Executive Order B-30-15, SB 32, and AB 197 and would be consistent with applicable State plans and programs designed to reduce GHG emissions. Therefore, the proposed project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs and impacts would be less than significant.

4.9 HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Construction activities associated with the proposed project would involve the use of limited amounts of potentially hazardous materials, including but not limited to, solvents, paints, fuels, oils, and transmission fluids. However, all materials used during construction would be contained, stored, and handled in compliance with applicable standards and regulations established by the Department of Toxic Substances Control (DTSC), the U.S. Environmental Protection Agency (USEPA), and the Occupational Safety and Health Administration (OSHA). No manufacturing, industrial, or other uses utilizing large amounts of hazardous materials would occur within the project site. Project operation could involve the use of common hazardous materials (i.e., cleaning products, fertilizers, pesticides, herbicides, etc.) that could be potentially hazardous if handled improperly or ingested. However, these products are not considered acutely hazardous and are not generally considered unsafe. All storage, handling, and disposal of hazardous materials during project construction and operation would comply with applicable standards and regulations. The proposed residential uses would not generate significant amounts of any hazardous materials. Therefore, the

proposed project would have a less-than-significant impact associated with the routine transport, use, or disposal of hazardous materials.

b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

See Response 3.9.a, above. The proposed project would not result in a significant hazard to the public or the environment through a reasonably foreseeable upset or accident condition related to the release of hazardous materials. This impact would be less than significant.

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

No schools are located within one-quarter mile of an existing or proposed school. In addition, as previously stated, the proposed project would not result in the use or emission of substantial quantities of hazardous materials that would pose a human or environmental health risk. In addition, all materials would be handled, stored, and disposed of in accordance with applicable standards and regulations. Therefore, because the proposed project does not involve activities that would result in the emission of hazardous materials or acutely hazardous substances, implementation of the proposed project would result in no impact related to the use or emission of hazardous materials that would adversely affect an existing school.

d. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

According to the DTSC EnviroStor database,¹⁸ the project site is not located on a federal superfund site, State response site, voluntary cleanup site, school cleanup site, evaluation site, school investigation site, military evaluation site, tiered permit site, or corrective action site. The project site is not included on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.¹⁹ As a result, no impacts related to this issue are anticipated.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

The Porterville Municipal Airport is located approximately 1.3 miles northeast of the project site. However, the proposed project would include construction and operation of a new stormwater recharge basin and associated improvements and would not increase the residential or working

¹⁸ California Department of Toxic Substances Control, 2021. EnviroStor. Website: www.envirostor.dtsc.ca.gov/public (accessed July 2021).

¹⁹ California Environmental Protection Agency, 2021. Government Code Section 65962.5(a). Website: www.calepa.ca.gov/sitecleanup/corteselist/SectionA.htm (accessed July 2021).

population at the project sites. Therefore, the proposed project would not expose people to safety hazards related to airports and a less-than-significant impact would occur.

f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The City of Porterville lists State Routes (SR) 65, SR 190, and Olive Avenue as evacuation routes. Once operational, the proposed project would not include any changes to any public or private roadways that would interfere with the evacuation routes or shelters identified by the City's General Plan.

The City adopted the Porterville Emergency Operations Plan in 2004. The Porterville Emergency Operations Plan includes planning and response scenarios for seismic hazards, extreme weather conditions, landslides, dam failure and other flooding, wildland fires, hazardous materials incidents, transportation emergencies, civil disturbance, and terrorist attacks. Porterville's Emergency Operations Plan is intended to work in conjunction with the Tulare County Emergency Operations Plan and the State Emergency Plan. The Emergency Council of the Tulare County Operational Area meets at least four times per year. In addition, the City Fire Department has specific procedures for hazardous materials emergency response.

The proposed project consists of a new stormwater recharge basin and associated improvements, including cast-in-place storm drain outlets, storm drain manholes, and an underground 72-inch storm drain pipe underneath to Road 216, Avenue 130, and West Street. As a result, project implementation would not physically interfere with the County's emergency planning program or the City Fire Department access to and from the project site. Therefore, no impacts would occur as a result of project implementation and no mitigation would be required.

g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

The Public Health and Safety Element of the City of Porterville's General Plan describes areas of the City that would pose a wildland fire risk to people, including wooded, undeveloped areas that have trees and unkempt vegetation as a greater source of fuel. Based on Figure 7-4 of the City's General Plan, the project site is considered to have a moderate to high risk for fire hazard.²⁰ However, implementation of the proposed project would include a stormwater recharge basin and associated improvements and would not expose people to significant risk of loss, injury, or death due to wildland fires. As a result, no impact would occur.

²⁰ Porterville, City of, 2008, op. cit.

4.10 HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☒	☐	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☒	☐	☐
i. Result in substantial erosion or siltation on- or off-site;	☐	☒	☐	☐
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv. Impede or redirect flood flows?	☐	☐	☒	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

The proposed project is located in the City of Porterville and Tulare County, which is within the jurisdiction of the Central Valley Regional Water Quality Control Board (RWQCB).

Pollutants of concern during construction include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. During construction activities, excavated soil would be exposed with an increased potential to expose soils to wind and water erosion, which could result in temporary minimal increases in sediment load in nearby water bodies, including the adjacent Friant Kern Canal. Any potential short-term water quality effects from project related construction activities can be minimized and reduced through implementation of Mitigation Measure HYDRO-1, as follows.

Mitigation Measure HYDRO-1 To minimize any potential short-term water quality effects from project-related construction activities, the project contractor shall implement Best Management Practices (BMPs) in conformance with the California Storm Water Best Management Practice Handbook for

Construction Activity. In addition, the proposed project shall be in compliance with existing regulatory requirements, including the Water Pollution Control Preparation (WPCP) Manual. In addition, implementation of a Storm Water Pollution Prevention Plan (SWPPP) would be required under the National Pollutant Discharge Elimination System (NPDES) to regulate water quality associated with construction activities.

Once operational, the proposed project would include a new stormwater recharge basin and associated improvements, including cast-in-place storm drain outlets, storm drain manholes, and an underground 72-inch storm drain pipe underneath to Road 216, Avenue 130, and West Street. The proposed project would bring in stormwater runoff from the airport area and casino development area. The proposed project would be utilized to recharge any available surface waters that the City is able to acquire. In addition, the proposed project would store stormwater runoff and would release at least a portion of that runoff by infiltrating the water into the ground. The recharge volume would be stored and allowed to infiltrate into the underlying soils over a period of time. As a result, stormwater would continue to percolate into the groundwater table to allow for natural recharge. Therefore, impacts associated with water quality standards and waste discharge would be less than significant with mitigation incorporated.

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

As discussed in Response 4.10.a above, the proposed project would include a new stormwater recharge basin and associated improvements, which would store stormwater runoff and would release at least a portion of that runoff by infiltrating the water into the ground. The recharge volume would be stored and allowed to infiltrate into the underlying soils over a period of time. In addition, development of the proposed project would not require new connections to the municipal potable water supply or the drilling of any wells. Thus, development of the proposed project would result in a less than significant impact to regional groundwater levels.

c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. Result in substantial erosion or siltation on- or off-site;

Implementation of the proposed project would include grading activities that could result in short-term soil erosion during the construction period. Exposed soils are considered erodible when subjected to concentrated surface flow or wind. As discussed under Section 4.7.b above, Mitigation Measure GEO-1 would reduce the potential for soil erosion. In addition, soil erosion and loss of topsoil would be minimized through implementation of SVJAPCD Regulation VIII fugitive dust control measures and compliance with the NPDES permit requirements. With incorporation of Mitigation Measure GEO-1 and compliance with NPDES permit requirements,

construction of the proposed project would not result in substantial soil erosion or loss of topsoil. This impact would be less than significant with mitigation incorporated.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

As discussed in Response 4.10.a above, the proposed project would include a new stormwater recharge basin and associated improvements, which would store stormwater runoff and would release at least a portion of that runoff by infiltrating the water into the ground. The recharge volume would be stored and allowed to infiltrate into the underlying soils over a period of time. As such, implementation of the proposed project would not substantially increase the rate or amount of surface runoff that would result in flooding on or off site. This impact would be less than significant.

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

See Response 4.10.a.ii above. Implementation of the proposed project would not substantially increase the rate or amount of surface runoff that would the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. This impact would be less than significant.

iv. Impede or redirect flood flows?

According to Federal Emergency Management Agency (FEMA), the project site is located within an area designated as Flood Zone A. Areas within Flood Zone A are within the 100-year floodplain. However, the proposed project would include a new stormwater recharge basin and associated improvements, which would store stormwater runoff and would release at least a portion of that runoff by infiltrating the water into the ground. The recharge volume would be stored and allowed to infiltrate into the underlying soils over a period of time. As such, implementation of the proposed project would not impede or redirect flood flows, and a less-than-significant impact would occur.

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

As indicated above, the project site is located within a FEMA designated 100-year floodplain. However, the proposed project would include a new stormwater recharge basin and associated improvements, which would store stormwater runoff and would release at least a portion of that runoff by infiltrating the water into the ground. The recharge volume would be stored and allowed to infiltrate into the underlying soils over a period of time. Furthermore, no enclosed bodies of water are in close enough proximity that would create a potential risk for seiche or a tsunami at the project site. Therefore, there would be a less-than-significant impact related to potential hazards from inundation from flood, tsunami, or seiche.

e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

As discussed above, the proposed project would include a new stormwater recharge basin and associated improvements, which would store stormwater runoff and would release at least a portion of that runoff by infiltrating the water into the ground. The recharge volume would be stored and allowed to infiltrate into the underlying soils over a period of time. As a result, stormwater would continue to percolate into the groundwater table to allow for natural recharge. Therefore, the proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. A less-than-significant impact would occur.

4.11 LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	☐	☐	☐	☒
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

a. Would the project physically divide an established community?

The physical division of an established community typically refers to the construction of a feature (such as an interstate highway or railroad tracks) or removal of a means of access (such as a local road or bridge) that would impair mobility within an existing community, or between a community and outlying areas. For instance, the construction of an interstate highway through an existing community may constrain travel from one side of the community to another; similarly, such construction may also impair travel to areas outside of the community.

The proposed project would include a new stormwater recharge basin and associated improvements, including cast-in-place storm drain outlets, storm drain manholes, and an underground 72-inch storm drain pipe underneath to Road 216, Avenue 130, and West Street, and would not disturb or alter access to any existing adjacent land uses. Therefore, the proposed project would not result in a physical division of an established community or adversely affect the continuity of land uses in the vicinity, and there would be no impact.

b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The project site is located in the Agricultural/Conservation (AC) zoning district and the General Plan Land Use designation is Rural/Agricultural/Conservation. The proposed stormwater retention basin would be generally compatible with the AC designation, and would not generate significant noise, odor, or other concerns that would interfere with adjacent land uses. Therefore, land use at the project site would remain the same with project implementation, and the proposed project would not conflict with any applicable land use plan, policy or regulation of the City of Porterville that was adopted for the purpose of avoiding or mitigating an environmental impact. As such, no land use incompatibilities or conflicts with existing plans or policies would result from the proposed project. Therefore, the proposed project would not conflict with any applicable land use plan, policy or regulation, and no impact would occur.

4.12 MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

a. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

The Surface Mining and Reclamation Act (SMARA) regulates surface mining in California. SMARA was adopted in 1975 to protect the State's need for a continuing supply of mineral resources and to protect the public and environmental health. SMARA requires that all cities incorporate mapped mineral resource designations approved by the State Mining and Geology Board into their General Plans. There are no known or recorded mineral resources within the project site; therefore construction and operation of the proposed project could not adversely affect known or recorded mineral resources. Therefore this impact would be less than significant.

b. Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

The project site is not located within an area known to contain locally important mineral resources. No impacts related to the loss of availability of a locally important mineral resource recovery site as delineated on a local general plan, specific plan, or other land use plan would occur as a result of project implementation.

4.13 NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

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

Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, or sleep. Several noise measurement scales exist that are used to describe noise in a particular location. A decibel (dB) is a unit of measurement that indicates the relative intensity of a sound. Sound levels in dB are calculated on a logarithmic basis. An increase of 10 dB represents a 10-fold increase in acoustic energy, while 20 dB is 100 times more intense and 30 dB is 1,000 times more intense. Each 10 dB increase in sound level is perceived as approximately a doubling of loudness; and similarly, each 10 dB decrease in sound level is perceived as half as loud. Sound intensity is normally measured through the A-weighted sound level (dBA). This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. The A-weighted sound level is the basis for 24-hour sound measurements that better represent human sensitivity to sound at night.

As noise spreads from a source, it loses energy so that the farther away the noise receiver is from the noise source, the lower the perceived noise level would be. Geometric spreading causes the sound level to attenuate or be reduced, resulting in a 6 dB reduction in the noise level for each doubling of distance from a single point source of noise to the noise sensitive receptor of concern.

There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. Equivalent continuous sound level (L_{eq}) is the total sound energy of time varying noise over a sample period. However, the predominant rating scales for human communities in the State of California are the L_{eq} , the community noise equivalent level (CNEL), and the day-night average level (L_{dn}) based on dBA. CNEL is the time varying noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly L_{eq} for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and 10 dBA weighting factor applied to noise occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours).

L_{dn} is similar to the CNEL scale, but without the adjustment for events occurring during the evening relaxation hours. CNEL and L_{dn} are within one dBA of each other and are normally exchangeable. The noise adjustments are added to the noise events occurring during the more sensitive hours.

A project would have a significant noise effect if it would substantially increase the ambient noise levels for adjoining areas or conflict with adopted environmental plans and goals of applicable regulatory agencies, including, as appropriate, the City of Porterville.

The City of Porterville addresses noise in the Noise Element of the General Plan²¹ and in Article IX of the City's City Code.²² The Noise Element provides policies that work to minimize vehicular and stationary noise levels and noise from temporary activities and ensure that new development is compatible with the noise environment. Article IX of the City's City Code states that construction noise is exempt from the noise level standards provided that construction activities are limited to between the hours of 6:00 a.m. and 9:00 p.m. Monday through Friday and between the hours of 7:00 a.m. and 5:00 p.m. on Saturday and Sunday.

Certain land uses are considered more sensitive to noise than others. Examples of these land uses include residential areas, educational facilities, hospitals, childcare facilities, and senior housing. The closest sensitive receptor includes the single-family residence located north of the project site boundary along Road 216.

The following section describes how the short-term construction and long-term operational noise impacts of the proposed project would be less than significant with mitigation.

Short-Term (Construction) Noise Impacts. Project construction would result in short-term noise impacts on the nearby sensitive receptors. Maximum construction noise would be short-term, generally intermittent depending on the construction phase, and variable depending on receiver distance from the active construction zone. The duration of noise impacts generally would be from one day to several days depending on the phase of construction. The level and types of noise impacts that would occur during construction are described below.

Short-term noise impacts would occur during grading and site preparation activities. Table 4.C lists typical construction equipment noise levels (L_{max}) recommended for noise impact assessments, based on a distance of 50 feet between the equipment and a noise receptor, obtained from the Federal Highway Administration (FHWA) Roadway Construction Noise Model. Construction-related short-term noise levels would be higher than existing ambient noise levels currently in the project area but would no longer occur once construction of the project is completed.

Two types of short-term noise impacts could occur during construction of the proposed project. The first type involves construction crew commutes and the transport of construction equipment and materials to the site, which would incrementally increase noise levels on roads leading to the site. As shown in Table 4.C, there would be a relatively high single-event noise exposure potential at a maximum level of 84 dBA L_{max} with trucks passing at 50 feet.

²¹ Porterville, City of, 2008, op. cit.

²² Porterville, City of, 2018. *Porterville, California City Code*. August 7.

Table 4.C: Typical Construction Equipment Noise Levels

Equipment Description	Acoustical Usage Factor (%)	Maximum Noise Level (L_{max}) at 50 Feet ¹
Backhoes	40	80
Compactor (ground)	20	80
Compressor	40	80
Cranes	16	85
Dozers	40	85
Dump Trucks	40	84
Excavators	40	85
Flat Bed Trucks	40	84
Forklift	20	85
Front-end Loaders	40	80
Graders	40	85
Impact Pile Drivers	20	95
Jackhammers	20	85
Pick-up Truck	40	55
Pneumatic Tools	50	85
Pumps	50	77
Rock Drills	20	85
Rollers	20	85
Scrapers	40	85
Tractors	40	84
Welder	40	73

Source: Roadway Construction Noise Model (FHWA 2006).

Note: Noise levels reported in this table are rounded to the nearest whole number.

¹ Maximum noise levels were developed based on Spec 721.560 from the Central Artery/Tunnel (CA/T) program to be consistent with the City of Boston's Noise Code for the "Big Dig" project.

L_{max} = maximum instantaneous sound level

The second type of short-term noise impact is related to noise generated during grading and construction on the project site. Construction is performed in discrete steps, or phases, each with its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on-site. Therefore, the noise levels vary as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase.

Table 4.C lists maximum noise levels recommended for noise impact assessments for typical construction equipment, based on a distance of 50 feet between the equipment and a noise receptor.

Typical maximum noise levels range up to 87 dBA L_{max} at 50 feet during the noisiest construction phases. The site preparation phase, including excavation and grading of the site, tends to generate the highest noise levels because earthmoving machinery is the noisiest construction equipment. Earthmoving equipment includes excavating machinery such as backfillers, bulldozers, draglines, and front loaders. Earthmoving and compacting equipment includes compactors, scrapers, and graders. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full-power operation followed by 3 or 4 minutes at lower power settings.

As noted above, the closest sensitive receptor includes the single-family residence located north of the project site boundary along Road 216. Therefore, the closest sensitive receptors may be subject to short-term maximum construction noise of approximately 87 dBA L_{max} during construction. However, construction equipment would operate at various locations within the project site and would only generate maximum noise levels when operations occur closest to the receptor.

Construction noise is permitted by the City of Porterville when activities occur between the hours of 6:00 a.m. and 9:00 p.m. Monday through Friday and between the hours of 7:00 a.m. and 5:00 p.m. on Saturday and Sunday. In addition, Mitigation Measure NOI-1 would be required to limit construction activities to the permitted hours and would reduce potential construction period noise impacts for the indicated sensitive receptors to less-than-significant levels.

Mitigation Measure NOI-1

The project contractor shall implement the following measures during construction of the project:

- Equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards.
- Place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the active project site.
- Locate equipment staging in areas that would create the greatest possible distance between construction-related noise sources and noise-sensitive receptors nearest the active project site during all construction activities.
- Ensure that all general construction related activities are restricted to between the hours of 6:00 a.m. and 9:00 p.m. Monday through Friday and between the hours of 7:00 a.m. and 5:00 p.m. on Saturday and Sunday.
- Designate a "disturbance coordinator" at the City who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler) and would determine and implement reasonable measures warranted to correct the problem.

Operational Noise. The proposed project includes the construction of a stormwater recharge basin and associated improvements, including cast-in-place storm drain outlets, storm drain manholes, and an underground 72-inch storm drain pipe underneath to Road 216, Avenue 130, and West Street. Once operational, City staff would visit the project site on a weekly basis to ensure site security and would conduct monthly maintenance to maintain weed abatement and cleaning of the infrastructure. As such, the project would not result in a significant increase in vehicle trips and

would not be a source of operational noise. Therefore, the proposed project would not expose persons to noise levels in excess of local standards. Operational noise impacts would be considered less than significant.

b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Construction of the proposed project would involve grading and site preparation activities but would not involve the use of construction equipment that would result in substantial ground-borne vibration or ground-borne noise on properties adjacent to the project site. No pile driving, blasting, or significant grading activities are proposed. Furthermore, project operation would not generate substantial ground-borne noise and vibration. Therefore, the project would not result in the exposure of persons to or generation of excessive ground-borne noise and vibration impacts would be considered less than significant, and no mitigation is required.

c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The Porterville Municipal Airport is located approximately 1.3 miles northeast of the project site. However, the proposed project would include construction and operation of a new stormwater recharge basin and would not increase the residential or working population at the project sites. Therefore, the proposed project would not expose people to excessive noise levels related to airports and a less-than-significant impact would occur.

4.14 POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

- a. Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

The proposed project would include a new stormwater recharge basin and associated improvements, including cast-in-place storm drain outlets, storm drain manholes, and an underground 72-inch storm drain pipe underneath to Road 216, Avenue 130, and West Street. The proposed project would not result in direct population growth as the use proposed is not residential and would not contribute to permanent residency on site. The proposed project is intended to address improvements needed to facilitate the construction of a casino and would not generate growth beyond that anticipated in the General Plan. Therefore, the proposed project would not directly or indirectly induce population growth and this impact would be considered less than significant.

- b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

The project site is located in rural and agricultural area of Porterville and does not include housing. Therefore, the project would not displace existing housing or require the construction of replacement housing and would result in no impact.

4.15 PUBLIC SERVICES

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

a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- i. Fire protection?*
- ii. Police protection?*
- iii. Schools?*
- iv. Parks?*
- v. Other public facilities?*

The project site is located in an area that is already served by public service systems. Police protection services are provided to the City by the Porterville Police Department. Fire protection and emergency response services for the project site are provided by the City of Porterville Fire Department. Four school districts serve the Porterville area, including Porterville Unified School District, Burton Elementary School District, Alta Vista School District, and Tulare County Office of Education. In addition, the City provides several types of parks and other public facilities.

The proposed project would include a new stormwater recharge basin and associated improvements, including cast-in-place storm drain outlets, storm drain manholes, and an underground 72-inch storm drain pipe underneath to Road 216, Avenue 130, and West Street. The proposed project would not result in an increase in population or facilities that would require the provision of new or additional fire or police services, schools, parks, or other public facilities, or result in the need for physically altered facilities. Therefore, the project would have no impacts associated with public services.

4.16 RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

- a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

The proposed project would include a new stormwater recharge basin and associated improvements, including cast-in-place storm drain outlets, storm drain manholes, and an underground 72-inch storm drain pipe underneath to Road 216, Avenue 130, and West Street and would not generate population growth that would result in an increase in the use of existing neighborhood and regional parks or other recreational facilities. Therefore, there would be no impact to parks or recreational facilities that would occur as a result of the proposed project.

- b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

The proposed project would not result in a substantial increase in the use of parks or other recreational facilities, and the proposed project would not require the construction or expansion of existing recreational facilities. Therefore, the project would result in no impact to recreational facilities.

4.17 TRANSPORTATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b. Conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?	☐	☐	☒	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d. Result in inadequate emergency access?	☐	☐	☒	☐

a. Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

The City of Porterville is served by SR 65 and SR 190 as well as a network of arterial collector and local streets. Traffic data was collected from the City of Porterville General Plan and the Tulare County Association of Governments (TCAG) 2018 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Both the General Plan and the 2018 RTP/SCS establish a level of service (LOS) threshold of D or better at roadway segments and intersections in the City. General Plan Policy C-I-10 requires traffic impact studies for all General Plan Amendments that will generate more than 100 peak hour trips.

The City's General Plan Circulation Element includes goals and policies to encourage alternative modes of transportation and to create a balanced transportation system that serves public transit, bicyclists, and pedestrians, as well as motor vehicles. The Circulation Element also describes the City's existing modes of transportation, including public transit, bicycling, and walking.

Once operational, City staff would visit the project site on a weekly basis to ensure site security and would conduct monthly maintenance to maintain weed abatement and cleaning of the infrastructure. As such, operation of the proposed project would generate less than 100 peak hour trips and is not anticipated to generate a significant number of trips that would result in the deficiency of existing intersections within the project vicinity. Therefore, the addition of project traffic is not anticipated to exceed the City's level of significance threshold of LOS (LOS D or better). In addition, implementation of the proposed project would not disrupt or otherwise prevent roadway improvements, including the addition of bike paths or sidewalks in the vicinity of the project site. The project would also not disrupt existing transit services. Therefore, the proposed project would not conflict with any plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system or congestion management program. This impact would be less than significant, and no mitigation would be required.

b. Would the project conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?

On September 27, 2013, Governor Jerry Brown signed SB 743 into law and started a process that changes the methodology of a transportation impact analysis as part of CEQA requirements. SB 743 directed the California Office of Planning and Research (OPR) to establish new CEQA guidance for jurisdictions that removes the LOS method, which focuses on automobile vehicle delay and other similar measures of vehicular capacity or traffic congestion, from CEQA transportation analysis. Rather, VMT, or other measures that promote “the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses,” are now be used as the basis for determining significant transportation impacts in the State.

The OPR Technical Advisory on Evaluating Transportation Impacts in CEQA²³ provides technical recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures to meet SB 743 requirements. The OPR Technical Advisory recommends the following screening threshold for small projects:

“Screening Threshold for Small Projects

Many local agencies have developed screening thresholds to indicate when detailed analysis is needed. Absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact.”

City staff would visit the project site on a weekly basis to ensure site security and would conduct monthly maintenance to maintain weed abatement and cleaning of the infrastructure. Since the proposed project is considered a low trip generator (less than 110 daily trips generated) per the OPR Technical Advisory, implementation of the proposed project would result in less than significant VMT impacts. Therefore, the project would be consistent with State CEQA Guidelines Section 15064.3. Implementation of the proposed project would result in less-than-significant VMT impacts, and no mitigation would be required.

c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The proposed project would include a stormwater retention basin and associated improvements, including cast-in-place storm drain outlets, storm drain manholes, and an underground 72-inch storm drain pipe underneath to Road 216, Avenue 130, and West Street. Installation of the storm drain pipe would require repaving and restriping of the centerline on Road 216 and West Street. The proposed repaving and restriping activities would be required to comply with standards set by the City’s General Plan and City Engineer to ensure there are no substantial hazards associated with the project design. Therefore, the proposed project would result in a less-than-significant impact related to hazards associated with a design feature, and no mitigation would be required.

²³ Governor’s Office of Planning and Research, 2018. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. December. Website: https://www.opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf (accessed August 2021).

d. Would the project result in inadequate emergency access?

The proposed project would require repaving and restriping of the centerline on Road 216 and West Street; however, the proposed project does not include any changes to any other public or private roadways that would result in inadequate emergency access. In addition, as discussed in Section 4.9.f, the project would not interfere with the Porterville Emergency Operations Plan. Therefore, the proposed project would result in less-than-significant impacts related to emergency access, and no mitigation would be required.

4.18 TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k); or	☐	☐	☒	☐
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

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

Assembly Bill 52 (AB 52), which became law on January 1, 2015, provides for consultation with California Native American tribes during the CEQA environmental review process, and equates significant impacts to “tribal cultural resources” with significant environmental impacts. PRC Section 21074 states that “tribal cultural resources” are:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe and are one of the following:
 - Included or determined to be eligible for inclusion in the California Register of Historical Resources.
 - Included in a local register of historical resources as defined in subdivision (k) of PRC Section 5020.1.
 - A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

A “historical resource” (PRC Section 21084.1), a “unique archaeological resource” (PRC Section 21083.2(g)), or a “nonunique archaeological resource” (PRC Section 21083.2 (h)) may also be a tribal cultural resource if it is included or determined to be eligible for inclusion in the California Register of Historical Resources (California Register). The consultation provisions of the law require that a public agency consult with local Native American tribes that have requested placement on that agency’s notification list for CEQA projects. Within 14 days of determining that a project application is complete, or a decision by a public agency to undertake a project, the lead agency must notify tribes of the opportunity to consult on the project, should a tribe have previously requested to be on the agency’s notification list. California Native American tribes must be recognized by the NAHC as traditionally and culturally affiliated with the project site, and must have previously requested that the lead agency notify them of projects. Tribes have 30 days following notification of a project to request consultation with the lead agency.

The purpose of consultation is to inform the lead agency in its identification and determination of the significance of tribal cultural resources. If a project is determined to result in a significant impact on an identified tribal cultural resource, the consultation process must occur and conclude prior to adoption of a Negative Declaration or Mitigated Negative Declaration, or certification of an Environmental Impact Report (PRC Sections 21080.3.1, 21080.3.2, 21082.3).

LSA submitted a request to the Native American Heritage Commission (NAHC) to request a review of the Sacred Lands File (SLF) to identify the presence of Native American cultural resources that could be impacted by the proposed project. The NAHC maintains the SLF database and is the official State repository of Native American sacred site location records in California.

Nancy Gonzalez-Lopez, NAHC Cultural Resources Analyst, responded to the SLF search request on May 21, 2021, stating that results were negative and that no Native American cultural resources were known in the area. The NAHC also provided a suggested list of Native American individuals to contact for information regarding the project site. The City of Porterville is conducting Native American consultation per AB 52 with the individuals on the list provided by the NAHC.

On November 23, 2021, the City provided formal notification to those California Native American tribes that are traditionally and culturally affiliated with the geographic area within which the

proposed project is located, pursuant to the consultation requirements of AB 52. The Tule River Native American Tribe received written notification on December 1, 2021 and the Santa Rosa Rancheria Tachi Yokut Native American Tribe received notification on November 29, 2021. No tribes have requested consultation and the City has fulfilled its obligation pursuant to AB 52. Therefore, it is assumed that no Tribal Cultural Resources would be adversely affected by the project. As a result, no impact would occur.

4.19 UTILITIES AND SERVICE SYSTEMS

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

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

Potential impacts related to the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects are discussed below.

Water and Wastewater. The proposed project would not result in any new land uses that would consume water or generate wastewater. Water would be used during construction to reduce fugitive dust in compliance with SJVAPCD Regulation VIII and during operation for landscape irrigation, which would not demand a substantial increase in water used for irrigation in comparison to existing conditions in the project area. The amount of water used during construction would be minimal and would cease when construction is completed.

Once operational, the proposed project would include a new stormwater recharge basin and associated improvements, including cast-in-place storm drain outlets, storm drain manholes, and an underground 72-inch storm drain pipe underneath to Road 216, Avenue 130, and West Street. The proposed project would store stormwater runoff and would release at least a portion of that runoff by infiltrating the water into the ground. The recharge volume would be stored and allowed to infiltrate into the underlying soils over a period of time. As a result, stormwater would continue to percolate into the groundwater table to allow for natural recharge. No wastewater would be

generated as a result of construction or operation of the proposed project. Therefore, the proposed project would not result in the need for new water or wastewater facilities or the expansion of existing facilities, and impacts to these facilities would be less than significant.

Stormwater Drainage. As discussed earlier in Response 3.10.c.ii, the proposed project would include a new stormwater recharge basin and associated improvements, which would store stormwater runoff and would release at least a portion of that runoff by infiltrating the water into the ground. The recharge volume would be stored and allowed to infiltrate into the underlying soils over a period of time. Therefore, the proposed project would not result in the need for new stormwater drainage facilities or the expansion of existing facilities, and impacts to these facilities would be less than significant.

Electric Power and Natural Gas. In addition, as discussed in Response 3.6.a, energy usage on the project site during construction would be temporary in nature and would be relatively small in comparison to available energy sources. Once operational, the proposed project would not include lighting or features that could contribute to a significant new source of electricity and natural gas usage. As such, implementation of the proposed project would not result in a long-term substantial demand for electric power and natural gas. Therefore, the proposed project would not require or result in the relocation or construction of new or expanded electric power or natural gas facilities, the construction of which could cause significant environmental effects.

Telecommunication Facilities. The proposed project does not include any utility improvements related to telecommunications. Therefore, the project would not require or result in the relocation or construction of new or expanded telecommunications facilities, the construction of which could cause significant environmental effects.

Summary. The proposed project would not require or result in the relocation or construction of new or expanded facilities for water, wastewater treatment, storm drainage, electric power, natural gas, or telecommunications, the construction of which could cause significant environmental effects. Therefore, impacts would be less than significant.

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

See Section 4.19.a above. The proposed project would include a stormwater retention basin and would include cast-in-place storm drain outlets, storm drain manholes, and an underground 72-inch storm drain pipe underneath to Road 216, Avenue 130, and West Street. Installation of the storm drain pipe would require repaving and restriping of the centerline on Road 216 and West Street. The proposed project would also relocate an existing recirculation pond from its existing location west of the project site to north of the project site. Construction and operation of the proposed project would not result in direct additions or withdrawals to existing groundwater and as such would not result in impacts on water supply. Therefore, no exceedance of the capacities of these services would occur that would result in a significant impact. Therefore, the proposed project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years and impacts would be less than significant.

- c. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

Implementation of the proposed project would not affect wastewater treatment and disposal services. Therefore, the wastewater treatment providers would have adequate capacity to serve the project's projected demand in addition to the providers' existing commitments. There would be no impact related to wastewater generation, and no mitigation would be required.

- d. Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*

Disposal services in the City are provided by the City of Porterville. As discussed in the Project Description, approximately 555,310 cubic yards of soil would be excavated from the project site and would be transported to the Teapot Dome Landfill. Teapot Dome is a County-operated Class III landfill permitted to discharge up to 600 tons per day. According to the City's General Plan, once the Teapot Dome landfill reaches capacity, the City anticipates using its transfer facility to divert waste to either the Woodville landfill or Visalia landfill.

The Woodville Disposal Site, located approximately 15 miles northwest of City limits, is a County-operated Class III landfill permitted to discharge up to 1,078 tons per day. As of 2006, the Woodville landfill was at 41.5 percent capacity with a remaining capacity of 4,954,270 cubic yards and an anticipated closure date of 2026. The Visalia Disposal Site, located approximately 35 miles northwest of the City limits, is a County-operated Class III landfill permitted to discharge up to 2,000 tons a day. As of 2006, the Visalia landfill was at 13.3 percent capacity with a remaining capacity of 16,145,600 cubic yards and an anticipated closure date of 2024. The estimated closure date for this landfill is considered to be a worst-case scenarios, where diversion goals are not met. Therefore, the County anticipates that the available landfill capacity will be sufficient through the planning horizon of 2030.²⁴

Pena Disposal accepts all the recyclables for the City. This processing and transfer facility is approximately 35 miles from City limits and it is permitted for unlimited recycling, 2,000 tons per day of mixed solid waste, 100 tons per day of yard waste, and 175 tons per day of construction and demolition waste. Most household hazardous wastes, including e-waste, must be taken to various sites in Visalia, except on the biannual clean-up days when the County sets up a drop-off site in Porterville.²⁵

As indicated above, approximately 555,310 cubic yards of soil would be excavated from the project site and would be transported to the Teapot Dome Landfill. This impact would be temporary and the County's landfills have an adequate capacity to accommodate the temporary increase in waste generated by construction. Once operational, the project would not generate solid waste. Therefore, the proposed project would be served by landfills with sufficient permitted capacity to

²⁴ Porterville, City of, 2008, op. cit.

²⁵ Ibid.

accommodate the solid waste disposal needs. Therefore, the proposed project would result in a less-than-significant impact to solid waste and landfill facilities.

e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

The proposed project would be required to comply with all federal, State, and local regulations related to solid waste. Furthermore, the proposed project would be required to comply with all standards related to solid waste diversion, reduction, and recycling during project construction and operation. The proposed project would comply with all federal, State and local statutes and regulations related to solid waste. As such, any impacts would be less than significant.

4.20 WILDFIRE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

a. *Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*

Wildland fires occur in geographic areas that contain the types and conditions of vegetation, topography, weather, and structure density susceptible to risks associated with uncontrolled fires that can be started by lightning, improperly managed camp fires, cigarettes, sparks from automobiles, and other ignition sources. According to the California Department of Forestry and Fire Protection (CAL FIRE) Very High Fire Hazard Severity Zone (VHFHSZ) Map for Tulare County, the project site is not located within a Very High Fire Hazard Severity Zone.²⁶ In addition, based on Figure 7-4 of the City's General Plan, the project site is considered to have a moderate to high risk for fire hazard.²⁷

As discussed in Section 4.9.f, the City of Porterville lists SR 65, SR 190, and Olive Avenue as evacuation routes. The proposed project would require repaving and restriping of the centerline on Road 216 and West Street; however, the proposed project does not include any changes to any other public or private roadways that would interfere with the evacuation routes or shelters identified by the City's General Plan.

The City adopted the Porterville Emergency Operations Plan in 2004. The Porterville Emergency Operations Plan includes planning and response scenarios for seismic hazards, extreme weather conditions, landslides, dam failure and other flooding, wildland fires, hazardous materials incidents, transportation emergencies, civil disturbance, and terrorist attacks. Porterville's Emergency

²⁶ California Department of Forestry and Fire Protection. *Fire Hazard Severity Zone Viewer*. Website: <https://egis.fire.ca.gov/FHSZ/> (accessed August 2021).

²⁷ Porterville, City of, 2008, op. cit.

Operations Plan is intended to work in conjunction with the Tulare County Emergency Operations Plan and the State Emergency Plan. The Emergency Council of the Tulare County Operational Area meets at least four times per year. In addition, the City Fire Department has specific procedures for hazardous materials emergency response.

The proposed project would not physically interfere with the County's emergency planning program or the City Fire Department access to and from the project site. Moreover, since the project site is not located in or near a VHFHSZ nor is it located in or near a State Responsibility Area, potential impacts associated with emergency access described above would not pertain to wildfire and would more likely be associated with an urban fire or other emergency situations. Therefore, operation of the proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan. As a result, a less-than-significant impact would occur, and no mitigation would be required.

- b. Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*

As stated previously, the project site is not located in or near a VHFHSZ nor is it located in or near a State Responsibility Area. Therefore, the proposed project would not exacerbate wildfire risks due to slope and prevailing winds, thereby exposing project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. As a result, a less-than-significant impact would occur, and no mitigation would be required.

- c. Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

The proposed project would involve a stormwater retention basin and associated improvements and the project site is not located in or near a VHFHSZ nor is it located in or near a State Responsibility Area. The infrastructure and roadway improvements would not exacerbate fire risk due to the location of the project site outside of a designated fire hazard zone. Therefore, the proposed project would not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that would exacerbate fire risk or result in temporary or ongoing impacts to the environment. As a result, a less-than-significant impact would occur, and no mitigation would be required.

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

Landslides and other forms of mass wasting, including mud flows, debris flows, and soil slips, occur as soil moves downslope under the influence of gravity. Landslides are frequently triggered by intense rainfall or seismic shaking but can also occur as a result of erosion and downslope runoff caused by rain following a fire. As previously discussed in Section 4.7.a.i, the City's General Plan states that there is a moderate risk of landslides and liquefaction. Because the project site is

generally level, the proposed project would not expose people or structures to potential substantial adverse effects associated with landslides. Further, as stated previously, the project site is not located in or near a VHFHSZ nor is it located in or near a State Responsibility Area. Therefore, the proposed project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. As a result, a less-than-significant impact would occur, and no mitigation would be required.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☒	☐	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Implementation of the mitigation measures recommended in this Initial Study would ensure that construction and operation of the proposed project would not substantially degrade the quality of the environment; reduce the habitat, population, or range of a plant or animal species; or eliminate important examples of California history or prehistory.

b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

The potential impacts of the project are individually limited and are not cumulatively considerable. Implementation of mitigation measures recommended in this report would reduce potentially significant impacts that could become cumulatively considerable.

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

The proposed project would be constructed and operated in accordance with all applicable regulations governing hazardous materials, noise, and geotechnical considerations. Because all

potentially significant impacts of the proposed project are expected to be mitigated to less-than-significant levels, it is unlikely that implementation of the proposed project would cause substantial adverse effects on human beings. As a result, less-than-significant impacts would occur with implementation of the recommended mitigation measures.

5.0 LIST OF PREPARERS

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APPENDIX A

CALEEMOD OUTPUT SHEETS

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Casino Basin Project - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Casino Basin Project

Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Non-Asphalt Surfaces	50.00	Acre	50.00	2,178,000.00	0
Other Asphalt Surfaces	0.50	Acre	0.50	21,780.00	0

1.2 Other Project Characteristics

Urbanization	Rural	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	51
Climate Zone	7			Operational Year	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - The proposed project would include construction and operation of a new stormwater recharge basin. In addition, the proposed project would include cast-in-place storm drain outlets, storm drain manholes, and an underground 72-inch storm drain pipe underneath to Road 216, Avenue 130, and West Street. Installation of the storm drain pipe would require repaving and restriping of the centerline on Road 216 and West Street.

Construction Phase - Construction is estimated to start in fall 2021, and would occur over a duration of 200 days.

Grading - Approximately 555,310 cubic yards of soil would be excavated from the project site and would be transported to the Teapot Dome Landfill.

Trips and VMT - Approximately 555,310 cubic yards of soil would be excavated from the project site and would be transported to the Teapot Dome Landfill.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	75.00	10.00
tblConstructionPhase	NumDays	110.00	120.00
tblConstructionPhase	NumDays	75.00	10.00

Casino Basin Project - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblConstructionPhase	NumDays	40.00	60.00
tblConstructionPhase	PhaseEndDate	4/30/2027	9/9/2022
tblConstructionPhase	PhaseEndDate	7/1/2022	8/12/2022
tblConstructionPhase	PhaseEndDate	1/15/2027	8/26/2022
tblConstructionPhase	PhaseEndDate	1/28/2022	2/25/2022
tblConstructionPhase	PhaseStartDate	1/16/2027	8/29/2022
tblConstructionPhase	PhaseStartDate	1/29/2022	2/28/2022
tblConstructionPhase	PhaseStartDate	10/3/2026	8/15/2022
tblGrading	AcresOfGrading	360.00	330.00
tblGrading	AcresOfGrading	90.00	60.00
tblGrading	MaterialExported	0.00	55,310.00
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblTripsAndVMT	HaulingTripLength	20.00	1.25

2.0 Emissions Summary

Casino Basin Project - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2.1 Overall Construction****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0399	0.4058	0.2203	4.0000e-004	0.2147	0.0205	0.2352	0.1033	0.0188	0.1222	0.0000	35.3106	35.3106	0.0109	6.0000e-005	35.6011
2022	0.7633	3.1428	2.3757	5.0800e-003	0.9641	0.1341	1.0982	0.4288	0.1234	0.5522	0.0000	448.7509	448.7509	0.1317	3.5500e-003	453.1012
Maximum	0.7633	3.1428	2.3757	5.0800e-003	0.9641	0.1341	1.0982	0.4288	0.1234	0.5522	0.0000	448.7509	448.7509	0.1317	3.5500e-003	453.1012

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0399	0.4058	0.2203	4.0000e-004	0.2147	0.0205	0.2352	0.1033	0.0188	0.1222	0.0000	35.3105	35.3105	0.0109	6.0000e-005	35.6010
2022	0.7633	3.1428	2.3757	5.0800e-003	0.9641	0.1341	1.0982	0.4288	0.1234	0.5522	0.0000	448.7504	448.7504	0.1317	3.5500e-003	453.1007
Maximum	0.7633	3.1428	2.3757	5.0800e-003	0.9641	0.1341	1.0982	0.4288	0.1234	0.5522	0.0000	448.7504	448.7504	0.1317	3.5500e-003	453.1007

Casino Basin Project - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	12-6-2021	3-5-2022	1.2369	1.2369
2	3-6-2022	6-5-2022	1.4454	1.4454
3	6-6-2022	9-5-2022	1.3931	1.3931
4	9-6-2022	9-30-2022	0.1359	0.1359
		Highest	1.4454	1.4454

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	0.1881	0.0000	4.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.0000e-004	9.0000e-004	0.0000	0.0000	9.6000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000
Total	0.1881	0.0000	4.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	9.0000e-004	9.0000e-004	0.0000	0.0000	9.6000e-004

Casino Basin Project - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1881	0.0000	4.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.0000e-004	9.0000e-004	0.0000	0.0000	9.6000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000
Total	0.1881	0.0000	4.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	9.0000e-004	9.0000e-004	0.0000	0.0000	9.6000e-004

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	12/6/2021	2/25/2022	5	60	
2	Grading	Grading	2/28/2022	8/12/2022	5	120	
3	Paving	Paving	8/15/2022	8/26/2022	5	10	

Casino Basin Project - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4	Architectural Coating	Architectural Coating	8/29/2022	9/9/2022	5	10
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Acres of Grading (Site Preparation Phase): 60

Acres of Grading (Grading Phase): 330

Acres of Paving: 50.5

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 131,987
(Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37

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	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	5,469.00	16.80	6.60	1.25	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	185.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

Casino Basin Project - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2021

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					0.2125	0.0000	0.2125	0.1027	0.0000	0.1027	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7061
Total	0.0389	0.4050	0.2115	3.8000e-004	0.2125	0.0204	0.2329	0.1027	0.0188	0.1216	0.0000	33.4357	33.4357	0.0108	0.0000	33.7061

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.9000e-004	8.4000e-004	8.7400e-003	2.0000e-005	2.2300e-003	1.0000e-005	2.2400e-003	5.9000e-004	1.0000e-005	6.0000e-004	0.0000	1.8749	1.8749	6.0000e-005	6.0000e-005	1.8950
Total	9.9000e-004	8.4000e-004	8.7400e-003	2.0000e-005	2.2300e-003	1.0000e-005	2.2400e-003	5.9000e-004	1.0000e-005	6.0000e-004	0.0000	1.8749	1.8749	6.0000e-005	6.0000e-005	1.8950

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					0.2125	0.0000	0.2125	0.1027	0.0000	0.1027	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7060
Total	0.0389	0.4050	0.2115	3.8000e-004	0.2125	0.0204	0.2329	0.1027	0.0188	0.1216	0.0000	33.4357	33.4357	0.0108	0.0000	33.7060

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.9000e-004	8.4000e-004	8.7400e-003	2.0000e-005	2.2300e-003	1.0000e-005	2.2400e-003	5.9000e-004	1.0000e-005	6.0000e-004	0.0000	1.8749	1.8749	6.0000e-005	6.0000e-005	1.8950
Total	9.9000e-004	8.4000e-004	8.7400e-003	2.0000e-005	2.2300e-003	1.0000e-005	2.2400e-003	5.9000e-004	1.0000e-005	6.0000e-004	0.0000	1.8749	1.8749	6.0000e-005	6.0000e-005	1.8950

3.2 Site Preparation - 2022

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					0.3931	0.0000	0.3931	0.2021	0.0000	0.2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0634	0.6617	0.3940	7.6000e-004		0.0323	0.0323		0.0297	0.0297	0.0000	66.8788	66.8788	0.0216	0.0000	67.4195
Total	0.0634	0.6617	0.3940	7.6000e-004	0.3931	0.0323	0.4254	0.2021	0.0297	0.2317	0.0000	66.8788	66.8788	0.0216	0.0000	67.4195

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Site Preparation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8000e-003	1.4500e-003	0.0157	4.0000e-005	4.4600e-003	2.0000e-005	4.4800e-003	1.1900e-003	2.0000e-005	1.2100e-003	0.0000	3.6477	3.6477	1.1000e-004	1.1000e-004	3.6841
Total	1.8000e-003	1.4500e-003	0.0157	4.0000e-005	4.4600e-003	2.0000e-005	4.4800e-003	1.1900e-003	2.0000e-005	1.2100e-003	0.0000	3.6477	3.6477	1.1000e-004	1.1000e-004	3.6841

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					0.3931	0.0000	0.3931	0.2021	0.0000	0.2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0634	0.6617	0.3940	7.6000e-004		0.0323	0.0323		0.0297	0.0297	0.0000	66.8787	66.8787	0.0216	0.0000	67.4195
Total	0.0634	0.6617	0.3940	7.6000e-004	0.3931	0.0323	0.4254	0.2021	0.0297	0.2317	0.0000	66.8787	66.8787	0.0216	0.0000	67.4195

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Site Preparation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8000e-003	1.4500e-003	0.0157	4.0000e-005	4.4600e-003	2.0000e-005	4.4800e-003	1.1900e-003	2.0000e-005	1.2100e-003	0.0000	3.6477	3.6477	1.1000e-004	1.1000e-004	3.6841
Total	1.8000e-003	1.4500e-003	0.0157	4.0000e-005	4.4600e-003	2.0000e-005	4.4800e-003	1.1900e-003	2.0000e-005	1.2100e-003	0.0000	3.6477	3.6477	1.1000e-004	1.1000e-004	3.6841

3.3 Grading - 2022

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					0.5363	0.0000	0.5363	0.2175	0.0000	0.2175	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2175	2.3306	1.7425	3.7200e-003		0.0981	0.0981		0.0903	0.0903	0.0000	327.2076	327.2076	0.1058	0.0000	329.8532
Total	0.2175	2.3306	1.7425	3.7200e-003	0.5363	0.0981	0.6344	0.2175	0.0903	0.3078	0.0000	327.2076	327.2076	0.1058	0.0000	329.8532

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2022

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	3.5900e-003	0.0775	0.0455	1.8000e-004	2.9700e-003	3.1000e-004	3.2800e-003	8.2000e-004	2.9000e-004	1.1100e-003	0.0000	17.4349	17.4349	1.9000e-004	2.7400e-003	18.2567
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-003	4.8400e-003	0.0524	1.3000e-004	0.0149	8.0000e-005	0.0149	3.9500e-003	7.0000e-005	4.0200e-003	0.0000	12.1590	12.1590	3.6000e-004	3.8000e-004	12.2804
Total	9.5900e-003	0.0824	0.0979	3.1000e-004	0.0178	3.9000e-004	0.0182	4.7700e-003	3.6000e-004	5.1300e-003	0.0000	29.5939	29.5939	5.5000e-004	3.1200e-003	30.5371

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					0.5363	0.0000	0.5363	0.2175	0.0000	0.2175	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2175	2.3306	1.7425	3.7200e-003		0.0981	0.0981		0.0903	0.0903	0.0000	327.2072	327.2072	0.1058	0.0000	329.8528
Total	0.2175	2.3306	1.7425	3.7200e-003	0.5363	0.0981	0.6344	0.2175	0.0903	0.3078	0.0000	327.2072	327.2072	0.1058	0.0000	329.8528

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2022

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	3.5900e-003	0.0775	0.0455	1.8000e-004	2.9700e-003	3.1000e-004	3.2800e-003	8.2000e-004	2.9000e-004	1.1100e-003	0.0000	17.4349	17.4349	1.9000e-004	2.7400e-003	18.2567
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-003	4.8400e-003	0.0524	1.3000e-004	0.0149	8.0000e-005	0.0149	3.9500e-003	7.0000e-005	4.0200e-003	0.0000	12.1590	12.1590	3.6000e-004	3.8000e-004	12.2804
Total	9.5900e-003	0.0824	0.0979	3.1000e-004	0.0178	3.9000e-004	0.0182	4.7700e-003	3.6000e-004	5.1300e-003	0.0000	29.5939	29.5939	5.5000e-004	3.1200e-003	30.5371

3.4 Paving - 2022

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	5.5100e-003	0.0556	0.0729	1.1000e-004		2.8400e-003	2.8400e-003		2.6100e-003	2.6100e-003	0.0000	10.0138	10.0138	3.2400e-003	0.0000	10.0948
Paving	6.6000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	6.1700e-003	0.0556	0.0729	1.1000e-004		2.8400e-003	2.8400e-003		2.6100e-003	2.6100e-003	0.0000	10.0138	10.0138	3.2400e-003	0.0000	10.0948

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.7000e-004	3.0000e-004	3.2700e-003	1.0000e-005	9.3000e-004	0.0000	9.3000e-004	2.5000e-004	0.0000	2.5000e-004	0.0000	0.7599	0.7599	2.0000e-005	2.0000e-005	0.7675
Total	3.7000e-004	3.0000e-004	3.2700e-003	1.0000e-005	9.3000e-004	0.0000	9.3000e-004	2.5000e-004	0.0000	2.5000e-004	0.0000	0.7599	0.7599	2.0000e-005	2.0000e-005	0.7675

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	5.5100e-003	0.0556	0.0729	1.1000e-004		2.8400e-003	2.8400e-003		2.6100e-003	2.6100e-003	0.0000	10.0138	10.0138	3.2400e-003	0.0000	10.0947
Paving	6.6000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	6.1700e-003	0.0556	0.0729	1.1000e-004		2.8400e-003	2.8400e-003		2.6100e-003	2.6100e-003	0.0000	10.0138	10.0138	3.2400e-003	0.0000	10.0947

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.7000e-004	3.0000e-004	3.2700e-003	1.0000e-005	9.3000e-004	0.0000	9.3000e-004	2.5000e-004	0.0000	2.5000e-004	0.0000	0.7599	0.7599	2.0000e-005	2.0000e-005	0.7675
Total	3.7000e-004	3.0000e-004	3.2700e-003	1.0000e-005	9.3000e-004	0.0000	9.3000e-004	2.5000e-004	0.0000	2.5000e-004	0.0000	0.7599	0.7599	2.0000e-005	2.0000e-005	0.7675

3.5 Architectural Coating - 2022

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	0.4588					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0200e-003	7.0400e-003	9.0700e-003	1.0000e-005		4.1000e-004	4.1000e-004		4.1000e-004	4.1000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2787
Total	0.4598	7.0400e-003	9.0700e-003	1.0000e-005		4.1000e-004	4.1000e-004		4.1000e-004	4.1000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2787

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3.5 Architectural Coating - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.6200e-003	3.7300e-003	0.0404	1.0000e-004	0.0115	6.0000e-005	0.0115	3.0500e-003	6.0000e-005	3.1000e-003	0.0000	9.3726	9.3726	2.8000e-004	2.9000e-004	9.4662
Total	4.6200e-003	3.7300e-003	0.0404	1.0000e-004	0.0115	6.0000e-005	0.0115	3.0500e-003	6.0000e-005	3.1000e-003	0.0000	9.3726	9.3726	2.8000e-004	2.9000e-004	9.4662

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	0.4588					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0200e-003	7.0400e-003	9.0700e-003	1.0000e-005		4.1000e-004	4.1000e-004		4.1000e-004	4.1000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2787
Total	0.4598	7.0400e-003	9.0700e-003	1.0000e-005		4.1000e-004	4.1000e-004		4.1000e-004	4.1000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2787

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Architectural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.6200e-003	3.7300e-003	0.0404	1.0000e-004	0.0115	6.0000e-005	0.0115	3.0500e-003	6.0000e-005	3.1000e-003	0.0000	9.3726	9.3726	2.8000e-004	2.9000e-004	9.4662
Total	4.6200e-003	3.7300e-003	0.0404	1.0000e-004	0.0115	6.0000e-005	0.0115	3.0500e-003	6.0000e-005	3.1000e-003	0.0000	9.3726	9.3726	2.8000e-004	2.9000e-004	9.4662

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Casino Basin Project - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

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
Other Asphalt Surfaces	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.491968	0.051162	0.166648	0.188672	0.034593	0.008513	0.012315	0.015417	0.000659	0.000471	0.024128	0.001541	0.003914
Other Non-Asphalt Surfaces	0.491968	0.051162	0.166648	0.188672	0.034593	0.008513	0.012315	0.015417	0.000659	0.000471	0.024128	0.001541	0.003914

5.0 Energy Detail

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.1 Mitigation Measures Energy

[illegible]

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Unmitigated

[illegible]

Mitigated

[illegible]

Casino Basin Project - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.3 Energy by Land Use - Electricity****Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	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			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

6.0 Area Detail

Casino Basin Project - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.1881	0.0000	4.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.0000e-004	9.0000e-004	0.0000	0.0000	9.6000e-004
Unmitigated	0.1881	0.0000	4.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.0000e-004	9.0000e-004	0.0000	0.0000	9.6000e-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	0.0459					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1422					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.0000e-005	0.0000	4.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.0000e-004	9.0000e-004	0.0000	0.0000	9.6000e-004
Total	0.1881	0.0000	4.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.0000e-004	9.0000e-004	0.0000	0.0000	9.6000e-004

Casino Basin Project - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0459					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1422					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.0000e-005	0.0000	4.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.0000e-004	9.0000e-004	0.0000	0.0000	9.6000e-004
Total	0.1881	0.0000	4.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.0000e-004	9.0000e-004	0.0000	0.0000	9.6000e-004

7.0 Water Detail

7.1 Mitigation Measures Water

Casino Basin Project - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	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			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

Casino Basin Project - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**7.2 Water by Land Use****Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	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

Casino Basin Project - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**8.2 Waste by Land Use****Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non- Asphalt Surfaces	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			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non- Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

9.0 Operational Offroad

Casino Basin Project - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

APPENDIX B

BIOLOGICAL RESOURCES EVALUATION

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BIOLOGICAL RESOURCES EVALUATION

CASINO BASIN PROJECT

Portions of Sections 7 and 8, Township 22 South Range 27 East,
M. D. B. & M.
Porterville, California

September 2021

Prepared for:

LSA

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Fresno, CA 93720

Prepared by:

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EXECUTIVE SUMMARY

This report documents the biological resources found during a reconnaissance-level biological survey conducted on August 18 and 19, 2021, on the Casino Basin Project (Project), which includes an approximately 50-acre stormwater retention basin, recirculation pond, and stormwater drain pipe. The proposed project includes development of a retention basin in the southwest portion of the City of Porterville, generally located at the northwest corner of Road 216 and Avenue 128. The project site is the southerly 50 acres of an approximately 126-acre parcel (Assessor Parcel Number [APN]: 302-100-015), generally located at the northwest corner of Road 216 and Avenue 128 in the southwest portion of the City of Porterville (City), in Tulare County (County). The site is located on agricultural land and within paved and unpaved streets with no nearby undisturbed or natural lands.

The purpose of this report is to document biological resources identified during the literature review and reconnaissance survey conducted for the proposed Project and to recommend avoidance and minimization measures for implementation prior to and during Project activities. This report includes an evaluation of the potential for special-status biological resources to occur on the Project based on the habitat conditions observed. The Project is located within the geographic range of several threatened and/or endangered wildlife taxa including San Joaquin kit fox (*Vulpes macrotis mutica*), tricolored blackbird (*Agelaius tricolor*), Swainson's hawk (*Buteo swainsoni*), as well as others. In addition, the site is within the range of listed plant taxa, including San Joaquin woolly threads (*Monolopia congdonii*), California jewelflower (*Caulanthus californicus*) and others.

Listed plants and wildlife are protected primarily through the Federal Endangered Species Act (FESA) and/or the California Endangered Species Act (CESA). Each of these laws, among other provisions, prohibits *take* of listed threatened and endangered species. Although the definition of *take* under each law varies somewhat, in general, injuring or killing listed species without a permit issued from the United States Fish and Wildlife Service (USFWS) and/or the California Department of Fish and Wildlife (CDFW; formerly the California Department of Fish and Game [CDFG]) is unlawful. Under FESA, harassment and/or harm are also considered *take* for which the USFWS requires a permit.

Based upon the literature review and field survey results, the Project will not result in significant impacts to wildlife corridors, wetlands, riparian habitat or sensitive plant communities. The Project does have the potential to affect some special-status species. Recommendations are included that, when implemented, will mitigate any potentially significant Project impacts to biological resources. The Project will not conflict with existing or adopted Habitat Conservation Plans, Natural Community Conservation Plans, local or regional conservation plans, or local ordinances protecting biological resources.

1.0 INTRODUCTION

1.1 Purpose and Background

The purpose of this report is to document biological resources identified during a reconnaissance biological survey and literature review of the Project site, to assess the potential for special-status biological resources, analyze potential impacts to those resources and to recommend avoidance and minimization measures for implementation prior to and during Project activities. The literature review, survey results, and the professional experience of McCormick Biological, Inc. (MBI) staff were combined to evaluate the potential Project effects on biological resources. A reconnaissance survey was performed to evaluate habitat conditions suitable for occupation by potentially occurring special-status species; based on the existing natural vegetative communities, current site conditions, and diagnostic sign detected during the survey.

This report is intended to support CEQA review of the proposed Project for this Project that will be undertaken by the City of Porterville (City). For the purposes of this report, potential impacts to the biological resources of the proposed Project were evaluated in accordance with the biological resources section in Appendix G of the *CEQA Guidelines* (2021).

1.2 Project Site and Surrounding Area Descriptions

The proposed project includes development of a retention basin in the southwest portion of the City of Porterville, generally located at the northwest corner of Road 216 and Avenue 128. The project site is the southerly 50 acres of an approximately 126-acre parcel (Assessor Parcel Number [APN]: 302-100-015, generally located at the northwest corner of Road 216 and Avenue 128 in the southwest portion of the City of Porterville (City), in Tulare County (County). Figure 1 provides the Regional Location. The basin would have a depth of roughly 13 feet from original grade to the base (toe) of the slope and the high water line is designed to be 5 feet above the basin floor. The basin has a proposed capacity of approximately 200.22 acre-feet. The basin would be surrounded by a 6-inch chain link fence.

In addition to construction and operation of this new stormwater recharge basin to support the Eagle Mountain Casino, the proposed project would include cast-in-place storm drain outlets, storm drain manholes, and an underground 72-inch storm drain pipe underneath to Road 216, Avenue 130, and West Street. Installation of the storm drain pipe would require repaving and restriping of the centerline on Road 216 and West Street. The proposed project would also relocate an existing recirculation pond from its existing location west of the project site to north of the project site. The project site is currently owned by the City and would continue to be owned by the City with implementation of the project.

The general topography of the area is generally level as the land appears to have been cleared for agriculture prior to 1994 and has been actively farmed since that time. The entire basin and all but 650 feet of the storm drain pipe installation route is in or adjacent to active agriculture. The remaining 650 feet of the storm drain pipe route is adjacent to a fallow field.

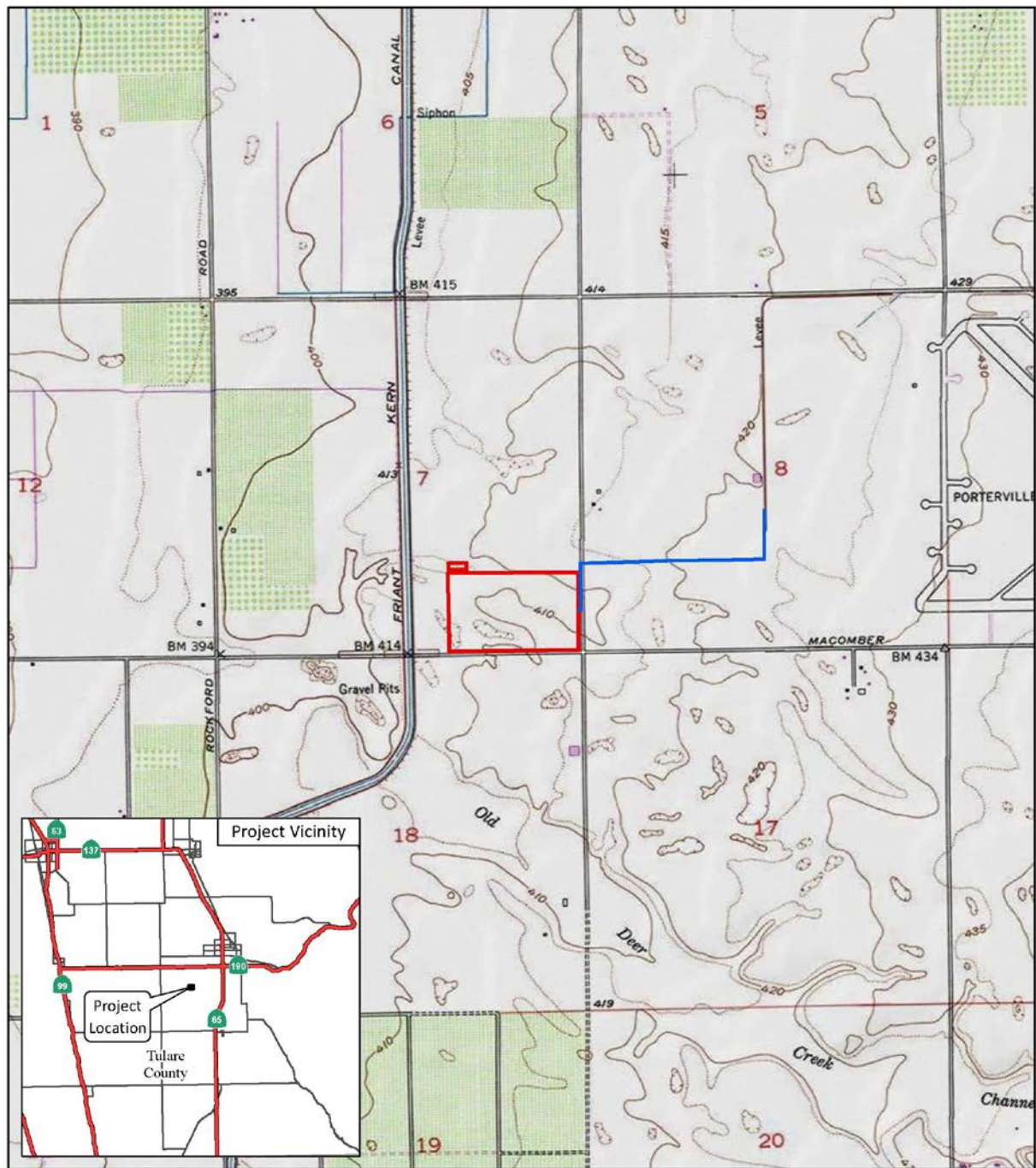


FIGURE 1

LSA

LEGEND

- Storm Drain
- Project Location



0 1000 2000
FEET

SOURCE: USGS 7.5' Quad.- Porterville, CA (1969)

I:\POR1801.24\GIS\MXD\Figure1_projectlocation.mxd (8/2/2021)

Casino Basin Project
Project Location and Vicinity

Figure 1-1: Project Location and Vicinity



The Project site is surrounded by active agriculture and industrial land uses. The proposed basin is west of Road 216 and north of Avenue 128, with the Friant-Kern Canal located approximately 525 feet west of the Project. A Tulare County landfill is located about 750 feet west-southwest of the Project and the Porterville Airport is approximately one mile east of the basin portion of the Project. The average elevation of the Project area is approximately 355 feet (108 meters) above sea-level.

The Project is in the southeastern San Joaquin Valley; a broad, treeless plain in the rain shadow of the Coast Ranges. The region's climate can be characterized as Mediterranean; with hot, dry summers and cool, moist winters. July is the hottest month, with an average daily high of 98.3°Fahrenheit (F) (36.8°Celsius (C)) and December is the coolest month, with an average minimum of 36.6°F (2.6°C). Average annual precipitation is 10.99 inches per year (Western Regional Climate Center 2021).

1.3 Regulatory Background

The following section identifies the regulatory compliance framework that has been considered during both the field work and development of this biological evaluation. The regulatory framework establishes criteria in which significance is determined and whether a project will have a significant impact on species, biological resources, or the environment.

1.3.1 Federal and State Endangered Species Acts

The Project site is within the range of several state- and federal-listed species which are protected through various statutes. Listed plant and animal species are protected primarily through FESA and/or CESA. Each of these laws, among other provisions, prohibits *take* of listed threatened and endangered species. Although the definition of *take* under each law varies, in general, injuring or killing listed species without a permit issued from the USFWS and/or the CDFW is unlawful. Under FESA, harassment and/or harm could also be considered take, which requires a permit. The California Fish and Game Code (CFGC) has classified some species as *fully protected*. Under this designation, no take of these species is allowed, even with authorization under CESA or FESA permitting.

1.3.2 Migratory Bird Treaty Act

Among other provisions, the *Migratory Bird Treaty Act (MBTA) of 1918* (2021) prohibits the destruction of nests, eggs, and/or young of all designated migratory bird species. With very limited exceptions, all birds are included in this prohibition (MBTA 2021).

1.3.3 California Fish and Game Code (C.F.G.C. § 1580 et seq.)

The following paragraphs summarize several sections of the CFGC, and are applicable to analysis of biological resource impacts that may be associated with the Project.

Section 1580



This section declares the policy of the state is to protect threatened or endangered native plants; wildlife; aquatic organisms or specialized habitat types; both terrestrial and non-marine aquatic, or large, heterogeneous natural gene pools for the future use of mankind through the establishment of ecological reserves.

Sections 1600–1616

This portion of the CFGC requires notification to the CDFW if any of the following may occur within a river, stream, or lake in the state of California:

- Substantial diversion or obstruction of the natural flow,
- Substantially changing or using any material from the bed, channel, or bank,
- Depositing or disposing of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake.

This notification may result in a Streambed Alteration Agreement between the Project applicant and the CDFW. Activities in intermittent streams and canals may require Streambed Alteration Agreements.

Section 1900, et seq.

This portion of the CFGC is known as the *California Native Plant Protection Act of 1977* (2021). The purpose of this chapter is to preserve, protect and enhance endangered or rare native plants of California. Many species and subspecies of native plants are endangered because their habitats are threatened with destruction, drastic modification, or severe curtailment. Commercial exploitation, disease, and other factors also represent threats to species and subspecies of native plants. This portion of the code designates rare, threatened, and endangered plant taxa of California.

Section 1930–1933

These sections established the Significant Natural Areas Program and declared it to be administered by the CDFW, because areas containing diverse ecological and geological characteristics are vital to the continual health and well-being of the state’s citizens and natural resources. The CDFW is responsible for obtaining access to the most recent information with respect to natural resources by maintaining, expanding, and keeping a current data management system (California Natural Diversity Database [CNDDDB]), designed to document information on these resources. This data is required to be made available to interested parties on request, and costs are to be shared by all who use the data management system.

The state’s most significant natural areas are to be designated and; after consultation with federal, state, and local agencies; educational institutions, civic and public interest organizations, private organizations, landowners, and other private individuals; periodic reports regarding the most significant natural areas are to be prepared. The CDFW is required to maintain and perpetuate these significant natural areas for present and future generations in the most feasible

manner. The code also requires that the CDFW coordinate services to federal, state, local and private interests wishing to aid in the maintenance and perpetuation of significant natural areas.

Section 3503

This section prohibits taking, possessing, or needlessly destroying the nest or eggs or any bird. Birds of prey are included in Section 3503.5.

Section 3513

California's migratory birds are protected under this section by making it unlawful to take or possess any migratory, non-game bird (or any part of such bird) as designated in the MBTA.

Section 3511, 4700, 5050, and 5515

These sections prohibit take of animals that are classified as fully protected in California. Take of fully protected species is specifically prohibited, even if other sections of the CFGC provide for incidental take of the species.

Title 14 California Code of Regulations (CCR) Section 15000 et seq.

This portion of the CCR prescribes the regulations to be followed by all local and state agencies in implementing CEQA.

Porter-Cologne Water Quality Control Act (Clean Water Act Section 401 Certification or Waiver)

The state of California regulates water quality related to discharge of fill material into waters of the state pursuant to Section 401 of the *Clean Water Act (CWA) of 1972* (2021). Section 401 compliance is a federal mandate implemented by the state. The local Regional Water Quality Control Board (RWQCB) has jurisdiction over all those areas defined as jurisdictional under Section 404 of the CWA and regulates water quality for all waters of the State. These waters may include isolated wetlands as defined under the California *Porter-Cologne Water Quality Control Act* (2021). Regulated discharges include those that can affect water quality, even if there is no significant nexus to a traditional navigable water body required for the United States (U.S.) Army Corps of Engineers (ACOE) determination of jurisdiction over waters of the U.S. A Waste Discharge Permit may be required to comply with the Porter-Cologne Water Quality Control Act even if the CWA (including Section 401 water quality certifications or Section 404 permits) would not apply.

The ACOE, under Section 404 of the CWA, regulates discharges of dredged or fill material in waters of the U.S. In addition to designated and traditional navigable waters, these terms include:

waters such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, the use, degradation or destruction of which could affect interstate or foreign commerce including any such waters: 1) Which are or could be used by interstate or foreign travelers

for recreational or other purposes; or 2) From which fish or shellfish are or could be taken and sold in interstate or foreign commerce; or 3) Which are used or could be used for industrial purpose by industries in interstate commerce.

Tributaries to waters of the U.S. and adjacent wetlands would also be included. Some intermittent washes may be included in the defined waters of the U.S. depending on connection or nexus to navigable waters. Both wetlands and non-wetland areas can be included within the regulated area. Within non-wetlands that are classified as waters of the U.S., the ACOE maintains jurisdiction up to the ordinary high-water mark. If wetlands are present that meet the criteria established by the ACOE, the limit of jurisdiction is the ordinary high-water mark or the limit of the adjacent or associated wetland, whichever is greater. If waters are determined to be under the jurisdiction of the ACOE, the RWQCB would be the state-permitting authority. At the discretion of the ACOE, impacts to these areas could require a permit, depending on the type and size of the activity within ACOE jurisdiction.

1.3.4 Local Jurisdictions

Porterville General Plan Policies

The Project is located within the Porterville General Plan area. The following is the guiding policy in regard to biological resources:

OSC-G-7 Protect habitat for special status species, designated under State and federal law.

2.0 METHODS

2.1 Literature and Records Review

For the purposes of this document, special status wildlife and plants include all species that meet one or more of the following criteria:

- Special-status species considered in this evaluation include those that may occur in the project vicinity that have statutory protections and include federal- and state-listed (rare, threatened, or endangered; fully protected) species and candidates for listing under the respective endangered species acts.
 - Listed or candidates for listing by the State of California as threatened or endangered under CESA (Fish and Game Code §2050 et seq.). A species, subspecies, or variety of plant is endangered when the prospects of its survival and reproduction in the wild are in immediate jeopardy from one or more causes, including loss of habitat, change in habitat, over-exploitation, predation, competition, disease, or other factors (Fish and Game Code §2062). A plant is threatened when it is likely to become endangered in the foreseeable future in the absence of special protection and management measures (Fish and Game Code §2067).
 - Listed as rare under the California Native Plant Protection Act (Fish and Game Code §1900 et seq.). A plant is rare when, although not presently threatened with extinction, the species, subspecies, or variety is found in such small numbers throughout its range that it may be endangered if its environment worsens (Fish and Game Code §1901).
- Meet the definition of rare or endangered under CEQA §15380(b) and (d). Species that may meet the definition of rare or endangered include the following:
 - Species considered by the California Native Plant Society (CNPS) to be “rare, threatened or endangered in California” (Lists 1A, 1B and 2);
 - Species that may warrant consideration on the basis of local significance or recent biological information.
 - Some species included on the California Natural Diversity Database’s (CNDDDB) Special Plants, Bryophytes, and Lichens List (CDFW 2021a) or Special Animals List (CDFW 2021b).
 - Considered as sensitive by groups such as the Western Bat Working Group (WBWG), where such a group has concluded based on published and/or empirical data that the species is declining and warrants concern.
- Considered a locally significant species, that is, a species that is not rare from a statewide perspective but is rare or uncommon in a local context such as within a county or region (CEQA §15125 (c)) or is so designated in local or regional plans, policies, or ordinances (CEQA Guidelines, Appendix G). Examples include a species at the outer limits of its known range or a species occurring on an uncommon soil type.

Data sources included in the literature review included the following:

- **California Natural Diversity Data Base information (CNDDDB – RareFind 5)**, which is administered by the California Department of Fish and Wildlife (CDFW), formerly known as the California Department of Fish and Game (CDFG). This database covers sensitive plant and animal species as well as sensitive natural communities that occur in California. Records from nine USGS quadrangles surrounding the project site (*Rosedale, Wasco, Famoso, North of Oildale, Rio Bravo, Oildale, Tupman, Stevens, Gosford*) were obtained from this database to inform the field survey (CNDDDB 2021). For the purposes of this report, the term “historic” records refer to those occurrences that are more than 20 years old. Observations recorded in CNDDDB noted in this report as “recent” are less than 20 years old.
- **California Native Plant Society’s (CNPS) Electronic Inventory of Rare and Endangered Vascular Plants**, which utilizes four ranks of sensitive plant species to assist with the conservation of rare or endangered botanical resources. Records from the nine USGS quadrangles surrounding the project site were obtained from this database to inform the field survey (CNPS 2021).
- **Designated and Proposed USFWS Critical Habitat Polygons** were reviewed to determine whether critical habitat has been designated or proposed within or in the vicinity of the project site (USFWS 2021a).
- **The USFWS National Wetlands Inventory** was reviewed to determine whether any wetlands or surface waters of the United States have been previously identified in the survey area (USFWS 2021b).
- **The USFWS Information for Planning and Consultation Database (IPaC)** was reviewed to determine federal listed plant and wildlife species, as well as critical habitats that occur in in the vicinity of the project (USFWS 2021c).
- **The Western Bat Working Group (WBWG) Bat Species Regional Priority Matrix** was reviewed to determine whether any bat species which hold a high level of conservation concern that may occur in the vicinity (WBWG 2021).

“Special-status” or “sensitive” wildlife and plant species considered in this evaluation include those that may occur in the project vicinity that have statutory protections, such as federal- and state-listed (rare, threatened, or endangered; fully protected) species and candidates for listing under the respective endangered species acts. In addition, species that are of “concern” to either USFWS or CDFW have been included in the evaluation if the project site or vicinity (generally, 10-mile radius) includes habitat that may be occupied by such species. Special-status bird species that are not listed as threatened or endangered have been included if the project site or observed vicinity includes potential nesting habitat or the species was observed during biological survey activities. In addition, potential impacts to special-status bird species have been considered if habitat that may be important to the species outside of breeding season was observed. Species



may meet the criteria for inclusion on the lists consulted during the literature review if a special interest group, such as the Western Bat Working Group (WBWG), has concluded through empirical or published data that the species is declining and warrants concern and, potential habitat is present on the project site or vicinity. Species evaluated in this biological resource assessment have been collectively referred to as “special-status species.”

In addition to the databases listed above, historic and current aerial imagery, existing environmental reports for development in the project vicinity, regional habitat conservation plans and local land use policies related to biological resources were reviewed.

The list of special-status species that was evaluated was additionally compiled by consulting pertinent literature, obtaining the USFWS List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project, and accessing the CNDDDB (USFWS 2021; CNDDDB 2021). The CNDDDB contains records for special-status species, as well as special-status natural communities that have been reported to the CDFW. Updates to the database are provided monthly for subscribers (CNDDDB 2021). A standard 10-mile (16-kilometer) report was generated for the project location (i.e., USGS 7.5-minute topographic quadrangle in which the project site is found as well as the quadrangles located within a 10-mile (16-kilometer) radius of the project footprint: *Porterville, Lindsay, Cairns Corner, Woodville, Patterson Mountain, Sacate Ridge, Rough Spur, Success Dam, and Fountain Springs*. For illustration purposes, a map was generated to show those species reported in close proximity to the project area by the CNDDDB. Species that are recorded in the CNDDDB that have no official status (e.g., Watch List) were not further considered in the impact evaluation unless observed during the reconnaissance site visits.

MBI Biologist Randi McCormick conducted the literature review and records search on August 17, 2021, to identify the previously reported observations and potential for occurrence of sensitive or special-status plant and wildlife species in the vicinity of the project site. MBI staff reviewed these lists and other pertinent information to complete the list of special-status species evaluated. The list was then reviewed based on-site characteristics, the project description, and observations, to assess the potential for occurrence. Potential impacts were determined in relation to the special-status species that may occur on the proposed project site and the aspects of the Project that could result in impacts to those species. Species whose occurrence in the vicinity and life history makes them vulnerable to impacts even if they are not known to occur directly on the project site were also evaluated.

2.2 Field Survey

A reconnaissance-level survey was conducted on the project site. Survey methods consisted of visually evaluating the Project site and walking meandering transects if potential habitat for burrowing wildlife was present. Additionally, trees on and near (within 300 ft.) the project site were inspected via line-of-sight using binoculars for birds, nesting activity, or nesting materials. Field notes included documentation of all plant and wildlife species observed. Supporting documentation regarding species findings included direct observations and/or significant species *sign* (e.g., scat, tracks, feather/fur, prey remains, nests/burrows or any other indication of wildlife presence) deemed necessary to document potential occupation.



If encountered, burrows and dens were classified based on agency protocols or best practices to identify possible species occupation or occurrence on the Project.

Naturalized plant taxa encountered were identified to the extent possible given the diagnostic features present. Although a complete list of plants was not compiled due the nature of the reconnaissance level survey, the prominent species present were identified. Identifications were made using keys contained in *The Jepson Manual: Vascular Plants of California* and online updates containing revisions to taxonomic treatments (Baldwin et al. 2012; Jepson Flora Project 2021). When necessary, plant identifications were made using a 10X or greater magnification field hand lens and/or were collected and identified using a dissecting microscope. Locations of special-status plant species or tentatively identified special-status plant species were recorded using a handheld global positioning system unit if observed.

General habitat and site conditions were photographed to visually depict conditions during the field surveys. In addition, special-status species or habitat features, such as vegetation communities or ephemeral channels, were also photographically documented when encountered.

Subsequent to conducting the reconnaissance-level survey, special-status resource occurrence information from the existing databases and literature was reviewed against field survey results to complete an occurrence evaluation. A table was prepared that presents an evaluation of the potential for each species identified during the literature review to occur on the Project site. Each special-status species was then categorized as follows: no potential to occur (none); low potential; moderate potential; high potential; or known to occur. A brief explanation is provided in the table and additional information is presented in Section 3.0. Potential impacts to each identified special-status resource were compiled based on this occurrence evaluation. If potentially significant impacts were identified during the evaluation process, recommendations for reducing these impacts are included in this report, with a goal of reducing impacts to “less than significant.” If impacts could not be reduced to “less than significant”, those impacts are identified. The sources of these recommendations include agency guidelines and protocols, previously prepared environmental documents for similar projects, and MBI’s experience and professional judgment.

3.0 RESULTS

The literature review resulted in identification of 26 special-status plants and 25 special-status wildlife taxa for evaluation that could occur in the vicinity of the proposed Project (Appendix A; Tables A1–A2). Figures 3-1 through 3-6 provide the results of the 2021 CNDDDB records query within 10 miles (16 kilometers) for the proposed Project. The general site conditions combined with the habitat requirements and known ranges of these species were evaluated to determine potential for occurrence of these species on the proposed Project site.

3.1 *General Conditions*

A reconnaissance-level survey of the basin portion of the Project was conducted on August 18, 2021, by Ms. Randi McCormick, MBI Principal Biologist. The stormwater drain pipe route was surveyed on August 19, 2021 by Mr. Daniel Hall, MBI Staff Biologist. Photographs taken during the site visits are shown in Appendix B. During these site visits, 12 plant species and 8 wildlife species were observed (Appendix C). No nesting bird activity or nesting material was observed on or adjacent to the project site during the reconnaissance surveys. No direct observations of special-status species were recorded during the site visits.

While the eastern 30 acres of the basin portion of the Project site and the proposed recirculation pond site were actively irrigated alfalfa fields, the eastern 20 acres appeared dry and fallow, but possibly had been recently harvested. No existing permanent structures were present on the Project site and a part of the northeastern corner of the basin site was being used for hay storage. All of the lands adjacent to the stormwater drain pipe route were active agriculture, with the exception of approximately 650 feet along the east side of Road 216 near the northern end of the route. This area consisted of annual grassland that was likely to have been historically farmed. No undisturbed, natural lands were present on or in the vicinity of the Project site.

The SSURGO soil survey map describes the soil at the Project site as Exeter loam, 0 to 2 % slopes (Figure 3-7). Observed conditions were consistent with the soil survey, but surface soils were heavily disturbed.

The remainder of this section discusses the 2021 field survey results for special-status biological resources and evaluation of those results based on the literature review and professional judgment of MBI personnel.

3.2 *Special-status Biological Resources*

As a result of the literature review, 26 special-status plants and 25 wildlife taxa were identified through database queries as potentially occurring on or in the vicinity of the Project site. Special-status plant and animal species identified with at least a low potential to be impacted by the Project are further discussed in Sections 3.2.1 and 3.2.2, below.

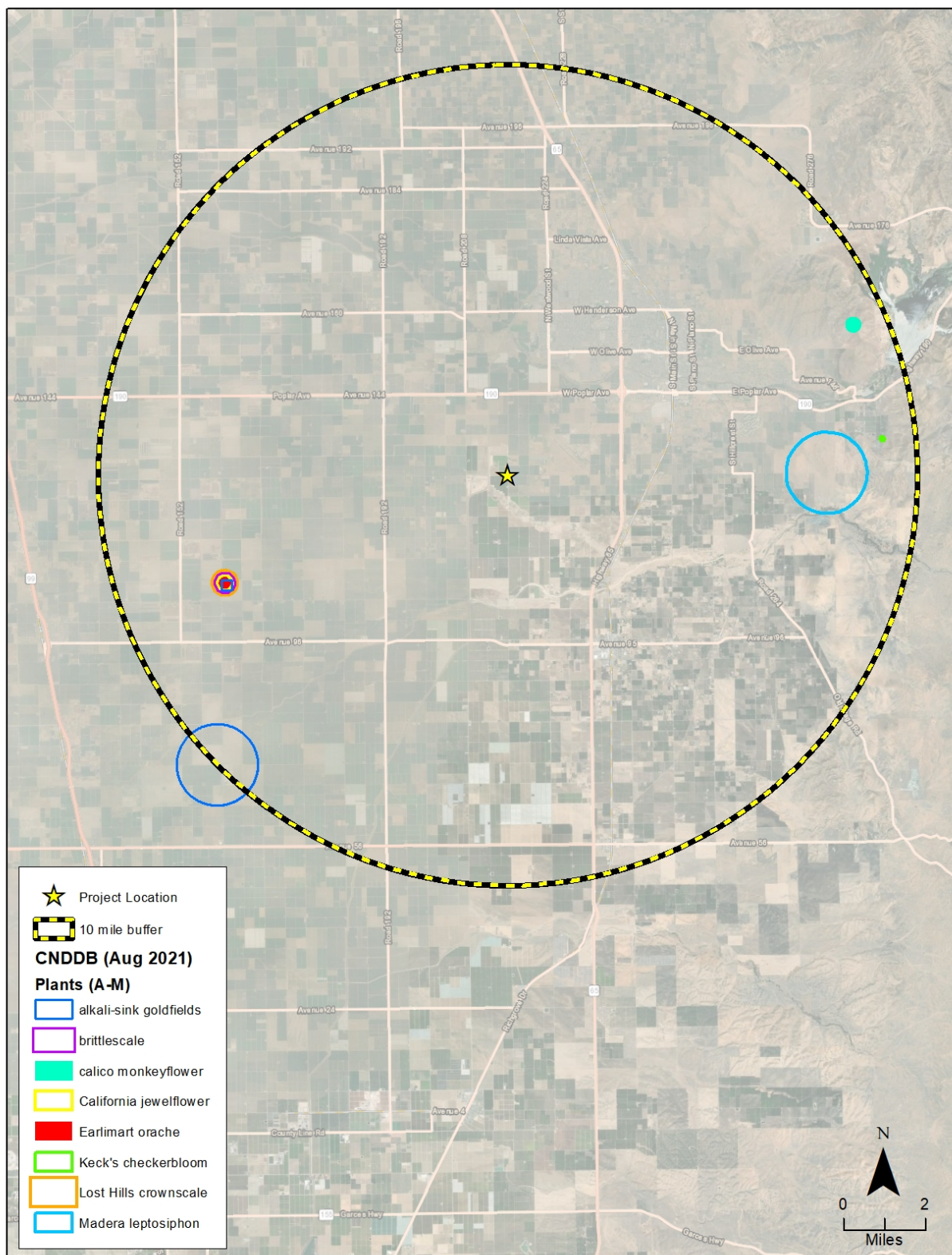


Figure 3-1: CNDDDB special-status plant results (A-M)

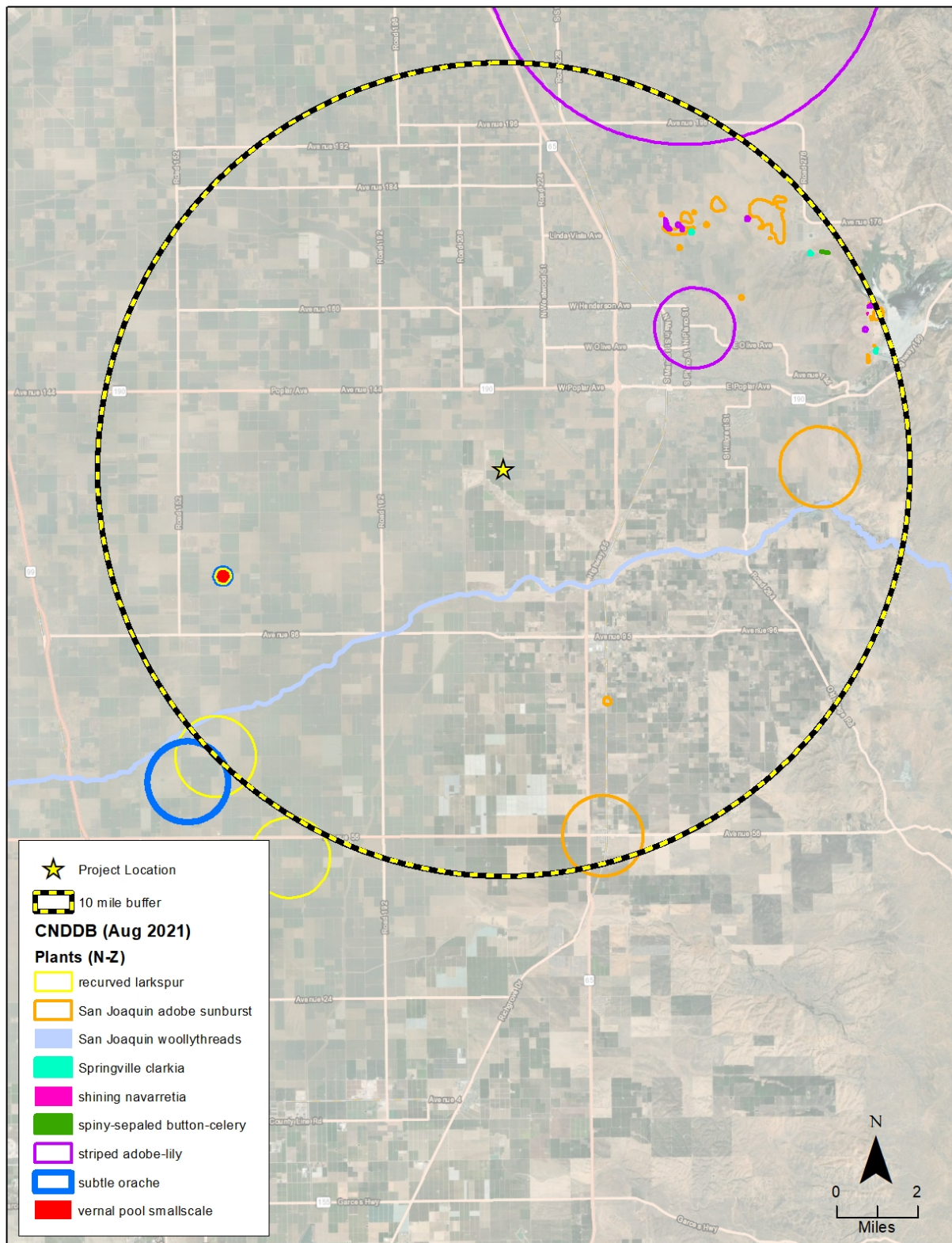


Figure 3-2: CNDDDB special-status plant results (N-Z)

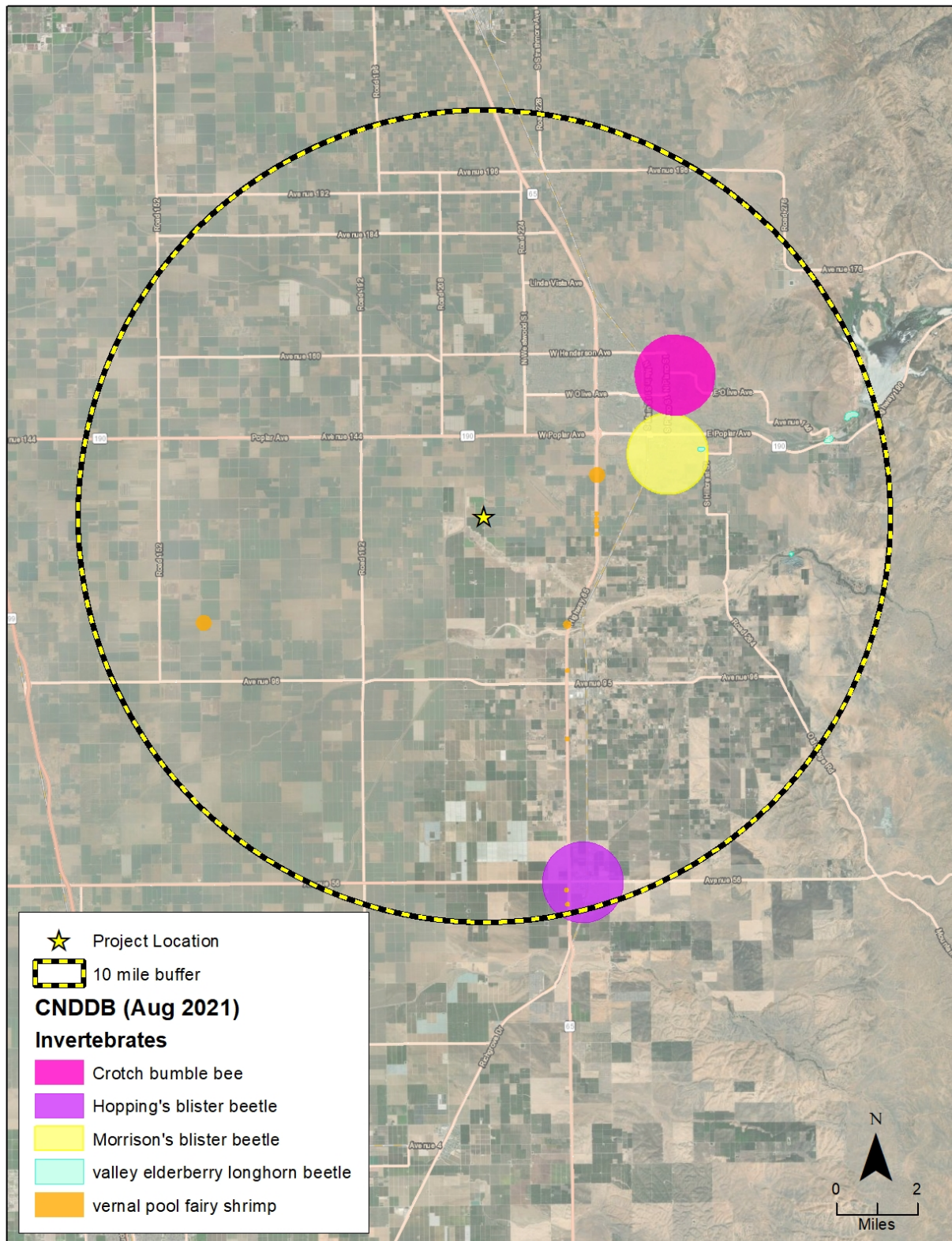


Figure 3-3: CNDDDB special-status invertebrate results.

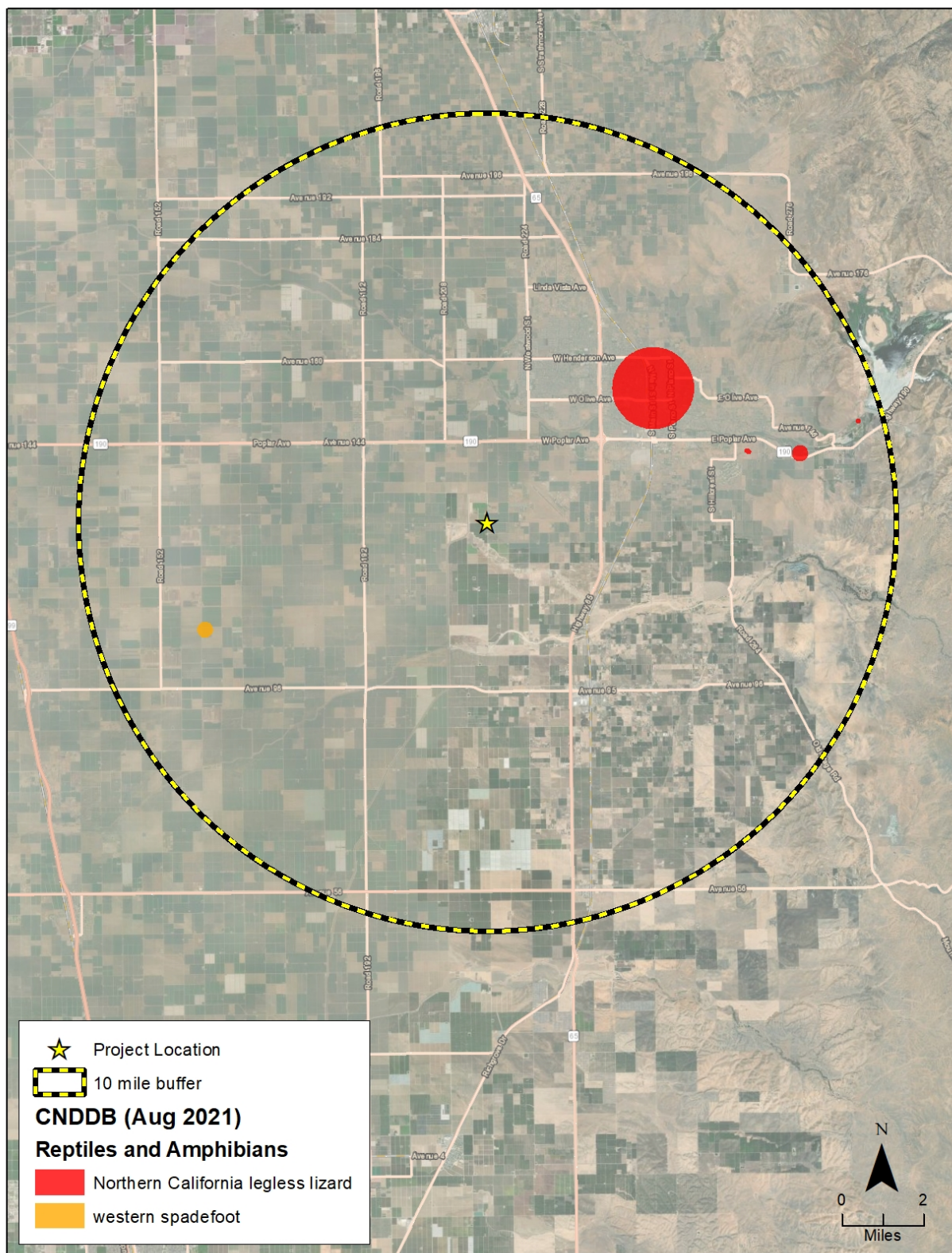


Figure 3-4: CNDDDB special-status amphibian and reptile results.

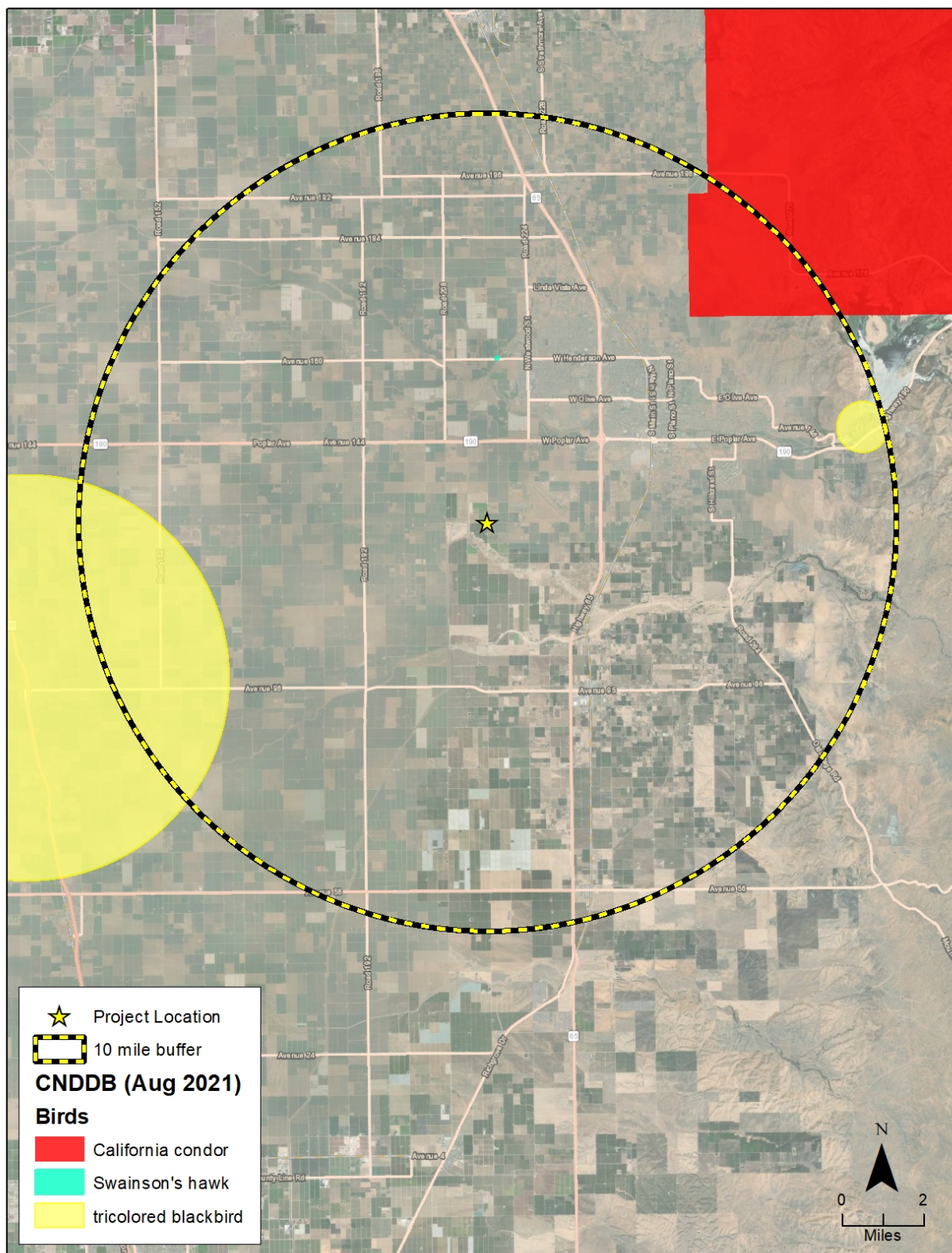


Figure 3-5: CNDDDB special-status bird results.

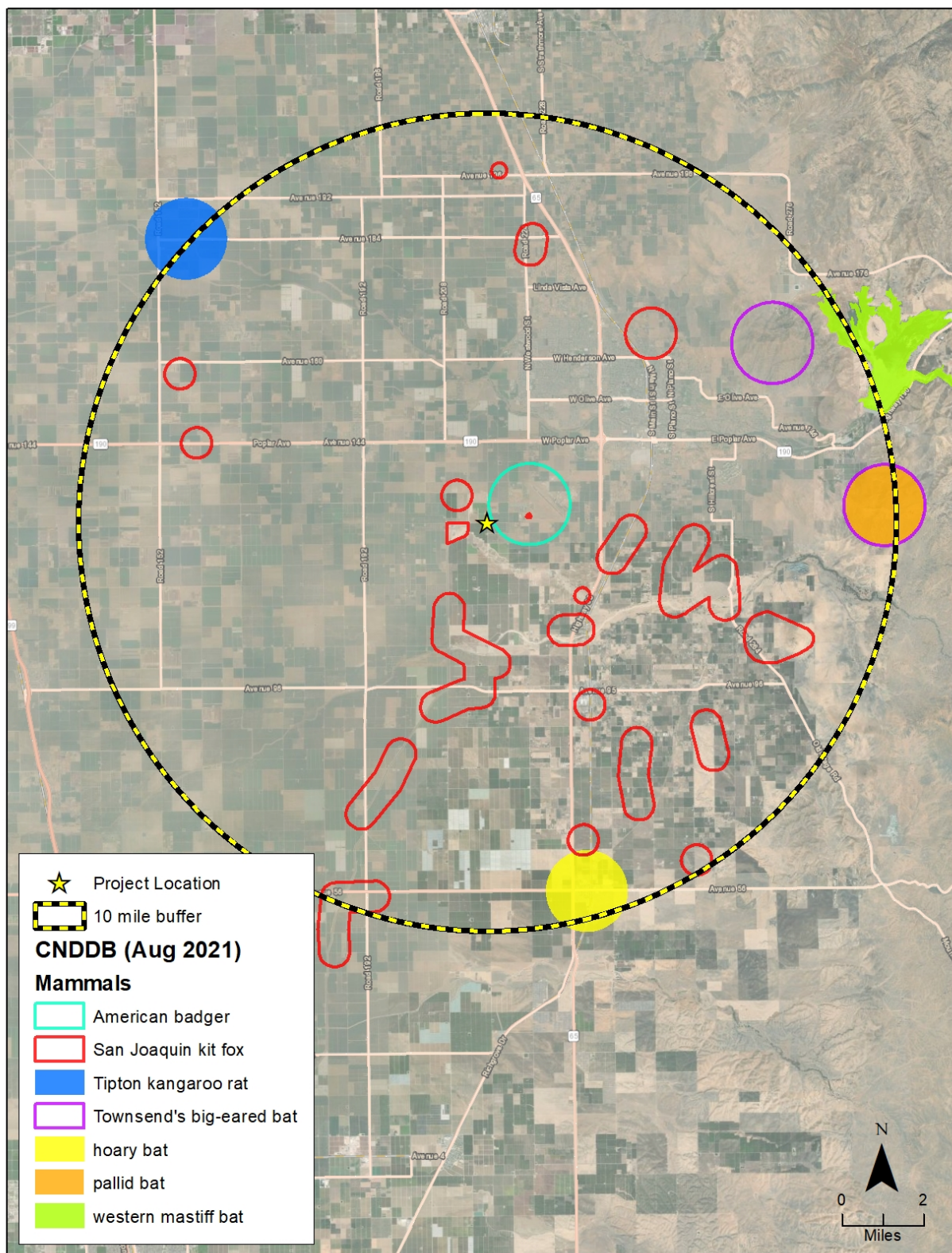


Figure 3-6: CNDDDB special-status mammal results.

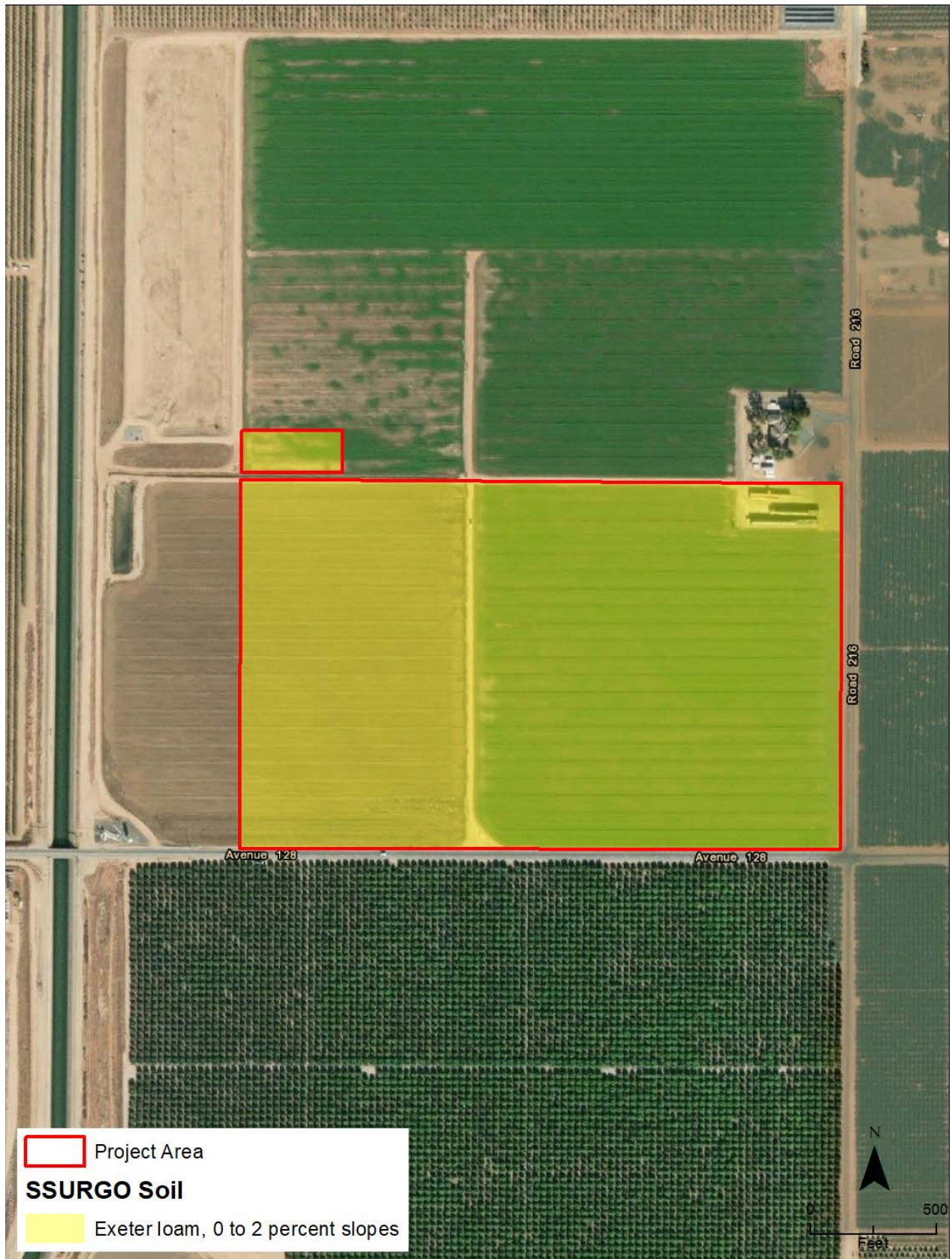


Figure 3-7: Soil Survey Geographic Database (SSURGO) soil results.

Tricolored blackbird, burrowing owl, American badger, and San Joaquin kit fox were identified as having a low potential to occur on the Project site, while Swainson's hawk was found to have a moderate potential to occur. Those that the initial evaluation found with no potential to occur, and therefore, not anticipated to be impacted by the proposed Project are not discussed further in this report.

3.2.1 Special-status Plant Species

Twenty-six special-status plants were evaluated as a result of the literature review. Only 6 of these plant taxa are state and/or federally listed. CEQA requires consideration of impacts to locally significant plant species and those that meet the criteria for listing, but which may not be officially listed under CESA or FESA; therefore, several non-listed special-status species have been included in the evaluation in Appendix A. No listed or other special-status plant species were observed during the fieldwork conducted for the preparation of this report. No listed or other special-status plant species have been recorded as occurring within the Project site footprint by any of the literature sources consulted.

All special-status plant species were eliminated from further consideration because the proposed The Project site does not provide suitable habitat for each taxon. Based on the evaluation, no additional discussion is provided for special-status plant species beyond the evaluation included in Appendix A (Table A-1).

3.2.2 Special-status Wildlife Species

Appendix A (Table A-2) contains a discussion of the potential for each special-status wildlife species to occur on the Project site and whether there is a potential for impacts based on a combination of the literature review and conditions observed on and in the vicinity of the Project site. Table 3-2 shows those special-status wildlife that were determined to have at least a low potential for occurrence on the proposed Project site based on the evaluation contained in Appendix A. Due to this low potential for occurrence, additional discussion regarding tricolored blackbird, burrowing owl, Swainson's hawk, American badger, and San Joaquin kit fox is provided in the following paragraphs.

Tricolored Blackbird (*Agelaius tricolor*)

The tricolored blackbird is state listed as a threatened species (CDFW 2021). It is about 8.75 inches (22.2 centimeters) in length with a pointed black conical bill. They are similar in size, shape, and coloring of the red-winged blackbird (*Agelaius phoeniceus*) but have slightly thinner bills and pointed wings in flight. The species is sexually dimorphic: males are primarily black with red epaulets (shoulder patches) similar to the red-winged blackbird; however, epaulets are often a deeper red in the tricolored blackbird. The males are further distinguished from male red-winged blackbirds with epaulets broadly margined in white, rather than the yellow or absence of a marginal color seen in the red-winged blackbird. Males are best identified before late summer because the epaulet margins of male red-winged blackbirds can appear whitish as they fade. Females are sooty and often streaky like a sparrow, but larger than a sparrow, with a faint eyeline.

Table 3-1: Special-status Wildlife That May Occur in the Project Area for Which Potential Impacts Were Identified*

<i>Scientific Name</i>	Common Name	Status Federal/State ¹
Birds		
<i>Agelaius tricolor</i>	Tricolored blackbird	-/T
<i>Athene cunicularia</i>	Burrowing owl	-/CSC
<i>Buteo swainsoni</i>	Swainson's hawk	-/T
Mammals		
<i>Taxidea taxus</i>	American badger	-/CSC
<i>Vulpes macrotis mutica</i>	San Joaquin kit fox	E/T

¹Status:

Federal

E Listed as Endangered
- No listing status

State

CSC California Species of Concern
T Listed as Threatened

* For additional evaluation of other special-status species, see Appendix A, Table A-2 and Section 3.2.2



They are very similar to red-winged blackbird females but slightly darker. Juveniles are similar to females but paler (Beedy 2016; Kaufman 2000).

The tricolored blackbird is an opportunistic feeder that forages on grains and seeds wherever available (often associated with dairies in the San Joaquin Valley), insects such as grasshoppers, and both terrestrial and aquatic insect larvae. Some individuals have been recorded to forage as far as 5.6 miles (9 kilometers) from their colony. Historically, their nests are built in vegetation dominated by cattail (*Typha* spp.) and bulrush (*Scirpus* or *Schoenoplectus* spp.) and consist of a platform of leaves woven around these and other substrates such as willow (*Salix* spp.), nettle (*Urtica* spp.), and blackberry (*Rubus* spp.). Platforms rest between 6.5 feet (2 meters) to a few centimeters above ground or water, and hold nests made of mud and materials similar to the platform material. In recent years, nesting of tricolored blackbirds in agricultural fields has been increasing, with the species using substrates such as mustards (*Brassica* spp.), mallows (*Malva* spp.), and agricultural silage. Eggs are laid from mid-April to late June in clutches of three to four oval-shaped eggs, are generally light blue to light green, and have dark reddish-brown splotches concentrated on one end. Incubation lasts approximately 11 days with young leaving the nest about 13 days after hatching. Tricolored blackbird nesting colonies are distinct from those of the red-winged blackbird which contain nests that are spread farther apart from one another. Tricolored blackbird nests can be spaced as little as 3.3 feet (1 meter) apart. Sometimes in dense colonies, nests can even be vertically stacked (Beedy 2016; Granholm 2008; Grinnell & Miller 1944; Zeiner et al. 1988-1990).

This species is a year-long resident of California, its range extending from Shasta County south to Kern County, and along the coast from Sonoma County to the Mexican border. Colonies located within the Sacramento-San Joaquin drainage system are somewhat migratory in the winter. In the fall, birds tend to be nomadic and venture outside the vicinity of the nesting colonies (Grinnell & Miller 1994; Zeiner et al. 1988-1990).

Tricolored blackbird colonies have been reported to the CNDDDB several miles east-northeast and west-southwest of the Project (CNDDDB 2021a). The colony to the west-southwest is thought to be extirpated. No suitable nesting habitat for tricolored blackbird was present on or adjacent to the Project site during the reconnaissance survey. The basin portion of the Project site represents suitable foraging habitat and some of the fields adjacent to the stormwater drain pipe route would be suitable foraging habitat. No tricolored blackbirds were observed during the survey. Given the distance that tricolored blackbirds will travel to forage during both breeding season and winter, there is a moderate potential for tricolored blackbirds to forage in the alfalfa and fallow fields present on and in the vicinity of the Project.

Burrowing Owl (*Athene cunicularia*)

The burrowing owl is a California species of special concern, and documented population declines have occurred in the state since at least the 1970s. It has no federal listing but is protected by the Migratory Bird Treaty Act and potential habitat may be protected through the California Environmental Quality Act (CDFG 2012; CNDDDB 2021a; MBTA 2021). The burrowing owl is a small, ground-dwelling owl with a round head that lacks ear tufts. Adults are sandy brown overall with bold spotting and barring, have white eyebrows above yellow eyes, and can be distinguished from

all other small owls by their long legs. Adult burrowing owls have an average weight of 6 ounces (170 grams), a full body length of 8.5 to 11 inches (22–28 centimeters), and average wingspan of 20- to 24-inches (51- to 61-centimeters) wingspan (Brown 2006).

Within California, this species is found throughout the Central Valley, in the San Francisco Bay Area, Carrizo Plain, and Imperial Valley. Typical habitat includes open grasslands, agricultural or range lands, and desert lands with short, sparse vegetation at elevations from 200 feet (61 meters) below sea level to 9,000 feet (2,743 meters) above sea level (Brown 2006). The Central Valley population resides in the area year-round in the annual and perennial grasslands or other vegetation communities that support little to no tree or shrub cover. The state of California is also considered an important wintering ground for migrants; thus, California's burrowing owl population increases during the winter season (CDFG 2012; Dunn & Alderfer 2008; Shuford & Gardali 2008). Nesting season begins late March and breeding pairs exhibit biparental care in which the female incubates the eggs and the male cares for the young.

Burrowing owls are active daytime and nighttime but are mostly active during dawn and dusk. In California, the species is typically found in close association with California ground squirrels that create burrows that are used by burrowing owls as year-round shelter and seasonal nesting habitat; however, burrowing owls may also use human-made structures such as culverts, corrugated metal pipes, debris piles, or openings beneath pavement as shelter and nesting habitat. During active periods of the year, they may be observed above ground in the vicinity of their burrows or roosting on the ground or nearby high spots such as berms, fence posts, or shrubs. They have a varied diet that includes insects, small rodents, birds, amphibians, reptiles, and carrion, and there is some evidence that population sizes of California vole (*Microtus californicus*) influence their survival and reproductive success (Poulin et al., 1998). Pellets including animal bones and exoskeletons may be found near burrow entrances, along with whitewash and tracks.

No burrowing owl records have been reported within 10 miles of the Project (CNDDDB 2021a); however, several records have been reported from just west of the search area. No potentially suitable burrows or burrow surrogates for burrowing owl were present on the Project site during the reconnaissance survey. The basin portion of the Project site represents suitable foraging habitat and the annual grassland east of the stormwater drain pipe route east of West Street represents suitable foraging and could potentially support burrowing owl burrows. No burrowing owls were observed during the reconnaissance survey. Given the lack of burrowing owl observations, lack of observation of burrowing owl sign, burrows, or surrogates, and active agriculture on the basin site, burrowing owls are not currently occupying the Project but may occasionally forage in the vicinity.

Swainson's hawk (*Buteo swainsoni*)

Swainson's hawk is state listed as a threatened species (CDFW 2021b). They are diurnal and similar in size to the red-tailed hawk but lack their pale spotting on scapulars. There are two distinct color morphs with several variations. Light morphs have a whitish forehead and white patch on the throat below the bill, while the rest of the head, sides of the throat, patch on its chest, and all other upper body parts are dark brown. The belly is white with brown barring, and in flight their

wings have dark trailing edges that contrast with the light-colored leading edges and the belly. Individuals of the dark morph are entirely dark brown, except for a patch under the tail (Brown 2006; Dunn and Alderfer 2008). The Swainson's hawk feeds on mice, gophers, ground squirrels, rabbits, large arthropods, amphibians, reptiles, birds and sometimes fish (Brown & Amadon 1968; Dunkle 1977).

Swainson's hawks are an uncommon resident and migrant in the Central Valley, Klamath Basin, Northeastern Plateau, Lassen County and Mojave Desert, although their breeding range and frequency has increased in the San Joaquin Valley over the last 20 years. Limited breeding has been reported from Lanfair Valley, Owens Valley, Fish Lake Valley and Antelope Valley (Bloom 1980; Garrett and Dunn 1981). Most of the state's breeding sites are in two disjunct populations in the Great Basin and Central Valley. In the Central Valley, nest sites have been strongly associated with riparian forest vegetation, whereas in the Great Basin nest sites are widely distributed in upland habitats (Woodbridge 1998). Typical habitat is open desert, grassland, or cropland containing scattered, large trees or small groves. High use foraging habitat in the southern San Joaquin Valley is typically actively harvested alfalfa and irrigated grain fields. Migrating individuals move south through the southern and central interior of California in September and October and move north from March through May (Grinnell and Miller 1944; Zeiner et al. 1988-1990).

The only Swainson's hawk nest reported to the CNDDDB within the 10-mile search radius is from a location 3.7 miles north of the Project in 2017 (CNDDDB 2021a). No Swainson's hawks were observed during the reconnaissance survey nor were any potential nest trees present on the Project site. Potentially suitable nesting habitat is present at a residence just north of the northeastern corner of the proposed basin location and approximately 800 feet north-northeast of the northeastern corner on the east side of Road 216. The trees adjacent to the basin location were visually evaluated for presence of possible raptor nests and no nesting material or remnants of raptor nests were present.

Given the lack of potential nest trees on the Project, lack of reported nests within a 10-mile radius, but presence of potential nest trees near the Project, there is a moderate potential for foraging by Swainson's hawk on the Project.

American badger (*Taxidea taxus*)

The American badger is a California species of special concern (CDFW 2021b). This species is a low, squat animal with conspicuous silver-tipped, dorsal fur and a short, black-tipped tail. The most striking visual feature of this species is its striped face, consisting of a median white stripe proceeding from the tip of its nose to the back of its head. This stripe is flanked by alternating white and dark stripes giving way to bright, white-outlined ears. The American badger has short but powerful legs, and the front feet are fitted with long claws that are well suited for digging out the burrows of the rodents on which it feeds (Reid 2006). In addition to rodents, their diet includes other small mammals, invertebrates, birds, snakes and carrion. Mating occurs in late summer or early autumn, and litters of two to five offspring are born in early spring (Zeiner et al. 1988-1990).



The historic range of American badgers in California was throughout the state with the exception of the humid coastal forests in Del Norte and Humboldt Counties (Zeiner et al. 1988-1990). Their modern distribution in the lower San Joaquin Valley is restricted to the limited, often isolated tracts of grassland and shrubland habitats. Cultivated lands have been reported to provide little usable habitat for this species. In the 1980s, badgers were believed to be declining throughout California, and their status has not changed (Williams 1986).

Badgers are primarily nocturnal animals and infrequently observed directly during daytime surveys; however, they have a fairly distinctive digging style and burrow shape, which is easily detected in the field. Combined with tracks, it is typically the method used to determine presence on a site (Reid 2006; Zeiner et al. 1988-1990). In addition, it is notable that badger burrow size overlaps with that of SJKF.

An American badger was collected in an unknown year from the vicinity of the Porterville Airport, which is located less than one mile from the Project (CNDDDB 2021a). Although badgers can be tolerant of human disturbance, the intensity and frequency of disturbance on this site and in adjacent areas reduces the potential for occurrence of this species. Therefore, there is a low potential for American badger foraging associated with the Project site.

San Joaquin Kit Fox (*Vulpes macrotis mutica*)

The SJKF currently federal-listed as endangered and state-listed as threatened, resembles a small, lanky dog in appearance, with disproportionately large ears containing an abundance of large white, inner guard hairs. This species is the largest subspecies of kit fox, with adults weighing 4.5 to 5 pounds (2–2.3 kilograms). Total length is about 32 inches (81 centimeters), including a bushy black-tipped tail up to 12 inches (30 centimeters) long, and total height is about 12 inches (30 centimeters) tall. Coloration ranges from light buff to grayish along the back and tail; gray, rust, or yellowish along the sides; and white on the belly.

SJKF occur in a variety of open grassland, oak savannah, and shrub vegetation types/habitats as well as oil-producing and urban areas in Kern County. Predation is an appreciable cause of SJKF mortality, with urban kit foxes yielding higher survival rates due to lack of competition with large carnivores such as coyotes (USFWS 2010c). In the southern San Joaquin Valley portion of the range, SJKF are generally found in sparse, annual grassland and scrub communities (e.g., valley sink scrub, saltbush scrub) with low annual precipitation. Home ranges for the taxon have been reported by several authors to range from 1 to 12 square miles (1.6–19 square kilometers) with large overlap in home ranges among individuals, though dens are restricted to a single family. They change dens on a regular basis, likely due to prey depletion; in one study, a single kit fox was tracked to 70 dens during a 2-year period (Native fish and wildlife 1967; USFWS 1998). Dens are used for temperature regulation, shelter, reproduction, and safety from potential predators, but characteristics such as number of entrances varies across the taxon's range. In the southern portion of its range the taxon often creates dens with two entrances, and natal dens generally have multiple entrances. Entrances are usually 8 to 10 inches (20–25 centimeters) in diameter and are normally greater in height than width, but kit foxes can utilize dens with entrances as small as 4 inches (10 centimeters) in diameter. Kit foxes do not typically excavate their own dens,

but rather enlarge the burrows of other species, such as California ground squirrels and American Badgers, or utilize human-made structures such as culverts and pipelines.

The diet of this taxon consists largely of nocturnal kangaroo rats and other small mammals, though they may also eat ground-nesting birds or insects (USFWS 2010c). Similar to many desert species, kit fox do not need drinking water and obtain hydration from their diet. Breeding season is December-March with pups typically born between February and March. Adult breeding pairs remain monogamous within the same year, but pairs may change between years (Morrell 1972; USFWS 1998).

SJKF are primarily nocturnal but can be seen during the day when activities on the surface get their attention or when pups are present and play outside of the den in late afternoon. Potential site occupation is determined based on observation of canid scat and/or tracks within a size range appropriate for this species, and presence of dens that meet the criteria for classification as known or natal/pupping per the USFWS guidelines (USFWS 2011b).

Although there have been numerous reports of San Joaquin kit fox occurrence within the 10-mile search radius of the Project, all but one of these records are greater than 40 years old. A record from the Tulare County Landfill, located on the south side of Avenue 128 approximately 700 feet west of the Project, reports the sighting of 4 individuals in 1992 (CNDDDB 2021a).

No evidence of San Joaquin kit fox was observed during the reconnaissance survey. San Joaquin kit fox frequently use California ground squirrel burrows and enlarge them for use as den sites. No California ground squirrel activity was observed during the reconnaissance survey nor were any other burrows or atypical structures observed that may be used by San Joaquin kit fox. San Joaquin kit fox are known to forage in many open habitat types, including agricultural lands occasionally if suitable denning habitat is present nearby. The annual grassland east of the stormwater drain pipe route east of West Street represents suitable foraging habitat and could potentially support San Joaquin kit fox dens. In addition, several records of San Joaquin kit fox have been reported in the vicinity.

Given the lack of observation of potential den sites or San Joaquin kit fox sign and current agricultural activity, it is not likely that San Joaquin kit fox currently occupy the Project. However, San Joaquin kit fox may occasionally forage on or near the Project given that there is potentially suitable denning habitat in the vicinity.

3.2.3 Riparian Habitat, Wetlands, and Other Waters

A search of the USFWS National Wetlands Inventory (NWI) resulted in no wetlands mapped on the Project site (USFWS 2021b). A riverine feature, the Friant-Kern canal, was present west of the project site, and the existing recirculation pond which is located outside of the project boundaries to the west, was shown on the NWI as a freshwater pond. These results are consistent with the observed conditions within and adjacent to the Project site. There was water present in earthen irrigation ditches that ran along the western and northern boundaries of the alfalfa field on the Project site, and just south of the proposed recirculation pond location. There was no visible

natural water source for this irrigation water. No riparian or developed wetland vegetation was present on the Project.

3.2.4 Critical Habitat

There is no USFWS-designated Critical Habitat within a 10-mile radius of the proposed Project site.



4.0 IMPACT ANALYSIS AND RECOMMENDATIONS

4.1 *Effects of the Proposed Project*

This section provides an analysis of the potential impacts of the Project following the standards of CEQA and CEQA Guidelines. Consideration of potential impacts to biological resources, including special-status plant and animal species is required under FESA, CESA, and CEQA as part of the analysis for a discretionary project.

CEQA Appendix G thresholds have been used to evaluate potential impacts to the biological resources from the proposed Project. The Project would create a significant impact to biological resources, based on the specifications in the biological resources section in Appendix G of the CEQA Guidelines, if the following were to occur:

1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or the USFWS;
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations; or by the CDFW or the USFWS;
3. Have a substantial adverse effect on federally protected wetlands as defined by section 404 of the CWA (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
4. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance;
6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

The following analysis discusses potential impacts associated with the development of the Project and provides recommendations where appropriate to further reduce potential impacts.

1. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFW, or the USFWS?

Effects to Special-status Plants:

The CNDDDB, USFWS, and CNPS Rare and Endangered Plant Inventory queries returned a total of 26 special-status plants that have been documented as potentially occurring in the vicinity of the proposed Project site. Based on MBI's habitat suitability analysis, none of the special-status plant species had the potential to occur within the proposed Project site (Appendix A, Table A-1). During the survey a total of 12 plant species were observed, 7 of which are non-native species. No listed or California Rare Plant Rank (CRPR) species were identified on the proposed Project site during the field survey and the site does not represent suitable habitat for any of the special-status plants evaluated. Therefore, there is no potential for direct or indirect impacts to special-status plant species within the Project site. As described above, the Project site has undergone frequent disturbance, was historically intensive agriculture and is surrounded by urban, agricultural, and previously disturbed lands. No special-status plant species have potential to occur on site; therefore, no significant impacts to special-status plants would occur. No additional measures or recommendations are necessary.

Effects to Special-status Wildlife:

Tricolored Blackbird

No tricolored blackbirds or potentially suitable nesting habitat were observed during the reconnaissance surveys. The site is planted in alfalfa and contains a fallow field, which are both suitable foraging habitat for this species. Based on the high mobility of this species and plentiful similar foraging habitat in the vicinity and region, the disturbance to this agricultural land would not be a significant impact to tricolored blackbirds. No further measures are required.

Burrowing Owl

No burrowing owls or sign of species presence were observed during the reconnaissance surveys and no California ground squirrel burrows, which are frequently used by burrowing owls for nesting and shelter, were observed. The site is likely to support insects, small rodents, birds, amphibians, and reptiles that are potential prey items in the diet of burrowing owl. Therefore, there is a potential for foraging by this species. Although no potential burrows or burrow surrogates were observed, if the fallow field on the western portion of the proposed basin were to become occupied by California ground squirrels, burrowing owls may be provided with burrowing opportunities. Absent additional measures, if the site were subsequently occupied by this species, burrowing owl burrows could be crushed or destroyed by vehicles during construction activities. Burrowing owls are protected under California Fish and Game Code and by the Migratory Bird Treaty Act. Provided that the measures recommended in Section 4.2 are implemented, impacts can be reduced to "less than significant".

Swainson's hawk

No nesting opportunities for these species were present on the Project site. Alfalfa and the fallow portion of the Project site are suitable foraging habitat for this species. Although noise, dust, and general disturbance from construction activities could indirectly affect foraging raptors such as Swainson's hawk, these species are highly mobile and able to access other high quality foraging opportunities in the vicinity of the Project site. Disturbance to this relatively small amount of foraging habitat (approximately 50 acres) would not be significant. In addition, no direct impacts to individuals are anticipated.

San Joaquin Kit Fox and American Badger

The Project provides low suitability foraging habitat for San Joaquin kit fox. Although no potential dens were observed, if the fallow field on the western portion of the proposed basin were to become occupied by California ground squirrels, San Joaquin kit fox may be provided with denning opportunities. Given that several historical records of this species have been reported within a 10-mile radius of the Project, San Joaquin kit fox may be present in the general vicinity. If the site were to become occupied by San Joaquin kit fox or the species were to forage on the Project, harm or injury to kit fox that would constitute a significant impact could occur.

San Joaquin kit fox commonly enter open pipes, materials stockpiles and storage containers. They may also get on, under, or in vehicles and equipment. In addition, San Joaquin kit fox and American badger may fall into open excavations. Closing or moving pipes with wildlife inside could lead to direct mortality of individuals. If present under pallets, wildlife could be killed or injured by equipment when moving materials. If present in, on, or under equipment or vehicles when started or moving, wildlife could be crushed by tires, injured or killed by moving parts, or threatened through harassment by workers needing to access the vehicles. If deep enough in comparison to the animal size, wildlife falling into open excavations could be injured by the fall or otherwise become entrapped thereby increasing risks to the individual. The stormwater basin design includes a slope at no greater than 4:1, which should be a low enough angle for San Joaquin kit fox to escape from. However, when wet, materials along the slope may not provide adequate grip for wildlife. In addition, chain link fence and other construction materials can be an entrapment hazard for San Joaquin kit fox.

Measures described in Section 4.2, below, are intended to avoid, minimize, and reduce the potential for these effects to occur, reducing the potential to less than significant. Implementation of these measures will additionally result in minimizing effects to burrowing owls due to overlapping habitat requirements and American badger due to the overlap in badger burrows and San Joaquin kit fox den size. Neither burrowing owl nor American badger are listed species; however, both species will benefit from measures implemented to avoid direct and indirect "take" of San Joaquin kit fox.

Nesting and Migratory Birds

The Project site does not contain any trees or shrubs that could potentially support nesting birds. The alfalfa and fallow field present are suitable for ground nesting birds, but frequent



disturbance reduces that suitability. Birds nesting on or in the immediate vicinity of the Project site could be disturbed if the Project is conducted during nesting season when active nests are present. If these nests are disturbed to the extent that eggs are destroyed, young are injured or killed, or adults abandon the nests, a violation of the MBTA and California Fish and Game Code could result. Measures described in Section 4.2 will reduce these potential impacts to “less than significant.”

General Wildlife

Wildlife are known to commonly enter open pipes, materials stockpiles and storage containers as well as get on, under, or in vehicles and equipment. In addition, terrestrial wildlife may fall into open excavations. Closing or moving pipes with wildlife inside could lead to direct mortality of individuals. If present under pallets, wildlife could be killed or injured by equipment when moving materials. If present in, on, or under equipment or vehicles when started or moving, wildlife could be crushed by tires, injured or killed by moving parts, or threatened through harassment by workers needing to access the vehicles. If deep enough in comparison to the animal size, wildlife falling into open excavations could be injured by the fall or otherwise become entrapped thereby increasing risks to the individual.

Measures described in Section 4.2, below, are intended to avoid, minimize, and reduce the potential for these effects to occur as a result of work activities. The following measures are also intended to result in compliance with applicable state and federal statutes and regulations protecting biological resources. In some cases, if the applicability of mitigation measures cannot be definitively determined based on the reconnaissance-level survey, additional surveys are recommended to determine the level of mitigation required. In addition, if it is determined that the effects to these species cannot be avoided, state and/or federal permits may be warranted to obtain the appropriate authorization for such project effects. However, taken as a whole, the recommendations below are intended to reduce potential impacts to special-status wildlife to a level of “less than significant”.

2. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or the USFWS?

No riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations; or by the CDFW or the USFWS will be disturbed by the proposed Project; therefore, no further measures are recommended.

3. Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

The proposed Project does not propose any disturbance to federally protected wetlands. No wetland features or vegetation indicative of wetland conditions were observed during the field



survey nor were any identified during the literature review. Consequently, no impacts will occur as a result of the development of the Project.

4. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Wildlife corridors can be defined as connections between wildlife blocks that meet specific habitat needs for species movement generally during migratory periods, but seasonally as well. Wildlife corridors generally contain habitat dissimilar to the surrounding vicinity and include examples such as riparian areas along rivers and streams, washes, canyons, or otherwise undisturbed areas within urbanization. Corridor width requirements can vary based on the needs of the species utilizing them. The Project site is an isolated and relatively small parcel of impacted annual grassland habitat. No impacts are expected; consequently, no additional measures are included.

5. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

There are no biological resources on the site which are separately protected by local policies. Therefore, conflicts with local policies will not occur.

6. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

The Project is not known to conflict with any Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

4.2 Recommendations

The following measures are intended to reduce identified potential effects to special-status species as a result of the Project; and are intended to result in compliance with applicable state and/or federal statutes and regulations protecting biological resources.

BIO-1: If project activities occur during nesting season (February 1 to August 31) a qualified avian biologist shall conduct a nesting bird survey to identify any active nests present within or adjacent to the proposed work area. If active nests are found, initial ground disturbance shall be postponed or halted within a buffer area, established by the qualified avian biologist, that is suitable to the particular bird species and location of the nest, until juveniles have fledged or the nest has been abandoned, as determined by the biologist. The construction avoidance area shall be clearly demarcated in the field with highly visible construction fencing or flagging, and construction personnel shall be instructed on the sensitivity of nest areas.

BIO-2: If any previously unidentified protected species that is not addressed in this document, or any previously unreported protected species is found to be present, occupied areas shall be avoided and a qualified biologist shall. Notify the USFWS and CDFW of any previously unreported

protected species. Any take of protected wildlife shall be reported immediately to USFWS and CDFW.

BIO-3: Perimeter or security fence design should incorporate features that will avoid entrapment of San Joaquin kit fox. Openings should be small enough that San Joaquin kit fox cannot pass through or become entrapped (<3"). If chain link is used, it should be raised at least 3 inches above ground level to allow kit fox to pass underneath.

BIO-4: Traffic restraints and signs should be established to minimize temporary disturbances during construction. All construction traffic should be restricted to designated access roads and routes, Project site, storage areas, and staging and parking areas. Off-road traffic outside designated Project boundaries should be prohibited. A 15 mile-per-hour (24 kilometer-per-hour) speed limit should be observed in all Project construction areas, except as otherwise posted on county roads and state and federal highways.

BIO-5: All equipment storage and parking during construction activities should be confined to the designated construction area or to previously disturbed offsite areas that are not habitat for listed species.

BIO-6: Project construction activities involving initial surface disturbance should be limited to daylight hours.

BIO-7: Trenches and excavations should have an escape ramp at least every 1,000 feet at no more than 2:1 slope. Trenches or excavations that cannot include a ramp should be covered if left overnight. All such trenches and excavations should be inspected for entrapped wildlife each morning prior to the onset of construction. Before such holes or trenches are filled, they should be thoroughly inspected for entrapped animals. Any wildlife so discovered should be allowed to escape voluntarily, without harassment, before construction activities resume. A qualified biologist may remove wildlife from a trench, hole or other entrapment out of harm's way if the immediate welfare of the individual is in jeopardy. State or federal listed species may not be handled. Should any state or federal listed species become entrapped, CDFW and USFWS should be contacted as appropriate.

BIO-8: Material and equipment should be thoroughly inspected prior to use. All exposed pipes, culverts, and other similar structures with a diameter 3 inches or greater should be capped in order to prevent entry by San Joaquin kit fox or other wildlife. Any of these materials or structures that are left overnight and are not capped shall be inspected prior to being moved, buried, or closed in order to ensure that San Joaquin kit fox or other wildlife are not present. If a listed species is found within pipe, culverts or similar structures, the animal will be allowed to escape that section of its own accord prior to moving or utilizing that segment. If a listed species does not leave of its own accord, CDFW and/or USFWS (as appropriate) should be contacted for further guidance.

BIO-9: All food-related trash items such as wrappers, cans, bottles and food scraps generated by Project activities should be disposed of in closed containers and removed at least once each week from the site. Deliberate feeding of wildlife should be prohibited.

BIO-10: To prevent harassment of special-status species, construction personnel should not be allowed to have firearms or pets on the Project.

BIO-11: All equipment and work-related materials should be contained in closed containers either in the work area or on vehicles. Loose items (e.g. rags, hose, etc.) should be stored within closed containers or enclosed in vehicles when on the work site.

BIO-12: All liquids should be in closed, covered containers. Any spills of hazardous liquids should not be left unattended until clean-up has been completed.

BIO-13: If used, rodenticides and herbicides should follow label restrictions and other restrictions imposed by the United States Environmental Protection Agency, the California Department of Food and Agricultural, and other state and federal legislation. If rodent control must be conducted, zinc phosphide should be used because of its proven lower risk to San Joaquin kit fox.

BIO-14: Any employee who inadvertently kills or injures a listed species, or who finds any such wildlife dead, injured, or entrapped, should be required to report the incident immediately to a designated site representative (e.g., foreman, project manager, environmental inspector, etc.), except animals killed on state and county roads when such mortality is not associated with Project traffic.

BIO-15: In the case of injured special-status wildlife, the CDFW should be notified immediately. During business hours Monday through Friday, the phone number is (559) 243-4017. For non-business hours, report to (800) 952-5400. Notification should include the date, time, location, and circumstances of the incident. Instructions provided by the CDFW for the care of the injured animal should be followed by the contractor onsite.

BIO-16: In the case of dead wildlife that are listed as threatened or endangered, the USFWS and the CDFW should be immediately (within 24 hours) notified by phone or in person, and should document the initial notification in writing within 2 working days of the findings of any such wildlife. Notification should include the date, time, location, and circumstances of the incident.

BIO-17: Prior to commencement of construction on any phase of work, work areas should be clearly marked with fencing, stakes with rope or cord, or other means of delineating the work area boundaries.

BIO-18: All personnel entering the Project location should attend a worker orientation program. The worker orientation program should present measures required to avoid, minimize, and mitigate impacts to biological resources and should include, at a minimum, the following subjects: A summary of the FESA, CESA, and the MBTA; biological survey results for the current construction area; life history information for the species of concern; biological resource avoidance, minimization, and mitigation requirements; consequences for failure to successfully implement requirements; and procedures to be followed if dead or injured wildlife area located during Project activities. Upon completion of the orientation, employees should sign a form stating that they attended the program and understand all biological resource mitigation measures and

receive a hardhat sticker or other means of identifying that they have attended the worker orientation. Forms verifying worker attendance should be filed at the applicant's office and be accessible to County, USFWS and CDFW staff. No untrained personnel should be allowed to work onsite with the exception of delivery trucks that are only onsite for 1 day or less and are under the supervision of a trained employee.



5.0 SUMMARY OF FINDINGS

The Project will not impact special-status plants as the entire site has had and continues to have disturbance. Ruderal weedy species dominate the Project site and no special-status plant species were observed during the reconnaissance survey.

While no nesting birds were observed during 2021 field surveys, conducting pre-activity nesting bird surveys and implementing appropriate avoidance measures will reduce potential impacts to this species to less than significant.

While no San Joaquin kit fox or American badger or evidence of site occupation were observed, both of these species may forage in the vicinity and CNDDDB records are reported from the area. Recommendations included in this report will reduce potential impacts to San Joaquin kit fox and American badger to a level of less than significant.

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Appendix A
Special-Status Plant and Wildlife Evaluation

Table A-1: Special-status Plants That May Occur in the Vicinity of the Project Site

<i>Scientific Name</i> Common Name	¹ Status Fed/State/CNPS	Brief Description	Known Records	Potential to Occur
<i>Atriplex cordulata</i> var. <i>erecticaulis</i> Earlimart orache	-/-/1B.1	Herbaceous annual in the Chenopodiaceae found in valley and foothill grasslands on saline or alkaline soils, between 130 and 330 feet (40–100 meters) in elevation. Known from occurrences in western Tulare County, and northwestern Kern County. Blooming period: August-September (November)	Closest historic record is based on collections during several years, the most recent being 1989, 6.9 miles southwest of the project in the Pixley Vernal Pool Preserve. The location shown in the CNDDDB is a remnant 40-acre parcel of natural land that is surrounded by intensive agricultural development. Several other records are reported between 12 and 20 miles southwest and northwest of the Project.	No annual <i>Atriplex</i> were observed during the reconnaissance site visit. Soils on the Project site and in the vicinity were not saline or alkaline and have been extensively disturbed by agricultural activity. No habitat features typical of known occurrences were present and it is not expected. No significant impacts are anticipated. No Potential
<i>Atriplex coronata</i> var. <i>vallicola</i> Lost Hills crownscale	-/-/1B.2	Annual herb in the Chenopodiaceae that occurs between 165 and 2,085 feet (50–635 meters) in elevation in chenopod scrub, valley and foothill grasslands, and vernal pools on alkaline soils. Known from occurrences in southeastern San Joaquin Valley from Kern County north to Fresno County and on the Carrizo Plain. Blooming period: April - September	Closest historic record is a historic record from 1965, 6.9 miles southwest of the project. Record is based CNDDDB “best guess”. The location shown in the CNDDDB is a remnant 40-acre parcel of natural land that is surrounded by intensive agricultural development. No other records appear within 20 miles of the project site.	No annual <i>Atriplex</i> were observed during the reconnaissance site visit. Soils on the Project site and in the vicinity were not alkaline and have been extensively disturbed by agricultural activity. No habitat features typical of known occurrences were present and it is not expected. No significant impacts are anticipated. No Potential
<i>Atriplex depressa</i> Brittlescale	-/-/1B.2	Herbaceous annual in the Chenopodiaceae found in chenopod scrub, meadows and seeps, and valley and foothill grasslands on alkaline and clay soils between 5 and 1,050 feet (1-320 meters) in elevation. Known to occur in the Great Central Valley from Kern County north to southern Butte County. Blooming period: April - October	Closest record is a historic record from 1965, 6.9 miles southwest of the project. Record is based on a location identified as “Pixley Natural Area about 5 miles northeast of Pixley”. The location shown in the CNDDDB is a remnant 40-acre parcel of natural land that is surrounded by intensive agricultural development. No other records appear within 20 miles of the project site.	No annual <i>Atriplex</i> were observed during the reconnaissance site visit. Soils on the Project site and in the vicinity were not alkaline and have been extensively disturbed by agricultural activity. No habitat features typical of known occurrences were present and it is not expected. No significant impacts are anticipated. No Potential
<i>Atriplex minuscula</i> Lesser saltscale	-/-/1B.1	Annual herb in the Chenopodiaceae found in chenopod scrub, playas, and valley and foothill grasslands in alkaline and sandy soils. Known from occurrences in the San Joaquin Valley from Kern County north to Alameda County and in the northern Sacramento Valley in southern Butte County. Blooming period: May - October	Closest record is from a 1997 collection on Tulare County landfill property approximately 11.4 miles northwest of the Project site.	No annual <i>Atriplex</i> were observed during the reconnaissance site visit. Soils on the Project site and in the vicinity were not alkaline and have been extensively disturbed by agricultural activity. No habitat features typical of known occurrences were present and it is not expected. No significant impacts are anticipated. No Potential
<i>Atriplex persistens</i> Vernal pool smallscale	-/-/1B.2	Herbaceous annual in the Chenopodiaceae found in alkaline vernal pools between 35 and 375 feet (10-115 meters) in elevation. Known to occur in the Great Central Valley from Tulare County north to Glenn County. Blooming period: June - October	Closest historic record is based on collections during several years, the most recent being 1985, 6.9 miles southwest of the project in the Pixley Vernal Pool Preserve. The location shown in the CNDDDB is a remnant 40-acre parcel of natural land that is surrounded by intensive agricultural development. The next nearest records are over 30 miles north-northwest on CDFW’s Stone Corral Ecological Reserve.	No annual <i>Atriplex</i> were observed during the reconnaissance site visit. Soils on the Project site and in the vicinity were not alkaline and no vernal pools were present. The site has been extensively disturbed by agricultural activity. No habitat features typical of known occurrences were present and it is not expected. No significant impacts are anticipated. No Potential
<i>Atriplex subtilis</i> Subtle orache	-/-/1B.2	Annual herb in the Chenopodiaceae that occurs between 130 and 330 feet (40–100 meters) in elevation in valley and foothill grasslands on alkaline soils. Known from occurrences in the San Joaquin Valley from Kern County north to Stanislaus County and in Butte County. Blooming period: (April) June – September (October)	Closest historic record is based on collections during several years, the most recent being 1971, 6.9 miles southwest of the project in the Pixley Vernal Pool Preserve. The location shown in the CNDDDB is a remnant 40-acre parcel of natural land that is surrounded by intensive agricultural development. Several other records are reported between 10 and 14 miles southwest and northwest of the Project.	No annual <i>Atriplex</i> were observed during the reconnaissance site visit. Soils on the Project site and in the vicinity were not alkaline. The site has been extensively disturbed by agricultural activity. No habitat features typical of known occurrences were present and it is not expected. No significant impacts are anticipated. No Potential

Scientific Name Common Name	¹ Status Fed/State/CNPS	Brief Description	Known Records	Potential to Occur
<i>Azolla microphylla</i> Mexican mosquito fern	-/-/4.2	This fern in the Azollaceae is found in marshes and swamps (ponds, slow moving water), between 30 and 330 feet (30–100 meters) in elevation. Known to occur in the San Joaquin Valley and southern Sierra Nevada foothills in Kern County, east of the Sierra Nevada in Inyo and Mono Counties, the western Transverse Ranges in San Bernardino County, the Sacramento Valley in San Joaquin, Glenn, Sutter and Butte Counties, the northern High Sierra Nevada in Plumas County, the northern Sierra Nevada Foothills in Nevada County, and the Modoc Plateau in Modoc County. Blooming period: August	Closest historic record is 4.75 miles south-southwest of the Project site along Deer Creek. There are no recent records within 20 miles of the Project.	There is no suitable habitat on the Project site. Irrigation ditches and the pond west of the Project have been subject to frequent disturbance and would not support this species. No Potential
<i>Caulanthus californicus</i> California jewelflower	E/E/1B.1	Herbaceous annual in the Brassicaceae that occurs between 200 and 3,280 feet (61–1,000 meters) in elevation on sandy soils in chenopod scrub, pinyon and juniper woodland, and valley and foothill grasslands. Although many populations are thought to have been extirpated from the San Joaquin Valley, occurrences are known from Kern, Kings, Tulare, San Luis Obispo, Santa Barbara, and Fresno Counties. Blooming period: February - May	Closest historic record is at the Pixley Vernal Pool Preserve, 6.9 miles southwest of the Project. This location consisted of a transplanted population that was last seen in 1981. All other populations with 25 miles are documented by the CNDDB as extirpated due to agriculture and urban development.	Soils on the Project site and in the vicinity have been manipulated multiple times over the years and this species is not tolerant of the type of disturbance that has occurred. No suitable habitat was present, and no significant impacts are anticipated. No Potential
<i>Clarkia exilis</i> Slender clarkia	-/-/4.3	Herbaceous annual in the Onagraceae found in cismontane woodland from 395 and 3,280 feet (120–1,000 meters) in elevation. Known from east of Fresno south through the foothills and lower mountains of Tulare and Kern Counties. Several collections have been recorded along the lower Kern River canyon east of Bakersfield. Blooming period: April-May	The nearest record is just over 10 miles northeast of the Project site near Lake Success (CCH 2021).	Although the Project site is within the elevational range for this species, it is not typically a valley floor species. No suitable habitat was present, and the site has been subjected to multiple years of surface disturbance from agricultural activities. This species is not expected, and no significant impacts are anticipated. No Potential
<i>Clarkia springvillensis</i> Springville clarkia	T/E/1B.2	Annual herb in the Onagraceae found in chaparral, cismontane woodland, and valley and foothill grasslands on granitic soils, between 805 and 4,005 feet (245–1,220 meters) in elevation. Known to occur in the southern Sierra Nevada foothills in Tulare County. Blooming period: (March) April to July	Closest record is reported by the CNDDB as near Lewis Hill Preserve, about 7 miles north-northeast of the Project.	The Project site is outside of the known elevational range for this species. No suitable soils were present, and the site has been subjected to multiple years of surface disturbance from agricultural activities. This species is not expected, and no significant impacts are anticipated. No Potential
<i>Convolvulus simulans</i> Small-flowered morning glory	-/-/4.2	Herbaceous annual in the Convolvulaceae found in open areas in chaparral, coastal scrub, and valley and foothill grasslands on clay and serpentinite seeps, between 100 and 2,430 feet (30-740 meters) in elevation. Known in the San Joaquin Valley from eastern Contra Costa County south to Kern County; South Coast Ranges from Monterey County South to the Peninsular Ranges. Blooming period: March-July	Collection record approximately 9.1 miles east-northeast of the Project site near Lake Success (CCH 2006).	No suitable soils were present, and the site has been subjected to multiple years of surface disturbance from agricultural activities. This species is not expected, and no significant impacts are anticipated. No Potential
<i>Delphinium hansenii</i> ssp. <i>ewanianum</i> Ewan’s larkspur	-/-/4.2	Herbaceous perennial in the Ranunculaceae found in cismontane woodland, and valley and foothill grasslands on rocky soils, 195 and 1,970 feet (60–600 meters) in elevation. Known to occur in the San Joaquin Valley from Kern County north to Merced and Calaveras Counties. Blooming period: March-May	Historic record (1882) located approximately 7.1 mile south of the Project site. Additional historic records 17.4 miles south (1941) and 11.2 miles north-northwest (1998)	No suitable soils were present, and the site has been subjected to multiple years of surface disturbance from agricultural activities. This species is not expected, and no significant impacts are anticipated. No Potential

Scientific Name Common Name	¹ Status Fed/State/CNPS	Brief Description	Known Records	Potential to Occur
<i>Delphinium recurvatum</i> Recurved larkspur	-/-/1B.2	Perennial herb in the Ranunculaceae occurring between 10 and 2,460 feet (3–750 meters) in elevation in chenopod scrub, cismontane woodland, and valley and foothill grasslands on alkaline soils. Known to occur in the Mojave Desert and Southern San Joaquin Valley in Kern County north to Solano County; the South Inner Coastal Ranges from San Luis Obispo County north to Stanislaus County, and the Sacramento Valley from San Joaquin County north to Butte County. Blooming period: March - June	Closest known record is from several collections at the Pixley Vernal Pool Preserve, 6.9 miles southwest of the Project, the most recent being 1989. Numerous records are reported between 10 and 20 miles from the Project.	Soils on the Project site and in the vicinity were not alkaline and have been manipulated multiple times over the years. No habitat features typical of known occurrences were present and it is not expected. No significant impacts are anticipated. No Potential
<i>Diplacus pictus</i> Calico monkeyflower	-/-/1B.2	Annual herb in the Phrymaceae found in broadleafed upland forest and cismontane woodlands between 330 and 4,690 feet (100–1430 meters) in elevation in Kern and Tulare counties. Blooming period: March - May	The nearest record is from approximately 9 miles east-northeast of the Project, with several records between 12 and 20 miles away.	No suitable habitat for this species was present and soils have been manipulated multiple times over the years. This species is not expected, and no significant impacts are anticipated. No Potential
<i>Eryngium spinosepalum</i> Spiny-sepaed button-celery	-/-/1B.2	Annual or perennial herb in the Apiaceae found in valley and foothill grasslands and vernal pools between 260 and 3,200 feet (80–975 meters) in elevation. Known to occur in the San Joaquin Valley and Sierra Nevada foothills from Stockton south to southern Kern County. Blooming period: April to June	The nearest record is from approximately 8.8 miles east-northeast of the Project, with one additional record approximately 12.4 miles east-northeast. All other records are greater than 20 miles from the Project.	No suitable habitat for this species was present and soils have been manipulated multiple times over the years. This species is not expected, and no significant impacts are anticipated. No Potential
<i>Fritillaria agrestis</i> Stinkbells	-/-/4.2	Perennial bulbiferous herb in the Liliaceae found in chaparral, cismontane woodland, pinyon and juniper woodland, and valley and foothill grasslands on clay soils (sometimes serpentinite) between 35 and 5,100 feet (10–1,555 meters) in elevation. Known to occur in the Coast Ranges and Transverse Ranges from Ventura County north to Mendocino County, the San Joaquin Valley, and the Sierra Nevada Foothills from Kern County north to Yuba County. Blooming period: March-June	No records within 10 miles of the Project site. Nearest record is 16.3 miles east-northeast near Springville (1982).	No suitable habitat or soils for this species were present and soils have been manipulated multiple times over the years. This species is not expected, and no significant impacts are anticipated. No Potential
<i>Fritillaria striata</i> Striped adobe lily	-/T/1B.1	Perennial bulbiferous herb in the Liliaceae found in cismontane woodland and valley and foothill grasslands usually on clay soils between 445 and 4,775 feet (135–1,455 meters) in elevation. Known to occur in the Tehachapi foothills and southern Sierra Nevada foothills from Kern and Tulare Counties. Blooming period: February to April	The nearest record is from approximately 4.4 miles east-northeast of the Project, with several other records within the 10-mile radius, northeast of the Project.	No suitable habitat or soils for this species were present and soils have been manipulated multiple times over the years. This species is not expected, and no significant impacts are anticipated. No Potential
<i>Lasthenia chrysantha</i> Alkali sink goldfields	-/-/1B.1	Annual herb in the Asteraceae found between 3 and 4,000 feet (1–1,220 meters) in elevation in marshes, swamps, playas, and vernal pools. Known from occurrences in the Transverse Ranges in Santa Barbara, Ventura, and San Bernardino Counties, the Peninsular Ranges in San Diego, Orange and Riverside Counties, the South Coast in Los Angeles County, the Northern Channel Islands, the South Coast Ranges in San Luis Obispo County, the Tehachapi Mountains in Kern County, and the Southern San Joaquin Valley in Kern, Tulare, and Merced Counties. Blooming period: February - June	Two historic records are reported within the 10-mile radius: 1 at Pixley Vernal Pool Preserve (6.9 miles southwest) and another approximately 8.8 miles southwest of the Project.	No suitable habitat for this species was present and soils have been manipulated multiple times over the years. This species is not expected, and no significant impacts are anticipated. No Potential
<i>Leptosiphon serrulatus</i> Madera leptosiphon	-/-/1B.2	Annual herb in the Polemoniaceae found in cismontane woodland and lower montane coniferous forests between 985 and 4,265 feet (300–1,300 meters) in elevation. Known to occur in the Tehachapi Mountains and Sierra Nevada foothills from Kern County to Mariposa County, and in the San Joaquin Valley near Fresno. Blooming period: April -May	The nearest historic record (1935) is from approximately 6.3 miles east of the Project, with several other records outside of the 10-mile radius, greater than 20 miles away.	The Project site is below the known elevational range for this species. No suitable habitat was present, and soils have been manipulated multiple times over the years. This species is not expected, and no significant impacts are anticipated. No Potential

Scientific Name Common Name	¹ Status Fed/State/CNPS	Brief Description	Known Records	Potential to Occur
<i>Monolopia congdonii</i> San Joaquin woolly-threads	E/-/1B.2	Annual herb in the Asteraceae found between 195 and 2,625 feet (60–800 meters) in elevation in chenopod scrub, and valley and foothill grasslands, on sandy soils. Known to occur in the San Joaquin Valley from Kern County north to San Benito County, and the Carrizo Plain in San Luis Obispo and Santa Barbara Counties. Blooming period: February - May	Closest known record is a historic record from 1881, mapped by CNDDDB as “best guess” along the entire length of Deer Creek, which is 2.7 miles south of the Project at its closest point. CNDDDB also reports that this population may be extirpated due to habitat conversion.	No suitable habitat or soils for this species were present and soils have been manipulated multiple times over the years. This species is not expected, and no significant impacts are anticipated. No Potential
<i>Navarretia nigelliformis</i> ssp. <i>radians</i> Shining navarretia	-/-/1B.2	Annual herb in the Polemoniaceae found in cismontane woodland, valley and foothill grasslands, and vernal pools between 215 and 3,280 feet (65–1,000 meters) in elevation. Known to occur in the western San Joaquin Valley and Inner and outer Coast Ranges from San Luis Obispo County north to Merced County, in the eastern San Joaquin Valley from Tulare County north to Madera County, with occurrences additionally recorded in Alameda, Contra Costa, and Colusa Counties. Blooming period: (March) April-June	Only one population recorded within 10-mile radius, about 9.1 miles east-northeast of the Project near Lake Success. Additional populations north of Fresno and west of the San Joaquin Valley in the Coast Ranges.	No suitable habitat for this species was present and soils have been manipulated multiple times over the years. This species is not expected, and no significant impacts are anticipated. No Potential
<i>Pseudobahia peirsonii</i> San Joaquin adobe sunburst	T/E/1B.1	Annual herb in the Asteraceae found in cismontane woodland and valley and foothill grasslands on adobe clay soils between 295 and 2,625 feet (90–800 meters) in elevation. Known to occur in the Tehachapi Mountains, southern Sierra Nevada foothills and eastern San Joaquin Valley from Kern County north to Fresno County. Blooming period: February-April	Several occurrences reported south, east, and north of the Project, with the nearest recent record approximately 6.6 miles north-northeast of the Project.	No suitable habitat or soils for this species were present and soils have been manipulated multiple times over the years. This species is not expected, and no significant impacts are anticipated. No Potential
<i>Puccinellia simplex</i> California alkali grass	-/-/1B.2	Annual herb in the Poaceae found in chenopod scrub, meadows and seeps, valley and foothill grassland, and vernal pools; in alkaline, vernal-mesic sinks, flats, and lake margins between 5 to 3,050 feet (2–930 meters) in elevation. Known from locations in Alameda, Butte, Contra Costa, Colusa, Fresno, Glenn, Kern, Lake, Los Angeles, Madera, Merced, Napa, San Bernardino, Santa Clara, Santa Cruz, San Luis Obispo, Solano, Stanislaus, Tulare, and Yolo Counties. This species is presumed extirpated in Kings County. Blooming period: March-May	Closest record is from a 1998 collection on Tulare County landfill property approximately 11.4 miles northwest of the Project site.	No suitable habitat or soils for this species were present and soils have been manipulated multiple times over the years. This species is not expected, and no significant impacts are anticipated. No Potential
<i>Senecio aphanactis</i> Chaparral ragwort	-/-/2B.2	Annual herb in the Asteraceae found in chaparral, cismontane woodland, and coastal scrub, occasionally on alkali soils, between 50 and 2,625 feet (15–800 meters) in elevation. Known to occur in Contra Costa County in the San Francisco Bay area south through the Inner South Coast Ranges, the South Coast from Los Angeles County to San Diego County, and the Transverse Ranges. Blooming period: January-April (May)	Nearest record is 10.8 miles east-northeast near Lake Success, where it was collected in 1982.	No suitable habitat or soils for this species were present and soils have been manipulated multiple times over the years. This species is not expected, and no significant impacts are anticipated. No Potential
<i>Sidalcea keckii</i> Keck’s checkerbloom	E/-/1B.1	Annual herb in the Malvaceae found in cismontane woodland and valley and foothill grasslands on serpentinite and clay soils between 245 and 2,135 feet (75–650 meters) in elevation. Known to occur in the Sierra Nevada foothills from Madera County south to Tulare County and from Colusa, Glenn, Lake, Napa, Solano, and Yolo Counties, although these plants may actually be <i>S. diploscypha</i> . Blooming period: April-May (June)	No recent records within 10-mile radius. Historic records approximately 8.7 miles east and 11.9 miles east-northeast of the Project.	No suitable habitat or soils for this species were present and soils have been manipulated multiple times over the years. This species is not expected, and no significant impacts are anticipated. No Potential
<i>Trichostema ovatum</i> San Joaquin bluecurls	-/-/4.2	Annual herb in the Lamiaceae found in chenopod scrub and valley and foothill grasslands between 215 and 1,050 feet (65–320 meters) in elevation. Known to occur in the San Joaquin Valley from Kern County north to Fresno County. Blooming period: (April-June) July-October	Nearest collection record approximately 13.6 miles west—southwest of the Project	Although this species may be found in disturbed situations, the degree of surface manipulation due to ongoing agricultural activity has eliminated potential habitat. This species is not expected, and no significant impacts are anticipated. No Potential

¹ STATUS:	Federal and State Listing Code
D	Delisted
E	Federally or State-listed Endangered
S	BLM Sensitive Species
T	Federally or State-listed Threatened
-	No listing status
CNPS	
1A	Plants presumed extirpated in California, and either rare or extinct elsewhere
1B.1	Plants considered rare, threatened, or endangered in California and elsewhere; seriously threatened in California
1B.2	Plants considered rare, threatened, or endangered in California and elsewhere; fairly threatened in California
1B.3	Plants considered rare, threatened, or endangered in California and elsewhere; not very endangered in California
2B.1	Plants considered rare, threatened, or endangered in California, but more common elsewhere; seriously threatened in California

Sources: Jepson Flora Project (2021), CNPS (2021), Calflora (2021), CNDDB (2021) unless otherwise noted

Table A-2: Special-status Wildlife That May Occur in the Vicinity of the Project Site.

<i>Scientific Name</i> Common Name	¹ Status Federal/State	General Habitat	Known Records	Potential to Occur
Invertebrates				
<i>Bombus crotchii</i> Crotch bumble bee	-/C	Occupies grasslands and shrublands. They are social insects that live in annual colonies. Nests are often underground in abandoned rodent burrows, rock piles, or dead tree cavities. Historically found primarily in the Central Valley, now this species is most commonly found in the southern California coastal areas; a strong affinity for milkweed as a food source.	Closest known record is a general record near Porterville where collections of this species were made in 1958, 1959, and 1963, 4.25 miles northeast of the Project site.	No likely habitat for nests was detected on site during reconnaissance survey. No milkweed or other flowering plants likely to support this species were observed in the agricultural fields or roadside areas. No Potential
<i>Branchinecta lynchi</i> Vernal pool fairy shrimp	T/-	Occupies a variety of different vernal pool habitats, from small, clear, sandstone rock pools to large, turbid, alkaline, grassland valley floor pools. They are most frequently found in pools measuring less than 0.05 acres (0.02 hectares). Distribution in the Central Valley ranges from Shasta County to Tulare County. Kern County has no documented occurrences.	Several CNDDB records within 10-mile radius of Project. All records are associated with vernal pools.	No suitable habitat for this species was present on the project site. No Potential
<i>Desmocerus californicus dimorphus</i> Valley elderberry longhorn beetle	T/-	This species is endemic to California’s Central Valley and has only been found in association with their host plant: the elderberry (<i>Sambucus</i> spp.); all life stages are dependent on this plant (USFWS 2006). Populations may be found in riparian settings or higher elevations in foothill oak woodland (i.e., 60–2,060 feet [18.3–689 meters] in elevation).	Several records along the Tule River and Deer Creek, with the nearest 4.9 miles east-northeast of the Project site; however, the USFWS has determined that Tulare County is unlikely to be occupied by this species (ETWP 2014).	No suitable habitat for this species was present on the project site. Species range was adjusted exclude Tulare County (ETWP 2014). No Potential
<i>Lytta hoppingii</i> Hopping’s blister beetle	-/-	Adults in this genus are often found on flowers, but there is no published information on habitat or floral visitation records for this species. Known from central California and has been collected in Kern and Tulare Counties.	Historic record (1934) consisting of collected individuals being housed at the Tulare County Agricultural Commissioner’s office in Visalia. Collection labeled as Ducor, approximately 8 miles south of the Project site, although it is unclear where the actual collections were made.	Soils on the Project site and in the vicinity have been manipulated multiple times over the years. Historical agricultural practices have created unsuitable conditions for this species. No Potential
<i>Lyta morrisoni</i> Morrison’s blister beetle	-/-	Adults in this genus are often found on flowers, but there is no published information on habitat or floral visitation records for this species. Known from the southern Central Valley.	Historic record (1939) consisting of collected individuals being housed at the Tulare County Agricultural Commissioner’s office in Visalia. Collection labeled as “Plano, Tulare County”, which is approximately 3.2 miles east-northeast of the Project site, although it is unclear where the actual collections were made.	Soils on the Project site and in the vicinity have been manipulated multiple times over the years. Historical agricultural practices have created unsuitable conditions for this species. No Potential

<i>Scientific Name</i> Common Name	¹ Status Federal/State	General Habitat	Known Records	Potential to Occur
Fish				
<i>Hypomesus transpacificus</i> Delta smelt	T/T	Found only in the Sacramento-San Joaquin Estuary in the interface between salt and freshwater.	There are no CNDDDB records for this species within 20 miles of the project site.	No suitable habitat for this species was present on the project site. No Potential
Amphibians				
<i>Rana draytonii</i> California red-legged frog	T/-	Found in dense, shrubby riparian vegetation associated with deep (0.6 meters; 2 feet), still or slow-moving water; arroyo willow (<i>Salix lasiolepis</i>) seems to be most suitable, but cattails (<i>Typha</i> sp.) and bulrushes (<i>Scirpus</i> sp.) also provide good habitat.	Although Tulare County may have been part of the historic range for this species, currently, the range does not extend south of the northern Tulare County line.	No suitable habitat for this species was present on the project site. No Potential
<i>Spea hammondi</i> Western spadefoot (toad)	-/CSC	Central valley and adjacent foothills, Coast Ranges from Point Conception south to the Mexico border; valley-foothill grasslands and valley-foothill hardwood, shallow temporary pools used for breeding, below 4,472 feet (1,363 meters).	Closest record is from 1978, approximately 6.9 miles southwest of the Project site at Pixley Vernal Pool Preserve. Although the record is historic, habitat is still intact on this 40-acre parcel that is surrounded by agricultural development. No other records within the 10-mile radius.	No suitable habitat for this species was present on the project site. No Potential
Reptiles				
<i>Anniella pulchra</i> Northern California legless lizard	-/CSC	Inhabits loose soil with plant cover. Occurs in sparsely vegetated areas of arid scrub, sandy washes, and stream terraces with shrub cover or sycamores and/or cottonwood tree cover. Has been documented in undeveloped or lightly developed areas within Bakersfield city limits and unincorporated areas of Bakersfield.	Three recent collection records that have been identified by species experts as <i>A. pulchra</i> are located 6.0, 7.1, and 8.8 miles east-northeast of the Project site in relatively intact habitat.	The Project site lacks suitable cover; soils and have been manipulated multiple times over the years. Historical agricultural practices have eliminated potential for this species. No Potential
<i>Emys marmorata</i> Western pond turtle	-/CSC	Completely aquatic requiring calm waters such as pools or streams with vegetation banks or logs for basking. Will utilize upland habitat up to about 0.3 miles (0.5 kilometers) from water.	Closest known record is a historic occurrence (1988), 14.5 miles east of the Project site on the South Fork of the Tule River. There are no recent records within 20 miles of the Project site.	No suitable habitat for this species was present on the project site. No Potential
<i>Gambelia sila</i> Blunt-nosed leopard lizard	E/E, SFP	Found only in the San Joaquin Valley, adjacent Carrizo Plain, Elkhorn Plain, Cuyama Valley, and Panoche Valley; inhabits sparsely vegetated plains, lower canyon slopes, on valley floors, and washes; open grassland, saltbush scrub, and alkali sink are more common habitat types.	Although no occurrences have been reported within 10-miles of the Project site, numerous records have been reported to the south and west of the area searched for this report.	No suitable habitat or potentially suitable refugia were observed on the Project site. Ongoing intensive agricultural practices on the Project site with no nearby natural lands result in unsuitable habitat for this species. No Potential
<i>Masticophis flagellum ruddocki</i> San Joaquin coachwhip	-/CSC	Found in the San Joaquin Valley in open, dry habitats. Associated with valley grassland and saltbush scrub habitats containing small mammal burrows which are used for refugia and oviposition sites.	Closest record is approximately 16 miles southwest of the Project site at Allensworth Ecological Reserve.	No suitable habitat for this species was present on the project site. No Potential
<i>Phrynosoma blainvillii</i> Coast horned lizard	-/CSC	Inhabits valley-foothill hardwood, coniferous and riparian, as well as pine-cypress, juniper, and annual grasslands, in Sierra Nevada below 3,937 feet (1,200 meters) and in mountains of Southern California and into the adjacent valleys.	Closest records are 15 to 18 miles southwest of the Project site in the vicinity of the Allensworth Ecological Reserve.	No suitable habitat for this species was present on the project site. No Potential
<i>Thamnophis gigas</i> Giant garter snake	T/T	Highly aquatic; usually found in areas of freshwater marsh low-gradient streams, drainage canals and irrigation ditches, especially those associated with rice farming; historically occurred in the San Joaquin Valley from the vicinity of Sacramento southward to Buena Vista and the Tulare Lake Basin; currently known from near Chico, Butte County, to the vicinity of Burrel, Fresno County.	Nearest historic record (date unknown) is 47 miles south-southwest of the Project site near Buttonwillow at a location presumed to be extirpated.	No suitable habitat for this species was present on the project site. Species has been extirpated from Tulare County. No Potential
Birds				
<i>Agelaius tricolor</i> Tricolored blackbird	-/T	Forages in grasslands, wetlands, rice fields, croplands, and weedy uplands dominated by mustards and thistles, etc.; breeds in marshes containing heavy growth of bulrushes, cattails, and blackberries; found throughout the Central Valley.	Two records are known within the 10-mile radius, one of which (6.7 miles west-southwest) is thought to be extirpated. A record near Success Dam, 8.3 miles east-northeast of the Project site may be extant.	No suitable nesting habitat for this species was present on the Project. The site represents suitable foraging habitat. Moderate Potential (foraging)

<i>Scientific Name</i> Common Name	¹ Status Federal/State	General Habitat	Known Records	Potential to Occur
Athene cunicularia Burrowing owl	-/CSC	Inhabit dry, open grasslands, rolling hills, desert floors, prairies, savannas, agricultural land, and other areas of open, bare ground. These owls will also inhabit open areas near human habitation, such as airports, golf courses, shoulders of roads, railroad embankments, and the banks of irrigation ditches and reservoirs.	Although no occurrences have been reported within 10-miles of the Project site, numerous records have been reported to the south and west of the area searched for this report.	No California ground squirrel burrows or potential burrow surrogates were observed during the reconnaissance survey; therefore, no nesting or other burrow use would be expected. Foraging in fallow fields may occur if nearby areas are occupied. See further discussion in Section 3.2.2. Low Potential
<i>Buteo swainsoni</i> Swainson’s hawk	-/T	Riparian and sometimes large, isolated trees used for nesting; grasslands and agricultural lands used for foraging; in California, breeds primarily in the Sacramento Valley, with occasional nesting to the south through Kern County; migrate through the Central and San Joaquin Valleys to their wintering grounds in South America.	Closest known record is a nesting location 3.7 miles north of the Project site near the Friant-Kern Canal on the west side of Porterville (2017). No other nests are reported in the CNDDDB within the 10-mile radius, although several have been reported beyond the 10-mile radius to the west and north of the Project site.	No potential nest trees were observed on or adjacent to the Project site. The alfalfa currently on the Project site represented suitable foraging habitat. See further discussion in Section 3.2.2. Moderate Potential (foraging)
<i>Gymnogyps californianus</i> California condor	-/CSC	This species forages over wide areas of open rangelands, roost on cliffs and in large trees and snags; occurs mostly between sea-level and 2,743 meters (9,000 feet), and nests from 610 to 1,981 meters (2,000–6,500 feet). Condors require vast expanses of open savannah, grasslands, and foothill chaparral, with cliffs, large trees, and snags for roosting and nesting.	The southwestern extent of a polygon representing the Blue Ridge Condor Area is located approximately 6.6 miles northeast of the Project site. This area is described as “Roosting area, April through September”.	No suitable nesting habitat was present on the project for this species. This species is unlikely to forage on the Project site due to lack of nearby nesting habitat. No Potential
Mammals				
<i>Antrozous pallidus</i> Pallid bat	-/CSC	Throughout Californian except high Sierra Nevada from Shasta County south to Kern County and the northwestern corner of the state; grasslands, shrub lands, woodlands, and forest habitats; roosts in caves, crevices, mines and hollow trees.	Closest records are historic collections of individuals in 1943 and 1946, located 8.2 miles east of the Project site.	No suitable roosting habitat was present on the Project site for this species and there is a low likelihood for foraging in the vicinity. No Potential
<i>Corynorhinus townsendi</i> <i>Townsend’s big-eared bat</i>	-/CSC	Occurs throughout California except at the highest elevations; requires caves, mines, tunnels, or other structures for roosting; prefers moist habitats, feeding from brush or trees along habitat edges.	Closest record consists of 2 individuals that were observed in association with mines approximately 6.7 miles northeast of the Project site in 1988.	No suitable roosting habitat was present on the Project site for this species and there is a low likelihood for foraging in the vicinity. No Potential
<i>Dipodomys nitratooides nitratooides</i> Tipton kangaroo rat	E/E	Found in arid communities on the valley floor portions of Kern, Tulare, and Kings counties in scrub and grassland communities on level to near-level terrain; alluvial fans (fine sands and sandy loams) with sparse grasses and woody vegetation such as iodine bush, saltbush, seep weed, and mesquite.	Closest known record is a historic museum record from 1943, approximately 8.8 miles northwest of the Project site. Nearest recent record is located approximately 17.6 miles southwest of the Project.	No burrows potentially occupied by Tipton kangaroo rat were observed during the fieldwork conducted for the preparation of this report. No Potential
<i>Eumops perotis californicus</i> Western mastiff bat	-/CSC	Open, semi-arid to arid habitats, including conifer and deciduous woodlands, annual and perennial grasslands, chaparral, desert scrub, and urban areas; roosts in cliff faces, as well as high buildings, trees, and tunnels; uncommon resident in southwestern San Joaquin Valley.	Multiple individuals were detected in 1994 near Lake Success, 9.1 miles east-northeast of the Project site.	No suitable roosting habitat was present on the project for this species. The site represents poor foraging habitat. No Potential
<i>Lasiurus cinereus</i> Hoary bat	-/-	The most widespread North American bat. Winters along the coast and in southern California, breeding inland and north of the winter range. Breeding habitat includes all woodlands and forests with medium to large-size trees and dense foliage.	Closest known record is a historic record from 1919, 8.3 miles south-southeast of the Project site. No recent occurrences have been recorded within 20 miles of the project site.	No suitable habitat was present on the project for this species. The site represents poor foraging habitat, and it is not expected. No Potential

<i>Scientific Name</i> Common Name	¹ Status Federal/State	General Habitat	Known Records	Potential to Occur
<i>Taxidea taxus</i> American badger	-/CSC	Uncommon resident found throughout California; in relatively low disturbance grassland and shrubland habitats in San Joaquin Valley.	The closest record is a historic but undated collection of an individual in the vicinity of the Porterville Airport, which is approximately ½-mile east of the storm drain terminus on West Street.	No dens, burrows, or digs indicating presence of American badger occupation or foraging were observed during the fieldwork conducted for the preparation of this report. The Project site is primarily active agriculture, which is not generally considered suitable habitat for this species. However, the fallow portion of the basin site and the annual grassland east of the northern end of the stormwater drain pipe represent potentially suitable denning and foraging habitat. Low Potential
<i>Vulpes macrotis mutica</i> San Joaquin kit fox (SJKF)	E/T	Found in scrub habitats, annual grassland, and valley sacaton grassland in the Central Valley and adjacent foothills and valleys, infrequently to the outer Coast Ranges; generally not found in densely wooded areas, wetland areas, or areas subject to frequent periodic flooding.	This species has been documented historically throughout the 10-mile radius; however, there are no recent records in the vicinity of the Project site. The nearest historic record is located approximately 600 feet west of the Project site at the Tulare County Landfill south of Avenue 128.	No dens, burrows, or sign indicating presence of San Joaquin kit fox occupation or foraging were observed during the fieldwork conducted for the preparation of this report. The Project site is primarily active agriculture, which is not generally considered suitable habitat for this species. However, the fallow portion of the basin site and the annual grassland east of the northern end of the stormwater drain pipe represent potentially suitable denning and foraging habitat. Low Potential

¹STATUS:

Federal

- EListed as Endangered
- TListed as Threatened
- CCandidate for listing

State

- CCandidate for Listing
- CSCCalifornia Department of Fish and Wildlife Designated Species of Special Concern
- EListed as Endangered
- SFPCalifornia Department of Fish and Wildlife Designated Fully Protected
- TListed as Threatened

Sources (unless otherwise noted): Zeiner et al. (1988-1990), CNDDB (2021)

Appendix B
Photographs of the Proposed Basin Location, Recirculation Pond, and Stormwater Drain
Pipe
August 18 and 19, 2021



Photo B-1: Photograph of the proposed basin site taken at the northwest corner facing east (August 18, 2021)



Photo B-2: Photograph of the proposed basin site taken at the northwest corner facing south (August 18, 2021)

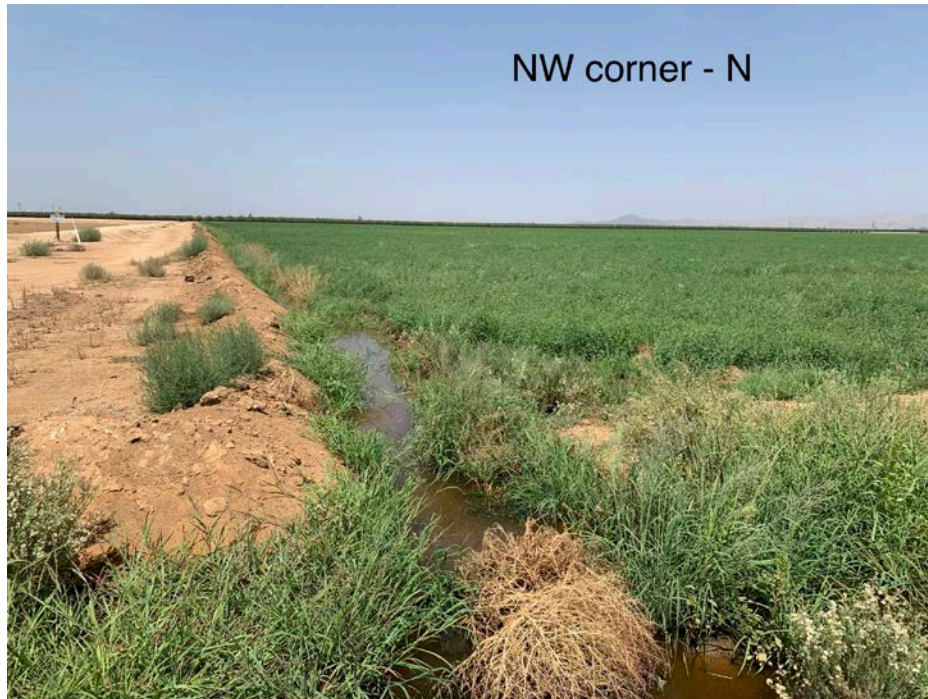


Photo B-3: Photograph of the proposed recirculation pond site taken at the southwest corner facing north (August 18, 2021)



Photo B-4: Photograph of the project site taken at the southeast corner facing northwest (April 2, 2021)



Photo B-5: Photograph of the proposed basin site taken at the southeastern corner facing north (August 18, 2021)



Photo B-6: Photograph of proposed stormwater drain pipe route from Road 216 facing east (August 19, 2021)



Photo B-7: Photograph of proposed stormwater drain pipe route from West Street facing west (August 19, 2021)



Photo B-8: Photograph of proposed stormwater drain pipe route along West Street facing north (August 19, 2021)

Appendix C
Plants and Wildlife Observed During Project Site Surveys
2021

Table C-1: Plant Observed During the Reconnaissance Survey Conducted in 2021.

<i>Scientific Name</i>	<i>Common Name</i>
Amaranthaceae	
<i>Amaranthus palmeri</i>	Palmer's amaranth
Asteraceae	
<i>Erigeron canadensis</i>	Canada horseweed
<i>Gnaphalium palustre</i>	Lowland cudweed
<i>Lactuca serriola</i>	Prickly lettuce*
Brassicaceae	
<i>Capsella bursa-pastoris</i>	Shepherd's purse*
Poaceae	
<i>Avena fatua</i>	Wildoats*
<i>Dactylis glomerata</i>	Orchardgrass*
<i>Festuca perennis</i>	Italian ryegrass*
<i>Leptochloa fusca</i>	Sprangletop
<i>Polypogon monspeliensis</i>	Rabbitsfoot grass*
<i>Sorghum halapense</i>	Johnsongrass*
Zygophyllaceae	
<i>Tribulus terrestris</i>	Puncture vine*

* Non-native

Table C-2: Wildlife Species Observed during the Reconnaissance Survey Conducted in 2021

<i>Scientific Name</i>	Common Name
Birds	
<i>Buteo jamaicensis</i>	Red-tailed hawk
<i>Cathartes aura</i>	Turkey vulture
<i>Corvus brachyrhynchos</i>	American crow
<i>Corvus corax</i>	Common Raven
<i>Haemorhous mexicanus</i>	House finch
<i>Hirundo rustica</i>	Barn swallow
<i>Petrochelidon pyrrhonota</i>	Cliff swallow
<i>Zenaida macroura</i>	Mourning dove

APPENDIX C

CULTURAL RESOURCE SURVEY

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August 23, 2021

Michael L. Knight, Public Works Director
City of Porterville
291 North Main Street
Porterville, CA 93257

Subject: Phase I Cultural Resources Survey for the Casino Basin Project in Porterville, Tulare County, California (LSA Project No. POR1801.24)

Dear Mr. Knight:

LSA conducted a Phase I Cultural Resources Survey (study) for the proposed Casino Basin Project (project) in Porterville, Tulare County, California, which includes development of a retention basin and associated storm drain. All cultural resources study work was completed per the requirements of the California Environmental Quality Act of 1970 (CEQA).

This study has the following purposes: (1) identify archaeological deposits that may meet the CEQA definition of a historical resource (California Public Resources Code [PRC] Section 21084.1) or a unique archaeological resource (PRC Section 21083.2) and that may be impacted by the proposed project; (2) assess the potential for human remains; and (3) recommend procedures for avoiding or mitigating impacts to such deposits, if warranted. The study consisted of background research and a field survey and was conducted by LSA Associate/Senior Archaeologist Kerrie Collison, M.A., Registered Professional Archaeologist (RPA) No. 28731436.

PROJECT SITE LOCATION AND CHARACTERISTICS

The project site, which is also the study site, is depicted on the United States Geological Survey (USGS) *Porterville, California* 7.5-minute topographic quadrangle map in Sections 7 and 8 of Township 22 South, Range 27 East, Mount Diablo Baseline and Meridian (USGS 1969; Figure 1). (All references are in Attachment A, and all figures are in Attachment B.) The main portion of the project site is located in the southwestern portion of Porterville, at the northwest corner of Road 216 and Avenue 128 (Figure 2). The proposed storm drain follows existing paved streets east of the main project site.

The project site is relatively flat and is at an approximate elevation of 410 feet (ft). The nearest current natural water source (the Tule River) is 2.75 miles (mi) north-northeast of the main project site. Subsurface sediments of the project site consist of Quaternary marine and nonmarine alluvium, lake, playa, and terrace deposits consisting of sedimentary rocks that date to the Pleistocene (ranging from 2.58 million years ago to 11,700 years ago).¹ The project site is currently used for agricultural purposes.

¹ California Geological Survey. 2015. Geologic Map of California. Website: <https://maps.conservation.ca.gov/cgs/gmc/> (accessed August 22, 2021).

BACKGROUND RESEARCH

Southern San Joaquin Valley Information Center

A record search of the project site and a 0.5 mi search radius was conducted on May 24, 2021, by staff members at the Southern San Joaquin Valley Information Center (SSJVIC) of the California Historical Resources Information System (CHRIS) at California State University, Bakersfield (SSJVIC Records Search File No. 21-175). The SSJVIC, an affiliate of the California Office of Historic Preservation (OHP), is the official repository of cultural resources records and reports for Fresno County. Background research also included a review of the following State and federal inventories:

- Built Environment Resources Directory (BERD)¹
- California Historical Landmarks (OHP 1996)
- California Points of Historical Interest (OHP 1992)
- *Five Views: An Ethnic Historic Site Survey for California* (OHP 1988)
- California Inventory of Historic Resources (OHP 1976)

The record search results (Attachment C) indicate that three previous cultural resources studies have included a portion of the project site and that an additional nine previous cultural resources studies have included a portion of the 0.5-mi radius. One of the previous studies (TU-01175) was published in 2003 and consisted of a 700-acre cultural resources survey that included the entire main project site. Portions of the proposed storm drain alignment were included in two previous studies (TU-01605 and TU-01795), both of which were cultural resources surveys. No cultural resources have been recorded in the project site or within a 0.5 mi radius as a result of previous cultural resources studies. No resources listed in the BERD are within the project site.

Native American Heritage Commission

LSA submitted a request to the Native American Heritage Commission (NAHC) to request a review of the Sacred Lands File (SLF) for the presence of Native American cultural resources that might be impacted by the proposed project. The NAHC maintains the SLF database and is the official State repository of Native American sacred-site location records in California.

Nancy Gonzalez-Lopez, NAHC Cultural Resources Analyst, responded to the SLF search request on May 24, 2021, stating that the results were negative and that no Native American cultural resources were known in the area (Attachment D). The NAHC also provided a suggested list of Native American individuals to contact for information regarding the project site.

¹ California Office of Historic Preservation. Built Environment Resources Directory (BERD). n.d. Website: https://ohp.parks.ca.gov/?page_id=30338 (accessed August 22, 2021).

Aerial Photographs and Historic Maps

Additional background research included a review of aerial photographs and historic-period maps that include the project site.¹ The purpose of this review was to assess the potential for historic-period archaeological deposits in the project site. The oldest available aerial photograph that includes the project site dates to 1956, at which time the main project site was being used for agricultural purposes. The project site usage has remained unchanged since that time.

The earliest available topographic quadrangle reviewed by LSA dates to 1929 and depicts Road 216 and Avenue 128 as already developed adjacent to the main project site. The Friant Kern Canal (located west of the main project site) is first depicted on a map that dates to 1952. No additional noticeable changes are depicted in or near the project site after 1952.

FIELD SURVEY

On August 4, 2021, LSA Archaeologist Kerrie Collison, RPA, conducted a limited field survey and spot-checked sediments in the main project site. The limited field survey method of spot-checking was utilized due to active agricultural use of the project site and the need to not disturb or destroy crops. The proposed storm drain alignment follows existing paved roads and was not surveyed. Sediments along the edges of the main project site (away from crops) were examined, and a trowel was used to expose subsurface sediments to check subsurface sediment characteristics. Rodent burrowing holes and backdirt piles were also examined for indications of archaeological deposits and/or human remains.

The field survey did not identify any cultural resources in the project site. Observed surficial sediments were uniform throughout the project site and were a very dry, light-brown, fine-grained material. Examined subsurface sediments were similar in composition (likely due to tilling of sediments during agricultural activities) and contained no evidence indicating the presence of midden deposits.

SUMMARY AND RECOMMENDATIONS

This study, consisting of background research and a field survey, did not identify archaeological deposits or human remains in the project site. The nearest natural water source (the Tule River) is 2.75 mi from the project site. Surficial and near-surface deposits have been disturbed as a result of the use of the project site for agricultural purposes for more than 65 years, and deeper deposits date to a time that does not include human occupation of the region.

For the above reasons, it is unlikely that ground-disturbing work associated with project implementation will impact subsurface cultural resources, and no additional cultural resources studies are recommended for this proposed project. However, there is always the potential that construction activities could uncover unanticipated subsurface cultural resources. A qualified professional archaeologist should be contacted in the event that construction personnel encounter any archaeological deposits and/or human remains during construction activities. If any such

¹ National Environmental Title Research. n.d. Historic Aerials. Website: <http://www.historicaerials.com> (accessed August 22, 2021).

resources are discovered, contractors should stop work in the immediate area of the find and contact the archaeologist to assess the nature of the find. Upon completion of any monitoring activities, the archaeologist should prepare a report to document the methods and results of monitoring activities. This report should be submitted to the SSJVIC.

If human remains are encountered during project work, the regulatory process outlined in Health and Safety Code Section 7050.5 must be followed, which involves coordination with the NAHC and a Native American Most Likely Descendant.

Please contact me at kerrie.collison@lsa.net if you have any questions regarding this study. Thank you for using the services of LSA.

Sincerely,

LSA Associates, Inc.



Kerrie Collison, RPA

Associate/Senior Cultural Resources Manager

Attachments: A—References
B—Figures 1 and 2
C—Record Search Results Summary Letter
D—Sacred Lands File Search Results

ATTACHMENT A

REFERENCES

PUBLISHED RESOURCES

California Office of Historic Preservation (OHP)

- 1976 California Inventory of Historic Resources. California Department of Parks and Recreation, Sacramento.
- 1988 *Five Views: An Ethnic Historic Site Survey for California*. California Department of Parks and Recreation, Sacramento.
- 1992 California Points of Historical Interest. California Department of Parks and Recreation, Sacramento.
- 1996 California Historical Landmarks. California Department of Parks and Recreation, Sacramento.

United States Geological Survey (USGS)

- 1969 *Porterville, California* 7.5-minute topographic quadrangle. Published 1951, photorevised 1969. USGS, Denver, Colorado.

ONLINE RESOURCES

California Geological Survey

- 2015 Geologic Map of California. Website: <https://maps.conservation.ca.gov/cgs/gmc/> (accessed August 22, 2021).

California Office of Historic Preservation

- n.d. Built Environment Resources Directory (BERD). Website: https://ohp.parks.ca.gov/?page_id=30338 (accessed August 22, 2021).

National Environmental Title Research (NETR)

- n.d. Historic Aerials. Website: <http://www.historicaerials.com> (accessed August 22, 2021).

ATTACHMENT B

FIGURES 1 AND 2

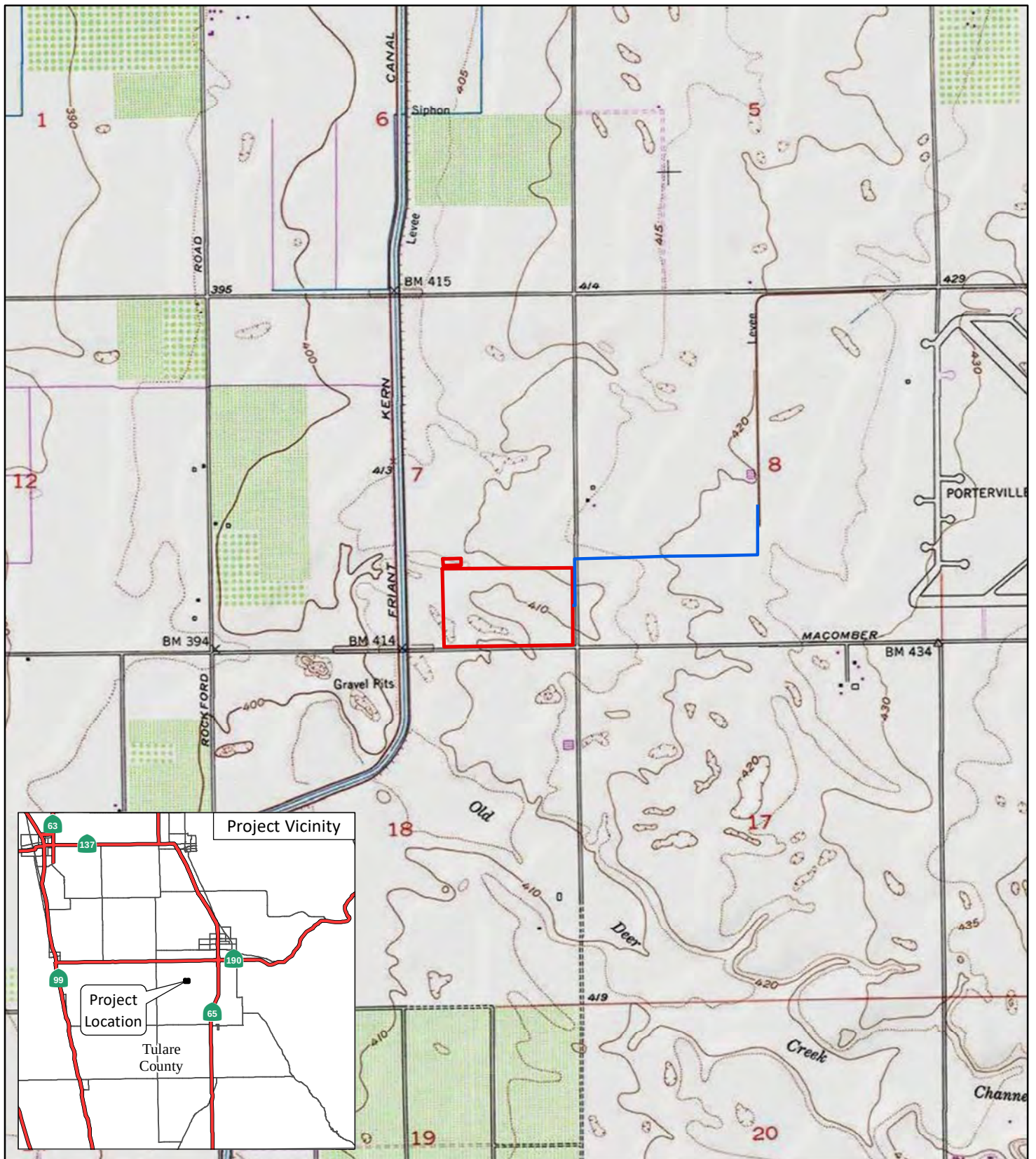


FIGURE 1

LSA

LEGEND

- Storm Drain
- Project Location



0 1000 2000
FEET

SOURCE: USGS 7.5' Quad.- Porterville, CA (1969)

I:\POR1801.24\GIS\MXD\Figure1_projectlocation.mxd (8/2/2021)

Casino Basin Project
Project Location and Vicinity



LSA

LEGEND

- Storm Drain
- Project Location



0 500 1000
FEET

SOURCE: USGS 7.5' Quad.- Porterville, CA (1969)

I:\POR1801.24\GIS\MXD\Figure2_project site.mxd (8/2/2021)

FIGURE 2

Casino Basin Project
Project Site

ATTACHMENT C

RECORD SEARCH RESULTS SUMMARY LETTER



5/24/2021

Kerrie Collison
LSA
285 South Street, Suite P
San Luis Obispo, CA 93401

Re: Casino Basin (POR1801.24)
Records Search File No.: 21-175

The Southern San Joaquin Valley Information Center received your record search request for the project area referenced above, located on the Porterville USGS 7.5' quad. The following reflects the results of the records search for the project area and the 0.5 mile radius:

As indicated on the data request form, the locations of resources and reports are provided in the following format: ☒ custom GIS maps ☐ GIS data

Resources within project area:	None
Archaeological resources within 0.5 mile radius:	None
Reports within project area:	TU-01175, 01605, 01795
Reports within 0.5 mile radius:	TU-00029, 00102, 00870, 01229, 01418, 01566, 01595, 01629, 01859

Resource Database Printout (list):

☐ enclosed ☐ not requested ☒ nothing listed

Resource Database Printout (details):

☐ enclosed ☐ not requested ☒ nothing listed

Resource Digital Database Records:

☐ enclosed ☒ not requested ☐ nothing listed

Report Database Printout (list):

☒ enclosed ☐ not requested ☐ nothing listed

Report Database Printout (details):

☒ enclosed ☐ not requested ☐ nothing listed

Report Digital Database Records:

☐ enclosed ☒ not requested ☐ nothing listed

Resource Record Copies:

☐ enclosed ☐ not requested ☒ nothing listed

Report Copies:

☐ enclosed ☒ not requested ☐ nothing listed

OHP Built Environment Resources Directory:

☐ enclosed ☒ not requested ☐ nothing listed

Archaeological Determinations of Eligibility:

☐ enclosed ☐ not requested ☒ nothing listed

CA Inventory of Historic Resources (1976):

☐ enclosed ☐ not requested ☒ nothing listed

Caltrans Bridge Survey: Not available at SSJVIC; please see
<https://dot.ca.gov/programs/environmental-analysis/cultural-studies/california-historical-bridges-tunnels>

Ethnographic Information: Not available at SSJVIC

Historical Literature: Not available at SSJVIC

Historical Maps: Not available at SSJVIC; please see
<http://historicalmaps.arcgis.com/usgs/>

Local Inventories: Not available at SSJVIC

GLO and/or Rancho Plat Maps: Not available at SSJVIC; please see
<http://www.glorerecords.blm.gov/search/default.aspx#searchTabIndex=0&searchByTypeIndex=1> and/or
<http://www.oac.cdlib.org/view?docId=hb8489p15p;developer=local;style=oac4;doc.view=items>

Shipwreck Inventory: Not available at SSJVIC; please see
<https://www.slc.ca.gov/shipwrecks/>

Soil Survey Maps: Not available at SSJVIC; please see
<http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>

Please forward a copy of any resulting reports from this project to the office as soon as possible. Due to the sensitive nature of archaeological site location data, we ask that you do not include resource location maps and resource location descriptions in your report if the report is for public distribution. If you have any questions regarding the results presented herein, please contact the office at the phone number listed above.

The provision of CHRIS Data via this records search response does not in any way constitute public disclosure of records otherwise exempt from disclosure under the California Public Records Act or any other law, including, but not limited to, records related to archeological site information maintained by or on behalf of, or in the possession of, the State of California, Department of Parks and Recreation, State Historic Preservation Officer, Office of Historic Preservation, or the State Historical Resources Commission.

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the CHRIS Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

Should you require any additional information for the above referenced project, reference the record search number listed above when making inquiries. Invoices for Information Center services will be sent under separate cover from the California State University, Bakersfield Accounting Office.

Thank you for using the California Historical Resources Information System (CHRIS).

Sincerely,

Celeste M. Thomson
Coordinator

ATTACHMENT D

SACRED LANDS FILE SEARCH RESULTS



NATIVE AMERICAN HERITAGE COMMISSION

May 24, 2021

Kerrie Collison

LSA

Via Email to: kerrie.collison@lsa.net

CHAIRPERSON
Laura Miranda
Luiseño

VICE CHAIRPERSON
Reginald Pagaling
Chumash

SECRETARY
Merri Lopez-Keifer
Luiseño

PARLIAMENTARIAN
Russell Attebery
Karuk

COMMISSIONER
William Mungary
Paiute/White Mountain Apache

COMMISSIONER
Julie Tumamait-Stenslie
Chumash

COMMISSIONER
[Vacant]

COMMISSIONER
[Vacant]

COMMISSIONER
[Vacant]

EXECUTIVE SECRETARY
Christina Snider
Pomo

Re: Casino Basin Project, Tulare County

Dear Ms. Collison:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. However, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we can assure that our lists contain current information.

If you have any questions or need additional information, please contact me at my email address: Nancy.Gonzalez-Lopez@nahc.ca.gov.

Sincerely,

Nancy Gonzalez-Lopez
Cultural Resources Analyst

Attachment

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

**Native American Heritage Commission
Native American Contacts List
May 24, 2021**

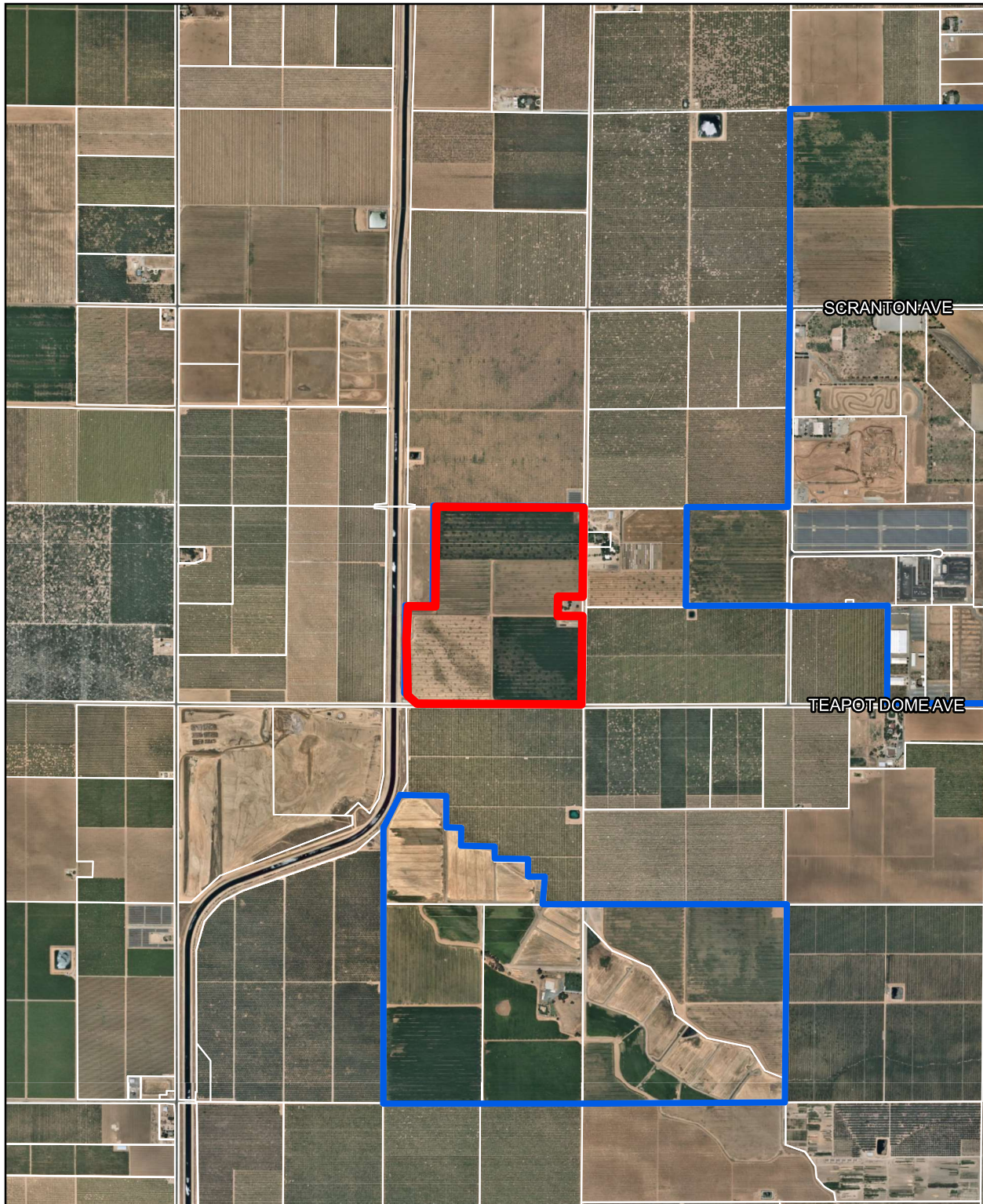
Big Sandy Rancheria of Western Mono Indians Elizabeth D. Kipp, Chairperson PO. Box 337 Auberry, CA 93602 lkipp@bsrnation.com (559) 374-0066 (559) 374-0055	Western Mono	Kern Valley Indian Community Brandy Kendricks 30741 Foxridge Court Tehachapi, CA 93561 krazykendricks@hotmail.com (661) 821-1733 (661) 972-0445	Kawaiisu Tubatulabal
Dunlap Band of Mono Indians Benjamin Charley Jr., Tribal Chair P.O. Box 14 Dunlap, CA 93621 ben.charley@yahoo.com (760) 258-5244	Mono	Santa Rosa Rancheria Tachi Yokut Tribe Leo Sisco, Chairperson P.O. Box 8 Lemoore, CA 93245 (559) 924-1278 (559) 924-3583 Fax	Tache Tachi Yokut
Dunlap Band of Mono Indians Dirk Charley, Tribal Secretary 5509 E. McKenzie Avenue Fresno, CA 93727 dcharley2016@gmail.com (559) 554-5433	Mono	Tubatulabals of Kern Valley Robert L. Gomez, Jr., Tribal Chairperson P.O. Box 226 Lake Isabella, CA 93240 (760) 379-4590 (760) 379-4592 Fax	Tubatulabal
Kern Valley Indian Community Julie Turner, Secretary P.O. Box 1010 Lake Isabella, CA 93240 (661) 340-0032 Cell	Kawaiisu Tubatulabal	Tule River Indian Tribe Neil Peyron, Chairperson P.O. Box 589 Porterville, CA 93258 neil.peyron@tulerivertribe-nsn.gov (559) 781-4271 (559) 781-4610 Fax	Yokuts
Kern Valley Indian Community Robert Robinson, Chairperson P.O. Box 1010 Lake Isabella, CA 93240 bbutterbredt@gmail.com (760) 378-2915 Cell	Tubatulabal Kawaiisu	Wuksache Indian Tribe/Eshom Valley Band Kenneth Woodrow, Chairperson 1179 Rock Haven Ct. Salinas, CA 93906 kwood8934@aol.com (831) 443-9702	Foothill Yokuts Mono Wuksache

This list is current as of the date of this document and is based on the information available to the Commission on the date it was produced.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code, or Section 5097.98 of the Public Resources Code.

**This list is only applicable for contacting local Native Americans Tribes for the proposed:
Casino Basin Project, Tulare County.**

Casino Basin Project Locator Map



APN: 302-100-015

-  Project Location
-  City Limits

1 in = 2,000 feet



Date Printed: 2/23/2022 by the Community Development Department

MEMORANDUM

DATE: February 22, 2022

To: Jason Ridenour, Community Development Director, City of Porterville

FROM: Amy Fischer, Principal
Cara Carlucci, Senior Planner

SUBJECT: Response to Comments Memorandum for the Casino Basin Project Initial Study/Mitigated Negative Declaration

The purpose of this Response to Comments Memorandum is to present public comments and responses to comments received on the Initial Study/Mitigated Negative Declaration (IS/MND) for the Casino Basin Project (project). The IS/MND was released for public review and comment by the City of Porterville (City) on January 22, 2022.

As required by the California Environmental Quality Act (CEQA) Guidelines Section 15073, a Notice of Intent to Adopt (NOI) the IS/MND was filed with the State Clearinghouse and sent to responsible agencies and trustee agencies. The IS/MND was circulated for public review for a period of 30 days, from January 22, 2022 to February 20, 2022. Copies of the IS/MND were on file and available for review on the City's website (<http://www.ci.porterville.ca.us/>) and at City Hall, Community Development Department, 291 N. Main Street, and were available for inspection by any and all persons interested therein.

The City, as the Lead Agency, is required to consider agency and public comments on a mitigated negative declaration. Although preparation of written responses to comments received on an IS/MND is not required by CEQA, responses have been prepared.

One comment letter was received during the public review period from the Department of Water Resources Division of Safety of Dams (DSOD). The comment letter stated that as defined in Sections 6002 and 6003, Division 3, of the California Water Code, dams 25 feet or higher with a storage capacity of 50-acre feet or more are subject to State jurisdiction. The comment letter also stated that if the proposed project is subject to State jurisdiction, a construction application, together with plans, specifications, and the appropriate filing fee must be filed with DSOD for the project. In addition, as identified in the comment letter, all dam safety related issues must be resolved prior to approval of the application, and the work must be performed under the direction of a Civil Engineer registered in California. The comment letter is attached.

The City of Porterville will comply with State requirements, including preparation of a construction application with plans, specifications, and filing fees with DSOD and will work with DSOD to resolve any dam safety related issues. The DSOD comment letter did not question the adequacy of the document and did not raise any issues related to CEQA. As such, no revisions to the IS/MND would be needed in response to the DSOD comment letter.

Attachment: Department of Water Resources Division of Safety of Dams (DSOD) comment letter

DEPARTMENT OF WATER RESOURCES

P.O. BOX 942836
SACRAMENTO, CA 94236-0001
(916) 653-5791



February 3, 2022

RECEIVED

Mr. Jason Ridenour
City of Porterville
Community Development Department
291 North Main Street
Porterville, California 93257

FEB 9 2022

Community Development Department

Notice of Completion and Environmental Document Transmittal
Casino Basin Project
SCH# 2022010278
Tulare County

Dear Mr. Ridenour:

The Division of Safety of Dams (DSOD) has reviewed the Notice of Completion and Environmental Document Transmittal for the Casino Basin Project (Project), which describes the proposed construction of a stormwater basin with a capacity of 220 acre-feet, basin excavation approximately 13 feet below grade, and surrounding embankments five feet above grade. A 72" diameter inlet pipe will also be constructed through the embankment and into the excavated basin.

Insufficient information is provided in the Project description to make an accurate jurisdictional determination with regard to the basin and it is unclear whether some or all the work will be subject to State jurisdiction for dam safety. Specifically, the portion of the embankment surrounding the 72" pipe penetration appears to be approximately 13-feet in height. There are also no provisions for a spillway. Therefore, the City of Porterville needs to submit preliminary plans of the proposed basin so that DSOD can make a jurisdictional determination.

As defined in Sections 6002 and 6003, Division 3, of the California Water Code, dams 25 feet or higher with a storage capacity of more than 15 acre-feet, and dams higher than six feet with a storage capacity of 50 acre-feet or more are subject to State jurisdiction. The dam height is the vertical distance measured from the maximum possible water storage level to the downstream toe of the barrier.

If the dam is subject to State jurisdiction, a construction application, together with plans, specifications, and the appropriate filing fee must be filed with DSOD for this project. All dam safety related issues must be resolved prior to approval of the application, and the work must be performed under the direction of a Civil Engineer registered in California. Erik Malvick, our Design Engineering Branch Chief, is responsible for the application process and can be reached at (916) 565-7840.

Mr. Ridenour

February 3, 2022

Page 2

If you have any questions or need additional information, you may contact Area Engineer Bill Vogler at (916) 565-7828 or me at (916) 565-7827.

Sincerely,

Rick Draeger

Richard Draeger, Regional Engineer
Southern Region
Field Engineering Branch
Division of Safety of Dams

cc: California Governor's Office of Planning and Research
State Clearinghouse
state.clearinghouse@opr.ca.gov

RESOLUTION NO. ____-2022

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PORTERVILLE
CONTAINING FINDINGS IN SUPPORT OF APPROVAL OF A
MITIGATED NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACT FOR THE
PROPOSED CASINO BASIN CONSTRUCTION PROJECT

WHEREAS: The City Council of the City of Porterville at its regularly scheduled meeting of March 1, 2022, conducted a public meeting to consider approval of a Mitigated Negative Declaration which evaluates the environmental impacts of the construction and operation of a new stormwater recharge basin to support the Eagle Mountain Casino. The basin would have a depth of roughly 13 feet from original grade to the base (toe) of the slope, and the high water line is designed to be 5 feet above the basin floor. Once constructed, the basin will have capacity of approximately 200.22 acre-feet. The basin will be surrounded by a 6-inch chain-link fence. In addition, the proposed project would include cast-in-place storm drain outlets, storm drain manholes, and an underground 72-inch storm drain pipe underneath to Road 216, Avenue 130, and West Street. Installation of the storm drain pipe would require repaving and restriping of the centerline on Road 216 and West Street. The proposed project will also relocate an existing recirculation pond from its existing location west of the project site to north of the project site; and

WHEREAS: On January 17, 2022, the Environmental Coordinator made a preliminary determination that a Mitigated Negative Declaration would be appropriate for the proposed project; and

WHEREAS: The proposed Project is consistent with the goals and policies of the Porterville 2030 General Plan. The project will facilitate the achievement of General Plan Guiding Policy PU-G-4, to provide a comprehensive storm drainage system to protect life and property as well as PU-G-1 to ensure an adequate supply of fresh water to serve existing and future needs of the City; and

WHEREAS: The City Council considered the following findings in its review of the environmental circumstances for this project:

1. That a Mitigated Negative Declaration was prepared in accordance with the California Environmental Quality Act (CEQA).
2. The project will not create adverse environmental impacts when mitigation measures are implemented and standards of the Development Ordinance and General Plan are maintained.
3. As the Lead Agency pursuant to CEQA, the City Council is the decision making body for the consolidation project.
4. On January 17, 2022, the Environmental Coordinator made a preliminary determination that a Mitigated Negative Declaration would be appropriate for the proposed project in light of the studies prepared and with implementation of defined

mitigation measures related to Biological Resources, Cultural Resources, and Tribal Cultural Resources. The Initial Study and proposed Mitigation Measures have been transmitted to interested agencies, groups, and individuals for a 30 day review period from January 21, 2022 through February 22, 2022. At the time of writing the staff report, one comment was received from the Division of Safety of Dams.

5. That review of the environmental circumstances regarding this project indicates that no adverse impacts would occur when the mitigation measures are implemented and standards of the Development Ordinance and General Plan are applied. Mitigation measures to reduce impacts to less than significant were defined and have been incorporated in the Mitigation Monitoring Program which is attached as an exhibit to this resolution (Exhibit A).
6. That the environmental assessment and analysis prepared for this project supporting the Mitigation Negative Declaration reflects the independent judgement of the City of Porterville.
7. The development shall comply with all mitigation measures adopted as a component of the approval of the Mitigated Negative Declaration for this project.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Porterville does hereby approve the Mitigated Negative Declaration prepared for the Villa Street Reconstruction Project, and that the mitigation measures defined in Exhibit A shall be implemented with project execution.

PASSED, APPROVED AND ADOPTED this 1st day of March, 2022.

By: _____
Martha A. Flores, Mayor

ATTEST:
John D. Lollis, City Clerk

By: _____
Patrice Hildreth, Chief Deputy City Clerk

MITIGATION MONITORING AND REPORTING PROGRAM

This Mitigation Monitoring and Reporting Program (MMRP) was formulated based upon the findings of the Initial Study/Mitigated Negative Declaration (IS/MND) prepared for the proposed Casino Basin Project (project). The MMRP, which is found in Table A of this section, lists mitigation measures recommended in the IS/MND for the proposed project and identifies mitigation monitoring requirements. The MMRP must be adopted when the City Council makes a final decision on the proposed project.

This MMRP has been prepared to comply with the requirements of State law (Public Resources Code Section 21081.6). State law requires the adoption of an MMRP when mitigation measures are required to avoid significant impacts. This requirement facilitates implementation of all mitigation measures adopted through the California Environmental Quality Act (CEQA) process. The MMRP is intended to ensure compliance during implementation of the project.

The MMRP is organized in a matrix format. The first column identifies the mitigation measure. The second column, entitled "Mitigation Responsibility," refers to the party responsible for implementing the mitigation measure. The third column, entitled "Monitoring/Reporting Agency," refers to the agency responsible for oversight or ensuring that the mitigation measure is implemented. The fourth column, entitled "Monitoring Schedule," refers to when monitoring will occur to ensure that the mitigating action is completed. The fifth column, entitled "Verification," will be initialed and dated by the individual designated to verify adherence to the project specific mitigation.

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Table A: Mitigation Monitoring and Reporting Program

Mitigation Measures	Mitigation Responsibility	Monitoring/ Reporting Agency	Timing for Mitigation Measure	Verification (Initials and Date)
4.1 AESTHETICS				
There are no significant impacts to aesthetics.				
4.2 AGRICULTURE AND FORESTRY RESOURCES				
There are no significant impacts to agriculture and forestry resources.				
4.3 AIR QUALITY				
Mitigation Measure AIR-1: Consistent with SJVAPCD Regulation VIII (Fugitive PM10 Prohibitions), the following controls are required to be included as specifications for the proposed project and implemented at the construction site: • All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, covered with a tarp or other suitable cover or vegetative ground cover. • All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant. • All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking. • When materials are transported off-site, all material shall be covered, or effectively wetted to limit visible dust emissions, and at least 6 inches of freeboard space from the top of the container shall be maintained. • All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. (The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden.) • Following the addition of materials to, or the removal of materials from, the surface of out-door storage piles, said piles shall be effectively stabilized of fugitive dust emission utilizing sufficient water or chemical stabilizer/suppressant.	Project Contractor	City of Porterville	During construction	

Table A: Mitigation Monitoring and Reporting Program

Mitigation Measures	Mitigation Responsibility	Monitoring/ Reporting Agency	Timing for Mitigation Measure	Verification (Initials and Date)
4.4 BIOLOGICAL RESOURCES				
Mitigation Measure BIO-1: If project activities occur during nesting season (February 1 to August 31) a qualified avian biologist shall conduct a nesting bird survey to identify any active nests present within or adjacent to the proposed work area. If active nests are found, initial ground disturbance shall be postponed or halted within a buffer area, established by the qualified avian biologist, that is suitable to the particular bird species and location of the nest, until juveniles have fledged or the nest has been abandoned, as determined by the biologist. The construction avoidance area shall be clearly demarcated in the field with highly visible construction fencing or flagging, and construction personnel shall be instructed on the sensitivity of nest areas.	Project Contractor	City of Porterville	During construction if work during the nesting season (February 1 to August 31)	
Mitigation Measure BIO-2: If any previously unidentified protected species that is not addressed in this document, or any previously unreported protected species is found to be present, occupied areas shall be avoided and a qualified biologist shall. Notify the United States Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW) of any previously unreported protected species. Any take of protected wildlife shall be reported immediately to USFWS and CDFW.	Project Contractor	City of Porterville	During construction	
Mitigation Measure BIO-3: Perimeter or security fence design should incorporate features that will avoid entrapment of San Joaquin kit fox. Openings should be small enough that San Joaquin kit fox cannot pass through or become entrapped (less than three feet). If chain link is used, it should be raised at least 3 inches above ground level to allow kit fox to pass underneath.	Project Contractor	City of Porterville	During construction	
Mitigation Measure BIO-4: Traffic restraints and signs should be established to minimize temporary disturbances during construction. All construction traffic should be restricted to designated access roads and routes, Project site, storage areas, and staging and parking areas. Off-road traffic outside designated project boundaries should be prohibited. A 15 mph speed limit should be observed in all project construction areas, except as otherwise posted on county roads and State and federal highways.	Project Contractor	City of Porterville	During construction	
Mitigation Measure BIO-5: All equipment storage and parking during construction activities should be confined to the designated construction area or to previously disturbed offsite areas that are not habitat for listed species.	Project Contractor	City of Porterville	During construction	
Mitigation Measure BIO-6: Project construction activities involving initial surface disturbance should be limited to daylight hours.	Project Contractor	City of Porterville	During construction	

Table A: Mitigation Monitoring and Reporting Program

Mitigation Measures	Mitigation Responsibility	Monitoring/ Reporting Agency	Timing for Mitigation Measure	Verification (Initials and Date)
Mitigation Measure BIO-7: Trenches and excavations should have an escape ramp at least every 1,000 feet at no more than 2:1 slope. Trenches or excavations that cannot include a ramp should be covered if left overnight. All such trenches and excavations should be inspected for entrapped wildlife each morning prior to the onset of construction. Before such holes or trenches are filled, they should be thoroughly inspected for entrapped animals. Any wildlife so discovered should be allowed to escape voluntarily, without harassment, before construction activities resume. A qualified biologist may remove wildlife from a trench, hole or other entrapment out of harm's way if the immediate welfare of the individual is in jeopardy. State or federal listed species may not be handled. Should any State or federal listed species become entrapped, CDFW and USFWS should be contacted as appropriate.	Project Contractor	City of Porterville	During construction	
Mitigation Measure BIO-8: Material and equipment should be thoroughly inspected prior to use. All exposed pipes, culverts, and other similar structures with a diameter 3 inches or greater should be capped in order to prevent entry by San Joaquin kit fox or other wildlife. Any of these materials or structures that are left overnight and are not capped shall be inspected prior to being moved, buried, or closed in order to ensure that San Joaquin kit fox or other wildlife are not present. If a listed species is found within pipe, culverts or similar structures, the animal will be allowed to escape that section of its own accord prior to moving or utilizing that segment. If a listed species does not leave of its own accord, CDFW and/or USFWS (as appropriate) should be contacted for further guidance.	Project Contractor	City of Porterville	During construction	
Mitigation Measure BIO-9: All food-related trash items such as wrappers, cans, bottles and food scraps generated by project activities should be disposed of in closed containers and removed at least once each week from the site. Deliberate feeding of wildlife should be prohibited.	Project Contractor	City of Porterville	During construction	
Mitigation Measure BIO-10: To prevent harassment of special-status species, construction personnel shall not be allowed to have firearms or pets on the project site.	Project Contractor	City of Porterville	During construction	
Mitigation Measure BIO-11: All equipment and work-related materials shall be contained in closed containers either in the work area or on vehicles. Loose items (e.g. rags, hose, etc.) shall be stored within closed containers or enclosed in vehicles when on the work site.	Project Contractor	City of Porterville	During construction	
Mitigation Measure BIO-12: All liquids shall be in closed, covered containers. Any spills of hazardous liquids shall not be left unattended until clean-up has been completed.	Project Contractor	City of Porterville	During construction	
Mitigation Measure BIO-13: If used, rodenticides and herbicides shall follow label restrictions and other restrictions imposed by the United States Environmental Protection	Project Contractor	City of Porterville	During construction	

Table A: Mitigation Monitoring and Reporting Program

Mitigation Measures	Mitigation Responsibility	Monitoring/ Reporting Agency	Timing for Mitigation Measure	Verification (Initials and Date)
Agency, the California Department of Food and Agricultural, and other State and federal legislation. If rodent control must be conducted, zinc phosphide should be used because of its proven lower risk to San Joaquin kit fox.				
Mitigation Measure BIO-14: Any employee who inadvertently kills or injures a listed species, or who finds any such wildlife dead, injured, or entrapped, shall be required to report the incident immediately to a designated site representative (e.g., foreman, project manager, environmental inspector, etc.), except animals killed on State and county roads when such mortality is not associated with project traffic.	Project Contractor	City of Porterville	During construction	
Mitigation Measure BIO-15: In the case of injured special-status wildlife, the CDFW shall be notified immediately. During business hours Monday through Friday, the phone number is (559) 243-4017. For non-business hours, report to (800) 952-5400. Notification shall include the date, time, location, and circumstances of the incident. Instructions provided by the CDFW for the care of the injured animal shall be followed by the contractor onsite.	Project Contractor	City of Porterville	During construction	
Mitigation Measure BIO-16: In the case of dead wildlife that are listed as threatened or endangered, the USFWS and the CDFW shall be immediately (within 24 hours) notified by phone or in person, and should document the initial notification in writing within 2 working days of the findings of any such wildlife. Notification shall include the date, time, location, and circumstances of the incident.	Project Contractor	City of Porterville	During construction	
Mitigation Measure BIO-17: Prior to commencement of construction on any phase of work, work areas should be clearly marked with fencing, stakes with rope or cord, or other means of delineating the work area boundaries.	Project Contractor	City of Porterville	Prior to construction	
Mitigation Measure BIO-18: All personnel entering the project location shall attend a worker orientation program. The worker orientation program shall present measures required to avoid, minimize, and mitigate impacts to biological resources and shall include, at a minimum, the following subjects: A summary of the Federal Endangered Species Act (FESA), California Endangered Species Act (CESA), and the Migratory Bird Treaty Act (MBTA); biological survey results for the current construction area; life history information for the species of concern; biological resource avoidance, minimization, and mitigation requirements; consequences for failure to successfully implement requirements; and procedures to be followed if dead or injured wildlife area located during project activities. Upon completion of the orientation, employees shall sign a form stating that they attended the program and understand all biological resource mitigation measures and receive a hardhat sticker or other means of identifying that they have attended the worker orientation. Forms verifying worker attendance shall be filed at the	Project Contractor	City of Porterville	Prior to construction	

Table A: Mitigation Monitoring and Reporting Program

Mitigation Measures	Mitigation Responsibility	Monitoring/ Reporting Agency	Timing for Mitigation Measure	Verification (Initials and Date)
applicant's office and be accessible to County, USFWS and CDFW staff. No untrained personnel shall be allowed to work onsite with the exception of delivery trucks that are only onsite for 1 day or less and are under the supervision of a trained employee.				
4.5 CULTURAL RESOURCES				
Mitigation Measure CULT-1: In the unlikely event that cultural resources are encountered during project activities, contractors should stop work in the immediate area of the find and contact a qualified professional archaeologist to assess the nature and significance of the find and determine if any additional study or treatment of the find is warranted. Upon completion of any monitoring activities, the archaeologist should prepare a report to document the methods and results of monitoring activities. The final version of this report should be submitted to the Southern San Joaquin Valley Information Center (SSJVIC).	Project Contractor	City of Porterville	Prior to start of construction activities, the City shall verify mitigation measure is included in construction specifications. Construction contractors shall be responsible for implementing the measures throughout duration of subsurface construction activities.	
Mitigation Measure CULT-2: Any human remains encountered during project-related ground-disturbing activities shall be treated in accordance with California Health and Safety Code Section 7050.5. The project sponsor shall inform all contractor(s) performing excavation of the sensitivity of the project site for human remains and include the following directive in the appropriate contract documents: If human remains are uncovered, all work within 50 feet of the discovery shall be halted and the Tulare County Coroner notified immediately. At the same time, the on-site monitoring archaeologist shall assess the situation and consult with agencies as appropriate. Project personnel shall not collect or move any human remains or associated materials. If the human remains are of Native American origin, the Coroner must notify the California State Native American Heritage Commission (NAHC) within 24 hours of this identification. The NAHC will formally identify a Native American Most Likely	Project Contractor	City of Porterville	Prior to start of construction activities, the City shall verify mitigation measure is included in construction specifications. Construction contractors shall be responsible for implementing the	

Table A: Mitigation Monitoring and Reporting Program

Mitigation Measures	Mitigation Responsibility	Monitoring/ Reporting Agency	Timing for Mitigation Measure	Verification (Initials and Date)
Descendant—if one is not already on-site—to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. Such recommendations shall be carried out to the satisfaction of the NAHC prior to work resuming within 50 feet of the discovered remains.			measures throughout duration of subsurface construction activities.	
4.6 ENERGY				
There are no significant impacts to energy.				
4.7 GEOLOGY AND SOILS				
Mitigation Measure GEO-1: To reduce the potential for soil erosion during construction of the proposed project, an Erosion Control Plan shall be prepared for the project in conformance with the California Stormwater Quality Association Best Management Practice Handbook for Construction Activity, prior to the start of grading.	Project Contractor	City of Porterville	Prior to the start of grading	
Mitigation Measure GEO-2: The City shall inform its contractor(s) of the sensitivity of the project area for paleontological resources. Should paleontological resources be encountered during project subsurface construction activities, all ground-disturbing activities within 25 feet shall be redirected and a qualified paleontologist contacted to assess the situation, consult with agencies as appropriate, and make recommendations for the treatment of the discovery. If found to be significant, and project activities cannot avoid the paleontological resources, adverse effects to paleontological resources shall be mitigated. Mitigation may include monitoring, recording the fossil locality, data recovery and analysis, a final report, and accessioning the fossil material and technical report to a paleontological repository. Public educational outreach may also be appropriate. Upon completion of the assessment, a report documenting methods, findings, and recommendations shall be prepared and submitted to the City of Porterville for review, and (if paleontological materials are recovered) a paleontological repository, such as the University of California Museum of Paleontology. The City shall verify that the above directive has been included in the appropriate contract documents.	Project Contractor	City of Porterville	Prior to start of construction activities, the City shall verify mitigation measure is included in construction specifications. Construction contractors shall be responsible for implementing the measures throughout duration of subsurface construction activities.	
4.8 GREENHOUSE GAS EMISSIONS				
There are no significant impacts to greenhouse gas emissions.				

Table A: Mitigation Monitoring and Reporting Program

Mitigation Measures	Mitigation Responsibility	Monitoring/ Reporting Agency	Timing for Mitigation Measure	Verification (Initials and Date)
4.9 HAZARDS AND HAZARDOUS MATERIALS				
There are no significant impacts to hazards and hazardous materials.				
4.10 HYDROLOGY AND WATER QUALITY				
Mitigation Measure HYDRO-1: To minimize any potential short-term water quality effects from project-related construction activities, the project contractor shall implement Best Management Practices (BMPs) in conformance with the California Storm Water Best Management Practice Handbook for Construction Activity. In addition, the proposed project shall be in compliance with existing regulatory requirements, including the Water Pollution Control Preparation (WPCP) Manual. In addition, implementation of a Storm Water Pollution Prevention Plan (SWPPP) would be required under the National Pollutant Discharge Elimination System (NPDES) to regulate water quality associated with construction activities.	Project Contractor	City of Porterville	During construction	
4.11 LAND USE AND PLANNING				
There are no significant impacts to land use and planning.				
4.12 MINERAL RESOURCES				
There are no significant impacts to mineral resources.				
4.13 NOISE				
Mitigation Measure NOI-1: The project contractor shall implement the following measures during construction of the project: - Equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards. - Place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the active project site. - Locate equipment staging in areas that would create the greatest possible distance between construction-related noise sources and noise-sensitive receptors nearest the active project site during all construction activities. - Ensure that all general construction related activities are restricted to between the hours of 6:00 a.m. and 9:00 p.m. Monday through Friday and between the hours of 7:00 a.m. and 5:00 p.m. on Saturday and Sunday. - Designate a "disturbance coordinator" at the City who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler) and would determine and implement reasonable measures warranted to correct the problem.	Project Contractor	City of Porterville	During construction	

Table A: Mitigation Monitoring and Reporting Program

Mitigation Measures	Mitigation Responsibility	Monitoring/ Reporting Agency	Timing for Mitigation Measure	Verification (Initials and Date)
4.14 POPULATION AND HOUSING				
There are no significant impacts to population and housing.				
4.15 PUBLIC SERVICES				
There are no significant impacts to public services.				
4.16 RECREATION				
There are no significant impacts to recreation.				
4.17 TRANSPORTATION				
There are no significant impacts to transportation.				
4.18 TRIBAL CULTURAL RESOURCES				
There are no significant impacts to tribal cultural resources.				
4.19 UTILITIES AND SERVICE SYSTEMS				
There are no significant impacts to utilities and service systems.				
4.20 WILDFIRE				
There are no significant impacts to wildfire.				

Source: LSA (January 2022).



CITY COUNCIL AGENDA – MARCH 1, 2022

SUBJECT: Second Reading - Ordinance 1889, An Ordinance Adjusting the Boundaries of City Council Districts

SOURCE: Administrative Services

COMMENT: Ordinance 1889, an Ordinance adjusting the boundaries of City Council electoral districts and redefining the boundaries of all City Council electoral districts of the City of Porterville, and amending Exhibit A to Section 2-1.3 of Chapter 2, Article I of the Porterville Municipal Code, was given first reading by the City Council at its meeting of February 15, 2022, and has been printed. Upon second reading and adoption, Ordinance 1889 will become immediately effective.

RECOMMENDATION: That the City Council give Second Reading to Ordinance No. 1889 by title only, waive further reading, and order the Ordinance to print.

ATTACHMENTS: 1. Ordinance 1889_Electoral Districts

Appropriated/Funded:

Review By:

Department Director:
Patrice Hildreth, Deputy City Manager

Final Approver: John Lollis, City Manager

ORDINANCE NO. 1889

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PORTERVILLE, CALIFORNIA ADJUSTING THE BOUNDARIES OF CITY COUNCIL ELECTORAL DISTRICTS AND REDEFINING THE BOUNDARIES OF ALL CITY COUNCIL ELECTORAL DISTRICTS OF THE CITY OF PORTERVILLE, CALIFORNIA, AND AMENDING EXHIBIT A TO SECTION 2-1.3 OF CHAPTER 2, ARTICLE I OF THE PORTERVILLE MUNICIPAL CODE

The City Council of the City of Porterville, State of California, ordains as follows:

SECTION 1: The City Council (Council) finds and determines:

- a. The U.S. Census Bureau (Bureau) is required by Article I, Section 2, of the U.S. Constitution to conduct an accurate count of the population every ten years;
- b. California Elections Code Section 21620 et seq. requires that “[f]ollowing each federal decennial census for a city whose council is already elected using district-based elections, the council shall, by ordinance or resolution, adopt boundaries for all of the council districts of the city so that the council districts shall be substantially equal in population as required by the United States Constitution.”;
- c. The Elections Code requires that the Council adopt an ordinance or pass a resolution amending supervisorial/city council districts no later than April 17, 2022;
- d. The Council held public hearings on December 7, 2021, January 18, 2022, February 1, 2022 and February 15, 2022, to receive briefings from the City’s demographic consultant relating to the redistricting process and state and federal redistricting criteria and communities of interest, including the California Elections Code, the Voting Rights Act and the United Constitution, heard public testimony, and directed staff and the City’s demographic consultant to prepare draft district plans for consideration;
- e. In addition, City staff conducted public outreach by way of print and digital advertisements and established a dedicated redistricting website as a repository for the records of redistricting proceedings. During the public hearings public comment was received on redistricting criteria and communities of interest;
- f. At the four public hearings identified in subsection (d), the Council received a presentation on one draft map prepared by the City’s demographic consultant for compliance with applicable laws and standards and one additional map submitted by the public;
- g. At its February 1, 2022 public hearing, the City Council settled on Map 1, designating it the Preferred Map and directed that the Preferred Map be presented to the Council for adoption by an Ordinance introduced on February 15, 2022;

h. At each of the public hearings on redistricting, the Council heard testimony relating to “communities of interest,” which led the Council to reach the following determinations about communities of interest on the Preferred Map as required under federal and state law:

- (1) *The districts are geographically contiguous.* The districts are arrayed in a simple and logical form without any islands and minimal intrusions from the area of one district into another;
- (2) *To the extent practicable, the Preferred Map respects the geographic integrity of local neighborhoods and local communities of interest.* The Council heard testimony about what constitute communities of interest in the public eye.
- (3) *The districts are easily identifiable and understandable by residents.* The districts in the Preferred Map form a relatively simple pattern.
- (4) *To the extent practicable, the districts are geographically compact.* Their configurations for the most part are compact, simple shapes, with nearby populations included in the same districts.
- (5) *The districts are balanced in terms of total population and voting age population.* The districts are well within the one-person/one-vote deviations permitted under federal and state voting rights laws.
- (6) *The districts conform to concentration of minority voters.* The Preferred Map creates four majority/minority Hispanic voting districts.

k. All information in the staff reports, maps, presentations, Council debate and public testimony referenced above is hereby incorporated into this decision and serves as evidentiary basis for these findings and legislative decision.

SECTION 2: Pursuant to the provisions of the Fair Maps Act of 2019 as amended in 2020, codified at California Elections Code section 21620 to 21629, after giving consideration to those provisions and applicable decisions of the courts, the Council hereby adjusts, changes, and establishes the boundaries of the City Council electoral districts as set forth on the Preferred Map considered by the Council at its public hearing on February 1, 2022, and reflected in Exhibit A hereto, and they shall constitute and are hereby established as the boundaries of the City Council districts of the City of Porterville for subsequent elections until further readjustment is required by law.

SECTION 3: Exhibit A to this Ordinance hereby replaces Exhibit A to Porterville Municipal Code Section 2-1.3.A. of Article I, Chapter 2, previously adopted in 2018, as authorized in Section 2-1.3.B.

SECTION 4: Notwithstanding any other provision of this chapter, and pursuant to California Elections Code section 21626, subdivisions (a) and (b), each of the Council Members in office at the time this Chapter takes effect shall continue in office until the expiration of the full term to which he or she was elected and until his or her successor is

qualified, and any vacancy in a term currently underway shall be filled based on the districts in effect at the time the current supervisors were elected.

SECTION 5: All ordinances and resolutions, or parts thereof in conflict with this ordinance are hereby repealed.

SECTION 6: The City Manager is directed to take all necessary steps to give effect to this Ordinance. If necessary to facilitate the implementation of this Ordinance, the City Manager or his or her designee is authorized to make technical adjustments to the district boundaries that do not substantively affect the populations in the districts, the eligibility of candidates, or the residence of elected officials within any district. The City Manager shall consult with the City Attorney concerning any technical adjustments deemed necessary and shall advise the City Council of any such adjustments required in the implementation of the districts.

SECTION 7: This Ordinance is adopted following four noticed public hearings as required by Elections Code section 21627.1 and shall take effect and be in full force on the 1st day of March, 2022.

PASSED, APPROVED, AND ADOPTED this 1st day of March, 2022.

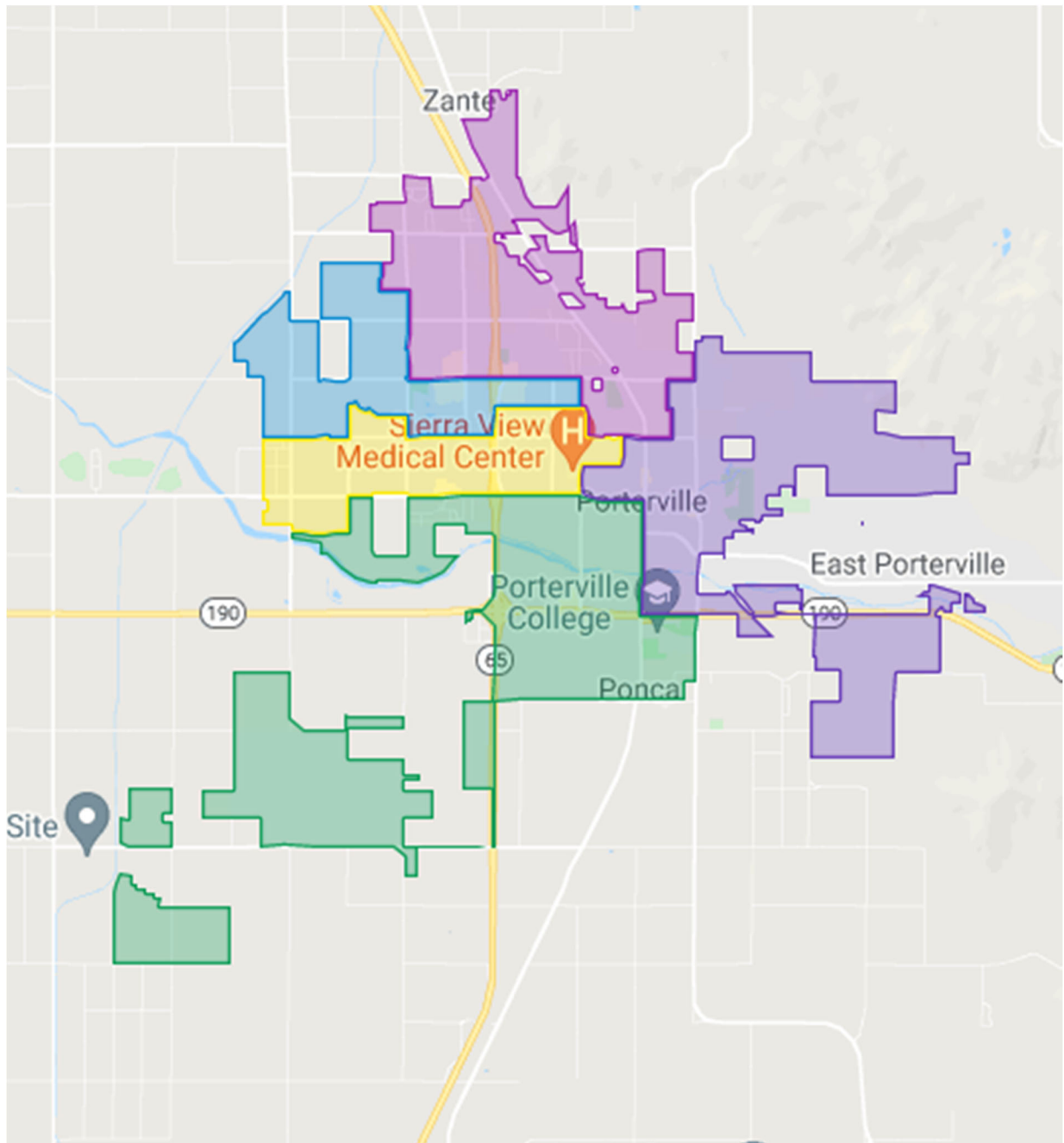
Martha A. Flores, Mayor

ATTEST:

John D. Lollis, City Clerk

By: Patrice Hildreth, Chief Deputy City Clerk

EXHIBIT A – MAP OF ADOPTED DISTRICT LINES





CITY COUNCIL AGENDA – MARCH 1, 2022

SUBJECT: Second Reading - Ordinance 1890, An Ordinance Approving Changes to Chapter 13-Garbage and Refuse of the Porterville Municipal Code

SOURCE: Administrative Services

COMMENT: Ordinance No. 1890, an Ordinance amending Chapter 13, Garbage and Refuse, of the Porterville Municipal Code to update terminology and definitions, and adding Section 12-25 regarding Senate Bill 1383, was given first reading by the City Council on February 15, 2022, and has been printed.

RECOMMENDATION: That the City Council give Second Reading to Ordinance No. 1890 by title only, waive further reading, and adopt said Ordinance.

ATTACHMENTS: 1. Draft Ordinance No. 1890

Appropriated/Funded:

Review By:

Department Director:
Patrice Hildreth, Deputy City Manager

Final Approver: John Lollis, City Manager

ORDINANCE NO. 1890

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PORTERVILLE AMENDING CHAPTER 13 GARBAGE AND REFUSE , BY UPDATING TERMINOLOGY AND DEFINITIONS, AND THE ADDITION OF SECTION 13-25 REGARDING SENATE BILL 1383 REGULATIONS AND ENFORCEMENT

WHEREAS: On February 15, 2022, the City Council at its regularly scheduled meeting, held a public hearing to consider amendments to the Garbage and Refuse Ordinance;

WHEREAS: state organics recycling law, Senate Bill 1383 of 2016, the Short-lived Climate Pollutant Reduction Act of 2016, took effect on January 1, 2017 and set Statewide Organic Waste disposal reduction targets of 50 percent by 2020 and 75 percent by 2025, based on the 2014 organics waste disposal baseline, set forth in Section 39730.6 of the Health and Safety Code, and requires California's Department of Resources Recycling and Recovery (CalRecycle) to develop regulations to reduce organics in landfills as a source of methane ("SB 1383 Regulations"); and

WHEREAS: the SB 1383 Regulations place requirements on multiple entities, including counties, cities, residential households, Commercial Businesses (including Multi-Family Residential Dwellings), Commercial Edible Food Generators, haulers, Self-Haulers, Food Recovery Organizations, and Food Recovery Services to support achievement of statewide Organic Waste disposal reduction targets with compliance required beginning January 1, 2022; and

WHEREAS: by January 1, 2022, the SB 1383 Regulations require jurisdictions to adopt and enforce an ordinance or other enforceable mechanism to implement relevant provisions of the SB 1383 Regulations concerning regulation of organic waste collection services, generators of organic waste, waste haulers, and generators and processors of edible food, together with enforcement mechanisms and administrative civil penalties for violations of local regulations; and

WHEREAS: this Ordinance will also help reduce food insecurity by requiring Commercial Edible Food Generators to arrange to have the maximum amount of their Edible Food, that would otherwise be disposed, be recovered for human consumption; and

WHEREAS: other changes besides the addition of Section 13-25, includes updating language to industry standard terminology and corresponding definitions thereof;

WHEREAS: Pursuant to State and local environmental regulations, the proposed amendment to regulations contains new requirements based on the provisions of SB 1383 that are intended to strengthen requirements for handling of solid waste, do not involve or authorize any construction activities or the relaxation of standards that could lead to degradation of the environment, and consists solely of an action by a regulatory agency (the City) for the protection of the environment. Accordingly, the City Council finds and determines that adoption of Ordinance No. ____ is exempt from the California Environmental Quality Act under CEQA Guidelines Section 15038, Actions by Regulatory Agencies for Protection of the Environment.

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

SECTION 1: Chapter 13 of the Porterville Municipal Code is hereby amended as follows:

CHAPTER 13
GARBAGE AND REFUSE

SECTION:

- 13-1: Declaration Of Policy
- 13-2: Definitions
- 13-3: Rules Established
- 13-4: Unlawful Acts
- 13-5: Mandatory Service
- 13-6: Unlawful Disposition Of Solid Waste Generally
- 13-7: Residential Solid Waste Collection Service
- 13-8: Solid Waste Receptacles
- 13-9: Reserved
- 13-10: General Provisions
- 13-11: Bin Container Pads And Enclosures
- 13-12: Special Pick Up, Disposal And Collection Event Services
- 13-13: Enforcement; Powers And Duties Of City Manager Or His Designee
- 13-14: Charges For Collection; Time And Manner Of Payment
- 13-15: Building Design Requirements
- 13-16: Unlawful To Burn Solid Waste
- 13-17: Penalty For Contamination Of Yard Waste
- 13-18: Collection Of Recyclable Materials
- 13-19: Recycling Hauler Permit Requirement And Application
- 13-20: Refusal To Issue Permit
- 13-21: Term And Renewal
- 13-22: Reporting Requirements
- 13-23: Home Generated Sharps Waste Management Program
- 13-24: Penalty For Violation
- 13-25: Compliance With The Act And SB 1383 Regulatory Compliance

13-1: DECLARATION OF POLICY:

It is hereby declared to be the purpose of this chapter to regulate the collection, transport, and disposal of solid waste in order to protect the public safety, health and welfare and to enhance the environment of the people of Porterville. Further, it is the purpose of this chapter to regulate the collection and disposition of recyclables generated within the city and to establish reporting requirements and guidelines that shall be followed by licensees to minimize the amount of such recyclables deposited into landfills. (Ord. 1494A, 7-20-1993)

13-2: DEFINITIONS:

For the purpose of this chapter, the following words and phrases shall have the meanings given herein unless their use in the text of this chapter clearly demonstrates a different meaning:

ACT: the California Integrated Waste Management Act of 1989 (sometimes referred to as “AB 939”), Public Resources Code § 40000 and following as it may be amended, and as implemented by the regulations of CalRecycle.

ALLEY SERVICE: Such service where solid waste containers are placed at the property line in through alleys.

BIN CONTAINER SERVICE: A stationary container supported on casters or skids and approved by the city manager or his designee for mechanical handling by the collection trucks.

CALRECYCLE: The California Department of Resources Recycling and Recovery, or its successor agency.

COMMERCIAL EDIBLE FOOD GENERATOR: includes a tier one or a tier two commercial edible food generator as defined in 14 CCR Section 18982(a)(73) and (a)(74).

COMPACTED WASTE: Solid waste which is mechanically compressed to reduce the dimensions of the waste.

CONSTRUCTION AND DEMOLITION WASTES: Shall mean and include the waste building materials, packaging, and rubble resulting from construction, remodeling, repair, and demolition of pavements and structures.

CURB SERVICE: Such service where the solid waste containers are picked up by the city at the front curb line of the customer's property.

DISCARDED: Thrown away, abandoned, worthless, or having lack of economic value.

EDIBLE FOOD: Food intended for human consumption, or as otherwise defined in 14 CCR Section 18982(a)(18). For the purposes of this chapter or as otherwise defined in 14 CCR Section 18982(a)(18), “edible food” is not solid waste if it is recovered and not discarded. Nothing in this chapter or in 14 CCR, Division 7, Chapter 12 requires or authorizes the recovery of edible food that does not meet the food safety requirements of the California Retail Food Code.

FOOD RECOVERY ORGANIZATION: An entity that engages in the collection or receipt of edible food from commercial edible food generators and distributes that edible food to the public for food recovery either directly or through other entities or as otherwise defined in 14 CCR Section 18982(a)(25), including, but not limited to:

- A. A food bank as defined in Section 113783 of the Health and Safety Code;
- B. A nonprofit charitable organization as defined in Section 113841 of the Health and Safety code; and
- C. A nonprofit charitable temporary food facility as defined in Section 113842 of the Health and Safety Code.

FOOD RECOVERY SERVICE: An entity that collects and transports edible food from a commercial edible food generator to a food recovery organization or other entities for food recovery.

HAULER: A person who collects material from a generator and delivers it to a reporting entity, end user, or a destination outside of the state. “Hauler” includes public contract haulers, private contract haulers, food waste self-haulers, and self-haulers. A person who transports material from a reporting entity to another person is a transporter, not a hauler.

HOUSEHOLD HAZARDOUS WASTE: Those wastes resulting from products purchased by the general public for household use which, because of their quantity,

concentration, or physical, chemical, or infectious characteristics, may pose a substantial known or potential hazard to human health or the environment when improperly treated, disposed, or otherwise managed. The city manager or his designee shall determine those substances deemed hazardous for the purpose of the city's disposal system.

INDUSTRIAL WASTE: Solid wastes or waste material resulting or left over from industrial processes and manufacturing operations, including, but not limited to, fibers, fabrics, plastics, styrofoam, rubber, resins, metals, slag, wood products such as sawdust and shavings, packing materials, putrescible material from food processing plants and slaughterhouses, condemned foods, cinders and ashes from power plants and incinerators, and miscellaneous manufacturing wastes. Such industrial waste is distinguished from ordinary commercial refuse or so called trade wastes which emanate from stores, hotels, restaurants, and markets.

MULTIPLE-FAMILY DWELLING: A building designed for residential occupancy and shall include duplexes, triplexes, apartments of four (4) or more units, bungalows in a bungalow court, apartment houses, flats, condominium units, and mobile homes.

ORGANIC MATERIALS, ORGANICS, and ORGANIC WASTE: Food scraps and trimmings from food preparation, including but not limited to: meat, fish and dairy waste, fruit and vegetable waste, grain waste, stable matter, and acceptable food packaging items such as pizza boxes, paper towels, waxed cardboard, food-contaminated paper products, plant debris, such as palm, yucca and cactus, ivy, grass clippings, leaves, pruning, weeds, branches, brush, and holiday trees. Classification of materials subject to change pending Refuse Contractor processing capability.

ORGANIC WASTE GENERATOR: A person or entity that is responsible for the initial creation of organic waste, or as otherwise defined in 14 CCR Section 18982(a)(48) of SB 1383.

RECYCLABLES: Shall include those materials that have value and can be diverted from landfill disposal. "Recyclables" can further be defined as those materials that by collecting, sorting, cleansing, treating, reconstituting, and processing can be returned to the economic mainstream in the form of raw materials for new, reused, or reconstituted products.

REFUSE or GARBAGE: Rags, household ashes, wearing apparel, household goods and such worthless, useless, unused, rejected and cast off matter produced by and as the result of human habitation and the transaction of business within the city, that can be properly and safely collected and transported in a collection vehicle.

RESIDENTIAL PREMISES: All residentially zoned lots used for residential purposes, excluding premises with multi-family structures consisting of five or more units.

SB 1383: The Short-Lived Climate Pollutants: Methane Emissions: Dairy and Livestock: Organic Waste: Landfills Act of 2016. Article 4 Title 14, Division 4, Chapter 12 of the California Code of Regulations.

SELF-HAULER: A generator that collects solid waste at their premises or place of business for the purpose of hauling those materials in their own vehicles to a permitted solid waste facility in compliance with the requirements of this chapter.

SINGLE-FAMILY DWELLING: Any detached building used exclusively for occupancy by one family, excluding bungalows in a bungalow court, residential condominium units, and mobile homes.

SOLID WASTE: All putrescible and non-putrescible solid and semisolid wastes; including garbage, trash, refuse, paper, ashes, industrial wastes, demolition and construction

wastes, abandoned vehicles and parts thereof, discarded home and industrial appliances, manure, vegetable or animal solid and semisolid wastes, and other discarded solid and semisolid wastes. "Solid waste" does not include hazardous, low level radioactive, or medical wastes. "Solid waste" as herein defined shall not include materials source-separated by the generator for the purpose of recycling, reuse, repair or composting.

SPECIAL PICK UP: The collection of solid waste that exceeds the scope of standard residential or commercial service as set forth in this chapter, or any material not defined in this section as solid waste.

STANDARD RESIDENTIAL CONTAINER: Roll out container(s) provided by city.

TIER ONE COMMERCIAL EDIBLE FOOD GENERATOR: A commercial edible food generator that is one of the following:

- A. Supermarkets with gross annual sales of \$2,000,000 or more.
- B. Grocery store with a total facility size equal to or greater than 10,000 square feet.
- C. Food service provider.
- D. Wholesale food vendor.

SB 1383 Tier 1 commercial edible food generators are required to comply with SB 1383 regulations by January 1, 2022 or face significant financial penalties as prescribed in 14 CCR Section 18997.2, City Code Chapter 13-24 (Penalty for Violation), or City Code Chapter 2 Article XIV (Administrative Citations) as determined by the City Manager and/or his or her designee.

TIER TWO COMMERCIAL EDIBLE FOOD GENERATOR: A commercial edible food generator that is one of the following:

- A. Restaurant with 250 or more seats, or a total facility size equal to or greater than 5,000 square feet.
- B. Hotel with an on-site food facility and 200 or more rooms.
- C. Health facility with an on-site food facility and 100 or more beds.
- D. Large venue.
- E. Large event.
- F. A state agency with a cafeteria with 250 or more seats or total cafeteria facility size equal to or greater than 5,000 square feet.
- G. A local education agency facility with an on-site food facility.

SB 1383 Tier 2 Commercial edible food generators are required to comply with SB 1383 regulations by January 1, 2024 or face significant financial penalties as prescribed in 14 CCR Section 18997.2, City Code Chapter 13-24 (Penalty for Violation), or City Code Chapter 2 Article XIV (Administrative Citations), or any other applicable enforcement provision of this Code, as determined by the City Manager and/or his or her designee.

WASTE MATTER: Solid waste such as heavy or bulk materials which can be properly and safely collected and transported by special pick up vehicles. The city manager or his designee shall determine those materials suitable for special pick up service.

YARD WASTE: Lawn clippings, tree and shrubbery trimmings, and leaves that can be properly and safely collected and transported in a collection vehicle. (Ord. 1615, 10-1-2002)

13-3: RULES ESTABLISHED:

The following rules, as contained in this chapter, covering the handling of accumulations of garbage, refuse, yard waste, and waste matter to be observed by the occupants of places of

residence and places of business in the city are hereby established. (Ord. 1494A, 7-20-1993; Ord. 1615, 10-1-2002)

13-4: UNLAWFUL ACTS:

A. Prohibitions:

1. Solid Waste Accumulations: It shall be unlawful for any person, owner or occupant of any building, lot or premises in the city to suffer, allow or permit the accumulation of solid waste of any description to become or remain offensive, unsightly or unsafe to public health or hazardous from fire, or to deposit, transport, keep, accumulate or permit or cause any solid waste to be deposited, placed or accumulated upon any lot or parcel of land, or any public or private container, place, street, land, alley or driveway except in the manner prescribed in this chapter.

2. Illegal Use Of Containers: It shall be unlawful for any person to deposit refuse into containers, bins, or roll off containers which are not assigned to the property at which the refuse is generated.

3. Illegal Collection Or Removal Of Recyclables: It shall be unlawful for any person, other than the city or the city's designee, to collect or remove materials which have been segregated for the purpose of recycling and placed in a designated recycling receptacle.

4. Placing Prohibited Materials In Recycling Receptacles: It shall be unlawful for any person to willingly place any materials in the recycling receptacles that do not meet the criteria defined under section 13-2 of this chapter.

5. Taking Or Pilfering Of Recyclables Or Any Other Item: It shall be unlawful for any person to take or pilfer, for his/her own use or benefit:

a. The recyclables of any other person.

b. The recyclables from any city operated drop off facilities. Recyclables donated to the drop off facility are considered the property of the city.

c. Any item placed into any city owned trash receptacle designated for disposal.

6. Refuse Disposal Into Or Near Recycling Drop Off Facilities: It shall be unlawful for any person to dispose of "refuse", as defined under section 13-2 of this chapter, into or around city operated drop off facilities.

B. Nuisance Declared: Each and all of the conditions specified in subsection A of this section constitute a public nuisance, and are unlawful, in violation of this chapter and are subject to immediate abatement by any officer of this city. Any costs associated with enforcement and abatement which the city incurs may be charged to the offending party or property owner for reimbursement.

C. Recycling Location An Individual Choice: Nothing herein shall prohibit a person from selling, giving away, or otherwise legally diverting their own recyclable materials to a location of their choice. (Ord. 1494A, 7-20-1993; Ord. 1615, 10-1-2002)

13-5: MANDATORY SERVICE:

It shall be mandatory for every property owner within the city to receive city disposal service and billing therefor, except those industrial businesses whose volume of waste might exceed what services the city could offer. Minimum levels of city residential, commercial, and industrial refuse service shall be determined by city council and set by resolution. City refuse service above the minimum level may be required to protect public safety, health, and welfare, as required by this chapter. The necessity of such increased levels of service shall be

determined by the city manager or his designee. (Ord. 1494A, 7-20-1993; Ord. 1615, 10-1-2002)

13-6: UNLAWFUL DISPOSITION OF SOLID WASTE GENERALLY:

It shall be unlawful for any person to engage in or carry on the business of hauling or removing garbage, refuse or waste matter within the city without written permission from city manager. Any person engaging in or carrying on the business of hauling or removing recyclables must have the written permission of the city manager as set forth in section 13-19 of this chapter. Disputes over whether material should be classified as recyclable or solid waste will be resolved by the city manager or his designee. (Ord. 1494A, 7-20-1993; Ord. 1615, 10-1-2002)

13-7: RESIDENTIAL SOLID WASTE COLLECTION SERVICE:

A. Frequency, Amount, And Location Of Collection: The city shall provide collection service from all dwelling units in the city at frequencies and amounts to be determined by city council and set by resolution. Residential service shall be at curbside unless otherwise authorized by the city manager or his designee.

B. Responsibilities Of Curb Service Customers: All curb service customers shall place their solid waste containers at the curb or property line and shall remove the empty containers in accordance with time schedules as determined by the city manager or his designee.

C. Alley Service Customers; Placement Of Containers: Alley service will only be provided if criteria developed by the city manager or his designee is met, and such service is compatible with overall collection service objectives. Customers receiving alley service shall place their solid waste containers at the property line in through alleys and shall remove the empty containers in accordance with time schedules as determined by the city manager or his designee.

D. Container Service: Bin container service may be used in residential areas for apartments and multiple dwellings and for single-unit dwellings if approved by the city manager or his designee. (Ord. 1494A, 7-20-1993; Ord. 1537 § B45, 8-6-1996; Ord. 1615, 10-1-2002)

13-8: SOLID WASTE RECEPTACLES:

The occupant, tenant or lessee of any house, dwelling, flat, apartment building, mobile home, motel, hotel, restaurant or other place of business or residence within the city where solid waste is produced or accumulated and where individual container service is authorized shall keep, in a place where it will not constitute a nuisance, a city approved container for receiving and holding all of the solid waste which accumulates on the premises between the time of successive collections. (Ord. 1494A, 7-20-1993; Ord. 1615, 10-1-2002)

13-9: RESERVED:

(Ord. 1537 § B46, 8-6-1996; Ord. 1615, 10-1-2002)

13-10: GENERAL PROVISIONS:

A. Where commercial collections are made from private alleys and access ways, said approaches shall be maintained in such a manner as not to be a hazard to collection personnel

and equipment, and provide a safe and convenient entrance to and through the premises for the purpose of collecting refuse.

B. The approach to containers furnished by the city must be kept clear. An inaccessible container will not be dumped at the scheduled time. There will be an extra charge to dump a container other than at the regularly scheduled time, or if it is necessary to return to the collection site due to inaccessibility of the collection container.

C. Overfilled containers and excess trash on top of containers pose a hazard to collection vehicles and personnel and may not be dumped at the scheduled time. If an overfilled container is able to be dumped, it shall constitute a special haul and will require an extra charge.

D. Compacted commercial waste requires special handling due to increased weight associated with compaction. Compacted waste will be subject to increased collection charges and may require restrictions on the volume of waste accumulated between collection days.

E. All persons or businesses utilizing city owned containers are responsible for the sanitary conditions of each container or receptacle and the proximity thereof and must keep lids and doors closed when not in use. A charge may be assessed when steam cleaning of containers is requested by customers. All persons and businesses will be responsible for burned or damaged containers due to other than normal wear and tear and will be charged for necessary repairs. Bin containers may be fitted with lid locks at the request of the customer. A charge will be assessed for installation and repair of such locks.

F. Items that are likely to cause damage to regular city containers or the collection vehicles will not be regularly picked up. Such examples are, but are not limited to, timbers or tree trunks larger than four inches (4") in diameter or longer than five feet (5'), engine blocks, heads, transmissions, axles, spring assemblies, tires or draft shafts, all of which shall constitute a special haul. (Ord. 1494A, 7-20-1993; Ord. 1615, 10-1-2002)

13-11: BIN CONTAINER PADS AND ENCLOSURES:

A. All bin container services shall require a concrete bin pad to ensure that the bin can be conveniently serviced. Each bin type container, regardless of the cubic yard capacity, shall require a concrete pad six inches (6") thick and six feet by ten feet (6' x 10') for each bin. The bin container pad shall be poured to the existing ground level, ensuring that the pad is neither too high nor too low, creating collection problems. There shall be a fence erected around the bin pad storage area. Such fencing shall conform with city specifications as specified by the city manager or his designee.

B. Temporary bin service may be provided at a residential or commercial site at the request of the customer for short term cleanup activities and do not require a bin enclosure. Temporary bin service shall not be utilized in lieu of permanent disposal service. Temporary bin location and on site duration may be limited so as not to constitute a public nuisance. Temporary bins determined to constitute a public nuisance may be immediately removed at the discretion of the city manager or his designee. (Ord. 1537 § B47, 8-6-1996; Ord. 1615, 10-1-2002; Ord. 1801, 12-3-2013)

13-12: SPECIAL PICK UP, DISPOSAL AND COLLECTION EVENT SERVICES:

A. The removal of dirt, sod, tree stumps, stones, broken concrete, furniture and appliances and other building materials is not considered to be normal household solid waste service. Periodic collection of accumulations of excess solid waste within the city, in addition

to that provided for above, shall be made on the request of a resident. These services will be handled on a special pick up basis for which an extra charge is made. Tree and shrub trimmings which cannot be accommodated in the city provided yard waste cart shall be handled on a special pick up basis for which an extra charge will be made.

B. The following services are considered "special requests" and will be charged an additional fee as determined by city council and set by resolution. "Special requests" include, but are not limited to: extra pick up of residential, commercial, and industrial containers; same day delivery, emptying, or removal of temporary bins; same day delivery, emptying, removal or relocation of temporary or permanent roll off containers; standby time of collection personnel at customer request or to accommodate customer needs; same day return to empty a container or bin that was inaccessible, overfilled, or contaminated.

C. The disposal of substances determined to be household hazardous materials shall be restricted to special collection events or sites as approved by city council.

D. The city manager or his designee shall determine those waste materials suitable for special pick up service. (Ord. 1537 § B48, 8-6-1996; Ord. 1615, 10-1-2002)

13-13: ENFORCEMENT; POWERS AND DUTIES OF CITY MANAGER OR HIS DESIGNEE:

A. The city manager or his designee shall supervise the collection and removal of all solid waste by the city and shall enforce the provisions of this chapter. He shall have the right to inspect any and all premises for the purpose of determining whether the provisions of this chapter are being observed. Any person denying or obstructing such inspection shall be subject to the penalties herein provided.

B. The city manager or his designee shall establish routes and days for collection and may change same from time to time. When such routes and days are established or changed, he shall give such notice thereof as he may deem advisable.

C. In all cases where he shall find practical difficulty in complying with the requirements of this chapter as to the placing of refuse for collection by the city, he shall designate where such solid waste shall be placed or kept for collection by the city and the conditions under which it shall be collected.

D. The city manager or his designee, with the approval of the city manager, shall make such rules and regulations not inconsistent with the provisions of this chapter as may be necessary, reasonable and proper to effect the expeditious, economical and efficient collection and removal of solid waste by the city. Such rules and regulations may also relate to the required frequency of refuse collection at various locations, the type and number of refuse containers required, and the vehicles used in making such collections. The determination of the city manager or his designee shall be conclusive. (Ord. 1537 § B49, 8-6-1996; Ord. 1615, 10-1-2002)

13-14: CHARGES FOR COLLECTION; TIME AND MANNER OF PAYMENT:

A. Fees and charges for the collection and disposal of solid waste collection by the city will be fixed by resolution of the city council.

B. Solid waste collection charges shall be included in the regular city utility bill to customers who also have city water service. When the solid waste customer does not have city water service, a separate bill for solid waste service shall be mailed to the customer who owns or controls the premises serviced.

C. All charges for solid waste service included on utility bills, or if not a part of the city utility bill, shall be due and payable at the same time as other utility charges. If a bill for solid waste is not paid within thirty (30) days after billing date, a charge of ten percent (10%) as a penalty for said delinquency shall be made and added to the amount and become a part of said delinquent utility bill; and the city may discontinue all city utility service to the premises if the bill should remain delinquent on the forty fifth day after billing.

D. All solid waste service charges are the responsibility of the customer whose name appears on the utility billing for the service. If unpaid by the customer billed who controls the premises, they shall be secured at any time by filing for record in the office of the county recorder of any county, a certificate specifying the amount of such charges and the name and address of the customer liable therefor. From the time of recordation of the certificate, the amount required to be paid, together with interest and penalty, constitutes a lien upon all real property in the county owned by the customer or afterwards, and before the lien expires, acquired by him. The lien has the force, priority, and effect of and shall be regarded as a judgment lien, which may be extended, if unpaid, by the recording of a renewal certificate before the expiration of ten (10) years of the previously recorded certificate. (Ord. 1494A, 7-20-1993; Ord. 1615, 10-1-2002)

13-15: BUILDING DESIGN REQUIREMENTS:

The design of any new, substantially remodeled or expanded building or other facility shall provide for proper storage or handling which will accommodate solid waste and recyclable material removal or collection. The design shall demonstrate to local land use and building permit issuing authorities that it includes the required provisions. (Ord. 1494A, 7-20-1993; Ord. 1615, 10-1-2002)

13-16: UNLAWFUL TO BURN SOLID WASTE:

It shall be unlawful for any person to dispose of any solid waste by burning the same within the limits of the city. (Ord. 1494A, 7-20-1993; Ord. 1615, 10-1-2002)

13-17: PENALTY FOR CONTAMINATION OF YARD WASTE:

Any customer whose yard waste container is contaminated with items other than "yard waste" as defined in section 13-2 of this chapter may be assessed an additional charge, the amount of which is set by resolution by the city council. (Ord. 1494A, 7-20-1993; Ord. 1615, 10-1-2002)

13-18: COLLECTION OF RECYCLABLE MATERIALS:

The city may establish a separate collection service for recyclable materials, including compostable wastes, and establish specific guidelines for such service, which are consistent with the rules and regulations contained within this chapter. The city may also establish a permit for the collection of recyclable wastes. (Ord. 1494A, 7-20-1993; Ord. 1615, 10-1-2002)

13-19: RECYCLING HAULER PERMIT REQUIREMENT AND APPLICATION:

In order to more effectively regulate, control, and monitor the amount of recyclables being deposited in landfills and document the amount diverted from the solid waste stream, it is in the best interest of the city to require those persons desiring to gather, collect, transport,

or otherwise dispose of recyclables to obtain from the city a permit to do so. Said permit to gather, collect, transport, or otherwise dispose of recyclables shall be nonexclusive. Each permit awarded hereunder shall specifically describe the type of recyclable material to be collected and disposed of. Any person desiring to obtain a recycling hauler permit to collect, gather, transport, or otherwise dispose of recyclables shall pay a fee and make an application as set forth in guidelines determined by the city manager or his designee. (Ord. 1494A, 7-20-1993; Ord. 1615, 10-1-2002)

13-20: REFUSAL TO ISSUE PERMIT:

Nothing in this chapter shall be deemed to prevent the city manager or his designee from refusing to grant or renew any application for a recycling hauler permit when it appears that such permittee's proposed services are inconsistent with the intent of this chapter as defined in section 13-1 of this chapter, or do not serve the best interest of the people of Porterville. (Ord. 1494A, 7-20-1993; Ord. 1615, 10-1-2002)

13-21: TERM AND RENEWAL:

The term of the permit shall become effective upon notification by the granting authority, and shall be through the end of the calendar year it was awarded. A recycling hauler permit may be renewed with the hauler's business license according to terms set forth by the city manager or his designee. (Ord. 1494A, 7-20-1993; Ord. 1615, 10-1-2002)

13-22: REPORTING REQUIREMENTS:

To assist the city in meeting its diversion goals as specified by the California integrated waste management act of 1989 (AB 939) and other state or local laws, the permittee shall maintain records including the following information:

A. The description and nature of the material (e.g., bottles, cardboard, grease, etc.) collected.

B. The name(s) and address(es) of each collection site within the city of Porterville, including amount, weight, or tonnage of the recyclables collected at each site.

C. Name and address of the site(s) where the above recyclables were disposed.

The permittee shall maintain such records for a period of five (5) years and shall, upon reasonable request, make such records available for the city's inspection.

The permittee shall also supply additional information when requested by the city manager or his designee. (Ord. 1494A, 7-20-1993; Ord. 1615, 10-1-2002)

13-23: HOME GENERATED SHARPS WASTE MANAGEMENT PROGRAM:

A. Purposes: The city of Porterville finds and declares all of the following purposes for this section:

1. To achieve the mandates imposed by the integrated waste management act of 1989 (AB 939) on a regional basis;

2. To enact a comprehensive and innovative system for the proper and legal management of home generated "sharps" waste, as defined in subsection B of this section in the city of Porterville in accordance with section 118286 of the California Health And Safety Code;

3. To enact a law that establishes a program that is convenient for consumers and the public to return and ensure the safe and environmentally sound disposal of home generated sharps waste, and to provide a "no cost" system for consumers for the return of home generated sharps waste;

4. To assure that the costs associated with the handling and disposal of home generated sharps waste are the responsibility of the producers and retailers of home generated sharps waste, and not local governments or their service providers, state or local government, or taxpayers;

5. To reduce the likelihood of the illegal disposal of home generated sharps waste;

6. To ensure that all costs associated with the proper management of home generated sharps waste are internalized by the producers and retailers of home generated sharps waste at or before the point of purchase, and not at the point of discard;

7. To assure that manufacturers and retailers of sharps, while working to achieve the goals and objectives of this section, shall have the flexibility to partner with each other, with governmental programs, and with private and nonprofit business enterprises that provide collection and processing services, to develop and promote a safe and effective home generated sharps waste management system; and

8. To provide for the safe and convenient collection and disposal of one hundred percent (100%) of the home generated sharps waste discarded in the city of Porterville at no cost to the consumer and to comply with the requirements pursuant to state Health And Safety Code prohibiting the disposal of home generated sharps waste in trash, recycling, yard waste, or landfills as of August 1, 2014.

B. Definitions:

CONSUMER: An individual who has purchased sharps for personal use for humans or animals.

CONTAINED: All home generated "sharps" (as defined herein) waste is properly secured in a "receptacle" (as defined herein) prior to delivery to a retailer for disposal.

DISTRIBUTOR: A person who sells sharps to a retailer.

HOME GENERATED: All "sharps" as defined herein derived from a household, including a multi-family residence, or a single- family residence.

PORTERVILLE AREA: The geographic area that includes the boundaries of the city of Porterville, California.

PROPER DISPOSAL OF HOME GENERATED SHARPS WASTE: Disposal in compliance with the applicable provisions of the California Health And Safety Code by means of an approved/certified medical waste disposal company.

RECEPTACLE: An FDA approved, rigid and puncture resistant container with a sealable lid that is designed specifically for transporting sharps for disposal.

RETAILER: Any entity, including, but not limited to, a person or business, or whatever form of organization, which sells sharps to a consumer, including a manufacturer of sharps who sells directly to a consumer.

SHARPS: Hypodermic needles, pen needles, intravenous needles, lancets, and other devices that are used to penetrate the skin for the delivery of medications, to humans or animals.

C. Sharps Management:

1. By August 1, 2014, every retailer of sharps sold in the city of Porterville shall establish, within the retail outlet, a system for the acceptance and collection of home generated sharps waste for proper disposal.

2. Each system established by a retailer for the acceptance and collection of home generated sharps waste that is enclosed in sealed, puncture resistant receptacles during the retailer's normal hours of operation, for proper disposal shall, at a minimum, include all of the following elements:

a. A convenient location within the retail establishment for the "take back" from the consumer of home generated sharps waste at no cost to that consumer.

b. Appropriate signage, prominently displayed within five feet (5') of any entrance to the retail establishment and easily visible to the consumer, indicating that the retail establishment accepts and collects contained home generated sharps waste from consumers.

c. An appropriately secured receptacle or receptacles for the collection of contained home generated sharps waste within the retail establishment. The retailer shall assure that all home generated sharps waste is properly contained in a sharps receptacle and placed in a secured drop off location.

d. Assurance that the collected home generated sharps wastes are disposed within the time period established by applicable state law, as determined, from time to time by the Tulare County environmental health service department, acting as the local enforcement agency.

e. Comply with all applicable provisions of the California medical waste management act, Health And Safety Code section 117600 et seq.

3. A retailer who is required to accept contained home generated sharps waste shall, at a minimum, provide the following take back services:

a. The take back from the consumer of contained home generated sharps waste that the retailer sold or previously sold to the consumer, at no cost to that consumer. In that event, the retailer may require proof of purchase of the prior sales. The retailer shall only be required to accept contained home generated sharps waste in an amount not to exceed the amount previously sold to the consumer.

b. The take back of contained home generated sharps waste from a consumer purchasing sharps from the retailer, at no cost to the consumer. In that event, the retailer shall only be required to accept contained home generated sharps waste in an amount not to exceed the amount being purchased.

c. The take back from the consumer of contained home generated sharps waste that the retailer did not sell or previously sell to the consumer, at no cost to that consumer. The retailer shall only be required to accept contained home generated sharps waste in an amount not to exceed the equivalent of one 2-quart size sharps container per week, per consumer, from any consumer who resides in the city of Porterville area. (Ord. 1814, 6-17-2014)

13-24: PENALTY FOR VIOLATION:

Any person violating any of the provisions of this chapter or wilfully and knowingly refusing to comply with the rules, regulations and determination of the city manager shall be guilty of a misdemeanor and, upon conviction thereof, shall be punishable by a fine not to exceed one thousand dollars (\$1,000.00) or by imprisonment in the county jail for a period not to exceed six (6) months, (or as otherwise specified in the Section 1-9 of this Municipal

Code), or by both fine and imprisonment. (Ord. 1494A, 7-20-1993; Ord. 1615, 10-1-2002; Ord. 1814, 6-17-2014)

13-25: COMPLIANCE WITH THE ACT AND SB 1383 REGULATORY COMPLIANCE

A. Compliance with the Act: All residential premises, multifamily residential complexes, commercial customers, franchised haulers, generators, haulers, licensed haulers, and all other entities subject to the requirements of the Act shall fully comply with the Act and all other applicable law or be subject to any applicable penalties as prescribed in 14 CCR Section 18997.2, City Code Chapter 13-24 (Penalty for Violation), or City Code Chapter 2 Article XIV (Administrative Citations), or any other applicable enforcement provision of this Code, as determined by the City Manager and/or his or her designee.

B. SB 1383 Regulatory Compliance: Organic waste generators, haulers, and all other entities subject to the requirements of SB 1383 shall fully comply with all applicable requirements, including those summarized below, or be subject to the penalties as prescribed in 14 CCR Section 18997.2, City Code Chapter 13-24 (Penalty for Violation), or City Code Chapter 2 Article XIV (Administrative Citations), or any other applicable enforcement provision of this Code, as determined by the City Manager and/or his or her designee.

1. Organic waste generators.

SB 1383 requirements that apply to organic waste generators include, but are not necessarily limited to the following:

- a. All residential premises shall be automatically enrolled in the City's three-container collection services for garbage, recyclable materials, and organic waste including food waste.
- b. All commercial premises (including all multifamily residential complexes with five (5) or more units) must make arrangements for the diversion of recyclable materials and organic waste, either through a collection service with a solid waste franchised hauler, or by self-hauling to a permitted facility meeting the requirements specified in 14 CCR Section 18984.3. The City shall have the right to review the number and size of a generator's containers and frequency of collection, to evaluate adequacy of capacity provided for each type of collection service for proper separation of materials and containment of materials; and commercial premises shall adjust their service level for their collection services as required by the City.
- c. Generator shall place organic waste, including food waste, in the designated organic waste container; recyclable materials in the designated recycling container; and garbage in the designated garbage container. Generators shall not place materials designated for the garbage container into the organic waste container or recycling container.
- d. Each commercial premise and multifamily residential complex property owner shall be responsible for ensuring and demonstrating its compliance with the following requirements:
 - i. Supply and allow access to adequate number, size, and location of collection containers with sufficient labels or colors (conforming with requirements described below) for employees, contractors, tenants, and customers, consistent with the City's collection service or, if self-

- hauling in compliance with self-hauling requirements in Section B.c. herein.
- ii. Excluding multifamily residential complexes, provide containers for the collection of organic waste and recyclable materials in all indoor and outdoor areas where disposal containers are provided for customers, for materials generated by that business. Such containers do not need to be provided in restrooms. If a commercial premises does not generate any of the materials that would be collected in one type of container, then the business does not have to provide that particular container in all areas where disposal containers are provided for customers. Pursuant to 14 CCR Section 18984.9(b), the containers provided by the business shall have either:
 - 1. A body or lid that conforms with the container colors provided through the collection service provided by the City's franchised hauler, with either lids conforming to the color requirements or bodies conforming to the color requirements, or both lids and bodies conforming to color requirements. A commercial premises is not required to replace functional containers, including containers purchased prior to January 1, 2022, that do not comply with the requirements of the subsection prior to the end of the useful life of those containers, or prior to January 1, 2036, whichever comes first.
 - 2. Container labels that include language or graphic images, or both, indicating the primary material accepted and the primary materials prohibited in that container, or containers with imprinted text or graphic images that indicate the primary materials accepted and primary materials prohibited in the container. Pursuant to 14 CCR Section 18984.8, the container labeling requirements are required on new containers commencing January 1, 2022.
 - 3. Multifamily residential complexes are not required to comply with container placement requirements or labeling requirements in this Section pursuant to 14 CCR Section 18984.9(b).
 - iii. Annually provide information to employees, contractors, tenants, and customers about organic waste recovery requirements and about proper sorting of source separated organic waste and source separated recyclable materials.
 - iv. Provide education information before or within fourteen (14) days of occupation of the premises by new tenants that describes requirements to keep source separated organic waste and source separated recyclable materials separate from garbage and the location of containers and the rules governing their use at each property.
 - v. Provide or arrange access for the City or its representative to their properties during all inspections conducted in accordance with SB 1383 to confirm compliance with the requirements of this Chapter.

- vi. Commercial premises, but not multifamily residential complexes, are also required to:
 - 1. To the extent practical through education, training, inspection, and/or other measures, prohibit employees from placing materials in a container not designated for those materials per the City's collection service.
 - 2. Periodically inspect organic waste, recycling, and garbage containers for contamination and inform employees if containers are contaminated and of the requirements to keep contaminants out of those containers pursuant to 14 CCR Section 18984.9(b)(3).
 - vii. Nothing in this Chapter prohibits a generator from preventing or reducing waste generation, managing organic waste on site, or using a community composting site pursuant to 14 CCR Section 18984.9(c).
- e. Waivers for Generators
- i. City may waive a commercial customer's obligation (including a multifamily residential complex) to comply with some or all of the organic waste requirements of SB 1383 if the commercial customer provides documentation as described below, and the City finds that documentation supports the granting of a waiver.
 - 1. Commercial customers requesting a de minimis waiver shall submit an application specifying the services that they are requesting a waiver from and provide documentation that either:
 - a. The commercial customer's total solid waste collection service is two cubic yards or more per week and organic waste subject to collection in a blue container or green container comprises less than 20 gallons per week per applicable container of the business' total waste; or,
 - b. The commercial customer's total solid waste collection service is less than two cubic yards per week and organic waste subject to collection in a blue container or green container comprises less than 10 gallons per week per applicable container of the business' total waste.
 - c. Notify City if circumstances change such that commercial customer's organic waste exceeds threshold required for waiver, in which case waiver will be rescinded.
 - 2. Commercial customers or property owners may request a physical space waiver through the following process:
 - a. Submit an application specifying the services that they are requesting a waiver from.
 - b. Provide documentation that the premises lacks adequate space for blue containers and/or green containers

including documentation from its hauler, licensed architect, or licensed engineer.

- ii. Waivers shall apply for up to, but no longer than five (5) years, as determined by the Director and/or his or her designee.

2. Other entities

SB 1383 requirements that apply to other entities include, but are not necessarily limited to the following:

a. Commercial edible food generators

- i. Tier one commercial edible food generators shall comply with the requirements of 14 CCR Section 18991 commencing January 1, 2022. Tier two commercial edible food generators shall comply with the requirements 14 CCR Section 18991.3 commencing January 1, 2024.
- ii. A large venue or large event operator that does not provide food services, but allows for food to be provided, shall require food facilities operating at the large venue or large event to comply with the requirements of 14 CCR Section 18991.3.
- iii. Commercial edible food generators shall comply with the following requirements:
 - 1. Arrange to recover the maximum amount of edible food that would otherwise be disposed.
 - 2. Contract with or enter into a written agreement with food recovery organizations or food recovery services for: (i) the collection of edible food for food recovery; or (ii) acceptance of the edible food that the commercial edible food generator self-hauls to the food recovery organization for food recovery.
 - 3. Shall not intentionally spoil edible food that is capable of being recovered by a food recovery organization or a food recovery service.
 - 4. Shall keep records as specified in 14 CCR Section 18991.4.
 - 5. Shall provide to the City a copy of any of the information they are required to track per Section 18991.4 within 30 days of request by the City.

b. Food recovery organizations and services

- i. Shall maintain records as specified in 14 CCR Section 18991.5, and shall provide a copy of those records to the City within 30 days of request by the City.

c. Self-hauler Requirements

- i. Any party wishing to self-haul material must apply for and receive written approval from the City.
- ii. Self-haulers shall source separate all recyclable materials and organic waste generated on-site from solid waste in a manner consistent with 14 CCR Sections 18984.1 and 18984.2, or shall haul organic waste to a high diversion organic waste processing facility as specified in 14 CCR Section 18984.3.
- iii. Self-haulers shall haul their source separated recyclable materials to a facility that recovers those materials; and haul their source separated green

container organic waste to a solid waste facility, operation, activity, or property that processes or recovers source separated organic waste. Alternatively, self-haulers may haul organic waste to a high diversion organic waste processing facility.

1. Self-haulers that are commercial customers (including multifamily residential complexes) shall keep a record of the amount of organic waste delivered to each solid waste facility, operation, activity, or property that processes or recovers organic waste; this record shall be subject to inspection by the City. The records shall include the following information:
 - a. Delivery receipts and weight tickets from the entity accepting the waste.
 - b. The amount of material in cubic yards or tons transported by the generator to each entity.
 - c. If the material is transported to an entity that does not have scales on-site or employs scales incapable of weighing the Self-hauler's vehicle in a manner that allows it to determine the weight of materials received, the self-hauler is not required to record the weight of material but shall keep a record of the entities that received the organic waste.
- d. Inspections and Investigations by the City
 - i. The City's representatives, its designated entity, and/or designees are authorized to conduct inspections and investigations, at random or otherwise, of any collection container, collection vehicle loads, or transfer, processing, or disposal facility for materials collected from generators, or source separated materials to confirm compliance with this ordinance by organic waste generators, commercial premises (including multifamily residential complexes), property owners, commercial edible food generators, haulers, self-haulers, food recovery services, and food recovery organizations, subject to applicable laws. This section does not allow the City to enter the interior of a private residential property for inspection.
 - ii. A regulated entity shall provide or arrange for access to their properties during all inspections and shall cooperate with the City's employee or its designated entity/designee during such inspections and investigations. Such inspections and investigations may include confirmation of proper placement of materials in containers, edible food recovery activities, records, or any other requirement of this ordinance described herein. Failure to provide or arrange for access to an entity's premises or access to records for any Inspection or investigation is a violation of this Chapter and may result in penalties described.
 - iii. Any records obtained by the City during its inspections and other reviews shall be subject to the requirements and applicable disclosure exemptions of the Public Records Act as set forth in Government Code Section 6250 et seq.

- iv. The City's representatives, its designated entity, and/or designees are authorized to conduct any inspections, remote monitoring, or other investigations as reasonably necessary to further the goals of this ordinance, subject to applicable laws.
- v. The City shall receive written complaints from persons regarding an entity that may be potentially non-compliant with SB 1383 regulations, including receipt of anonymous complaints.

SECTION 2: This ordinance shall be in full force and effect thirty (30) days from and after its publication and passage.

PASSED, APPROVED, AND ADOPTED this 1st day of March, 2022.

Martha A. Flores, Mayor

ATTEST:
John D. Lollis, City Clerk

By: _____
Patrice Hildreth, Chief Deputy City Clerk



CITY COUNCIL AGENDA – MARCH 1, 2022

SUBJECT: Consider Municipal Code Dog Leash Requirements

SOURCE: City Manager's Office

COMMENT: At its meeting on February 15, 2022, the City Council approved Mayor Flores' request that the Council consider and review the City's Code for dog leash requirements as a Scheduled Matter at this meeting.

Pursuant to City Municipal Code Chapter 5, Article 2, Section 24 (5-2.24: Leash Requirements), it shall be unlawful in the city of Porterville for the owner or handler in lawful possession or control of a dog to walk the dog on any public space or right of way without the dog being secured or tethered by a fixed length leash not to exceed six feet (6').

Pursuant to City Municipal Code 5-2.23 (Permitting Animals to Run at Large), it shall be unlawful in the city of Porterville for the owner or other person in lawful possession or control of an animal to allow or permit the animal to run at large on any property, public or private, except with the consent of the property owner, or in a park or other area designated specifically for such activity (e.g. Sports Complex Dog Park).

RECOMMENDATION: That the City Council consider and review the City's Code for dog leash requirements, and provide direction as determined.

ATTACHMENTS:

1. Municipal Code 5-2.24: Leash Requirements
2. Municipal Code 5-2.23 - Permitting Animals to Run at Large

Appropriated/Funded:

Review By:

Department Director:
John Lollis, City Manager

Final Approver: John Lollis, City Manager

5-2.24: LEASH REQUIREMENTS:

It shall be unlawful for the owner or handler in lawful possession or control of a dog to walk the dog on any public place or right of way without the dog being secured or tethered by a fixed length leash not to exceed six feet (6'), and the number of dogs shall not exceed the number of dogs the owner or handler can reasonably and safely control and in no circumstance shall the number of dogs exceed three (3). (Ord. 1824, 6-16-2015)

5-2.23: PERMITTING ANIMALS TO RUN AT LARGE:

It shall be unlawful for the owner or other person in lawful possession or control of an animal to allow or permit the animal to run at large upon any property, public or private, except with the consent of the property owner, or in a park or other area designated specifically for such activity. Every animal found running at large in violation of the provisions of this section may be seized and impounded and/or the responsible person may be issued a citation for said violation. (Ord. 1824, 6-16-2015)



CITY COUNCIL AGENDA – MARCH 1, 2022

SUBJECT: Status and Review of Proclamation of Local Emergency: COVID-19

SOURCE: City Manager's Office

COMMENT:

At its meeting of March 17, 2020, the City Council took action to approve a Resolution of Proclamation of Existence of a Local Emergency for the novel coronavirus (COVID-19), which staff also initiated a soft-opening of its Emergency Operations Center (EOC) on Friday, March 20, 2020. At its meeting on February 15, 2022, the Council reviewed the status of existence of local emergency, and acted to continue its Resolution of Proclamation.

On March 4, 2020, Governor Newsom issued a Proclamation of a State of Emergency, President Trump issued a Proclamation on Declaring a National Emergency on March 13, 2020, and the Tulare County Board of Supervisors adopted a Resolution of Proclamations of Local Emergencies on March 17, 2020. The Tule River Tribal Council also adopted a Resolution of Declaration of State of Emergency on March 13, 2020. Subsequent to his Proclamation at the time of this report, Governor Newsom has issued seventy (70) Executive Orders in support of the State addressing and mitigating COVID-19 impacts, several of which are pertinent to the City. On June 11, 2021, Governor Newsom issued two Executive Orders to terminate the Stay-at-Home Order (Executive Order N-07-21), as well as to begin the wind down of other previous Executive Orders related to the pandemic (Executive Order N-08-21).

During the past eighteen (18) months, the Council and its legislative bodies have conducted teleconferencing meetings as allowed pursuant to a series of Executive Orders, the most recent which expired on September 30, 2021 (Executive Order N-08-021, issued June 11, 2021), which waived all physical presence requirements under the Brown Act as a means of limiting the spread of COVID-19. Recently adopted State law, Assembly Bill 361 (AB 361), extends the authority of public agencies to conduct meetings by teleconference, including video conference, without compliance with all of the Brown Act's limitations on such meetings, which the status of emergency resulting from the COVID-19 pandemic and accompanying recommendations for social distancing remain in place. Consistent with AB 361, the Council must adopt a Resolution consistent with its proclamation of local emergency, and must review and renew such Resolution every thirty (30) days thereafter. AB 361 will sunset on January 1, 2024.

Governor Newsom's Executive Order N-25-20, issued on March 12, 2020, provided restrictions on mass gatherings of no more than 250, as well as

provided accommodations to the Brown Act to encourage remote participation and social distancing. At its meeting of March 17, 2020, the Council gave direction of local gatherings not to exceed twenty-five (25), which staff responded to complaints and incidents accordingly. Both President Trump and the Centers for Disease Control (CDC) had recommended mass gatherings not exceed ten (10), which with Easter approaching on Sunday, April 12, 2020, the Council acted at its meeting on April 7, 2020, to limit local gatherings to no more than ten (10) individuals, allowing also for 6' social distancing. On October 9, 2020, apparently in consideration of the approaching holidays (e.g. Halloween, Thanksgiving, Christmas, etc.), the State issued guidance to allow up to three households to gather outdoors, including in a public park or outdoor space, allowing for social distancing, hand hygiene and wearing of face coverings unless eating or drinking, and not to exceed two hours in duration.

On December 3, 2020, in response to rapidly increasing positive cases and hospitalizations (especially requiring ICU care), the State issued new stay home Orders that prohibited all gatherings with members of other households. On January 25, 2021, the State ended its stay home Orders, removing the prohibited gathering restriction. On April 12, 2021, the State issued new guidance for activities and business tiers consistent with the Blueprint for a Safer Economy, which continued to strongly discourage indoor gatherings, but did allow for outdoor social gatherings not to exceed fifty (50) individuals in the Orange (Moderate) Tier - Tulare County's tier status at that time. On May 21, 2021, the State issued new guidance for activities and business referred to as "Beyond the Blueprint" that became effective June 15, 2021, eliminating limitations on capacity and allowing large gatherings both outdoors (recommended vaccine verification or negative testing) and indoors (required vaccine verification or negative testing). The "Beyond the Blueprint" requirements and regulations were effective through October 1, 2021, which the State assessed conditions by September 1, 2021 and determined an update was necessary. On August 18, 2021, the State issued updated guidance to the "Beyond the Blueprint" in regard to indoor "Mega Events," requiring vaccine verification or negative testing requirements for events involving 1,000 or more participants, removing self-attestation as a mode of verification after September 20, 2021, and extending requirements and regulations until November 1, 2021. On October 27, 2021, the State issued updated guidance to the "Beyond the Blueprint" in regard to Indoor "Mega Events," requiring all indoor events to confirm identification of all attendees age 18 and older to confirm the individual presenting proof of vaccination or negative test is the attendee entering the facility or venue beginning December 1, 2021. On December 31, 2021, the State issued updated guidance to the "Beyond the Blueprint" in regard to indoor "Mega Events," lowering the threshold for Indoor Mega Events to 500 attendees and Outdoor Mega Events to 5,000 attendees. On February 7, 2022, the State issued updated guidance to the "Beyond the Blueprint" in regard to indoor and outdoor "Mega Events," reverting to the guidance effective as of December 1, 2021.

The County and most cities across the county initially either closed or instituted soft-closings of its parks, including the closing of arbors, playgrounds and restrooms. At its meeting of April 7, 2020, the Council acted to soft-close City parks, including arbors, playgrounds, skatepark and sports courts (keeping

restrooms open for hygiene purposes) and that gatherings of any size not occur. Consistent with the State and County's modified Orders regarding outdoor recreation and operating restrictions, at its meeting of May 5, 2020, the Council acted to reopen the City's golf course (including requiring participants to wear face coverings), OHV Park and tennis courts. On June 5, 2020, the State announced guidelines for the opening of outdoor recreation, including public swimming pools and aquatic venues, beginning June 12, 2020. At its meeting on June 16, 2020, the Council provided approval for the opening of the Murry Park swimming pool and Fallen Heroes Park splash pad consistent with the State's guidelines and necessary precautions and preparations. With continued limitations on team-oriented recreation activities, staff prepared new individual outdoor recreation opportunities for the community, such as cross-country running. On June 5, 2020, the State also provided guidance on the opening of day camps beginning June 12, 2020, which staff also prepared for opening consistent with the State's guidelines and necessary precautions and preparations, and subsequently was completed on July 31, 2020. On September 28, 2020, the State allowed public playgrounds to reopen with guidance and restrictions, which at its meeting on October 6, 2020, the Council acted to keep playgrounds closed until further action. In its regional stay at home order issued on December 3, 2020, the State ordered the closing of all indoor and outdoor playgrounds, but did encourage residents to experience outdoor recreation without gathering with anyone outside their immediate household. On December 9, 2020, the State changed its guidance on outdoor playgrounds, allowing to remain open to facilitate physically distanced personal health and wellness through outdoor exercise. At its meeting on February 2, 2021, the Council acted to reopen the City's public playgrounds and skatepark in accordance with State guidance and restrictions. On February 19, 2021, the State released new guidance for both indoor and outdoor youth and recreational adult sports, effective February 26, 2021. Adhering and consistent with State guidance, the City began offering the reservation of park arbors and pavilions on March 27, 2021, and reopened the Zalud House Museum on March 25, 2021.

Due to the pandemic and to avoid mass gatherings, the community has suffered from the cancellation in the 2020 calendar year of the Iris Festival, Cinco de Mayo Parade, Porterville Fair, Military Banner Ceremony, KJUG Summer Concert Series, Freedom Fest, Pioneer Days, Veterans Day Parade, Christmas Tree-Lighting Ceremony and the Children's Christmas Parade (December), which further cancellations in the current calendar year potentially to occur. At its meeting on October 5, 2021, the Council approved the Veterans Day Parade to occur on November 11, 2021, with health and safety precautions required including: 1) longer parade route, multiple announcing areas and signage to avoid gathering and encourage social distancing; 2) livestreaming the event for individuals who elect not to attend in-person; and 3) sponsoring a vaccine event in collaboration with Sierra View Medical Center. At its meeting on November 16, 2021, the Council approved the Children's Christmas Parade to occur on December 4, 2021, with the same health and safety precautions as the Veterans Day Parade.

Governor Newsom's Executive Order N-28-20, issued on March 16, 2020, strongly advised that both private and public utilities not shutoff utilities or charge late fees for lack of payment until May 31, 2020, and directed the California Public Utilities Commission to review both private and public utilities for conformance. At its meeting on March 17, 2020, the Council acted to suspend the shutoff of utilities and the charging of late fees for lack of payment until at least its meeting of April 21, 2020 for review. Governor Newsom issued Executive Order N-42-20 on April 2, 2020, which mandated that private and public water utilities not shutoff service due to non-payment, retroactive to March 4, 2020 - the Order did not reference the charging of late fees. Given the suspension of shutoff and charging of late fees, the City initially experienced a dramatic increase in accounts not making payment since the Council's action, which staff reinforced the message to customers that regular payments must still be made and has led to now generally usual payment, although has begun to accumulate. Since the Council's action on March 17, 2020 and as of January 31, 2022, there was \$1,426,953 in unpaid City utility accounts (water: \$694,291; sewer: \$389,803; and refuse: \$342,859), with the corresponding total loss in late fees of \$408,670 - almost triple the City's experience prior to the Governor's Executive Order. At its meeting on April 21, 2020, the Council acted to continue the moratorium of utility turnoff for non-payment consistent with the Executive Order, and to continue not to charge late fees until further action by the Council. State Senate Bill 155 was chaptered on September 24, 2021, which extended the prohibition of shutoff of utilities until December 31, 2021. At its meeting on December 21, 2021, the Council acted to extend the moratorium for utility turnoff for non-payment and not charging of late fees until April 5, 2022. Under the State's Water and Wastewater Arrearage Payment Program, the City submitted a claim for \$1,047,940.47 to recover unpaid water accounts from residential and commercial customers accrued between March 4, 2020 and June 15, 2021, which the State deemed eligible \$324,000 for reimbursement.

Governor Newsom's Executive Order N-32-20, issued on March 18, 2020, appropriated \$150 million in emergency homeless funding, of which \$284,403 was allocated to Tulare County between \$147,734 to the Continuum of Care (CoC) and \$136,669 to the County. The CoC initially indicated its appropriation to the City of approximately \$40,000 based upon recent homeless population counts, which City staff recommended be the funding source for the daily homeless lunch program the City initiated on March 27, 2020, with the closure of the local non-profit (Helping Hands of Porterville Inc.) due to pandemic concerns earlier that same week. Staff estimated that the \$40,000 would allow the daily lunch program to continue through the month of April 2020. Subsequently, the CoC indicated it was attempting to match its funding allocation with the County's as the required 25% match to larger federal FEMA funding of approximately \$1.2 million. The County has indicated its allocation will be utilized in assisting with providing shelter for homeless individuals that are identified high-risk or in need of quarantine due to COVID-19 (Project Roomkey), which the County was working with two local hotels in the leasing of approximately thirty (30) rooms. At the time of this report, the County is no longer reporting the number of hotel rooms available to homeless individuals

participating in the Project Roomkey program across the county, nor the number of rooms occupied. The County also reports that a Street Medicine event occurred in Porterville on June 29, 2020, during which twelve (12) individuals were tested for COVID-19 and all were negative, as well as another Street Medicine event that occurred in the Porterville area on May 7, 2021. On July 1, 2020, Helping Hands of Porterville resumed its daily homeless lunch program, thus relieving the City and its staff of the deliver of this program.

However, Helping Hands decided to close its program in October 2020 due to limited donations and participation.

The City's contract operator of the planned navigation center, Turning Point of Central California, had been issued building permits and was making necessary improvements for anticipated opening in the month of July, with the installation of the fire monitoring and suppression system the final improvement needed to be completed. Turning Point had previously indicated that due to the current pandemic, occupancy of the navigation center when opened would be at half-capacity to allow adequate physical distancing given group housing, but now believes the center can open with two-thirds capacity and meet State guidelines for healthy and safe operations. Given the delay in the installation of the fire monitoring and suppression system, at its meeting on August 4, 2020, the Council gave staff direction to consider opening the navigation center restricted to providing services without housing, which Turning Point opened and began offering daily services only on August 18, 2020. With the final completion of the requisite fire suppression and monitoring system, Turning Point began offering emergency shelter and transitional housing on November 15, 2020.

For those served by the navigation center, a vaccine event occurred on May 7, 2021.

Governor Newsom's Executive Order N-33-20, issued on March 19, 2020, ordered that state residents shelter-at-home, and that only identified essential businesses remain open and associated workforce. Much confusion reverberated throughout the state in clarifying essential businesses, which staff both responded to complaints and acted proactively in following the State's guidelines of essential businesses (attached). To assist in this ever-changing subject, at its meeting on April 21, 2020, the Council acted to appoint Vice Mayor Reyes and Council Member Gurrola to form an Ad Hoc Committee to coordinate with the City Attorney and City Manager in the application of the State and County guidelines in regard to essential and non-essential businesses.

The Committee has met intermittently in review of local complaints and compliance with modified State and County Orders. At its meeting on December 15, 2020, the Council acted to appoint Council Member Carrillo to replace former Council Member Gurrola on the Committee.

On Tuesday, April 28, 2020, Governor Newsom announced his 4 Stage plan for reopening the California economy and gradual modification of his stay-at-home Order, which his presentation is enclosed. The Governor indicated that moving from current Stage 1 to State 2 would likely occur in several weeks and allow non-essential "low-risk" retail to reopen with requisite 6' social distancing. The

Governor indicated "high-risk" personal services would likely be allowed later during the Summer. On May 4, 2020, Governor Newsom issued Executive Order N-60-20, allowing the reopening of lower-risk businesses and spaces in Stage 2 beginning May 8, 2020, including manufacturing, retailers (pick-up and delivery) and warehouses. The Order also allowed Counties to proceed more quickly through Stage 2 (Variation Attestation) given certain State-determined public health metrics were met, including: 1) sustained reduction or stability in new cases for fourteen (14) days; 2) adequate diagnostic testing capacity and test results, including the ability to test all individuals with COVID-19 symptoms, same-day testing widely available for hospitalized patients, healthcare workers and workers in essential roles, close contacts for confirmed cases, and outpatients with symptoms; 3) public health department's capacity to rapidly interview new cases, identify close contacts, and ensure isolation and quarantine are effective; and 4) health care system capacity to respond to potential surges.

At its meeting on May 12, 2020, the Tulare County Board of Supervisors considered its draft plan for compliance with the Executive Order (attached).

Of note, the Tulare County Public Health Officer issued a health advisory on May 7, 2020, that county residents should wear face coverings when in public (attached). At its meeting on May 19, 2020, the Board of Supervisors acted to modify its draft plan for reopening, including advancing immediately through the State's Stage 3, rescinding the County's Public Health Officer's Order, halting all local civil enforcement of stay-at-home Orders, directing County guidance for Stage 3 businesses, and direct County efforts from meeting State metrics to supporting problem areas and populations including the elderly and health compromised individuals, skilled nursing facilities, hospitals, and businesses or agencies with reported outbreaks. On May 26, 2020, the County submitted its Variance Attestation to the State, which was approved and posted by the State on May 27, 2020, allowing the county to proceed through the State's Stage 2.

On May 25, 2020, the State announced that places of worship (25% capacity) and in-store retail were allowed to proceed immediately statewide, and on May 26, 2020, the Governor announced that barber and hair salons could reopen immediately in counties with approved Variance Attestations, which as previously stated Tulare County's was approved by the State on May 27th. On June 5, 2020, the State announced that additional previous Stage 3 activities would be allowed to reopen with provided guidance effective June 12, 2020, including bars and wineries, campgrounds and RV parks, family entertainment centers (i.e. bowling alleys and movie theaters), fitness facilities, and museums/galleries/zoos/aquariums.

Due to increasing positive cases across the state, on June 18, 2020, the State issued guidance that all individuals wear face coverings when in public. At its meeting on July 7, 2020, the Council acted to approve and Order under its Proclamation of Local Emergency authorizing the City to enforce the State's mandatory face covering requirements through the City's administrative citation regulations and aggressive education efforts, and directed City staff to prepare

an emergency Ordinance requiring face coverings consistent with the State requirements, which was scheduled for Public Hearing and was approved by the Council at its meeting of July 21, 2020. In enforcement of the emergency Ordinance since adoption by Council, the Fire Department's Code Enforcement Division has eleven (11) documented business-oriented incidents, and the Police Department has 132 documented individual or group incidents. On June 9, 2021, the State released new face coverings guidance to take effect June 15, 2021, providing that face coverings are not required for fully vaccinated individuals except for: 1) on public transit; 2) indoors in K-12 education, childcare and youth settings; 3) healthcare settings; 4) state and local correctional and detention facilities; and 5) homeless, emergency and cooling centers. Unvaccinated individuals continue to be required to wear face coverings when indoors in public settings and businesses. On July 27, 2021, the CDC issued guidance that recommended vaccinated individuals wear face coverings while indoors in areas considered to be experiencing increased spread ("substantial" or "high" risk) of the delta variant coronavirus, which Tulare County at the time of this report is considered "high" risk for spread. On December 13, 2021, the State issued guidance to require all individuals regardless of vaccination status to wear face coverings when in indoor public places effective December 15, 2021, to be reevaluated by January 15, 2022. On January 5, 2022, the State issued updated guidance extending the requirement for universal masking indoors statewide through February 15, 2022. On February 7, 2022, the State issued updated guidance to revert back to the requirements effective as of June 15, 2021.

Due to increasing positive cases, testing positivity and COVID-19 hospitalizations, the State placed Tulare County on its monitoring list program for targeted engagement and potentially reinstituting community measures, which on June 28, 2020, the State directed all bars in Tulare County be closed again immediately by local health officer order. On July 1, 2020, the State further directed the closing of indoor activities for at least the succeeding three weeks, including restaurants, bowling alleys, movie theaters, card rooms, museums, wineries and zoos. On Monday, July 14, 2020, the State directed the immediate closure of all bars in California and cease in-restaurant dining, as well as the immediate closure of indoor activities or industries including barbershops, fitness centers, hair salons, malls, offices for non-essential sectors, personal care services (e.g. esthetic salons, nails salons, tattoo parlors), protests and places of worship for counties on the State's monitoring list (including Tulare County), unless the activity or industry can be modified to operate indoors or by pick-up. The State Board of Barbering and Cosmetology initially declared that barbershops and esthetic, hair and nails salons are required to operate indoors and may not operate outdoors and therefore must be closed, however, the State Board subsequently determined to allow these businesses to be open with modifications to operate outdoors.

On August 28, 2020, Governor Newsom announced that the State was implementing a new County Monitoring List system known as the Blueprint for a Safer Economy, incorporating standardized four tiers dependent upon a county's daily new cases per 100,000 population and testing positivity rates and

the corresponding effect on economic sectors guidelines for operation. When the Blueprint for a Safer Economy was retired on June 15, 2021, Tulare County was in the Orange (Moderate) tier given its daily positive case rate per 100,000 population exceeded two (1.5 at the time of the report), however, the positivity rate met the Yellow (Minimal) tier requirement of less than two percent (1.5% at the time of the report). As of June 15, 2021, there were three counties in the Red (Substantial) tier, thirty-one (31) counties in the Orange (Moderate) tier and twenty-four (24) counties in the Yellow (Minimal) tier. Under the new system, the State allowed barber and hair salons to reopen indoor operations on August 31, 2020, and allowed nail salons to reopen indoor operations on September 22, 2020, if permitted by local county public health officials. The State further allowed expanded personal care services to reopen indoor operations on October 20, 2020, including esthetic, skin care, electrology, body art professionals, tattoo parlors, piercing shops and massage therapy (in non-healthcare settings).

On September 30, 2020, the State announced a new health equity metric to be included in the Blueprint for a Safer Economy, requiring that test positivity rates in disadvantaged communities that comprise the lowest quartile of a county's Healthy Places Index census tracts do not significantly lag behind overall county test positivity rates. In order to advance to the next less restrictive tier (e.g. Purple-widespread to Red-substantial), a county will need to meet an equity metric and/or demonstrate targeted investments to eliminate disparities in levels of transmission. According to Tulare County's report as of October 13, 2020, the lowest quartile does not include Porterville areas exceeding 8% positivity, with the census tracts of Cutler/Yettum (24.4%), Pixley/Teviston (18.9%), Earlimart (15.6%), Alpaugh/Allensworth/Richgrove (15.4%), South-Central Tulare (13.3%), Tipton/Woodville (12.5%), West-Central Tulare (11.8%) and Oroshi (8.9%) being of greatest concern. As referenced by a Member of Council, at its meeting on October 6, 2020, the Tulare County Board of Supervisors adopted a Resolution, demanding clarity, consistency, and continuity from Governor Newsom regarding COVID-19 directives to counties.

On November 19, 2020, due to the observed significant rise in positive cases, the State announced a "Limited Stay At Home Order" that in all counties in the Purple (Widespread) tier under the State's Blueprint for a Safer Economy, requiring that all non-essential business and public activities cease to occur between 10:00 PM and 5:00 AM, effective November 21, 2020 through December 21, 2020 or as may be extended. On January 25, 2021, the State removed this Order effective immediately.

On December 3, 2020, due to the continued significant rise in positive cases and hospitalizations (especially ICU care), the State issued a "Regional Stay At Home Order" with the state separated into five regions by county and centered around maintaining a minimum of fifteen percent (15%) regional hospital ICU capacity, with Tulare County joining eleven (11) other counties in the "San Joaquin Valley" region. The San Joaquin Valley region experienced 14.1% ICU capacity on December 5th and 6.6% capacity on December 6th, causing

the new regional order to go into effect in the San Joaquin Valley region at 11:59 P.M. on December 6th. As of June 15, 2021, the San Joaquin Valley region had 27.4% ICU capacity. The regional order modified business operations, including: 1) limit indoor retail to no more than twenty percent (20%) capacity; 2) limit restaurants to delivery/pick-up/take-out only; 3) limit worship and political expression to outdoor only; 4) limit outdoor recreation to no drink or food sales; 5) limit essential office work only when remote work is not possible; and 6) limit hotels and lodging to only supporting critical infrastructure. The regional order closes business operations, including: 1) barber and hair salons; 2) personal care services (esthetician, massage, nail and tattoo); and 3) museums. On January 25, 2021, the State removed this Order, returning to the State's Blueprint for a Safer Economy and the county tiers system.

The new State Blueprint also provided a waiver process to allow TK-6th Grade students to receive in-person instruction with prior County and State approval, which locally St. Anne's School received such approval and began instruction on September 14, 2020. Also locally, Hope Elementary School received waiver approval and began in-person instruction on September 28, 2020, and Porterville Unified School District received waiver approval and began in-person instruction on December 1, 2020. Burton, Pleasant View Elementary and Rockford Elementary have each also received both County and State waiver approval and have begun in-person instruction. The State issued guidance on August 2, 2021, that all adults and students must wear face coverings when indoors, and on August 11, 2021, announced guidance that all education employees be vaccinated or be tested at least once weekly. On October 1, 2021, Governor Newsom announced that the COVID-19 vaccine would be added to the list of vaccines required for school attendance for middle and high school grades, once the vaccine receives full approval from the federal Food and Drug Administration (FDA).

At its meeting on August 4, 2020, the Council considered and gave direction to staff evaluate opportunities for local restaurants to operate outdoors in the City's public right-of-way. At its meeting on August 18, 2020, given City liability considerations, the Council gave direction to work with local restaurants individually through an application and guidelines developed in coordination with the Council's Ad Hoc Committee. On August 24, 2020, the Council Ad Hoc Committee met with staff to review draft guidelines for the opening of outdoor dining by restaurants in public right-of-way, which the final guidelines are provided as an attachment. Consistent with the guidelines and the proposed City's support for protecting restaurant patrons dining in the public right-of-way, at its meeting on September 1, 2020, the Council authorized an appropriation of \$100,000 from the City's Emergency/Catastrophic Reserve Fund for the purchase of necessary traffic and sidewalk barriers and other complimentary amenities, with any expenditure of funds to be documented for potential reimbursement should future federal and/or state funding be made available to mitigate COVID-19 activities. Nine entities had been approved to provide outdoor dining, including the Elks Lodge #1342, New China Restaurant, El Jacalito Taqueria, Pho Sho Fusion House, Pizza Factory, El

Maguey Mexican Restaurant, Mariscos El-30, RJ's Cafe & Bakery, El Nuevo Mexicali II, Habi Sushi, Black Bear Diner and Birria Y Pollos El Guero, and several more were in the application process prior to outdoor dining being prohibited by the State's regional stay at home orders on December 3, 2020. On January 25, 2021, the State removed the regional stay at home Order, again allowing outdoor dining and the consideration of the outdoor dining permits that were in process. The Council's initial approval of the outdoor dining permit process was effective through January 31, 2021, which at its meeting on February 2, 2021, the Council acted to extend its outdoor dining permit process until June 30, 2021. Subsequently, an additional seven entities have been approved to provide outdoor dining, including Birria y Pupusas Las Favoritas, Denny's, El Nuevo Mexicali, El Tapatio, Landing 13, Taco Truck Cantina and The Mud House.

On June 3, 2021, Governor Newsom released a letter announcing the Eighth Notice of Regulatory Relief that allows restaurants and bars to maintain their expanded outdoor operations by providing regulatory relief through the end of 2021. The regulatory relief includes; on-sale retailers exercising off-sale privileges, sales of alcoholic beverages to-go, deliveries to consumers, free delivery, expansion of licensed footprint, on-sale licenses without kitchen facilities, virtual meet the winemaker or brewer dinners, renewal of relief for charitable promotions and sales, and relief from type-75 requirement to produce 100 barrels of beer annually. The letter also encourages local jurisdictions to continue to allow expanded outdoor dining opportunities. At the time of this report nineteen (19) entities have been approved to provide outdoor dining. One restaurant requested that their permit closed and several other restaurants are no longer utilizing the temporary outdoor dining areas approved under the program. The Council's initial approval of the outdoor dining permit process through January 31, 2021, was extended by the Council at its meeting on February 2, 2021 to June 30, 2021. At its meeting on June 15, 2021, the Council extended the outdoor dining permit through January 2, 2022, and at its meeting on December 21, 2021, the Council again extended the outdoor dining permit through April 5, 2022.

Due to increasing virus spread in the Central Valley resulting in increased cases and hospitalizations, on July 27, 2020, the Governor announced the appropriation of \$52 million in support of the counties of Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus and Tulare in the implementation of three Unified Support Teams to provide hands-on technical assistance in support of testing, contact tracing, isolation and quarantine efforts. On August 12 and 13, 2020, the State's Unified Support Team met with local representatives in developing strategies reducing community spread in Tulare County.

Most of the City's workforce has been deemed essential under the State's guidelines, which the City has directed its limited non-essential workers to remain at home and available for assignment if necessary, and has implemented a rotation of its essential workforce as much as possible to reduce employees

public exposure. Employees required to be at work during the shelter-at-home Order are accrued special leave for later utilization and/or payment, as well as employees that are working from home. Given the State's reopening guidelines, all City employees returned to work effective June 1, 2020, and the special leave program was discontinued effective May 31, 2020. Compounding the challenge for the City's workforce was the temporary closure of local non-profit contractor Promoting Self Worth (PSW) due to its workforce being considered highly vulnerable to COVID-19, thus necessitating City staff to address the contracted essential services of graffiti removal and the care for a significant number of Landscape and Lighting Maintenance Districts (LMD). PSW returned to performing its contracted services with the City beginning the week of May 11, 2020.

Governor Newsom's Executive Order N-37-20, issued on March 27, 2020, established a moratorium on eviction of tenants in good standing as of the date of the Order through May 31, 2020, which had been an issue of discussion by the Council at its meeting on March 17, 2020. On May 29, 2020, Governor Newsom issued Executive Order N-66-20, extending the eviction moratorium through July 28, 2020. On June 30, 2020, the Governor issued Executive Order N-71-20, extending the eviction moratorium through September 30, 2020. On August 31, 2020, Governor Newsom signed legislation to extend protections for tenants from eviction from COVID-19-related back rent through February 1, 2021, as well as extended anti-foreclosure protections in the Homeowner Bill of Rights to small landlords, and on January 20, 2021, Governor Newsom signed legislation to extend the protections through June 30, 2021. On June 28, 2021, Governor Newsom signed legislation to extend the protections through September 30, 2021. With the conclusion of the eviction moratorium, \$850 million in State emergency rental assistance continues to be available to eligible low income tenants through the California COVID-19 Rent Relief Program.

Governor Newsom's Executive Order N-39-20, issued on March 30, 2020, provided broad waivers of certifications and licensing for healthcare providers and locations to expand the provision of medical care in meeting an expected patient surge. During his press conference announcing the Order, Governor Newsom mentioned that Porterville would play a role in meeting the expected patient surge, which staff has learned will involve the reactivation of a portion of the General Treatment Area of the Porterville Developmental Center (PDC), including caring for up to potentially 350 COVID-19 patients in four (4) categories: 1) patients too sick to recover at home, but do not need hospitalization; 2) patients who have been hospitalized and who are recovering and require less care; 3) skilled nursing facility patients who don't require acute care; and 4) developmentally-disabled group home patients. Preliminary construction improvements have been completed to prepare the facility's infrastructure, with no timeline yet provided for necessary medical improvements expected to begin. The City has repeatedly asked the State to keep it involved in its planning efforts, including any actions by Council that would be supportive of its operation. On May 8, 2020, the City received notice from the County that the State intended to immediately relocate approximately forty (40) foster youth from across the state with COVID-19 to PDC, however,

on May 9, 2020, the County notified the City that the State had changed its plans and would not be relocating the youth to PDC, likely to ensure regional patient surge capacity. On July 2, 2020, the City received notification from the County that the State would activate PDC as a regional alternate site on Friday, July 3, 2020, treating low-acute COVID-19 patients transferred from impacted hospitals from across the Central Valley. On August 19, 2020, the State notified the County that State personnel were being assigned to support the large fires in northern California and now across the state, and that PDC would not be accepting any new patients until further notice. As of September 12, 2020, there were no patients being treated at PDC, with the State designating the "warm closure" of the facility that can be reactivated within seventy-two (72) hours if necessary. The State has indicated that due to rising hospitalizations, it anticipated that PDC would be reopened as a regional alternate site, which was activated on December 15, 2020, and at the time of this report is currently not treating any patients and has been returned to "warm closure" status.

As part of the Governor's commitment to broader testing in rural and underserved areas of the state, the State established a contracted large-scale testing facility at the Veterans Memorial Building, beginning operations on Tuesday, May 5, 2020. Up to 130 tests are expected to be performed each day (Monday - Friday) for the next several months, which testing will be available to everyone by appointment. Given initial low utilization, City staff initiated a local messaging campaign for local residents to be tested, which precipitated improved community response beyond minimum State testing thresholds. City staff had been notified by County staff that the Veterans Memorial administration has given notice to the State to terminate the testing at its facility effective July 31, 2020, so that it may again use the facility for other purposes, however, the State and the Veterans Memorial administration have agreed to continue testing, with the testing site being terminated effective July 31, 2021. In addition, the City has partnered with the County in providing free community walkup testing, occurring weekly on Tuesdays in the public parking lot south of the Centennial Plaza building, which the County made the determination to discontinue the testing site effective May 18, 2021.

The United States Food and Drug Administration (FDA) provided emergency use authorization for the Pfizer-BioNTech COVID-19 vaccine on December 11, 2020, the Moderna vaccine on December 18, 2020 and the Johnson & Johnson vaccine on February 27, 2021, which the State provided guidelines for the distribution of vaccines in three phases. Consistent with the State's identified Phase 1A/Tier 1 priority, Tulare County began vaccinations the week of December 14, 2020, with approximately 3,000 vaccines administered. At the time of this report, the County has received 331,725 vaccines and administered 242,035 vaccines to residents, and is available to all individuals age 12 or older. The County had identified large-scale community vaccination sites, with locations in Porterville (Porterville College), Tulare (Ag Center) and Visalia (College of the Sequoias), though the County transitioned the Porterville vaccination site to the Porterville Fairgrounds in May 2021 due to a parking lot project at Porterville College. At its Special Meeting on April 13, 2021, the

City Council approved a mass vaccination and resource fair event sponsored by the County at the Porterville Fairgrounds on Sunday, April 18th through Tuesday, April 20th, 2021, which a successor vaccination event at the Fairgrounds for Sunday, May 10th through Tuesday, May 12th, 2021. Effective July 31, 2021, the local community vaccine clinic operated by Sierra View Medical Center and Imperial Ambulance at the Veterans Memorial Building transitioned to Sierra View's facility on the southwest corner of Morton Avenue/Pearson Drive.

On March 27, 2020, President Trump signed the Coronavirus Aid, Relief, and Economic Security (CARES) Act, a \$2 trillion economic recovery stimulus package. The financial recovery package includes: 1) \$604 billion for individuals/families, including \$300 billion in cash payments, \$260 billion in unemployment payments and \$44 billion in student loan assistance; 2) \$500 billion for large corporations; 3) \$377 billion for small business; 4) \$340 billion for state and local governments; 5) and \$180 billion for public services, including \$100 billion for hospitals. Within the state and local government provisions, a local government's (county or city) population must exceed 500,000 to receive direct federal recovery, which local governments with population less than 500,000 would only receive federal recovery through a state if the state was agreeable to local government distributions. On April 24, 2020, President Trump signed the Paycheck Protection Program and Healthcare Enhancement Act (H.R. 266), which provided approximately \$400 billion in additional business assistance (\$321 billion) and medical support and testing (\$75 billion). Staff is focusing its efforts now in engaging with local businesses and financial institutions to ensure the emergency resources are made available to promote local economic stability upon the completion of the current state of emergency.

On December 27, 2020, President Trump signed a \$900 billion COVID-19 relief bill into law, which included enhanced unemployment benefits, direct cash payments, small business assistance, childcare and education funding, rental assistance, vaccine and hospital funding, and payroll tax repayment, but did not include local government funding. Tulare County has reported that it would be receiving \$13 million in direct funding for rental and utility assistance, which it opted to dedicate to the State under SB 91 legislation for matching funds of \$14 million, with the total estimated \$27 million to be administered by the Local Initiatives Support Corporation (LISC) through local non-profit organizations beginning by March 15, 2021.

On July 14, 2021, Governor Newsom announced the State's new \$100 billion California Comeback Plan, which includes \$5.2 billion allocated for both back-rent and prospective rent for eligible low income residents(California COVID-19 Rent Relief Program), as well as \$2 billion to pay back unpaid water and utility bills.

On March 11, 2021, President Biden signed the \$1.9 trillion American Rescue Plan Act (ARPA), which includes \$65 billion in local government funding assistance, with recent estimates by adopted population formulas would provide

\$19,984,717 in direct federal financial assistance to the City. Guidelines for the eligible use of funds are currently being drafted by the U.S. Department of the Treasury, which will administer the funds, who released the Interim Final Rule on May 10, 2021. The City's first allocation of \$9,992,358 was received on May 20, 2021, which the second allocation would be received twelve (12) months later in May 2022, with all funds required to be obligated by December 31, 2024, and expended by December 31, 2026. Pursuant to the Interim Final Rule, the funds could be used for: 1) support public health expenditures in response and mitigation of COVID-19, including public safety personnel; 2) address negative economic impacts caused by the public health emergency, including assistance to individuals, households, businesses and impacted industries (tourism, travel and hospitality); 3) replace lost public sector revenue; 4) provide premium pay for essential workers in critical infrastructure sectors; and 5) invest in water, sewer and broadband infrastructure. At its meeting on May 18, 2021, the Council provided direction that the priorities for funding be water infrastructure, homeless services, broadband and technology infrastructure, business assistance (restaurants in particular) and vaccine support. On January 6, 2022, the Treasury issued its Final Rule for the administration of ARPA funds for state and local governments, which provided increased flexibility to jurisdictions in the use of funds, including: 1) the option to select a standard \$10 million lost revenue amount in support of general governmental services compared to completing a full revenue loss calculation; 2) clarifies that funds may be used for capital expenditures that support COVID-19 public health or economic responses; 3) expands the number of eligible workers who can receive premium pay without written justification, with a focus on low-income and frontline workers performing essential work; and 4) broadens the definition of eligible infrastructure projects under broadband, sewer, stormdrain, and water categories.

Consistent with federal guidelines in the use of ARPA funds and the Council's priorities for the use of funds, at its meeting on August 17, 2021, the Council acted to support a vaccine incentive program in collaboration with Sierra View Medical Center, offering \$100 gift cards/certificates from local businesses (with particular focus on restaurants and personal services) to individuals being vaccinated in special publicized events. The City and Sierra View partnered in a vaccine event at the KJUG Free Summer Concert at Centennial Park on August 19, 2021, which seventy-four (74) individuals were vaccinated, and a Community Roundup Event on August 27, 2021 at Sierra View's vaccine clinic, which had 366 individuals vaccinated. A second Community Roundup Event was held on September 16-18, 2021, with 795 individuals vaccinated. A third Community Roundup Event was held on October 7-9, 2021, with 1,249 individuals vaccinated. A fourth Community Roundup Event was held on October 29-30, 2021, with 2,046 individuals vaccinated. A vaccine event was conducted in conjunction with the Veterans Day Parade, which 126 individuals were vaccinated. A fifth Community Roundup Event was held on November 18-20, 2021, with 2,157 individuals vaccinated. A vaccine event was conducted in conjunction with the Children's Christmas Parade on December 4, 2021, which 329 individuals were vaccinated. A vaccine event was conducted in conjunction with the Porterville College Foundation Swap Meet on

December 11, 2021, which 374 individuals were vaccinated. A sixth Community Roundup Event was held on December 9-11, 2021, with 1,730 individuals vaccinated. A seventh Community Roundup Event was held on January 6-8, 2022, with 3,041 individuals vaccinated. An eighth Community Roundup Event was held on January 27-29, 2022, with 2,519 individuals vaccinated. A ninth Community Roundup Event was held on February 17-19, 2022, with 1,761 individuals vaccinated. A total of 16,470 local gift cards/certificates have been purchased and \$1,647,000 in City ARPA funds expended. Sierra View has expressed its interest in continuing to partner with the City in future vaccine incentive events. The Council also directed staff to coordinate with the local school districts in the potential planning of school-based vaccine events for youth ages 5-11 years. At its meeting on February 15, 2022, the Council approved Community Roundup Events be planned with Sierra View for March 10-12, 2022 and March 31-April 2, 2022.

Consistent with federal guidelines in the use of ARPA funds and the Council's priorities for the use of funds, at its meeting on October 19, 2021, the Council acted to support a request by UPHoldings and Self-Help Enterprises in the amount of \$250,000 toward the development of the Finca Serena affordable and permanent supportive housing project, and to apply the County of Tulare's \$500,000 appropriation of ARPA funds to address homelessness in the city of Porterville.

At its meeting on May 5, 2020, the Council acted to amend its federal Community Development Block Grant (CDBG) 5-Year Action Plan and program the \$490,000 CDBG-CV business assistance funds received, and took additional action at its meeting on June 2, 2020, which staff received final approval from the Housing and Urban Development (HUD) Department on July 21, 2020, and begin providing local small business assistance. Although the City received approval of its CDBG-CV plan and program by HUD, on August 10, 2020, HUD released its final set of program rules, which staff had to review for consistency. On September 17, 2020, the City received notification from HUD of an additional \$393,000 in additional CDBG-CV funds, which City staff is still awaiting final approval from HUD on the use of funds. At its meeting of June 16, 2020, the Council took action to defer the collection of the biannual \$25 business license from July 2020 to January 2021 for local small businesses, which due to the State's current regional stay at home order, at its meeting on December 15, 2020, the Council acted to defer the biannual collection again until July 2021. At its meeting on August 3, 2021, the Council acted to continue to defer the biannual collection until January 2022. At its meeting on December 21, 2021, the Council acted to continue to defer the biannual collection until July 2022.

On December 3, 2020, given the new Regional Stay-at-Home Orders, the State announced that a new \$500 million in grants would be made available to assist small businesses impacted by the Orders, which the application period for the first round of funding opened on December 30, 2020, and closed on January 13, 2021. A second round of funding was committed to by the State, with the application period having opened on February 2 and closed on February 8,

2021. Four additional rounds of funding were announced by the State on March 3, 2021, with the third round (waitlisted applicants from the first and second rounds only) having opened on March 5 and closed March 11, 2021, the fourth round (nonprofit cultural institutions only) opened on March 16 and closed on March 23, 2021, the fifth round (open to all eligible applicants) opened on March 25 and closed on March 31, 2021, and the sixth round (open to all eligible applicants) opened on April 28, 2021 and closed on May 4, 2021. An eighth round for nonprofit cultural institutions only opened on August 27, 2021 and closed on September 8, 2021. A ninth round for new and waitlisted applicants opened on September 9, 2021 and closed on September 30, 2021.

Additional rounds of funding may be announced, as the State has recognized an estimated \$75 billion budget surplus. On February 9, 2022, Governor Newsom signed Senate Bill 113, which provides an additional \$150 million in funding for waitlisted applicants.

Given challenges of access and gaps in available small business assistance, some cities have developed self-funded small business assistance programs. As an example, the City of Whittier recently developed a \$500,000 small business assistance grant program, with eligible businesses required to have a valid business license, be independently owned and operated, and have a physical commercial location (home based businesses are not eligible). The program provides \$500 to personal care services providers (i.e. hair, massage, nail, skincare, tattoo), \$2,000 to businesses that generate less than \$250,000 in gross taxable sales, and \$2,500 to businesses that generate more than \$250,000 in gross taxable sales. Small businesses are defined generating less than \$1.25 million in gross taxable sales.

From a City financial perspective, there is uncertainty as to how the pandemic would affect local sales tax and transient occupancy tax, which could be further compounded by a potential reassessment of property tax values. Fortunately, the conservative stewardship of the City has allowed it to have General Fund reserves for Catastrophic Emergencies (\$2.8 million) and Budget Stabilization (\$4.3 million), which in addition to the recent passage of Measure I, allows the City to purposefully address the current crisis and plan for budgetary accommodations that the City's essential services to the community can continue without current modification. The League of California Cities has estimated cities in California will collectively lose \$7 billion in revenue through the 2020-2021 fiscal year.

As a component of its 2020-2021 budget adoption, the State appropriated \$500 million of CARES Act funding to cities that were not allocated CARES Act funding directly by the federal government, including \$275 million to cities with a population of less than 300,000, which the City received approximately \$740,000.

On January 8, 2021, Governor Newsom announced the State's proposed \$227 billion budget for the 2021-2022 fiscal year, allocating \$15 billion for COVID-19 recovery and support, focused on vaccinations, safe reopening of schools, support for small businesses, and funding for California residents, but did not

include financial support for cities.

On February 23, 2021, Governor Newsom signed the Golden State Stimulus legislation, that provides \$9.6 billion in financial assistance to eligible individuals and families, and economic aid to qualifying small businesses and non-profits.

On January 10, 2022, Governor Newsom announced the State's proposed \$286 billion budget for the 2022-2023 fiscal year, including a \$45 billion surplus, allocating \$2.7 billion toward the continued pandemic focused on vaccines, statewide testing and increased medical personnel.

RECOMMENDATION: That the City Council:

1. Receive the report of status and review of the Proclamation of Local Emergency;
2. Determine the need exists to continue said Declaration;
3. Approve the Draft Resolution authorizing local emergency virtual meetings; and
4. Take action and/or provide direction as deemed necessary.

ATTACHMENTS:

1. Resolution 22-2020: Proclamation of Local Emergency
2. Governor Newsom Proclamation of a State of Emergency
3. President Trump Proclamation on Declaring a National Emergency
4. Tulare County Proclamations of Local Emergency
5. Tule River Tribe Declaration of State of Emergency
6. Governor Newsom Executive Order N-42-20 - Utilities
7. City of Porterville Urgency Ordinance - Face Coverings: July 21, 2020
8. State of California Face Coverings Guidance - June 9, 2021
9. State of California Face Covering Guidance Update - February 7, 2022
10. Tulare County Emergency Rental and Utility Assistance Program
11. City Utilities Past Due Balances - January 2022
12. State of California Beyond the Blueprint for Industry and Business Sectors (Including Mega Events) - February 7, 2022
13. United States Treasury Department State and Local Fiscal Recovery Funds - Fact Sheet
14. Vaccination Incentives Report
15. Draft Resolution - AB 361 Local Emergency Remote Access

Appropriated/Funded:

Review By:

Department Director:
John Lollis, City Manager

Final Approver: John Lollis, City Manager

RESOLUTION NO. 22-2020

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PORTERVILLE TO PROCLAIM THE EXISTENCE OF A LOCAL EMERGENCY

RESOLVED, by the City Council (the “Council”) of the City of Porterville (the “City”),
as follows:

WHEREAS, the novel coronavirus (COVID-19) is a respiratory disease which the Centers for Disease Control and Prevention (CDC) considers to be a very serious public health threat with outcomes ranging from mild to severe sickness and death; and

WHEREAS, COVID-19 is easily transmissible from person to person and has spread globally to over 118 countries, infected more than 125,000, and killed more than 4,000 as of March 11, 2020 per the World Health Organization (WHO); and

WHEREAS, on January 31, 2020, the United States Department of Public Health and Human Services declared a public emergency for COVID-19 beginning on January 27, 2020; and

WHEREAS, on March 4, 2020, Governor Gavin Newsom declared a state of emergency in the State of California due to the number of confirmed cases of COVID-19 in the State; and

WHEREAS, on March 11, 2020, WHO made the assessment that COVID-19 can be characterized as a pandemic; and

WHEREAS, on March 12, 2020, Tulare County declared an emergency due to the confirmed case of COVID-19 at Sierra View Medical Center in the city of Porterville, thus enabling Tulare County to take extraordinary measures; and

WHEREAS, on March 13, 2020, Governor Newsom announced that California public health officials have determined that gatherings of more than 250 people should be postponed or canceled across the State at least until the end of March; and

WHEREAS, COVID-19 therefore and will continue to cause conditions of peril to the health, safety, and welfare of persons and property in the City of Porterville; and

WHEREAS, preparing for, responding to, mitigating, and recovering from the spread of COVID-19 requires the City to divert resources from normal day-to-day operations, and has and will continue to impose extraordinary requirements on and expenses to the City; and

WHEREAS, the City Council hereby finds that the above described conditions related to the COVID-19 outbreak does warrant and necessitate the proclamation of the existence of a local emergency in the city of Porterville.

NOW, THEREFORE, it is hereby **DECLARED** and **ORDERED**, as follows:

1. The proclamation of existence of a local emergency exists throughout the City of Porterville.
2. The local emergency shall be deemed to continue to exist until its termination is proclaimed by the City Council of the City of Porterville.
3. As required by law, the City Council shall review the need to continue the state of emergency every thirty (30) days until this Resolution is terminated.

PASSED, APPROVED, AND ADOPTED this 17th day of March, 2020.



Martha A. Flores, 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 a meeting of the Porterville City Council duly called and held on the 17th day of March, 2020.

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

Council:	PEÑALOZA	REYES	FLORES	STOWE	GURROLA
AYES:	X	X	X	X	
NOES:					
ABSTAIN:					
ABSENT:					X

JOHN D. LOLLIS, City Clerk


By: Fernando Gabriel-Moraga, Deputy City Clerk

**EXECUTIVE DEPARTMENT
STATE OF CALIFORNIA**

PROCLAMATION OF A STATE OF EMERGENCY

WHEREAS in December 2019, an outbreak of respiratory illness due to a novel coronavirus (a disease now known as COVID-19), was first identified in Wuhan City, Hubei Province, China, and has spread outside of China, impacting more than 75 countries, including the United States; and

WHEREAS the State of California has been working in close collaboration with the national Centers for Disease Control and Prevention (CDC), with the United States Health and Human Services Agency, and with local health departments since December 2019 to monitor and plan for the potential spread of COVID-19 to the United States; and

WHEREAS on January 23, 2020, the CDC activated its Emergency Response System to provide ongoing support for the response to COVID-19 across the country; and

WHEREAS on January 24, 2020, the California Department of Public Health activated its Medical and Health Coordination Center and on March 2, 2020, the Office of Emergency Services activated the State Operations Center to support and guide state and local actions to preserve public health; and

WHEREAS the California Department of Public Health has been in regular communication with hospitals, clinics and other health providers and has provided guidance to health facilities and providers regarding COVID-19; and

WHEREAS as of March 4, 2020, across the globe, there are more than 94,000 confirmed cases of COVID-19, tragically resulting in more than 3,000 deaths worldwide; and

WHEREAS as of March 4, 2020, there are 129 confirmed cases of COVID-19 in the United States, including 53 in California, and more than 9,400 Californians across 49 counties are in home monitoring based on possible travel-based exposure to the virus, and officials expect the number of cases in California, the United States, and worldwide to increase; and

WHEREAS for more than a decade California has had a robust pandemic influenza plan, supported local governments in the development of local plans, and required that state and local plans be regularly updated and exercised; and

WHEREAS California has a strong federal, state and local public health and health care delivery system that has effectively responded to prior events including the H1N1 influenza virus in 2009, and most recently Ebola; and

WHEREAS experts anticipate that while a high percentage of individuals affected by COVID-19 will experience mild flu-like symptoms, some will have more serious symptoms and require hospitalization, particularly individuals who are elderly or already have underlying chronic health conditions; and

WHEREAS it is imperative to prepare for and respond to suspected or confirmed COVID-19 cases in California, to implement measures to mitigate the spread of COVID-19, and to prepare to respond to an increasing number of individuals requiring medical care and hospitalization; and

WHEREAS if COVID-19 spreads in California at a rate comparable to the rate of spread in other countries, the number of persons requiring medical care may exceed locally available resources, and controlling outbreaks minimizes the risk to the public, maintains the health and safety of the people of California, and limits the spread of infection in our communities and within the healthcare delivery system; and

WHEREAS personal protective equipment (PPE) is not necessary for use by the general population but appropriate PPE is one of the most effective ways to preserve and protect California's healthcare workforce at this critical time and to prevent the spread of COVID-19 broadly; and

WHEREAS state and local health departments must use all available preventative measures to combat the spread of COVID-19, which will require access to services, personnel, equipment, facilities, and other resources, potentially including resources beyond those currently available, to prepare for and respond to any potential cases and the spread of the virus; and

WHEREAS I find that conditions of Government Code section 8558(b), relating to the declaration of a State of Emergency, have been met; and

WHEREAS I find that the conditions caused by COVID-19 are likely to require the combined forces of a mutual aid region or regions to appropriately respond; and

WHEREAS under the provisions of Government Code section 8625(c), I find that local authority is inadequate to cope with the threat posed by COVID-19; and

WHEREAS under the provisions of Government Code section 8571, I find that strict compliance with various statutes and regulations specified in this order would prevent, hinder, or delay appropriate actions to prevent and mitigate the effects of the COVID-19.

NOW, THEREFORE, I, GAVIN NEWSOM, Governor of the State of California, in accordance with the authority vested in me by the State Constitution and statutes, including the California Emergency Services Act, and in particular, Government Code section 8625, **HEREBY PROCLAIM A STATE OF EMERGENCY** to exist in California.

IT IS HEREBY ORDERED THAT:

1. In preparing for and responding to COVID-19, all agencies of the state government use and employ state personnel, equipment, and facilities or perform any and all activities consistent with the direction of the Office of Emergency Services and the State Emergency Plan, as well as the California Department of Public Health and the Emergency Medical Services Authority. Also, all residents are to heed the advice of emergency officials with regard to this emergency in order to protect their safety.
2. As necessary to assist local governments and for the protection of public health, state agencies shall enter into contracts to arrange for the procurement of materials, goods, and services needed to assist in preparing for, containing, responding to, mitigating the effects of, and recovering from the spread of COVID-19. Applicable provisions of the Government Code and the Public Contract Code, including but not limited to travel, advertising, and competitive bidding requirements, are suspended to the extent necessary to address the effects of COVID-19.
3. Any out-of-state personnel, including, but not limited to, medical personnel, entering California to assist in preparing for, responding to, mitigating the effects of, and recovering from COVID-19 shall be permitted to provide services in the same manner as prescribed in Government Code section 179.5, with respect to licensing and certification. Permission for any such individual rendering service is subject to the approval of the Director of the Emergency Medical Services Authority for medical personnel and the Director of the Office of Emergency Services for non-medical personnel and shall be in effect for a period of time not to exceed the duration of this emergency.
4. The time limitation set forth in Penal Code section 396, subdivision (b), prohibiting price gouging in time of emergency is hereby waived as it relates to emergency supplies and medical supplies. These price gouging protections shall be in effect through September 4, 2020.
5. Any state-owned properties that the Office of Emergency Services determines are suitable for use to assist in preparing for, responding to, mitigating the effects of, or recovering from COVID-19 shall be made available to the Office of Emergency Services for this purpose, notwithstanding any state or local law that would restrict, delay, or otherwise inhibit such use.
6. Any fairgrounds that the Office of Emergency Services determines are suitable to assist in preparing for, responding to, mitigating the effects of, or recovering from COVID-19 shall be made available to the Office of Emergency Services pursuant to the Emergency Services Act, Government Code section 8589. The Office of Emergency Services shall notify the fairgrounds of the intended use and can immediately use the fairgrounds without the fairground board of directors' approval, and

notwithstanding any state or local law that would restrict, delay, or otherwise inhibit such use.

7. The 30-day time period in Health and Safety Code section 101080, within which a local governing authority must renew a local health emergency, is hereby waived for the duration of this statewide emergency. Any such local health emergency will remain in effect until each local governing authority terminates its respective local health emergency.
8. The 60-day time period in Government Code section 8630, within which local government authorities must renew a local emergency, is hereby waived for the duration of this statewide emergency. Any local emergency proclaimed will remain in effect until each local governing authority terminates its respective local emergency.
9. The Office of Emergency Services shall provide assistance to local governments that have demonstrated extraordinary or disproportionate impacts from COVID-19, if appropriate and necessary, under the authority of the California Disaster Assistance Act, Government Code section 8680 et seq., and California Code of Regulations, Title 19, section 2900 et seq.
10. To ensure hospitals and other health facilities are able to adequately treat patients legally isolated as a result of COVID-19, the Director of the California Department of Public Health may waive any of the licensing requirements of Chapter 2 of Division 2 of the Health and Safety Code and accompanying regulations with respect to any hospital or health facility identified in Health and Safety Code section 1250. Any waiver shall include alternative measures that, under the circumstances, will allow the facilities to treat legally isolated patients while protecting public health and safety. Any facilities being granted a waiver shall be established and operated in accordance with the facility's required disaster and mass casualty plan. Any waivers granted pursuant to this paragraph shall be posted on the Department's website.
11. To support consistent practices across California, state departments, in coordination with the Office of Emergency Services, shall provide updated and specific guidance relating to preventing and mitigating COVID-19 to schools, employers, employees, first responders and community care facilities by no later than March 10, 2020.
12. To promptly respond for the protection of public health, state entities are, notwithstanding any other state or local law, authorized to share relevant medical information, limited to the patient's underlying health conditions, age, current condition, date of exposure, and possible contact tracing, as necessary to address the effect of the COVID-19 outbreak with state, local, federal, and nongovernmental partners, with such information to be used for the limited purposes of monitoring, investigation and control, and treatment and coordination of care. The

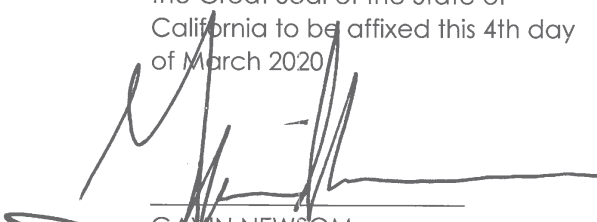
notification requirement of Civil Code section 1798.24, subdivision (i), is suspended.

13. Notwithstanding Health and Safety Code sections 1797.52 and 1797.218, during the course of this emergency, any EMT-P licensees shall have the authority to transport patients to medical facilities other than acute care hospitals when approved by the California EMS Authority. In order to carry out this order, to the extent that the provisions of Health and Safety Code sections 1797.52 and 1797.218 may prohibit EMT-P licensees from transporting patients to facilities other than acute care hospitals, those statutes are hereby suspended until the termination of this State of Emergency.

14. The Department of Social Services may, to the extent the Department deems necessary to respond to the threat of COVID-19, waive any provisions of the Health and Safety Code or Welfare and Institutions Code, and accompanying regulations, interim licensing standards, or other written policies or procedures with respect to the use, licensing, or approval of facilities or homes within the Department's jurisdiction set forth in the California Community Care Facilities Act (Health and Safety Code section 1500 et seq.), the California Child Day Care Facilities Act (Health and Safety Code section 1596.70 et seq.), and the California Residential Care Facilities for the Elderly Act (Health and Safety Code section 1569 et seq.). Any waivers granted pursuant to this paragraph shall be posted on the Department's website.

I FURTHER DIRECT that as soon as hereafter possible, this proclamation be filed in the Office of the Secretary of State and that widespread publicity and notice be given of this proclamation.

IN WITNESS WHEREOF I have
hereunto set my hand and caused
the Great Seal of the State of
California to be affixed this 4th day
of March 2020



GAVIN NEWSOM
Governor of California

ATTEST:

ALEX PADILLA
Secretary of State

**PROCLAMATIONS**

Proclamation on Declaring a National Emergency Concerning the Novel Coronavirus Disease (COVID-19) Outbreak

Issued on: March 13, 2020



In December 2019, a novel (new) coronavirus known as SARS-CoV-2 (“the virus”) was first detected in Wuhan, Hubei Province, People’s Republic of China, causing outbreaks of the coronavirus disease COVID-19 that has now spread globally. The Secretary of Health and Human Services (HHS) declared a public health emergency on January 31, 2020, under section 319 of the Public Health Service Act (42 U.S.C. 247d), in response to COVID-19. I have taken sweeping action to control the spread of the virus in the United States, including by suspending entry of foreign nationals seeking entry who had been physically present within the prior 14 days in certain jurisdictions where COVID-19 outbreaks have occurred, including the People’s Republic of China, the Islamic Republic of Iran, and the Schengen Area of Europe. The Federal Government, along with State and local governments, has taken preventive and proactive measures to slow the spread of the virus and treat those affected, including by instituting Federal quarantines for individuals evacuated from foreign nations, issuing a declaration pursuant to section 319F-3 of the Public Health Service Act (42 U.S.C. 247d-6d), and releasing policies to accelerate the acquisition of personal protective equipment and streamline bringing new diagnostic capabilities to laboratories. On March 11, 2020, the World Health Organization announced that the COVID-19 outbreak can be characterized as a pandemic, as the rates of infection continue to rise in many locations around the world and across the United States.

The spread of COVID-19 within our Nation’s communities threatens to strain our Nation’s healthcare systems. As of March 12, 2020, 1,645 people from 47 States have been infected with the virus that

causes COVID-19. It is incumbent on hospitals and medical facilities throughout the country to assess their preparedness posture and be prepared to surge capacity and capability. Additional measures, however, are needed to successfully contain and combat the virus in the United States.

NOW, THEREFORE, I, DONALD J. TRUMP, President of the United States, by the authority vested in me by the Constitution and the laws of the United States of America, including sections 201 and 301 of the National Emergencies Act (50 U.S.C. 1601 *et seq.*) and consistent with section 1135 of the Social Security Act (SSA), as amended (42 U.S.C. 1320b-5), do hereby find and proclaim that the COVID-19 outbreak in the United States constitutes a national emergency, beginning March 1, 2020. Pursuant to this declaration, I direct as follows:

Section 1. Emergency Authority. The Secretary of HHS may exercise the authority under section 1135 of the SSA to temporarily waive or modify certain requirements of the Medicare, Medicaid, and State Children's Health Insurance programs and of the Health Insurance Portability and Accountability Act Privacy Rule throughout the duration of the public health emergency declared in response to the COVID-19 outbreak.

Sec. 2. Certification and Notice. In exercising this authority, the Secretary of HHS shall provide certification and advance written notice to the Congress as required by section 1135(d) of the SSA (42 U.S.C. 1320b-5(d)).

Sec. 3. General Provisions. (a) Nothing in this proclamation shall be construed to impair or otherwise affect:

(i) the authority granted by law to an executive department or agency, or the head thereof; or

(ii) the functions of the Director of the Office of Management and Budget relating to budgetary, administrative, or legislative proposals.

(b) This proclamation shall be implemented consistent with applicable law and subject to the availability of appropriations.

(c) This proclamation is not intended to, and does not, create any right or benefit, substantive or procedural, enforceable at law or in equity by any party against the United States, its departments, agencies, or entities, its officers, employees, or agents, or any other person.

IN WITNESS WHEREOF, I have hereunto set my hand this thirteenth day of March, in the year of our Lord two thousand twenty, and of the Independence of the United States of America the two hundred and forty-fourth.

DONALD J. TRUMP



Health & Human Services Agency COUNTY OF TULARE AGENDA ITEM

BOARD OF SUPERVISORS

KUYLER CROCKER
District One

PETE VANDER POEL
District Two

AMY SHUKLIAN
District Three

EDDIE VALERO
District Four

DENNIS TOWNSEND
District Five

AGENDA DATE: March 17, 2020

Public Hearing Required	Yes ☐	N/A ☒
Scheduled Public Hearing w/Clerk	Yes ☐	N/A ☒
Published Notice Required	Yes ☐	N/A ☒
Advertised Published Notice	Yes ☐	N/A ☒
Meet & Confer Required	Yes ☐	N/A ☒
Electronic file(s) has been sent	Yes ☒	N/A ☐
Budget Transfer (Aud 308) attached	Yes ☐	N/A ☒
Personnel Resolution attached	Yes ☐	N/A ☒
Agreements are attached and signature line for Chairman is marked with tab(s)/flag(s)	Yes ☐	N/A ☒

CONTACT PERSON: Andrew Lockman PHONE: 624-8000

SUBJECT: Ratify Proclamations of Emergency for COVID-19

REQUEST(S):

That the Board of Supervisors:

1. Ratify a Proclamation of Local Emergency issued by the County Coordinator of Emergency Services on March 11, 2020 due to COVID-19; and
2. Ratify a Proclamation of Local Health Emergency issued by the County Health Officer on March 11, 2020 due to COVID-19.

SUMMARY:

As has been widely covered in the media, the COVID-19 outbreak originated in China beginning in December 2019. The Tulare County Department of Public Health, in cooperation with all Tulare County departments and numerous healthcare and community partners, has been actively monitoring and proactively preparing for COVID-19 since early January 2020.

Since that time, cases have been reported worldwide along with numerous deaths resulting from the disease. California has had numerous cases resulting from travel, person-to-person contact, and community spread. On March 4, 2020, Governor Newsom proclaimed a State of Emergency for COVID-19 after the first COVID-19 related death in California. Since that date, confirmed cases have also occurred in neighboring Fresno and Madera Counties.

On March 11, 2020, Tulare County had its first confirmed positive COVID-19 case. As a result, the County implemented a contingency plan under which the County's Coordinator of Emergency Services proclaimed a Local Emergency, and the County

SUBJECT: Ratify Proclamations of Emergency due to COVID-19
DATE: March 17, 2020

Health Officer proclaimed a Local Health Emergency, to enable the County to take all necessary response actions to combat the effects of the disease. Pursuant to California Government Code section 8630(b), these proclamations must be ratified within seven (7) days by the Board of Supervisors in order to remain in effect.

The Governor's State of Emergency dated March 4, 2020, waives statutory requirements to renew emergency proclamations for COVID-19, so these local proclamations will remain in effect until terminated by the Tulare County Board of Supervisors.

As a matter of information, local public health emergencies due to the threat posed by COVID-19 also have been declared by the Counties of Santa Clara, San Diego, San Francisco, Orange, Solano, Alameda, Sonoma, Marin, Placer, Los Angeles, Mendocino, Butte, San Bernardino, San Benito, Yolo, Monterey, San Mateo, Yuba, Sutter, Contra Costa, Humboldt, Lake, and Sacramento, and by numerous California cities and Indian Tribes.

FISCAL IMPACT/FINANCING:

There is no cost associated with proclaiming or terminating a local emergency or local health emergency. The proclamation of local emergency contains a request for California Disaster Assistance Act funding, which may result in cost recovery of extraordinary response costs associated with this incident.

LINKAGE TO THE COUNTY OF TULARE STRATEGIC BUSINESS PLAN:

The County's five-year strategic plan includes the Safety and Security initiative, with a directive to plan and provide coordinated emergency preparedness, response, recovery and mitigation capabilities for both natural and man-made disasters. These proclamations support the County's emergency response and coordination efforts by ensuring all necessary actions can be taken to mitigate the spread of disease.

ADMINISTRATIVE SIGN-OFF:



Timothy W. Lutz
Agency Director

Cc: County Administrative Office

Attachment(s) Proclamation of Local Emergency
Proclamation of Local Health Emergency

**BEFORE THE BOARD OF SUPERVISORS
COUNTY OF TULARE, STATE OF CALIFORNIA**

IN THE MATTER OF RATIFY PROCLAMATIONS) Resolution No. _____
OF EMERGENCY DUE TO COVID-19) Agreement No. _____
)

UPON MOTION OF SUPERVISOR _____, SECONDED BY
SUPERVISOR _____, THE FOLLOWING WAS ADOPTED BY THE
BOARD OF SUPERVISORS, AT AN OFFICIAL MEETING HELD _____
_____, BY THE FOLLOWING VOTE:

AYES:
NOES:
ABSTAIN:
ABSENT:

ATTEST: JASON T. BRITT
COUNTY ADMINISTRATIVE OFFICER/
CLERK, BOARD OF SUPERVISORS

BY: _____
Deputy Clerk

* * * * *

1. Ratified a Proclamation of Local Emergency issued by the County Coordinator of Emergency Services on March 11, 2020 due to COVID-19; and
2. Ratified a Proclamation of Local Health Emergency issued by the County Health Officer on March 11, 2020 due to COVID-19.

**PROCLAMATION OF A LOCAL EMERGENCY
BY THE DIRECTOR OF EMERGENCY SERVICES**

WHEREAS, Government Code section 8630 and Tulare County Ordinance Code section 1-15-1030 authorize the Director of Emergency Services to proclaim a local emergency when the County of Tulare ("County") is threatened by conditions of disaster or extreme peril to the safety of persons and property within the County that are or are likely to be beyond the control of the services, personnel, equipment, and facilities of the County, and the Board of Supervisors is not in session; and

WHEREAS, the Director of Emergency Services hereby finds:

Conditions of extreme peril to the safety of persons and property have arisen within the County due to the following:

A novel coronavirus (named "COVID-19") was first detected in Wuhan City, Hubei Province, China, in December 2019. The U.S. Centers for Disease Control and Prevention ("CDC") considers the virus to be a very serious public health threat, based on current information. In part, the virus is considered a serious public health threat because much is unknown. The exact modes of transmission, the factors facilitating human-to-human transmission, the extent of asymptomatic viral shedding, the groups most at risk of serious illness, the attack rate, and the case fatality rate all remain active areas of investigation. The CDC believes at this time that symptoms appear two to fourteen days after exposure. Currently, there is no vaccine or specific antiviral treatment for COVID-19.

The number of reported cases of COVID-19 has escalated dramatically over a short period of time. To date, worldwide there are over 125,000 confirmed cases of COVID-19 and over 4,600 deaths from COVID-19. Cases of COVID-19, though concentrated in China, have been reported in one hundred twenty-two countries, including the United States, and include individuals who never visited China. Transmission from an asymptomatic individual has been documented. In the U.S., there have been 939 total cases of COVID-19 confirmed to date in 41 different states, and at least 29 deaths reported.

The World Health Organization has declared the outbreak to be a global health emergency. Actions are being taken to protect public health and limit the spread of COVID-19 in the United States.

On March 4, 2020, Governor Newsom proclaimed a state of emergency to exist in California. There are now almost 200 confirmed cases in California spanning some 24 counties and at least four deaths have been reported in California due to COVID-19.

Local public health emergencies due to the threat posed by COVID-19 have been declared by the Counties of Santa Clara, San Diego, San Francisco, Orange, Solano, Alameda, Sonoma, Marin, Placer, Los Angeles, Mendocino, Butte, San Bernardino, San Benito, Yolo, Monterey, San Mateo, Yuba, Sutter, Contra Costa, Humboldt, Lake, and Sacramento, and by numerous California cities and Indian Tribes; and

Tulare County has a population of over 450,000 residents, many of whom travel frequently for business or personal reasons. The Health Officer of the County of Tulare has determined that there is an imminent and proximate threat to public health from the introduction of COVID-19 in Tulare County, and has declared a Local Health Emergency as a result.

These conditions are beyond the control of the services, personnel, equipment, and facilities of the County and require the combined forces of other political subdivisions to combat.

WHEREAS, on March 11, 2020, a Tulare County resident tested positive for COVID-19; and

WHEREAS, based on the experience of other California communities, it can reasonably be expected that other positive tests will soon follow; and

WHEREAS, the Board of Supervisors is not in session, and cannot immediately be called into session; and

WHEREAS, during a local emergency, the Director of Emergency Services or other individual authorized to serve in that capacity under Tulare County Ordinance Code sections 1-15-1031 and 1-15-1032 is empowered by Tulare County Ordinance Code section 1-15-1025 to issue rules and regulations on matters reasonably related to the protection of life and property as affected by such emergency; provided, however, that such rules and regulations must be confirmed at the earliest possible time by the Board of Supervisors; and

WHEREAS, the Director of Emergency Services is unavailable to issue a proclamation as he is currently outside of Tulare County and has authorized his successor, the County's Coordinator of Emergency Services (Assistant County Administrative Officer), as designated in Tulare County Ordinance Code sections 1-15-1010 (c) and 1-15-1030 (g) to exercise the powers of Director of Emergency Services as provided for in Tulare County Ordinance Code section 1-15-1030 (h) and thereby to issue this proclamation of local emergency; and

WHEREAS, the Tulare County Health Department must use all preventive measures, which will require access to available services, personnel, equipment, and facilities, to respond to COVID-19; and

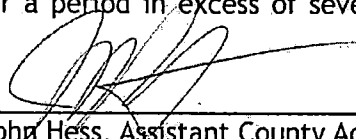
NOW THEREFORE, the Tulare County Coordinator of Emergency Services hereby:

1. Proclaims that a local emergency, as defined in Government Code Section 8558 and Tulare County Ordinance Code Section 1-15-1005, now exists within the County due to the presence of COVID-19; and
2. Requests that the Governor of the State of California request a federal declaration to provide assistance, including, but not limited to, California Disaster Assistance Act ("CDAA"); and
3. Orders that the Tulare County Health Department must use all preventive measures, which will require access to available services, personnel, equipment, and facilities, to respond to COVID-19.

The local emergency shall not remain in effect for a period in excess of seven days unless it has been ratified by the Board of Supervisors.

Date: March 11, 2020

Time: 10:33 pm

By: 

John Hess, Assistant County Administrative Officer
and Emergency Services Coordinator

APPROVED AS TO FORM:
COUNTY COUNSEL

/s/ Jennifer M. Shiffert
Deputy
Matter No. 2020217

Jlk/03-11-2020/2020217/1444043

**County of Tulare
Health & Human Services Agency
Public Health Branch**

Health Officer
5957 South Mooney Blvd.
Visalia, CA 93277
559-624-8480



**PROCLAMATION OF LOCAL HEALTH EMERGENCY
REGARDING NOVEL CORONAVIRUS (COVID-19)**

WHEREAS, California Health and Safety Code section 101080 and Tulare County Ordinance Code section 1-15-1033 authorize the local health officer to declare a local health emergency in the health officer's jurisdiction, or any part thereof, whenever the health officer reasonably determines that there is an imminent and proximate threat of the introduction of any contagious, infectious, or communicable disease, chemical agent, noncommunicable biologic agent, toxin, or radioactive agent; and

WHEREAS, the local health emergency shall not remain in effect after 7 days from the date of this declaration unless it has been ratified by the County of Tulare's Board of Supervisors; and

WHEREAS, the Health Officer of the County of Tulare makes the following findings:

A novel coronavirus (named "COVID-19") was first detected in Wuhan City, Hubei Province, China, in December 2019. The U.S. Centers for Disease Control and Prevention ("CDC") considers the virus to be a very serious public health threat, based on current information. In part, the virus is considered a serious public health threat because much is unknown. The exact modes of transmission, the factors facilitating human-to-human transmission, the extent of asymptomatic viral shedding, the groups most at risk of serious illness, the attack rate, and the case fatality rate all remain active areas of investigation, but are poorly characterized at this time. The best information to date suggests that the virus is spread between people primarily via respiratory droplets produced when an infected person coughs or sneezes. Symptoms of the virus include fever, cough, and shortness of breath, and infected individuals have experienced a range of outcomes, from mild sickness to severe illness and death. The CDC believes at this time that symptoms appear two to fourteen days after exposure. Currently, there is no vaccine or specific antiviral treatment for COVID-19.

The number of reported cases of COVID-19 has escalated dramatically over a short period of time. To date, worldwide there are over 125,000 confirmed cases of COVID-19 and over 4,600 deaths from COVID-19. Cases of COVID-19, though concentrated in China, have been reported in 122 counties, including the United States. Confirmed cases of COVID-19 include individuals who never visited China. Transmission from an asymptomatic individual has been documented. The World Health Organization has declared the outbreak to be a global health emergency.

On March 4, 2020, Governor Newsom proclaimed a state of emergency to exist in California.

**DECLARATION OF LOCAL HEALTH EMERGENCY
REGARDING NOVEL CORONAVIRUS (COVID-19)**

There are now almost 200 confirmed cases in California spanning 24 counties, and 4 deaths have been reported in California due to COVID-19.

Local public health emergencies due to the threat posed by COVID-19 have been declared by the Counties of Santa Clara, San Diego, San Francisco, Orange, Solano, Alameda, Sonoma, Marin, Placer, Los Angeles, Mendocino, Butte, San Bernardino, San Benito, Yolo, Monterey, San Mateo, Yuba, Sutter, Contra Costa, Humboldt, Lake, and Sacramento, and by numerous California cities and Indian Tribes.

Tulare County has a population of over 450,000 residents, many of whom travel frequently for business or personal reasons. As of March 11, 2020 there are 939 total cases of COVID-19 in the United States and 29 deaths. 41 states have reported cases.

WHEREAS, on March 11, 2020, a Tulare County resident tested positive for COVID-19; and

WHEREAS, based on the experience of other California communities, it can reasonably be expected that other positive tests will soon follow; and

WHEREAS, the Health Officer of the County of Tulare does hereby find that there is an imminent and proximate threat to public health from the introduction of COVID-19 in Tulare County; and

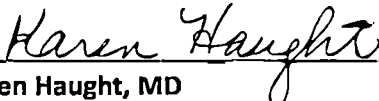
WHEREAS, the Board of Supervisors is not in session, and cannot immediately be called into session; and

NOW, THEREFORE, the Health Officer of the County of Tulare hereby proclaims and declares that a local health emergency now exists in the County of Tulare due to the presence of and threat posed by COVID-19.

Date: March 11, 2020

Time: 10:50 pm

Issued by:



Karen Haught, MD
County Health Officer
County of Tulare
Health & Human Services Agency
Public Health Branch

Approved as to Form:
COUNTY COUNSEL

By /s/Jennifer M. Shiffert
Deputy
Matter No. 2020217

Jlk/03-11-2020/2020217/1444044.DOCX



TULE RIVER INDIAN TRIBE OF CALIFORNIA

IN THE MATTER OF:

Resolution to Formally Declare a State of
Emergency for the Tule River Tribe of The)
Tule River Reservation of California)

RESOLUTION NO. FY2020-100

BE IT RESOLVED BY THE COUNCIL OF THE TULE RIVER INDIAN TRIBE:

WHEREAS, the Tule River Indian Tribe (the "Tribe") is a federally recognized Indian tribe organized pursuant to the Constitution and Bylaws of the Tule River Indian Tribe approved January 15, 1936 ("Constitution"); and

WHEREAS, pursuant to Article III, Section 1 of the Constitution the governing body of the Tribe is the Tribal Council and pursuant to Article VI, Section 1 of its Constitution it has the power to promulgate ordinance for the purpose of safeguarding the peace and safety of residents of the reservation and to adopt resolutions regulating the procedure of tribal agencies of the reservation; and

WHEREAS, On March 4th 2020, a proclaimed State of Emergency exists in the State of California, as result of the threat of COVID-19; and

WHEREAS, despite sustained efforts, the virus remains a threat, and further efforts to control the spread of the virus to reduce and minimize the risk of infection are needed; and

WHEREAS, for the safety and protection of the public health within the jurisdiction of the Tribe for the Tribe and/or its governmental agencies to obtain emergency support and funding from Federal, state and local agencies; and

WHEREAS, the Tule River Tribal Council desires to consider state and local recommendation deemed necessary in the interests of the public health, issue guidance limiting or recommend limitations upon attendance at public assemblies, conferences, or other mass events, which could cause the cancellation of such gatherings through no fault or responsibility of the parties involved thereby constituting a force majeure; and

WHEREAS, in the interest of public health and safety, it is necessary to exercise my authority under Constitution of the governing body of the Tribe to ensure adequate response and address potential issues related to the threat of COVID-19; and

NOW THEREFORE BE IT RESOLVED, the Tribal Council hereby declares a State of Emergency for the safety and protection of the public health within the jurisdiction of the Tribe for the Tribe and/or its governmental agencies to obtain emergency support and funding from Federal, state and local agencies

Page 2.

Resolution No. FY2020-100

BE IT FURTHER RESOLVED that this resolution has not been amended or rescinded in any way.

CERTIFICATION

UPON MOTION OF COUNCIL MEMBER **Zachary Janoko** SECONDED BY COUNCIL MEMBER **Steve M. Peyron, Jr.**, THE FOREGOING WAS ADOPTED BY THE TULE RIVER TRIBAL COUNCIL AT A DULY CALLED MEETING HELD ON **Friday, March 13, 2020**, AT WHICH A QUORUM WAS PRESENT BY THE FOLLOWING VOTES:

AYES: 8

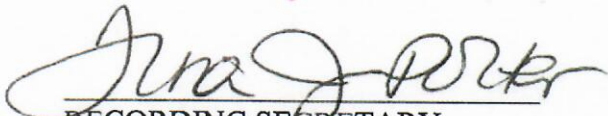
NOES: 0

ABSTAIN 0


NEIL PEYRON, CHAIRMAN
TULE RIVER TRIBAL COUNCIL


HEATHER TERAN, SECRETARY
TULE RIVER TRIBAL COUNCIL

ATTEST TO:


RECORDING SECRETARY

**EXECUTIVE DEPARTMENT
STATE OF CALIFORNIA**

EXECUTIVE ORDER N-42-20

WHEREAS on March 4, 2020, I proclaimed a state of emergency to exist in California as a result of the threat of COVID-19; and

WHEREAS it is the established policy of the State under Water Code section 106.3 that every human being has the right to safe, clean, affordable, and accessible water adequate for human consumption, cooking, and sanitary purposes; and

WHEREAS to limit the spread of COVID-19 it is crucial that Californians wash their hands regularly and thoroughly; and

WHEREAS many Californians are experiencing or will experience substantial losses of income as a result of business closures, the loss of work hours or wages, or layoffs related to COVID-19, which may hinder their ability to make payments for water service and subject them to water shutoffs due to non-payment; and

WHEREAS many small businesses that provide services essential to the health and well-being of Californians have experienced substantial reductions in income, which may hinder their ability to make payments for water service and subject them to water shutoffs due to non-payment; and

WHEREAS the California Public Utilities Commission has directed private water utilities under its jurisdiction to implement customer service protections, including a moratorium on service disconnections, during the COVID-19 emergency; and

WHEREAS more than 100 public and private water systems have voluntarily agreed to halt disconnections as well; and

WHEREAS under the provisions of Government Code section 8571, I find that strict compliance with the various statutes and regulations concerning water shutoffs specified in this order would prevent, hinder, or delay appropriate actions to prevent and mitigate the effects of the COVID-19 pandemic.

NOW, THEREFORE, I, GAVIN NEWSOM, Governor of the State of California, in accordance with the authority vested in me by the State Constitution and the statutes of the State of California, and in particular, Government Code sections 8567, 8570, 8571, and 8627, do hereby issue the following order to become effective immediately:

IT IS HEREBY ORDERED THAT:

- 1) The authority of urban and community water systems, as defined in Health and Safety Code section 116902, subdivision (d), to discontinue residential service, as defined in Health and Safety Code section 116902, subdivision (c), for non-payment under Health and Safety Code sections 116908 and 116910, is suspended.
- 2) Water systems not subject to the requirements of Health and Safety Code sections 116908 and 116910 shall not discontinue residential

service, as defined in Health and Safety Code section 116902, subdivision (c), for non-payment.

- 3) Water systems shall restore any residential service to occupied residences that has been discontinued for nonpayment since March 4, 2020.
- 4) Water systems shall not discontinue service to any business in the critical infrastructure sectors designated by the State Public Health Officer as critical to protect the health and well-being of all Californians that qualifies as a small business under 13 C.F.R. § 121.201 of the Small Business Administration's regulations.
- 5) The State Water Resources Control Board shall identify best practices, guidelines, or both to be implemented during the COVID-19 emergency (i) to address non-payment or reduced payments, (ii) to promote and to ensure continuity of service by water systems and wastewater systems, and (iii) to provide measures such as the sharing of supplies, equipment and staffing to relieve water systems under financial distress.

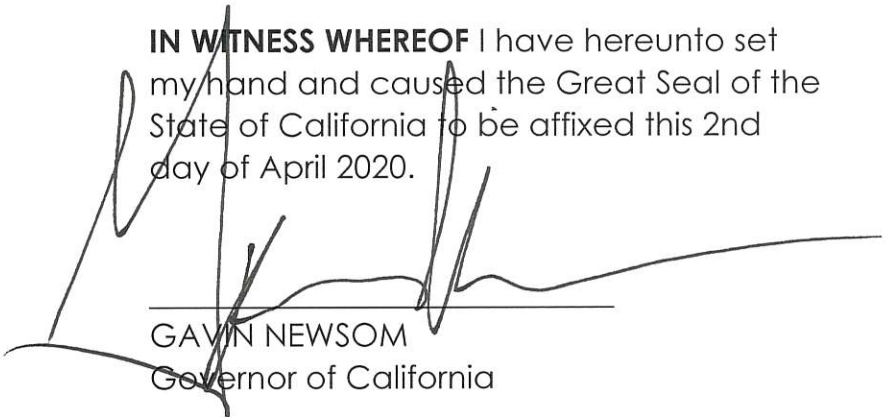
Nothing in this Order eliminates the obligation of water customers to pay for water service, prevents a water system from charging a customer for such service, or reduces the amount a customer already may owe to a water system.

Nothing in this Order modifies the obligations of urban and community waters systems to comply with provisions of the Water Shutoff Protection Act not specifically addressed by this Order or other applicable laws, regulations, and guidelines.

IT IS FURTHER ORDERED 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 of this Order.

This 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.

IN WITNESS WHEREOF I have hereunto set my hand and caused the Great Seal of the State of California to be affixed this 2nd day of April 2020.



GAVIN NEWSOM
Governor of California

ATTEST:

ALEX PADILLA
Secretary of State

ORDINANCE NO. 1874

**AN URGENCY ORDINANCE OF THE CITY COUNCIL
OF THE CITY OF PORTERVILLE REQUIRING THE USE OF
FACE COVERINGS IN CONFORMITY WITH THE REQUIREMENTS SET
BY THE CALIFORNIA DEPARTMENT OF PUBLIC HEALTH**

WHEREAS, the novel coronavirus (COVID-19) is a respiratory disease which the Centers for Disease Control and Prevention (CDC) considers to be a very serious public health threat with outcomes ranging from mild to severe sickness and death;

WHEREAS, COVID-19 has been found to be easily transmissible from person to person;

WHEREAS, on January 31, 2020, the United States Department of Public Health and Human Services declared a public emergency for COVID-19 beginning on January 27, 2020;

WHEREAS, on March 4, 2020, Governor Gavin Newsom declared a state of emergency in the State of California due to the number of confirmed cases of COVID-19 in the State;

WHEREAS, on March 21, 2020, Tulare County declared an emergency, thus enabling the County to take extraordinary measures;

WHEREAS, on March 17, 2020, due the actions of the Federal and State Governments, and due to the presence of confirmed cases in Tulare County and the Porterville area, the Porterville City Council adopted Resolution No. 22-2020, a Resolution of the City Council of the City of Porterville to Proclaim the Existence of a Local Emergency;

WHEREAS, on June 18, 2020, the California Department of Public Health issued Guidance for the Use of Face Coverings, which mandates that face coverings be worn state-wide in certain settings and circumstances;

WHEREAS, as of July 7, 2020, Tulare County remains on the State of California Covid-19 “watch list,” due to continuing spread of the disease in the County, including in the Porterville area;

WHEREAS, on July 7, 2020, the Porterville City Council ordered that the face covering requirements of the State be enforced within the City via the City’s administrative citation regulations and through aggressive education efforts, and directed that an urgency ordinance be prepared consistent with the order;

WHEREAS, the City of Porterville is authorized to enforce the state-wide order concerning Face Coverings pursuant to the California Constitution, Porterville City Charter Section 4, and applicable State laws and City regulations; and

WHEREAS, substantial scientific evidence shows that when combined with physical distancing and other health and safety practices such as hand washing and the regular disinfection of surfaces, wearing Face Coverings will assist in allowing additional business and other activities

to be resumed in the safest way possible, and will help protect Porterville's community members and in particular those that are most vulnerable due to age or health conditions;

THE CITY COUNCIL OF THE CITY OF PORTERVILLE does ordain as follows:

Section 1. The provisions of this urgency ordinance are necessary for the immediate preservation of the health and safety of the public; will help protect all community members who live, work and are present in the City of Porterville; and will assist in state-wide efforts to mitigate the spread of Covid-19.

Section 2. Individuals, while in the City of Porterville, are required to comply with all guidance within the California Department of Public Health's "Guidance for the Use of Face Coverings," (hereinafter "Face Covering Requirements") as currently set forth and as may be further revised by the State of California. A copy of the Face Covering Requirements, released June 18, 2020, and revised on June 29, 2020, is attached hereto as Exhibit "A."

Section 3. Businesses operating in the City of Porterville are required to comply with all applicable Industry Guidance issued by the California Department of Public Health, which incorporate the Face Covering Requirements.

Section 4. The City is authorized to utilize education efforts in any effort to gain cooperation and compliance with the Face Covering Requirements;

Section 5. City staff is further authorized to engage in code enforcement efforts to remedy violations of the Face Covering Requirements. Violations of these requirements are punishable as permitted by State law. Furthermore, the City is hereby authorized to enforce violations of the requirements pursuant to its Administrative Citation regulations set forth in Chapter 2, Article 14, Sections 2-141 through 2-155 of the Porterville Municipal Code.

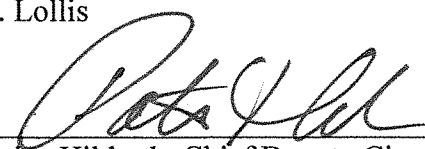
Section 6. This Ordinance is exempt from the requirements of CEQA pursuant to California Public Resources Code Section 21080(b) (4).

Section 7. This Ordinance shall take effect immediately upon adoption by at least a 4/5 vote of the all members of the Porterville City Council, pursuant to Section 13 of the Porterville City Charter.

THE FOREGOING ORDINANCE was approved by the City Council of the City of Porterville, State of California, on July 21, 2020 at a regular meeting of said Council duly and regularly convened.


Martha A. Flores, Mayor

ATTEST:
John D. Lollis

By: 
Patrice Hildreth, Chief Deputy City Clerk

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

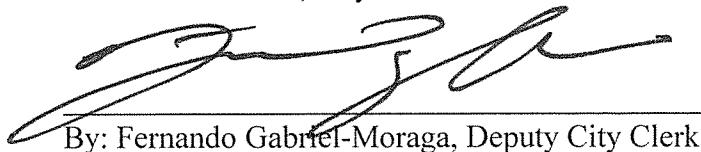
I, JOHN D. LOLLIS, the duly qualified City Clerk of the City of Porterville do hereby certify:

THAT the foregoing ordinance is a true and correct copy of Urgency Ordinance No. 1874, passed and adopted by the Council of the City of Porterville at a regular meeting held on the 21st day of July, 2020, that said ordinance has been duly published pursuant to law, and that by the terms and provisions of the Charter of the City of Porterville, said ordinance to be in full force and effect immediately upon adoption.

THAT said ordinance was introduced by Council and the same was duly passed and adopted by the following vote:

COUNCIL:	PEÑALOZA	REYES	FLORES	STOWE	GURROLA
AYES:	X	X	X	X	X
NOES:					
ABSTAIN:					
ABSENT:					

JOHN D. LOLLIS, City Clerk



By: Fernando Gabriel-Moraga, Deputy City Clerk



SONIA Y. ANGELL, MD, MPH
State Public Health Officer & Director

State of California—Health and Human Services Agency
California Department of Public Health



GAVIN NEWSOM
Governor

Released June 18, 2020

- Revised on June 29, 2020 to clarify that children under two years old are exempt from wearing face coverings due to risk of suffocation

GUIDANCE FOR THE USE OF FACE COVERINGS

Because of our collective actions, California has limited the spread of COVID-19 and associated hospitalizations and deaths in our state. Still, the risk for COVID-19 remains and the increasing number of Californians who are leaving their homes for work and other needs, increases the risk for COVID-19 exposure and infection.

Over the last four months, we have learned a lot about COVID-19 transmission, most notably that people who are infected but are asymptomatic or pre-symptomatic play an important part in community spread. The use of face coverings by everyone can limit the release of infected droplets when talking, coughing, and/or sneezing, as well as reinforce physical distancing.

This document updates existing CDPH guidance for the use of cloth face coverings by the general public when outside the home. It mandates that face coverings be worn state-wide in the circumstances and with the exceptions outlined below. It does not substitute for existing guidance about social distancing and handwashing.

Guidance

People in California must wear face coverings when they are in the high-risk situations listed below:

- Inside of, or in line to enter, any indoor public space;¹
- Obtaining services from the healthcare sector in settings including, but not limited to, a hospital, pharmacy, medical clinic, laboratory, physician or dental office, veterinary clinic, or blood bank;²
- Waiting for or riding on public transportation or paratransit or while in a taxi, private car service, or ride-sharing vehicle;
- Engaged in work, whether at the workplace or performing work off-site, when:
 - Interacting in-person with any member of the public;
 - Working in any space visited by members of the public, regardless of whether anyone from the public is present at the time;

¹ Unless exempted by state guidelines for specific public settings

² Unless directed otherwise by an employee or healthcare provider



- Working in any space where food is prepared or packaged for sale or distribution to others;
- Working in or walking through common areas, such as hallways, stairways, elevators, and parking facilities;
- In any room or enclosed area where other people (except for members of the person's own household or residence) are present when unable to physically distance.
- Driving or operating any public transportation or paratransit vehicle, taxi, or private car service or ride-sharing vehicle when passengers are present. When no passengers are present, face coverings are strongly recommended.
- While outdoors in public spaces when maintaining a physical distance of 6 feet from persons who are not members of the same household or residence is not feasible.

The following individuals are exempt from wearing a face covering:

- Persons younger than two years old. These very young children must not wear a face covering because of the risk of suffocation.
- Persons with a medical condition, mental health condition, or disability that prevents wearing a face covering. This includes persons with a medical condition for whom wearing a face covering could obstruct breathing or who are unconscious, incapacitated, or otherwise unable to remove a face covering without assistance.
- Persons who are hearing impaired, or communicating with a person who is hearing impaired, where the ability to see the mouth is essential for communication.
- Persons for whom wearing a face covering would create a risk to the person related to their work, as determined by local, state, or federal regulators or workplace safety guidelines.
- Persons who are obtaining a service involving the nose or face for which temporary removal of the face covering is necessary to perform the service.
- Persons who are seated at a restaurant or other establishment that offers food or beverage service, while they are eating or drinking, provided that they are able to maintain a distance of at least six feet away from persons who are not members of the same household or residence.
- Persons who are engaged in outdoor work or recreation such as swimming, walking, hiking, bicycling, or running, when alone or with household members, and when they are able to maintain a distance of at least six feet from others.

- Persons who are incarcerated. Prisons and jails, as part of their mitigation plans, will have specific guidance on the wearing of face coverings or masks for both inmates and staff.

Note: Persons exempted from wearing a face covering due to a medical condition who are employed in a job involving regular contact with others should wear a non-restrictive alternative, such as a face shield with a drape on the bottom edge, as long as their condition permits it.

Background

What is a cloth face covering?

A cloth face covering is a material that covers the nose and mouth. It can be secured to the head with ties or straps or simply wrapped around the lower face. It can be made of a variety of materials, such as cotton, silk, or linen. A cloth face covering may be factory-made or sewn by hand or can be improvised from household items such as scarfs, T-shirts, sweatshirts, or towels.

How well do cloth face coverings work to prevent spread of COVID-19?

There is scientific evidence to suggest that use of cloth face coverings by the public during a pandemic could help reduce disease transmission. Their primary role is to reduce the release of infectious particles into the air when someone speaks, coughs, or sneezes, including someone who has COVID-19 but feels well. Cloth face coverings are not a substitute for physical distancing, washing hands, and staying home when ill, but they may be helpful when combined with these primary interventions.

When should I wear a cloth face covering?

You should wear face coverings when in public places, particularly when those locations are indoors or in other areas where physical distancing is not possible

How should I care for a cloth face covering?

It's a good idea to wash your cloth face covering frequently, ideally after each use, or at least daily. Have a bag or bin to keep cloth face coverings in until they can be laundered with detergent and hot water and dried on a hot cycle. If you must re-wear your cloth face covering before washing, wash your hands immediately after putting it back on and avoid touching your face. Discard cloth face coverings that:

- No longer cover the nose and mouth
- Have stretched out or damaged ties or straps
- Cannot stay on the face
- Have holes or tears in the fabric



TOMÁS J. ARAGÓN, MD, DrPH
Director and State Public Health Officer

State of California—Health and Human Services Agency California Department of Public Health



GAVIN NEWSOM
Governor

June 9, 2021

Note: This guidance is effective June 15, 2021 and supersedes all prior face coverings guidance.

GUIDANCE FOR THE USE OF MASKS

Background

The COVID-19 vaccines are effective in preventing infection, disease, and spread. Unvaccinated persons are more likely to get infected and spread the virus which is transmitted through the air and concentrates indoors. About 15% of our population remains without the option for vaccination (children under 12 years old are not yet eligible) and risk for COVID-19 exposure and infection will remain until we reach full community immunity.

The purpose of this guidance is to align with CDC recommendations and provide information about higher risk settings where masks are required or recommended to prevent transmission to persons with higher risk of infection (e.g., unvaccinated or immunocompromised persons), to persons with prolonged, cumulative exposures (e.g., workers), or to persons whose vaccination status is unknown. When people who are not fully vaccinated wear a mask correctly, they protect others as well as themselves. Consistent and correct mask use by people who are not fully vaccinated is especially important indoors.

In workplaces, employers are subject to the Cal/OSHA COVID-19 [Emergency Temporary Standards \(ETS\)](#) or in some workplaces the [CalOSHA Aerosol Transmissible Diseases Standard](#), and should consult those regulations for additional applicable requirements.

Guidance for Individuals

Masks are **not required for fully vaccinated individuals, except** in the following settings where masks are required for everyone, regardless of vaccination status:

- On [public transit](#)¹ (examples: airplanes, ships, ferries, trains, subways, buses, taxis, and ride-shares) and in transportation hubs (examples: airport, bus terminal, marina, train station, seaport or other port, subway station, or any other area that provides transportation)
- **Indoors** in [K-12 schools](#)², [childcare](#)³ and other youth settings.
 - Note: This may change as updated K-12 schools guidance is forthcoming, pending updates for K-12 operational guidance from the CDC.

¹ CDC Requirement for Face Masks on Public Transportation Conveyances and at Transportation Hubs

² CDC Operational Strategy for K-12 Schools through Phased Prevention

³ CDC Guidance for Operating Child Care Programs during COVID-19

- [Healthcare settings⁴](#) (including [long term care facilities⁵](#))
- State and local [correctional facilities and detention centers⁶](#)
- [Homeless shelters⁷](#), [emergency shelters⁸](#) and [cooling centers⁹](#)

Additionally, masks are **required* for unvaccinated individuals** in indoor public settings and businesses (examples: retail, restaurants, theaters, family entertainment centers, meetings, state and local government offices serving the public)

For additional information, individuals should refer to [CDC Recommendations for Safer Activities](#) (see CDPH Masking Guidance Frequently Asked Questions for more information).

***Guidance for Businesses, Venue Operators or Hosts**

In settings where masks are required only for unvaccinated individuals, businesses, venue operators or hosts may choose to:

- Provide information to all patrons, guests and attendees regarding vaccination requirements and allow vaccinated individuals to self-attest that they are in compliance prior to entry.
- Implement vaccine verification to determine whether individuals are required to wear a mask.
- Require all patrons to wear masks.

No person can be prevented from wearing a mask as a condition of participation in an activity or entry into a business.

Exemptions to masks requirements

The following **individuals** are exempt from wearing masks at all times:

- Persons younger than two years old. Very young children must not wear a mask because of the risk of suffocation.
- Persons with a medical condition, mental health condition, or disability that prevents wearing a mask. This includes persons with a medical condition for whom wearing a mask could obstruct breathing or who are unconscious, incapacitated, or otherwise unable to remove a mask without assistance.
- Persons who are hearing impaired, or communicating with a person who is hearing impaired, where the ability to see the mouth is essential for communication.
- Persons for whom wearing a mask would create a risk to the person related to their work, as determined by local, state, or federal regulators or workplace safety guidelines.

⁴ CDC Updated Healthcare Infection Prevention and Control Recommendations in Response to COVID-19 Vaccination

⁵ CDC Interim Infection Prevention and Control Recommendations to Prevent SARS-CoV-2 Spread in Nursing Homes

⁶ CDC Interim Guidance on Management of Coronavirus Disease 2019 (COVID-19) in Correctional and Detention Facilities

⁷ CDC Interim Guidance for Homeless Service Providers to Plan and Respond to Coronavirus Disease 2019 (COVID-19)

⁸ CDC Interim Guidance for General Population Disaster Shelters During the COVID-19 Pandemic

⁹ CDC Interim guidance to reduce the risk of introducing and transmitting SARS COV-2 in cooling centers.



State of California—Health and Human
Services Agency
**California Department of
Public Health**



February 7, 2022

TO: All Californians

SUBJECT: Guidance for the Use of Face Masks



This guidance will take effect on February 16, 2022. For current Guidance for the Use of Face Masks, see the current guidance for face coverings .

Changes Taking Effect February 16, 2022:

- **Universal masking shall remain required in only specified settings.**
- **Only unvaccinated persons are required to mask in all Indoor Public Settings. Fully vaccinated individuals are recommended to continue indoor masking when the risk may be high.**

Related Materials: [Face Coverings Q&A](#) | [Face Coverings Fact Sheet \(PDF\)](#) | [Face Mask Tips and Resources](#) | [Face Shields Q&A \(PDF\)](#) | [Safe Schools for All Hub](#) | [More Home & Community Guidance](#) | [All Guidance](#) | [More Languages](#)

Guidance For the Use of Masks

Background

COVID-19 cases and hospitalization are declining across the state. This is due in large part to the collective efforts of Californians to get vaccinated, get boosted, and wear masks.

A universal indoor masking requirement was reinstated on December 15, 2021, to add a layer of mitigation as the Omicron variant, a Variant of Concern as labeled by the World Health Organization, increased in prevalence across California, the United States, and the world and spread much more easily than the original SARS-CoV-2 virus and

the Delta variant. Implementing the universal masking requirement in all indoor public settings during the winter season was an important tool to decrease community transmission during the highly infectious Omicron surge.

The current hospital census is still over capacity, but the dramatic surge in cases and hospitalizations due to the highly infectious Omicron variant over the last two months has declined significantly. Californians are also increasingly knowledgeable about how to protect themselves and their loved ones with effective masks when there may be risk of COVID-19 exposure. Accordingly, it is now appropriate for the universal indoor masking requirement to expire on February 15, 2022 as scheduled.

The COVID-19 vaccines remain effective in preventing serious disease, hospitalization, and death from the SARS-CoV-2 virus. Unvaccinated individuals are much more likely to become infected when compared to vaccinated and boosted individuals. Vaccination continues to remain the ultimate exit strategy out of the COVID-19 pandemic. While the percentage of Californians fully vaccinated and boosted continues to increase, we continue to have areas of the state where vaccine coverage is low, putting individuals and communities at greater risk for COVID-19.

A series of cross-sectional surveys in the U.S. suggested that a 10% increase in self-reported mask wearing tripled the likelihood of slowing community transmission.[1] Our recently published case-control study conducted in California from February 18 to December 1, 2021 demonstrated that consistently wearing a face mask or respirator in indoor public settings reduces the risk of acquiring SARS-CoV-2 infection. [2]

The masking requirement in California schools has allowed us to keep schools open when compared to other parts of the country. California accounts for roughly 12% of all U.S. students, but accounted for only 1% of COVID-19 related school closures during the Omicron surge. Nationally during the Delta surge in July and August 2021, jurisdictions without mask requirements in schools experienced larger increases in pediatric case rates, and school outbreaks were 3.5 times more likely in areas without school mask requirements.[3], [4].

Maintaining the masking requirements in other specified, high-risk settings continues to be consistent with CDC recommendations and allows us to protect our most vulnerable populations and the workforce that delivers critical services in these settings.

In workplaces, employers are subject to the Cal/OSHA COVID-19 Emergency Temporary Standards (ETS) or in some workplaces the Cal/OSHA Aerosol Transmissible Diseases (ATD) (PDF) Standard and should consult those regulations for additional applicable requirements.

Masking Requirements

Masks are **required for all individuals** in the following indoor settings, regardless of vaccination status. Surgical masks or higher-level respirators (e.g., N95s, KN95s, KF94s) with good fit are highly recommended.

- On public transit[5] (examples: airplanes, ships, ferries, trains, subways, buses, taxis, and ride-shares) and in transportation hubs (examples: airport, bus terminal, marina, train station, seaport or other port, subway station, or any other area that provides transportation)
- **Indoors** in K-12 schools[6], childcare[7]
- Emergency[8] shelters and cooling and heating centers[9]
- Healthcare settings[10]
- State and local correctional facilities and detention centers[11]
- Homeless shelters[12]
- Long Term Care Settings & Adult and Senior Care Facilities[13]

Additionally, masks **are required* for unvaccinated individuals** in indoor public settings and businesses (examples: retail, restaurants, theaters, family entertainment centers, meetings, state and local government offices serving the public). Fully vaccinated individuals are recommended to continue indoor masking when the risk may

be high. Surgical masks or higher-level respirators (e.g., N95s, KN95s, KF94s) with good fit are highly recommended.

See State Health Officer Order, issued on July 26, 2021, for a full list of high-risk congregate and other healthcare settings where surgical masks are required for unvaccinated workers, and recommendations for respirator use for unvaccinated workers in healthcare and long-term care facilities in situations or settings not covered by Cal OSHA ETS or ATD.

For additional information on types of masks, the most effective masks, and ensuring a well-fitted mask, individuals should refer to CDPH Get the Most out of Masking and see CDPH Masking Guidance Frequently Asked Questions for more information.

***Guidance for Businesses, Venue Operators or Hosts**

In settings where masks are required only for unvaccinated individuals, businesses, venue operators or hosts may choose to:

- Provide information to all patrons, guests and attendees regarding vaccination requirements and allow vaccinated individuals to self-attest that they are in compliance prior to entry.
- Implement vaccine verification to determine whether individuals are required to wear a mask.
- Require all patrons to wear masks.

No person can be prevented from wearing a mask as a condition of participation in an activity or entry into a business.

Exemptions to masks requirements

The following **individuals** are exempt from wearing masks at all times:

- Persons younger than two years old. Very young children must not wear a mask because of the risk of suffocation.
- Persons with a medical condition, mental health condition, or disability that prevents wearing a mask. This includes persons with a medical condition for whom wearing a mask could obstruct breathing or who are unconscious, incapacitated, or otherwise unable to remove a mask without assistance.
- Persons who are hearing impaired, or communicating with a person who is hearing impaired, where the ability to see the mouth is essential for communication.
- Persons for whom wearing a mask would create a risk to the person related to their work, as determined by local, state, or federal regulators or workplace safety guidelines.

[1] Rader B, White LF, Burns MR, et al. Mask-wearing and control of SARS-CoV-2 transmission in the USA: a cross-sectional study. *The Lancet Digital Health*. 2021;3(3):e148–e157.

[2] Andrejko KL, Pry JM, Myers JF, et al. Effectiveness of Face Mask or Respirator Use in Indoor Public Settings for Prevention of SARS-CoV-2 Infection — California, February–December 2021. *MMWR Morb Mortal Wkly Rep*. ePub: 4 February 2022

[3] Jehn M, McCullough JM, Dale AP, Gue M, Eller B, Cullen T, Scott SE. Association between K–12 school mask policies and school-associated COVID-19 outbreaks — Maricopa and Pima Counties, Arizona, July–August 2021. *MMWR Morb Mortal Wkly Rep*. 2021; 70(39):1372–1373.

- [4] Budzyn SE, Panaggio MJ, Parks SE, Papazian M, Magid J, Eng M, Barrios LC. Pediatric COVID-19 cases in counties with and without school mask requirements — United States, July 1–September 4, 2021. *MMWR Morb Mortal Wkly Rep.* 2021; 70(39);1377–1378.
- [5] CDC Requirement for Face Masks on Public Transportation Conveyances and at Transportation Hubs
- [6] CDC Guidance for COVID-19 Prevention in K-12 Schools
- [7] CDC COVID-19 Guidance for Operating Early Care and Education/Child Care Programs
- [8] CDC's Interim Guidance for General Population Disaster Shelters During the COVID-19 Pandemic
- [9] CDC COVID-19 and Cooling Centers
- [10] CDC Interim Infection Prevention and Control Recommendations for Healthcare Personnel During the Coronavirus Disease 2019 (COVID-19) Pandemic
- [11] CDC Interim Guidance on Management of Coronavirus Disease 2019 (COVID-19) in Correctional and Detention Facilities
- [12] CDC Interim Guidance for Homeless Service Providers to Plan and Respond to Coronavirus Disease 2019 (COVID-19)
- [13] CDC Nursing Homes and Long-Term Care Facilities

California Department of Public Health
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Department Website (cdph.ca.gov)



Overview of the Emergency Rental Assistance Program

Background

On December 27, 2020 the federal Consolidated Appropriations Act 2021 was signed into law and \$25 billion was allocated to the United States Treasury (UST) for the Emergency Rental Assistance Program (ERAP) to assist households that are unable to pay rent or utilities due to the COVID-10 pandemic. California received \$2.6 of the federal ERAP funds. To implement these rental assistance resources, the state of CA worked with state legislation to develop a programmatic framework to ease administration burden and deploy these resources to those most in need.

On January 28th, the Legislature approved SB 91. This bill extended the eviction protections and created a mechanism to deploy the \$2.6 billion in ERAP resources to assist struggling tenants and landlords impacted by COVID-19. The bill allocated \$1.5 billion to the state and \$1.1 billion directly to local governments with populations with more than 200,000. The bill establishes the criteria and prioritization for use of the state-administered rental assistance funding from the federal bill.

Local governments with populations of 200,000 and greater that received a direct allocation of funding for rental assistance from the federal government could also qualify for block grant funding from the state's \$1.5 billion share. Counties were given the option to take the funds and administer their own program or to participate in the state-administered program. Tulare County has opted to participate in the state administered program. The state administered program will be managed centrally by the Local Initiatives Support Corporation (LISC).

Under state statute the rental assistance program is to be implemented by March 15, 2021. Ninety percent of the funding is to be directed towards financial assistance and ten percent for administration of the program.

Program Requirements

While not a full comprehensive list, the key program requirements include the following:

- For those landlords who agree to participate, funding will be available to pay up to 80 percent of an eligible household's unpaid rent accumulated from April 2020 through March 2021, provided that the landlord agrees to forgive the remaining 20 percent.
- In cases where the landlord chooses not to participate, tenants can apply for assistance for rental arrears, but are be limited to compensation of 25% of the eligible household's unpaid rent accumulated from April 2020 through March 2021 which will be paid to the landlord. The program also allows for prospective payments of 25% of the monthly rent for the months of April, May, and June 2021.
- Funds are to be administered in a least three rounds to eligible households. Prioritizing: (1) those households under 50% of the area median income (AMI) or unemployed for 90 days; (2) Below 80% AMI and in communities disproportionately affected by COVID-19 (as determined by the Department of Housing and Community Development); (3) Below 80% AMI not included in round 1 and 2.
- The top priority for the use of assistance funding would be rental arrears; followed by prospective rent payments, utility payments (both arrears and prospective payments)

LISC and Local Partnership

Given the rapid implementation timeframes, the one-time nature of these funds, among other considerations, the State believed that a central administrative structure would be most effective in deploying these resources in an effective and compliant manner. They contracted with LISC to administering the Emergency Rental Assistance Program (ERAP). LISC will be responsible in providing the following support and oversight:

- State outreach and education campaign with adaptability for local messaging.
- Standardized, federally consistent application and eligibility criteria, accessible to both landlords and tenants.
- Contracted solution with a state-wide network, including rural areas.
- Robust, multi-lingual client support and technical assistance.
- Processing of Applications (input, review, verification, fraud control, notifications to tenant and landlord, verification of accounts, disbursement of payment, reporting per state and federal government requirements, downstream audit management).
- Central privacy protections and fraud control.
- Management of duplication of benefits in accordance with the Consolidated Appropriations Act, 2021.
- Application portal to begin receiving applications from landlords and tenants.

LISC is seeking nonprofit and community-based organizations with capacity to provide local on-the-ground support to residents to help them access rental assistance. LISC will work with local partners and organizations within Tulare County to ensure all potential applicants know about the ERAP and receive the needed program assistance.

There are three tiers of partnership: Tier 1-Promotion, Tier 2-Outreach, and Tier 3-Technical Assistance. Local partners who want to partner with LISC will need to submit an application. Partner requirements include:

- Registered non-profits and quasi-government entities providing services to residents in communities served by this program
- Must have an EIN
- Must have a DUNS number
- Must be active on the CA Secretary of State website
- Must be registered on SAM website
- If applicable, non-profits must have actively filed 990 Forms

Organizations that do not have the above information are not eligible for Tier 2 and Tier 3 partnership but may still apply under the Tier 1 program. All applicants will be considered based on capacity to successfully reach their proposed community. Tier 2 and 3 will also be evaluated based on ability to successfully administer federal funds. First round of applications were due Monday, February 22. However, ongoing applications can still be submitted after the 22nd and will be reviewed on an ongoing basis throughout the program. To apply go to <https://lisc.tfaforms.net/308>

Eviction Protections

- SB 91 extends the states current eviction moratorium for tenants unable to pay rent due to COVID related financial hardships, as established under AB 3088, by five months, from January 31, 2021 through June 30, 2021.
- Tenants must continue to pay 25% of their rental obligations, as required under AB 3088, through June 30, 2021. During this time as tenants continue to pay at least 25% of their rent, then they are protected from eviction for any unpaid rent that has accumulated through June 30 and it can never be used as the basis for eviction. The 25% may be paid monthly or as a lump sum by June 30, 2021.

CITY OF PORTERVILLE
UTILITIES
PAST DUE BALANCES

	AS OF 3/31/2020	AS OF 3/31/2021	AS OF 4/30/2021	AS OF 5/31/2021	AS OF 6/30/2021	AS OF 7/31/2021	AS OF 8/31/2021	AS OF 9/30/2021	AS OF 10/31/2021	AS OF 11/30/2021	AS OF 12/31/2021	AS OF 1/31/2022	Mar20-Jan22 Difference
WATER	\$155,942	\$527,676	\$463,170	\$470,677	\$503,738	\$481,955	\$543,626	\$602,471	\$559,589	\$618,746	\$667,294	\$694,291	\$511,352
SEWER	171,185	294,515	283,873	305,374	292,298	282,188	300,471	320,062	331,194	334,051	366,171	389,803	194,986
REFUSE	155,172	268,798	253,119	273,951	262,133	248,199	267,486	282,828	297,209	295,806	322,769	342,859	167,597
	<u>\$482,299</u>	<u>\$1,090,989</u>	<u>\$1,000,161</u>	<u>\$1,050,002</u>	<u>\$1,058,170</u>	<u>\$1,012,342</u>	<u>\$1,111,583</u>	<u>\$1,205,360</u>	<u>\$1,187,992</u>	<u>\$1,248,603</u>	<u>\$1,356,234</u>	<u>\$1,426,953</u>	<u>\$873,935</u>
<u>ESTIMATED PENALTIES</u>		AS OF 3/31/2021	AS OF 4/30/2021	AS OF 5/31/2021	AS OF 6/30/2021	AS OF 7/31/2021	AS OF 8/31/2021	AS OF 9/30/2021	AS OF 10/31/2021	AS OF 11/30/2021	AS OF 12/31/2021	AS OF 1/31/2022	
WATER		\$143,479	\$136,401	\$138,598	\$145,220	\$132,986	\$147,937	\$145,259	\$145,534	\$163,842	\$186,404	\$203,355	
SEWER		75,987	75,827	84,055	79,686	73,592	78,818	77,245	83,940	88,486	99,398	109,316	
REFUSE		69,309	68,561	75,935	71,125	65,677	70,806	68,894	75,323	78,977	87,793	95,999	
		<u>\$288,775</u>	<u>\$280,789</u>	<u>\$298,589</u>	<u>\$296,032</u>	<u>\$272,256</u>	<u>\$297,561</u>	<u>\$291,399</u>	<u>\$304,797</u>	<u>\$331,304</u>	<u>\$373,595</u>	<u>\$408,670</u>	
TOTALS		<u>\$1,379,764</u>	<u>\$1,280,950</u>	<u>\$1,348,590</u>	<u>\$1,354,201</u>	<u>\$1,284,597</u>	<u>\$1,409,144</u>	<u>\$1,496,759</u>	<u>\$1,492,789</u>	<u>\$1,579,907</u>	<u>\$1,729,829</u>	<u>\$1,835,623</u>	



State of California—Health and Human
Services Agency
**California Department of
Public Health**



February 7, 2022

TO: All Californians

SUBJECT: Beyond the Blueprint for Industry and Business Sectors (Including Mega Events)



This guidance will take effect on February 16, 2022. For current Beyond the Blueprint for Industry and Business Sectors guidance, see Beyond the Blueprint for Industry and Business Sectors (Including Mega Events).

Related Materials: [Beyond the Blueprint Q&A](#) | [Vaccination Record Guidelines & Standards](#) | [More Languages](#)

Changes Taking Effect February 16, 2022:

- This guidance will return to thresholds of 1,000 attendees for Indoor Mega Events and 10,000 attendees for Outdoor Mega Events.

Background:

COVID-19 cases and hospitalization are declining across the state. This is due in large part to the collective efforts of Californians to get vaccinated and wear masks. Vaccination remains the ultimate exit strategy out of the COVID-19 pandemic, but we still have a way to go, and ongoing vigilance is necessary to protect against COVID-19.

On June 15, California fully reopened the economy and moved beyond the Blueprint for a Safer Economy. All sectors listed in the Blueprint Activities and Business Tiers Chart (PDF) returned to usual operations (with the limited exceptions noted below for Mega Events).

Large, indoor events, however, continue to have the potential to cause large, substantial, and severe outbreaks. Large events involve several factors that increase the risk of transmission including (a) persons attending often travel from outside the immediate area, from areas with higher levels of transmission, and some types of travel may increase the risk of exposure; (b) events have prolonged duration; (c) crowding is common in large events; (d) even in counties or venues with universal masking requirements, masks are removed for eating and drinking; and (e) the larger the number of people gathered in crowded settings, the greater the likelihood that contagious persons are present and the more individuals who are exposed with the potential of becoming infected and spreading infections within their families, communities, schools, and workplaces.

The risk of spreading COVID-19 is decreased when all parties are vaccinated. Vaccination or negative COVID-19 test result verification, especially indoors, is an additional, important strategy to reduce transmission in large gatherings, especially where masks are removed for eating, drinking and where activities (like singing, yelling, or cheering) that increase transmission risk are occurring, even when masks are being worn. In the context of continued high transmission rates across the state, country, and worldwide and the ongoing risk of large gatherings, it is important that these mitigation strategies remain in place.

On December 1, all attendees age 18 and older were required to provide identification to confirm the individual presenting proof of vaccination or negative test is the attendee entering the facility or venue.

On December 15, testing for Mega Events was required to be conducted within one day for antigen tests, and within two days for PCR tests prior to entry into the facility or venue.

On December 31, 2021, the threshold for Indoor Mega Events was lowered to 500 attendees and for Outdoor Mega Events to 5,000 attendees. This was in response to the growing threat of the more-transmissible Omicron variant, especially during the winter season when large indoor events were more likely to occur.

Though COVID cases and hospitalizations are declining across the state, it is important that we continue to protect our communities by ensuring that all attendees have taken all required measures to protect themselves and those around them.

These restrictions and recommendations will continue to be updated as CDPH continues to assess conditions on an ongoing basis.

	Restrictions Applying to Indoor & Outdoor Settings
UPDATE: Definitions of Mega Events[1]	Crowds greater than 1,000 (indoors) attendees Crowds greater than 10,000 (outdoors) attendees
Vaccine Verification / Negative Testing	Required for Indoor Mega Events Recommended for Outdoor Mega Events
Capacity Limitations	No restrictions
Physical Distancing	No restrictions for attendees, customers, and guests
Masking	Follow current CDPH Guidance for Face Coverings. Refer to CDPH Get the Most Out of Masking for more information on getting the best fit and filtration for your mask
Travelers	Recommend following CDC and CDPH Travel recommendations.

In workplaces, employers are subject to the Cal/OSHA COVID-19 Emergency Temporary Standards (ETS) or in some workplaces the CalOSHA Aerosol Transmissible Diseases Standard, and should consult those regulations for additional applicable requirements.

Limited Requirements for Mega Events:

Mega Events are characterized by large crowds greater than 1,000 indoor OR 10,000 outdoor attendees. Mega Events may have either assigned or unassigned seating, and may be either general admission or gated, ticketed, and permitted events. Mega Events do not include venues such as shopping malls or museums that are open to public circulation as part of their regular operations, except to the extent that such venues host qualifying events.

Mega Events are considered higher risk for COVID transmission because:

- Participants and attendees are spending extensive periods of time physically close to large numbers of people they don't usually interact with.
- The frequency and total duration of close contact between attendees is increased, thereby increasing the risk that respiratory particles will be transmitted between attendees and participants.
- They draw from beyond the nearby community and will often draw attendees and participants from other states and countries who may be infected with more infectious COVID variants.
- Effective contact tracing may be difficult given the number of potential uncontrolled mixing between groups and attendees among individuals who are unlikely to be together again and the nature of the events.

For Indoor Mega Events (example: conventions/conferences/expos/sporting events and concerts):

In addition to the general public health recommendations:

- Verification of fully vaccinated status* or pre-entry negative test** result is required of all attendees.
- Indoor venue and event operators may not use self-attestation as a mode of verification.
- All businesses and venue operators must check the identification of all attendees age 18 and over to validate their vaccination record or proof of negative test.
- Acceptable identification is any document that includes the name of the person and photograph.
- Attendees must follow CDPH Guidance for Face Coverings. Refer to CDPH Get the Most Out of Masking for more information on getting the best fit and filtration for masks.
- Information will be prominently placed on all communications, including the reservation and ticketing systems, to ensure guests are aware of testing and vaccination requirements (including acceptable modes of verification).
- Venues should make masks available to attendees upon request.

For Outdoor Mega Events (example: music or food festivals/car shows/large endurance events and marathons/parades/sporting events and concerts):

In addition to the general public health recommendations:

- Verification of fully vaccinated status or pre-entry negative COVID test result is strongly recommended for all attendees.
- If implemented, venue and event operators are recommended to not use self-attestation as a mode of verification but rather use verification options for providing proof of vaccination in the CDPH Vaccine Record Guidelines & Standards.
- Attendees must follow CDPH Guidance for Face Coverings. Consistent with that guidance, attendees should also wear masks at outdoor events when they enter indoor areas, such as restrooms, restaurants, retail shops, concourses, or concession stands. Refer to CDPH Get the Most Out of Masking for more information on getting the best fit and filtration for masks.
- Information will be prominently placed on all communications, including the reservation and ticketing systems, to ensure guests are aware that the State strongly recommends that they be fully vaccinated or obtain a negative COVID-19 test prior to attending the event.
- Venues should make masks available to attendees upon request.

Additional recommendations for sponsors of Mega Events:

- Encourage everyone to get vaccinated and boosted, when eligible.
- Encourage all attendees to consider better fit and filtration for masks **[Surgical masks or higher-level respirators (e.g., N95s, KN95s, KF94s) with good fit are recommended over cloth masks]**.
- Facilitate increased ventilation of indoor spaces (i.e., open all windows and doors to increase natural air flow), following current CDPH and CalOSHA guidance.
- Encourage everyone to sign up for CA Notify as an added layer of protection for themselves and the community to receive alerts when they have been in close contact with someone who tests positive for COVID-19. Encourage those who test positive for COVID-19 to alert CA Notify to anonymously notify those who may have been exposed.
- Convey the risk of attending large, crowded events where the vaccine status of others in attendance may be unknown to the individuals.
- Convey the risk of attending large, crowded events for populations that may not currently be eligible for vaccination or may be immunocompromised and whose vaccine protection may be incomplete.
- Encourage all venues along any parade or event route to provide outdoor spaces for eating/drinking/congregating to reduce the risk of transmission in indoor settings.

* Fully vaccinated

1. Definition: See CDC Information on COVID-19 Vaccines for information on acceptable vaccines, definition for "Fully Vaccinated," and updates on additional vaccines and recommendations as they are approved.
2. Verification: See current Options for Providing Proof of Vaccination in the CDPH Vaccine Record Guidelines & Standards for acceptable methods of vaccine verification.

** Pre-entry negative testing

1. Definition: Testing must be conducted within one day for an antigen test and within two days for a PCR test prior to entry into an event. Results of the test must be available prior to entry into the facility or venue. Children under 2 years of age are exempt from the testing requirement, consistent with CDC guidance.
2. Verification: See current CDPH Updated Testing Guidance and CDPH Over-the-Counter Testing Guidance for acceptable methods of proof of negative COVID-19 test result and information on Over-the-Counter tests.
Note: Self-attestation may not be used to verify negative test result, even when using Over-the-Counter (or at home tests) for entry into Indoor Mega Events.

[1] These requirements continue to be recommended but not mandatory for places of worship meeting the definition of a mega event.

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FACT SHEET: The Coronavirus State and Local Fiscal Recovery Funds Will Deliver \$350 Billion for State, Local, Territorial, and Tribal Governments to Respond to the COVID-19 Emergency and Bring Back Jobs

May 10, 2021

Aid to state, local, territorial, and Tribal governments will help turn the tide on the pandemic, address its economic fallout, and lay the foundation for a strong and equitable recovery

Today, the U.S. Department of the Treasury announced the launch of the Coronavirus State and Local Fiscal Recovery Funds, established by the American Rescue Plan Act of 2021, to provide \$350 billion in emergency funding for eligible state, local, territorial, and Tribal governments. Treasury also released details on how these funds can be used to respond to acute pandemic response needs, fill revenue shortfalls among these governments, and support the communities and populations hardest-hit by the COVID-19 crisis. With the launch of the Coronavirus State and Local Fiscal Recovery Funds, eligible jurisdictions will be able to access this funding in the coming days to address these needs.

State, local, territorial, and Tribal governments have been on the frontlines of responding to the immense public health and economic needs created by this crisis – from standing up vaccination sites to supporting small businesses – even as these governments confronted revenue shortfalls during the downturn. As a result, these governments have endured unprecedented strains, forcing many to make untenable choices between laying off educators, firefighters, and other frontline workers or failing to provide other services that communities rely on. Faced with these challenges, state and local governments have cut over 1 million jobs since the beginning of the crisis. The experience of prior economic downturns has shown that budget pressures like these often result in prolonged fiscal austerity that can slow an economic recovery.

To support the immediate pandemic response, bring back jobs, and lay the groundwork for a strong and equitable recovery, the American Rescue Plan Act of 2021 established the Coronavirus State and Local Fiscal Recovery Funds, designed to deliver \$350 billion to state, local, territorial, and Tribal governments to bolster their response to the COVID-19 emergency and its economic impacts. Today, Treasury is launching this much-needed relief to:

- Support urgent COVID-19 response efforts to continue to decrease spread of the virus and bring the pandemic under control;
- Replace lost public sector revenue to strengthen support for vital public services and help retain jobs;
- Support immediate economic stabilization for households and businesses; and,
- Address systemic public health and economic challenges that have contributed to the unequal impact of the pandemic on certain populations.

The Coronavirus State and Local Fiscal Recovery Funds provide substantial flexibility for each jurisdiction to meet local needs—including support for households, small businesses, impacted industries, essential workers, and the communities hardest-hit by the crisis. These funds also deliver resources that recipients can invest in building, maintaining, or upgrading their water, sewer, and broadband infrastructure.

Starting today, eligible state, territorial, metropolitan city, county, and Tribal governments may request Coronavirus State and Local Fiscal Recovery Funds through the Treasury Submission Portal. Concurrent with this program launch, Treasury has published an Interim Final Rule that implements the provisions of this program.

FUNDING AMOUNTS

The American Rescue Plan provides a total of \$350 billion in Coronavirus State and Local Fiscal Recovery Funds to help eligible state, local, territorial, and Tribal governments meet their present needs and build the foundation for a strong recovery. Congress has allocated this funding to tens of thousands of jurisdictions. These allocations include:

Type	Amount (\$ billions)
States & District of Columbia	\$195.3
Counties	\$65.1
Metropolitan Cities	\$45.6
Tribal Governments	\$20.0
Territories	\$4.5
Non-Entitlement Units of Local Government	\$19.5

Treasury expects to distribute these funds directly to each state, territorial, metropolitan city, county, and Tribal government. Local governments that are classified as non-entitlement units will receive this funding through their applicable state government. Treasury expects to provide further guidance on distributions to non-entitlement units next week.

Local governments should expect to receive funds in two tranches, with 50% provided beginning in May 2021 and the balance delivered 12 months later. States that have experienced a net increase in the unemployment rate of more than 2 percentage points from February 2020 to the latest available data as of the date of certification will receive their full allocation of funds in a single payment; other states will receive funds in two equal tranches. Governments of U.S. territories will receive a single payment. Tribal governments will receive two payments, with the first payment available in May and the second payment, based on employment data, to be delivered in June 2021.

USES OF FUNDING

Coronavirus State and Local Fiscal Recovery Funds provide eligible state, local, territorial, and Tribal governments with a substantial infusion of resources to meet pandemic response needs and rebuild a stronger, more equitable economy as the country recovers. Within the categories of eligible uses, recipients have broad flexibility to decide how best to use this funding to meet the needs of their communities. Recipients may use Coronavirus State and Local Fiscal Recovery Funds to:

- **Support public health expenditures**, by funding COVID-19 mitigation efforts, medical expenses, behavioral healthcare, and certain public health and safety staff;
- **Address negative economic impacts caused by the public health emergency**, including economic harms to workers, households, small businesses, impacted industries, and the public sector;
- **Replace lost public sector revenue**, using this funding to provide government services to the extent of the reduction in revenue experienced due to the pandemic;
- **Provide premium pay for essential workers**, offering additional support to those who have borne and will bear the greatest health risks because of their service in critical infrastructure sectors; and,
- **Invest in water, sewer, and broadband infrastructure**, making necessary investments to improve access to clean drinking water, support vital wastewater and stormwater infrastructure, and to expand access to broadband internet.

Within these overall categories, Treasury’s Interim Final Rule provides guidelines and principles for determining the types of programs and services that this funding can support, together with examples of allowable uses that recipients may consider. As described below, Treasury has also designed these provisions to take into consideration the disproportionate impacts of the COVID-19 public health emergency on those hardest-hit by the pandemic.

1. Supporting the public health response

Mitigating the impact of COVID-19 continues to require an unprecedented public health response from state, local, territorial, and Tribal governments. Coronavirus State and Local Fiscal Recovery Funds provide resources to meet these needs through the provision of care for those impacted by the virus and through services that address disparities in public health that have been exacerbated by the pandemic. Recipients may use this funding to address a broad range of public health needs across COVID-19 mitigation, medical expenses, behavioral healthcare, and public health resources. Among other services, these funds can help support:

- **Services and programs to contain and mitigate the spread of COVID-19, including:**
 - ✓ Vaccination programs
 - ✓ Medical expenses
 - ✓ Testing
 - ✓ Contact tracing
 - ✓ Isolation or quarantine
 - ✓ PPE purchases
 - ✓ Support for vulnerable populations to access medical or public health services
 - ✓ Public health surveillance (e.g., monitoring for variants)
 - ✓ Enforcement of public health orders
 - ✓ Public communication efforts
 - ✓ Enhancement of healthcare capacity, including alternative care facilities
 - ✓ Support for prevention, mitigation, or other services in congregate living facilities and schools
 - ✓ Enhancement of public health data systems
 - ✓ Capital investments in public facilities to meet pandemic operational needs
 - ✓ Ventilation improvements in key settings like healthcare facilities

- **Services to address behavioral healthcare needs exacerbated by the pandemic, including:**
 - ✓ Mental health treatment
 - ✓ Substance misuse treatment
 - ✓ Other behavioral health services
 - ✓ Hotlines or warmlines
 - ✓ Crisis intervention
 - ✓ Services or outreach to promote access to health and social services
- **Payroll and covered benefits expenses** for public health, healthcare, human services, public safety and similar employees, to the extent that they work on the COVID-19 response. For public health and safety workers, recipients can use these funds to cover the full payroll and covered benefits costs for employees or operating units or divisions primarily dedicated to the COVID-19 response.

2. **Addressing the negative economic impacts caused by the public health emergency**

The COVID-19 public health emergency resulted in significant economic hardship for many Americans. As businesses closed, consumers stayed home, schools shifted to remote education, and travel declined precipitously, over 20 million jobs were lost between February and April 2020. Although many have since returned to work, as of April 2021, the economy remains more than 8 million jobs below its pre-pandemic peak, and more than 3 million workers have dropped out of the labor market altogether since February 2020.

To help alleviate the economic hardships caused by the pandemic, Coronavirus State and Local Fiscal Recovery Funds enable eligible state, local, territorial, and Tribal governments to provide a wide range of assistance to individuals and households, small businesses, and impacted industries, in addition to enabling governments to rehire public sector staff and rebuild capacity. Among these uses include:

- **Delivering assistance to workers and families**, including aid to unemployed workers and job training, as well as aid to households facing food, housing, or other financial insecurity. In addition, these funds can support survivor's benefits for family members of COVID-19 victims.
- **Supporting small businesses**, helping them to address financial challenges caused by the pandemic and to make investments in COVID-19 prevention and mitigation tactics, as well as to provide technical assistance. To achieve these goals, recipients may employ this funding to execute a broad array of loan, grant, in-kind assistance, and counseling programs to enable small businesses to rebound from the downturn.
- **Speeding the recovery of the tourism, travel, and hospitality sectors**, supporting industries that were particularly hard-hit by the COVID-19 emergency and are just now beginning to mend. Similarly impacted sectors within a local area are also eligible for support.
- **Rebuilding public sector capacity**, by rehiring public sector staff and replenishing unemployment insurance (UI) trust funds, in each case up to pre-pandemic levels. Recipients may also use this funding to build their internal capacity to successfully implement economic relief programs, with investments in data analysis, targeted outreach, technology infrastructure, and impact evaluations.

3. Serving the hardest-hit communities and families

While the pandemic has affected communities across the country, it has disproportionately impacted low-income families and communities of color and has exacerbated systemic health and economic inequities. Low-income and socially vulnerable communities have experienced the most severe health impacts. For example, counties with high poverty rates also have the highest rates of infections and deaths, with 223 deaths per 100,000 compared to the U.S. average of 175 deaths per 100,000.

Coronavirus State and Local Fiscal Recovery Funds allow for a broad range of uses to address the disproportionate public health and economic impacts of the crisis on the hardest-hit communities, populations, and households. Eligible services include:

- **Addressing health disparities and the social determinants of health**, through funding for community health workers, public benefits navigators, remediation of lead hazards, and community violence intervention programs;
- **Investments in housing and neighborhoods**, such as services to address individuals experiencing homelessness, affordable housing development, housing vouchers, and residential counseling and housing navigation assistance to facilitate moves to neighborhoods with high economic opportunity;
- **Addressing educational disparities** through new or expanded early learning services, providing additional resources to high-poverty school districts, and offering educational services like tutoring or afterschool programs as well as services to address social, emotional, and mental health needs; and,
- **Promoting healthy childhood environments**, including new or expanded high quality childcare, home visiting programs for families with young children, and enhanced services for child welfare-involved families and foster youth.

Governments may use Coronavirus State and Local Fiscal Recovery Funds to support these additional services if they are provided:

- within a Qualified Census Tract (a low-income area as designated by the Department of Housing and Urban Development);
- to families living in Qualified Census Tracts;
- by a Tribal government; or,
- to other populations, households, or geographic areas disproportionately impacted by the pandemic.

4. Replacing lost public sector revenue

State, local, territorial, and Tribal governments that are facing budget shortfalls may use Coronavirus State and Local Fiscal Recovery Funds to avoid cuts to government services. With these additional resources, recipients can continue to provide valuable public services and ensure that fiscal austerity measures do not hamper the broader economic recovery.

Many state, local, territorial, and Tribal governments have experienced significant budget shortfalls, which can yield a devastating impact on their respective communities. Faced with budget shortfalls and pandemic-related uncertainty, state and local governments cut staff in all 50 states. These budget shortfalls and staff cuts are particularly problematic at present, as these entities are on the front lines of battling the COVID-19 pandemic and helping citizens weather the economic downturn.

Recipients may use these funds to replace lost revenue. Treasury's Interim Final Rule establishes a methodology that each recipient can use to calculate its reduction in revenue. Specifically, recipients will compute the extent of their reduction in revenue by comparing their actual revenue to an alternative representing what could have been expected to occur in the absence of the pandemic. Analysis of this expected trend begins with the last full fiscal year prior to the public health emergency and projects forward at either (a) the recipient's average annual revenue growth over the three full fiscal years prior to the public health emergency or (b) 4.1%, the national average state and local revenue growth rate from 2015-18 (the latest available data).

For administrative convenience, Treasury's Interim Final Rule allows recipients to presume that any diminution in actual revenue relative to the expected trend is due to the COVID-19 public health emergency. Upon receiving Coronavirus State and Local Fiscal Recovery Funds, recipients may immediately calculate the reduction in revenue that occurred in 2020 and deploy funds to address any shortfall. Recipients will have the opportunity to re-calculate revenue loss at several points through the program, supporting those entities that experience a lagged impact of the crisis on revenues.

Importantly, once a shortfall in revenue is identified, recipients will have broad latitude to use this funding to support government services, up to this amount of lost revenue.

5. Providing premium pay for essential workers

Coronavirus State and Local Fiscal Recovery Funds provide resources for eligible state, local, territorial, and Tribal governments to recognize the heroic contributions of essential workers. Since the start of the public health emergency, essential workers have put their physical well-being at risk to meet the daily needs of their communities and to provide care for others.

Many of these essential workers have not received compensation for the heightened risks they have faced and continue to face. Recipients may use this funding to provide premium pay directly, or through grants to private employers, to a broad range of essential workers who must be physically present at their jobs including, among others:

- | | |
|---|---|
| ✓ Staff at nursing homes, hospitals, and home-care settings | ✓ Truck drivers, transit staff, and warehouse workers |
| ✓ Workers at farms, food production facilities, grocery stores, and restaurants | ✓ Childcare workers, educators, and school staff |
| ✓ Janitors and sanitation workers | ✓ Social service and human services staff |
| ✓ Public health and safety staff | |

Treasury's Interim Final Rule emphasizes the need for recipients to prioritize premium pay for lower income workers. Premium pay that would increase a worker's total pay above 150% of the greater of the state or county average annual wage requires specific justification for how it responds to the needs of these workers.

In addition, employers are both permitted and encouraged to use Coronavirus State and Local Fiscal Recovery Funds to offer retrospective premium pay, recognizing that many essential workers have not yet received additional compensation for work performed. Staff working for third-party contractors in eligible sectors are also eligible for premium pay.

6. Investing in water and sewer infrastructure

Recipients may use Coronavirus State and Local Fiscal Recovery Funds to invest in necessary improvements to their water and sewer infrastructures, including projects that address the impacts of climate change.

Recipients may use this funding to invest in an array of drinking water infrastructure projects, such as building or upgrading facilities and transmission, distribution, and storage systems, including the replacement of lead service lines.

Recipients may also use this funding to invest in wastewater infrastructure projects, including constructing publicly-owned treatment infrastructure, managing and treating stormwater or subsurface drainage water, facilitating water reuse, and securing publicly-owned treatment works.

To help jurisdictions expedite their execution of these essential investments, Treasury's Interim Final Rule aligns types of eligible projects with the wide range of projects that can be supported by the Environmental Protection Agency's Clean Water State Revolving Fund and Drinking Water State Revolving Fund. Recipients retain substantial flexibility to identify those water and sewer infrastructure investments that are of the highest priority for their own communities.

Treasury's Interim Final Rule also encourages recipients to ensure that water, sewer, and broadband projects use strong labor standards, including project labor agreements and community benefits agreements that offer wages at or above the prevailing rate and include local hire provisions.

7. Investing in broadband infrastructure

The pandemic has underscored the importance of access to universal, high-speed, reliable, and affordable broadband coverage. Over the past year, millions of Americans relied on the internet to participate in remote school, healthcare, and work.

Yet, by at least one measure, 30 million Americans live in areas where there is no broadband service or where existing services do not deliver minimally acceptable speeds. For millions of other Americans, the high cost of broadband access may place it out of reach. The American Rescue Plan aims to help remedy these shortfalls, providing recipients with flexibility to use Coronavirus State and Local Fiscal Recovery Funds to invest in broadband infrastructure.

Recognizing the acute need in certain communities, Treasury's Interim Final Rule provides that investments in broadband be made in areas that are currently unserved or underserved—in other words, lacking a wireline connection that reliably delivers minimum speeds of 25 Mbps download and 3 Mbps upload. Recipients are also encouraged to prioritize projects that achieve last-mile connections to households and businesses.

Using these funds, recipients generally should build broadband infrastructure with modern technologies in mind, specifically those projects that deliver services offering reliable 100 Mbps download and 100

Mbps upload speeds, unless impracticable due to topography, geography, or financial cost. In addition, recipients are encouraged to pursue fiber optic investments.

In view of the wide disparities in broadband access, assistance to households to support internet access or digital literacy is an eligible use to respond to the public health and negative economic impacts of the pandemic, as detailed above.

8. Ineligible Uses

Coronavirus State and Local Fiscal Recovery Funds provide substantial resources to help eligible state, local, territorial, and Tribal governments manage the public health and economic consequences of COVID-19. Recipients have considerable flexibility to use these funds to address the diverse needs of their communities.

To ensure that these funds are used for their intended purposes, the American Rescue Plan Act also specifies two ineligible uses of funds:

- **States and territories may not use this funding to directly or indirectly offset a reduction in net tax revenue due to a change in law from March 3, 2021 through the last day of the fiscal year in which the funds provided have been spent.** The American Rescue Plan ensures that funds needed to provide vital services and support public employees, small businesses, and families struggling to make it through the pandemic are not used to fund reductions in net tax revenue. Treasury's Interim Final Rule implements this requirement. If a state or territory cuts taxes, they must demonstrate how they paid for the tax cuts from sources other than Coronavirus State Fiscal Recovery Funds—by enacting policies to raise other sources of revenue, by cutting spending, or through higher revenue due to economic growth. If the funds provided have been used to offset tax cuts, the amount used for this purpose must be paid back to the Treasury.
- **No recipient may use this funding to make a deposit to a pension fund.** Treasury's Interim Final Rule defines a "deposit" as an extraordinary contribution to a pension fund for the purpose of reducing an accrued, unfunded liability. While pension deposits are prohibited, recipients may use funds for routine payroll contributions for employees whose wages and salaries are an eligible use of funds.

Treasury's Interim Final Rule identifies several other ineligible uses, including funding debt service, legal settlements or judgments, and deposits to rainy day funds or financial reserves. Further, general infrastructure spending is not covered as an eligible use outside of water, sewer, and broadband investments or above the amount allocated under the revenue loss provision. While the program offers broad flexibility to recipients to address local conditions, these restrictions will help ensure that funds are used to augment existing activities and address pressing needs.

Vaccination Incentive Report

	KLUG Event	Roundup 1	Roundup 2	Roundup 3	Roundup 4	Veteran's Day	Roundup 5	Christmas Parade	Roundup 6	Roundup 7	Roundup 8	Roundup 9	Roundup 10	Total
	Aug. 19, 2021	Aug. 27, 2021	Sept. 16-18, 2021	Oct. 7-9, 2021	Oct. 28-30, 2021	Nov. 11, 2021	Nov. 18-20, 2021	Dec. 4, 2021	Dec. 9-11, 21	Jan. 6-8, 22	Jan. 27-29	Feb. 17-19	March 10-12	Amount per Vendor
2.0 Coffee Co.														\$20,000
Airway Café			\$400	\$4,600				\$1,700	\$800	\$4,500	\$400	\$1,200	\$5,400	\$5,000
All Valley Uniforms			\$500	\$4,500										\$5,000
Calico Mermaid						\$700	\$1,100	\$400	\$300	\$2,500				\$5,000
Chaguito's Bakery			\$2,500			\$900	\$600	\$400	\$400	\$400	\$300	\$300	\$1,700	\$5,000
China's Alley			\$1,100	\$3,900	\$5,000			\$4,100	\$4,100	\$5,900	\$8,400	\$6,600		\$35,000
Country Pleasures					\$5,000	\$1,200	\$5,000	\$1,600	\$7,600	\$2,400	\$3,700	\$3,700	\$6,300	\$35,000
Deli Delicious	\$500							\$1,600	\$1,100	\$100				\$5,000
Don Vinos	\$500	\$3,000	\$2,700	\$3,000	\$5,000		\$5,000	\$2,900	\$2,900	\$15,500	\$2,900	\$2,900	\$5,800	\$3,500
El Jacalito		\$2,000	\$3,200	\$6,800	\$5,000		\$10,000	\$7,600	\$7,600	\$12,400	\$9,900	\$7,200	\$7,900	\$53,500
El Nuevo Mexicali (Main St)			\$2,200	\$2,800	\$5,000		\$5,000	\$5,000	\$5,000	\$17,000	\$4,900	\$5,100		\$72,000
El Nuevo Mexicali (Pros.)		\$2,000			\$5,000		\$9,600	\$400	\$1,600	\$8,400	\$5,200	\$5,100	\$3,000	\$45,500
El Tapatio	\$500		\$5,000	\$5,000	\$5,000		\$10,000	\$500	\$10,000	\$10,000	\$15,000	\$10,000	\$5,000	\$42,000
Earth Angel						\$400	\$400	\$500	\$500	\$2,100	\$300	\$400	\$400	\$75,500
Giovanni's Pizzeria	\$500		\$5,000	\$5,000	\$5,000	\$500	\$5,000	\$2,700	\$2,700	\$12,300	\$10,000	\$10,000		\$55,500
Good Times Barbershop			\$5,000	\$5,000	\$5,000	\$500	\$5,000	\$900	\$200	\$1,000	\$1,200	\$800		\$5,000
Habi Sushi								\$9,000	\$9,000	\$6,000	\$10,000	\$5,000		\$50,000
Hair and Nails by Veronica														\$32,500
Hergesheimer's Donuts														\$500
Hue Salon			\$4,000		\$1,500	\$100	\$500	\$2,500	\$400	\$1,600	\$1,400	\$1,400	\$2,200	\$13,000
Java Express				\$1,000	\$10,000		\$1,200	\$2,300	\$500	\$900				\$27,800
Mom's U Bake		\$2,500		\$5,000	\$5,000		\$7,400	\$2,600	\$500	\$10,000	\$12,300	\$2,700		\$25,000
Nails by Melanie						\$500	\$1,100	\$3,500	\$400	\$5,000		\$1,500	\$8,500	\$32,500
Nanlangka		\$3,000					\$5,000							\$500
Pho Sho			\$5,000				\$3,600	\$1,400		\$5,000	\$4,600	\$2,000	\$3,400	\$13,000
Plano Jerky			\$1,500	\$3,500	\$5,000									\$27,800
Poor Richard's Pizza						\$5,000	\$1,800	\$7,100	\$900	\$200	\$4,300	\$3,600	\$2,100	\$5,000
Porterville Grocery Outlet			\$4,400	\$5,600	\$15,000		\$20,000	\$47,200	\$900	\$12,800		\$16,600	\$3,400	\$25,000
Ri's Café			\$700	\$4,300	\$5,000		\$1,800	\$3,200		\$4,200	\$800	\$900	\$4,100	\$125,000
Rosa's Italian Restaurant			\$300	\$4,700	\$5,100					\$5,000	\$3,100	\$1,900		\$25,000
Shop Luvly Boutique						\$200	\$4,000	\$800						\$20,100
Stafford's	\$600	\$400	\$3,000	\$7,000	\$8,600		\$1,400		\$5,300	\$15,500	\$7,900	\$1,300		\$5,000
Subway	\$2,800	\$3,200	\$10,000	\$5,000	\$10,000		\$10,000	\$10,000	\$10,000	\$15,000	\$20,000	\$13,300	\$6,700	\$51,000
Super Burger			\$5,000	\$5,000	\$5,000		\$3,500		\$6,900	\$13,100	\$15,000	\$9,900	\$5,100	\$18,500
Taco Rico			\$5,000	\$5,000	\$5,000		\$10,000	\$2,500	\$3,400	\$6,600	\$8,400	\$1,600		\$65,000
Thai Kitchen		\$2,000	\$1,100	\$3,900	\$5,000		\$7,500		\$1,700	\$19,100	\$4,800	\$2,200	\$2,200	\$42,000
The Anvil		\$2,500	\$1,500	\$3,500	\$10,000		\$1,100	\$700	\$800	\$1,700				\$47,500
The Hair Station						\$700	\$10,000		\$7,200	\$2,800	\$12,700	\$7,300		\$5,000
The Vault	\$1,500		\$3,500	\$6,500	\$10,000		\$5,000		\$5,000		\$10,000			\$61,500
Tony's Pizza			\$5,000	\$5,000	\$5,000		\$60,000		\$60,000		\$48,400	\$31,600	\$20,000	\$25,000
Town & Country Market		\$5,000	\$19,200	\$5,800	\$55,000									\$355,000
Two Mada's														\$1,100
Wink Boutique														\$5,000
Total:	\$7,400	\$25,600	\$86,800	\$117,200	\$208,000	\$12,700	\$212,000	\$32,500	\$193,900	\$275,300	\$226,200	\$156,200	\$93,200	\$1,647,000

Vaccines

74

357

795

1249

2046

133

2157

329

1980

3061

2519

1761

TBD

RESOLUTION ____-2022

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PORTERVILLE
AFFIRMING ITS PROCLAMATION OF A LOCAL EMERGENCY, RATIFYING THE
PROCLAMATION OF A STATE OF EMERGENCY BY ASSEMBLY BILL 361 ISSUED
ON SEPTEMBER 16, 2021, AND AUTHORIZING REMOTE TELECONFERENCE
MEETINGS OF ALL LEGISLATIVE BODIES OF THE CITY OF PORTERVILLE FOR
THE PERIOD OF THIRTY (30) DAYS PURSUANT TO BROWN ACT PROVISIONS

WHEREAS, the City Council is committed to preserving and nurturing public access and participation in meetings of all City of Porterville legislative bodies; and,

WHEREAS, all meetings of the City's legislative bodies are open and public, as required by the Ralph M. Brown Act (Cal. Gov. Code 54950-54963), so that any member of the public may attend, participate, and watch the City's legislative bodies conduct their business; and,

WHEREAS, the Brown Act, Government Code section 54953(e), makes provisions for remote teleconferencing participation in meetings by members of a legislative body, without compliance with the requirements of Government Code section 54953(b)(s), subject to the existence of certain conditions; and,

WHEREAS, a required condition is that a state of emergency is declared by the Governor pursuant to Government Code section 8625, proclaiming the existence of conditions of disaster or of extreme peril to the safety of persons and property within the state caused by conditions as described in Government Code section 8558; and,

WHEREAS, a proclamation is made when there is an actual incident, threat of disaster, or extreme period to the safety of persons and property within the jurisdictions that are within the City's boundaries, caused by natural, technological, or human-caused disasters; and,

WHEREAS, it is further required that State or local officials have imposed or recommended measures to promote social distancing, or, the legislative body meeting in person would present imminent risks to the health and safety of attendees; and,

WHEREAS, such conditions now exist in the City, specifically, a State of Emergency has been proclaimed by the Governor of the State of California; and,

WHEREAS, State and local officials continue to promote social distancing measures and City's conference chambers limited capacity would present imminent risk to health and safety of attendees; and,

WHEREAS, the City does hereby reaffirm its proclamation of a local emergency due to the novel coronavirus (COVID-19) that has caused, and will continue to cause, conditions of peril to the safety of persons within the City that are likely to be beyond the control of services, personnel, equipment, and facilities of the City, and desires to reaffirm its local emergency and ratify the proclamation of emergency by the Governor of the State of California; and,

WHEREAS, as a consequence of the local and state emergency, the City does hereby find that the legislative bodies of the City shall conduct their meetings without compliance with paragraph three (3) of subdivision (b) of Government Code section 54953, as authorized by subdivision (e) of section 54953, and that such legislative bodies shall comply with the requirements to provide the public with access to the meetings as prescribed in paragraph two (2) of subdivision (c) of section 54953; and,

WHEREAS, the City will give notice of the meeting and post agendas, as described, to allow members of the public to access the meeting and address the legislative body, to give notice of the means by which members of the public may access the meeting and offer public comment, including an opportunity for all persons to attend via a call-in option or an internet-based service option, and to conduct the meeting in a manner that protects the statutory and constitutional rights of the parties and the public appearing before the legislative body; and,

WHEREAS, the legislative body will not take any further action on agenda items when there is a disruption which prevents the public agency from broadcasting the meeting, or in the event of a disruption within the local agency's control which prevents members of the public from offering public comments, until public access is restored; and,

WHEREAS, the legislative body will not require public comments to be submitted in advance of the meeting and specifies that the legislative body must provide an opportunity for the public to address the legislative body and offer comment in real time; and,

WHEREAS, the legislative body will not close the public comment until the public comment period has elapsed or until a reasonable amount of time has elapsed as specified.

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

SECTION 1. Recitals. The Recitals set forth above are true and correct and are incorporated into this Resolution by this reference; and,

SECTION 2. Reaffirmation of Local Emergency. The City hereby reaffirms that a local emergency now exists through the City, and that State and local officials

continue to promote social distancing measures and City's conference chambers limited capacity would present imminent risk to health and safety of attendees; and,

SECTION 3. Ratification of Governor's Proclamation of a State of Emergency. The City hereby ratifies the Governor of the State of California's Proclamation of March 2, 2020; and,

SECTION 4. Remote Teleconference Meetings. The City Manager and legislative bodies of City of Porterville are hereby authorized and directed to take all actions necessary to carry out the intent and purpose of this Resolution including, conducting open and public meetings in accordance with Government Code section 54953(e) and other applicable provisions of the Brown Act; and,

SECTION 5. Effective Date of Resolutions. This Resolution shall take effect immediately upon its adoption and shall be effective until the earlier of April 1, 2022, or such time the Council adopts a subsequent Resolution in accordance with Government Code section 54953 (e)(3) to extend the time during which the legislative bodies of City of Porterville may continue to teleconference without compliance with paragraph (3) of subdivision (b) of section 54953.

PASSED, APPROVED, AND ADOPTED this 1st day of March, 2022.

Martha A. Flores, Mayor

ATTEST:

John D. Lollis, City Clerk

By: _____

Patrice Hildreth, Chief Deputy City Clerk