



**CITY COUNCIL AGENDA
CITY HALL, 291 N. MAIN STREET
PORTERVILLE, CALIFORNIA
OCTOBER 1, 2024, 5:30 PM**

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City of Porterville – City Council Meeting of October 1, 2024

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<https://us06web.zoom.us/j/86117212160?pwd=JDPcpiaMBr4FFCrok1PPBNijN2GMir.1>

Or via Telephone: **1-669-900-6833** Webinar ID: **861 1721 2160** Passcode: **122428**

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

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

Pledge of Allegiance Led by Council Member Meister

Invocation

PRESENTATIONS

Employee of the Month - Chris Smith
Employee Service Awards

ORAL COMMUNICATIONS

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

CONSENT CALENDAR

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

1. **Approval of Draft Minutes of September 17, 2024**
Re: Considering approval of the City Council draft Minutes of September 17, 2024.
2. **Request for Replacement of the Fire Department SCBA Mask Fit Test Machine.**
Re: Council to consider the purchase of a replacement SCBA mask fit test machine for the Fire Department at a total cost of \$18,452.59, which includes a 10% contingency.
3. **Authorization to Distribute Request for Qualifications - Council Chamber Counter Modifications Project**
Re: Council to authorize staff to distribute a Request for Qualifications for the Council Chamber Counter Modifications Project located at City Hall, 291 N. Main Street.
4. **Award of Professional Services Agreement to Fehr & Peers for the Preparation of the 2025-2030 Short-Range Transit Plan to Fehr & Peers**
Re: Consideration to award the professional services agreement to Fehr & Peers, in the amount not to exceed \$174,550, for development and preparation of the 2025-2030 Short Range Transit Plan.
5. **Determination of General Plan Consistency for 633 North Westwood Street - Burton School District Acquisition**
Re: Consideration to adopt the draft Resolution, detailing the results of its investigations pursuant to California Government Code Section 65402(c).
6. **Approval of Measure R Program Supplement to Cooperative Agreement - Butterfield Stage Corridor Project**
Re: Consideration to approve a draft Resolution supporting the Program Supplement to the Cooperative Agreement for the Butterfield Stage Corridor Project located approximately 3.9 miles in length along the former Southern Pacific Railway line from College Avenue to West North Grand Avenue.
7. **Authorization to Accept American Rescue Plan Act (ARPA) Coronavirus State and Local Fiscal Recovery Funds from the County of Tulare**
Re: Consideration to approve the agreement between the City of Porterville and the County of Tulare, accepting the American Rescue Plan Act funds in the amount of

\$1,000,000, to support homeless services.

8. Authorization of Out-of-State Travel for Fire Personnel

Re: Council to authorize out-of-state travel and per diem expenses for three Fire Department personnel to Boise Mobile Equipment (BME) Manufacturing Facility located in Idaho, for the final acceptance inspection for the Type 6 fire apparatus purchased through BME.

9. Council Consideration of Reorganization within the Transportation Department

Re: Council consideration of reorganization within the Transportation Department, including reclassifying existing Field Service Workers to Field Service Workers - Airport and establishing new classifications to support departmental operations.

10. Council Consideration of Reorganization within the Streets Division of the Public Works Department

Re: Considering adjustments within the Streets Division to establish a Streets Supervisor position and to adjust pay for internal parity of the Street Superintendent position.

11. Approval of Community Civic Event - Tulare County Health & Human Services Agency (HHSA) Behavioral Health - Mental Health Awareness Movie Night in the Park - October 11, 2024

Re: Consideration to approve the Community Civic Event application submitted by the Tulare County HHSA Behavioral Health to hold the "Mental Health Awareness Movie Night in the Park", on Friday, October 11, 2024, from 3:30 PM to 9:00 PM at Veterans Park.

12. Approval of Community Civic Event - Trunk or Treat Spooktacular - October 31, 2024

Re: Consideration to approve the Community Civic Event application submitted by Porterville Police Department to hold the "Trunk or Treat Spooktacular Event" on Thursday, October 31, 2024, from 6:00 PM to 9:00 PM.

13. Approval of Community Civic Event – Porterville First Baptist Church – Mother’s United Against Gang Violence “United by Kindness” - November 2, 2024

Re: Consideration to approve the Community Civic Event application submitted by Porterville First Baptist Church to hold the Mother’s United Against Gang Violence “United by Kindness” event on Saturday, November 2, 2024, from 11:00 AM to 4:00 PM at Centennial Park.

14. Approval of Community Civic Event - Veterans Homecoming Committee - Veterans Day Parade - November 11, 2024

Re: Consideration to approve the Community Civic Event application submitted by the Veterans Homecoming Committee for the annual Veterans Day Parade on Monday, November 11, 2024, from 10:00 AM to 12:00 PM.

15. Approval of Community Civic Event - Tule River Tribe Powwow Committee - Tule River Veterans Powwow Overnight Camping - November 7 - 11, 2024

Re: Consideration to approve the Community Civic Event application submitted by the Tule River Tribe Powwow Committee to use the Porterville Sports Complex for overnight camping during the Tule River Powwow on November 7, 2024 through

November 11, 2024.

16. Status and Review of Declaration of Local Flood Emergency

Re: Review of the Declaration of Local Emergency made on March 13, 2023, concerning the significant weather event and impacts relative to flood event.

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

PUBLIC HEARINGS

17. Consideration of General Plan Amendment, Rezone, Master Plan, and Environmental Impact Report Pertaining to the South of Tule River District Master Plan

Re: A public hearing to receive comments concerning the South of Tule River District Master Plan Project located directly southwest of the city limits, bound to the north by the Tule River, south by State Route 190, east by State Route 65, and west by Westwood Street, to include the consideration of draft resolutions adopting the findings required by CEQA, certifying the Environmental Impact Report, adopting the Mitigation Monitoring and Reporting Program, adopting the Statement of Overriding Considerations, adopting the General Plan Amendment 2024-002; introducing an Ordinance to amend the Zoning Map to rezone the SoTu Master Plan Area, and adopting the draft resolution to approve Master Plan 2024-001.

18. Consideration of Amended Conditions of Approval for Villas at Sierra Meadows 4 & 5 Development Project

Re: Considering a draft resolution approving revised conditions of approval for the Villas at Sierra Meadows 4 and 5 Tentative Map, for the project generally located south of Gibbons Avenue, north of Hemlock Avenue and immediately west of the southern prolongation of South Jaye Street.

19. Consideration of Amendments to Series 200 and Series 300 of the Porterville Development Ordinance

Re: Consideration of a draft Ordinance amending Series 200 and 300 of the Porterville Development Ordinance to ease barriers to the establishment of Personal Storage Facilities and Medical Facilities within the Employment District, specifically in the IG (General Industrial) and IP (Industrial Park) Zone Districts.

SCHEDULED MATTERS

20. Consideration of Appointments to the Library & Literacy Commission

Re: Consideration of appointments to the Library and Literacy Commission.

21. Designation of Voting Delegates and Alternates for League of California Cities 2024 Annual Conference

Re: Considering the designation of a voting member and alternates for the League of California Cities Annual Business Meeting to take place at the Annual Conference in Long Beach on October 16-18, 2024.

AB 1234 REPORTS

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

1. Eastern Tule Groundwater Sustainability Agency (ETGSA) - September 16, 2024 (Report Carried Over)
2. Tulare County Task Force on Homelessness - September 18, 2024
3. Mighty 190 Committee - September 25, 2024
4. Tulare County Economic Development Corporation (TCEDC) - September 25, 2024

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 October 15, 2024, at 5:30 p.m.

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 – OCTOBER 1, 2024

SUBJECT: Approval of Draft Minutes of September 17, 2024

SOURCE: Administrative Services

COMMENT: Presented for Council's approval are the draft Minutes of September 17, 2024.

RECOMMENDATION: That the Council approve the draft Minutes of September 17, 2024.

ATTACHMENTS: 1. Draft Minutes of 09-17-2024

Appropriated/Funded:

Review By:

Department Director:
Yuliana Andrade, Administrative Services Director

Final Approver: Yuliana Andrade, Administrative Services Director

**CITY COUNCIL MINUTES
CITY HALL, 291 N. MAIN STREET
PORTERVILLE, CALIFORNIA
SEPTEMBER 17, 2024, 5:30 PM**

Call to Order at 5:30 p.m.

Roll Call: Council Member Greg Meister, Council Member Raymond Beltran,
Council Member Donald Weyhrauch, Vice Mayor Kellie Carrillo,
Mayor Martha A. Flores

ORAL COMMUNICATIONS

None.

CITY COUNCIL CLOSED SESSION:

A. Closed Session Pursuant to:

1 - Government Code Section 54956.95 – Liability Claim: Claimant: Javier Hamilton. Agency Claimed Against: City of Porterville.

2 - Government Code Section 54956.95 – Liability Claim: Claimant: Karina Villareal. Agency Claimed Against: City of Porterville.

3 - Government Code Section 54956.95 – Liability Claim: Claimant: Curtis Tillery. Agency Claimed Against: City of Porterville.

4 - Government Code Section 54956.9(d)(1) – Conference with Legal Counsel – Existing Litigation: Pastor Isabel Vela v. Porterville Police Department, Tulare County Superior Court Case No. PCU311765.

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 plaintiffs.

6 - Government Code Section 54956.9(d)(4) – Conference with Legal Counsel – Anticipated Litigation – Initiation of Litigation: Three (3) cases.

**6:33 P.M. RECONVENE OPEN SESSION AND REPORT ON REPORTABLE ACTION
TAKEN IN CLOSED SESSION**

City Attorney Lew reported action pertaining to A-1, and A-2 as follows:

A-1. On a MOTION made by Council Member Beltran, and SECONDED by Mayor Flores the City Council unanimously rejected the claim filed by Javier Hamilton.

Documentation: M.O. 01-091724

Disposition: Claim rejected.

A-2. On a MOTION made by Council Member Weyhrauch, and SECONDED by Vice Mayor Carrillo the City Council unanimously rejected the claim filed by Karina Villareal.

Documentation: M.O. 02-091724

Disposition: Claim rejected.

The Pledge of Allegiance was led by Council Member Weyhrauch.

Invocation – a moment of silence was observed.

PRESENTATIONS

2025 CDBG Con Plan and AI

ORAL COMMUNICATIONS

- Felipe Martinez, Porterville, presented the council with photos of a banner that the Porterville Exchange Club would like to donate to the City for the Veterans Parade.
- Cathy Capone, Porterville, highlighted the Tule River Parkway gardens, emphasizing the opportunity for individuals to adopt plants.
- Yolanda Aguillon, Porterville, is concerned about the programs and services provided for the homeless and spoke of her concerns about activities at the Armory.
- Josh Flowers, Strathmore, asserts that the city is not facing a water crisis, but rather a water management crisis; and briefly commented on the application process for the City Manager position.
- Rafaela Woods, Porterville, expressed her support that the current city council should have the authority to determine the future City Manager.
- Alexis Espinoza, Porterville, spoke in support of Item No. 9, 17, and 20.
- Carly Ladrigna, Porterville Chamber of Commerce, provided the Council with updates from the Porterville Chamber of Commerce.

REPORTS

I. City Commission and Committee Meetings

1. Parks & Leisure Services Commission - September 5, 2024

Commissioner Cathy Capone presented a update encompassing current and upcoming events, including the Porterville Corporate Games, Youth Adult Sports, Movie in the Park, and Pioneer Days.

2. Library & Literacy Commission - September 10, 2024

3. Arts Commission - September 10, 2024

4. Animal Control Commission

5. Youth Commission - September 11, 2024

6. Transactions and Use Tax Oversight Committee (TUTOC) - August 27, 2024

II. Staff Informational Reports

1. WATER CONSERVATION PHASE III STATUS UPDATE - AUGUST 2024

CONSENT CALENDAR

There were no items pulled from the Consent Calendar for discussion.

COUNCIL ACTION: MOVED by Vice Mayor Kellie Carrillo, SECONDED by Council Member Raymond Beltran that the City Council approve Items Nos. 1-17. The motion carried unanimously.

1. APPROVAL OF DRAFT MINUTES OF SEPTEMBER 3, 2024

Recommendation: That the Council approve the draft Minutes of September 3, 2024.

Documentation: M.O. 03-091724

Disposition: Approved.

2. AUTHORIZATION TO PURCHASE ROUTEWARE WASTE COLLECTION EQUIPMENT IN-CAB TECHNOLOGY AND BILLING SYSTEMS

Recommendation: That the City Council:

1. Approve the purchase of in-cab technology and billing system for the Refuse Division at an initial cost of \$192,514.32, including a 10% contingency, and a monthly subscription fee of \$15,090.00;
2. Authorize the City Manager to enter into a contract for a three-year term with an automatic renewal clause for successive one-year terms, with the option for the City to opt out by providing written notice 30 days prior to renewal;
3. Approve the procurement of the in-cab technology system through a cooperative purchasing program, as authorized by California Government Code § 6502 and City of Porterville Resolution No. 35-93; and
4. Authorize the Finance Director to make any necessary budget amendments or transfers to effectuate this purchase.

Documentation: M.O. 04-091724

Disposition: Approved.

3. AUTHORIZATION TO PURCHASE SIDELOADER ELEVATOR

Recommendation: That the City Council:

1. Authorize the purchase of the sideloader elevator and components from One Source Parts at a cost not to exceed

- \$10,394.56 (inclusive of all parts, taxes, freight, and a 10% contingency); and
2. Authorize payment upon receipt of parts.

Documentation: M.O. 05-091724

Disposition: Approved.

4. RENEWAL OF PUBLIC SAFETY DELL SERVER WARRANTIES

Recommendation: That the City Council authorize the purchase of two Dell ProSupport 4-Hour 7x24 Onsite Service warranties for \$6,634.12, plus applicable sales tax.

Documentation: M.O. 06-091724

Disposition: Approved.

5. AUTHORIZATION TO DISTRIBUTE REQUEST FOR PROPOSALS - PURCHASE OF TRUCK FOR ENCAMPMENT ABATEMENT ACTIVITIES

Recommendation: That the City Council authorize staff to distribute Request for Proposals for the purchase of a truck for the encampment abatement activities associated with enforcement of Ordinance 1905 to regulate unsafe camping.

Documentation: M.O. 07-091724

Disposition: Approved.

6. AUTHORIZATION TO DISTRIBUTE A REQUEST FOR PROPOSALS (RFP) FOR ARCHITECTURAL AND ENGINEERING DESIGN AND SUPPORT SERVICES FOR A ZERO-EMISSION MAINTENANCE FACILITY

Recommendation: That the City Council:

1. Approve the draft Request for Proposals;
2. Authorize the distribution of a Request for Proposals (RFP) to provide Architectural and Engineering Design and Support Services for a Zero-Emission Maintenance Facility, including the preparation of all required environmental documents such as CEQA and NEPA; and
3. Authorize staff to negotiate with the most responsive and responsible Proposer who has demonstrated the ability to perform the project in an acceptable manner and is most advantageous to the City.

Documentation: M.O. 08-091724

Disposition: Approved.

7. AUTHORIZATION TO ADVERTISE FOR BIDS - FOUNDATION AND DRAINAGE SYSTEM PROJECT FOR FUTURE DRAEGER PROP INSTALLATION

Recommendation: That the City Council:
 1. Approve staff's recommended Plans and Project Manual;
 2. Authorize staff to advertise for bids on the project; and
 3. Authorize the City Engineer to negotiate materials testing services with one of the on-call firms as approved by Council MO#09-081523.

Documentation: M.O. 09-091724

Disposition: Approved.

8. AUTHORIZATION TO AWARD CONTRACT - EMERGENCY BOARD-UP SERVICES

Recommendation: That the City Council award emergency board-up services contracts on a rotating on-call basis to MTZ Building Solutions, Benevento's Cleaning & Restoration Service, Inc., and The Lopez Construction Family LLC.

Documentation: M.O. 10-091724

Disposition: Approved.

9. ACCEPTANCE OF PROJECT - ANIMAL SHELTER PROJECT

Recommendation: That the City Council:
 1. Accept the project as complete; and
 2. Authorize the filing of the Notice of Completion by the City Clerk.

Documentation: M.O. 11-091724

Disposition: Approved.

10. ACCEPTANCE OF PROJECT - HAYES FIELD LIGHTING PROJECT

Recommendation: That City Council:
 1. Accept the project as complete;
 2. Authorize the filing of the Notice of Completion by the City Clerk; and
 3. Authorize the remaining \$64,747.23 in General Fund Capital Construction/Improvement Designated Funds be earmarked for

needed improvements to the storm drain connections in and around Hayes Field.

Documentation: M.O. 12-091724

Disposition: Approved.

11. APPROVAL OF AGREEMENT BETWEEN THE CITY OF PORTERVILLE AND TULARE COUNTY HEALTH AND HUMAN SERVICES AGENCY

Recommendation: That the City Council authorize the Mayor, or designee, to sign the Agreement with Tulare County Health and Human Services Agency.

Documentation: M.O. 13-091724

Disposition: Approved.

12. APPROVAL OF MEASURE R PROGRAM SUPPLEMENT TO COOPERATIVE AGREEMENT - SANTA FE BYWAY

Recommendation: That the City Council:

1. Approve the attached draft Resolution in support of the Program Supplement to the Cooperative Agreement;
2. Authorize the Mayor and City Clerk to execute the Program Supplement, and
3. Authorize staff to forward the executed Program Supplement to TCAG for approval.

Documentation: Resolution No. 68-2024

Disposition: Approved.

13. APPROVAL OF AGREEMENT WITH ENTERPRISE RENT-A-CAR COMPANY OF SACRAMENTO, LLC FOR RIDESHARE SERVICES

Recommendation: That the City Council approve an Agreement between Enterprise Rent-A-Car Company of Sacramento, LLC and the City of Porterville for ridesharing services.

Documentation: M.O. 14-091724

Disposition: Approved.

14. REQUEST FOR AUTHORIZATION TO EXTEND THE ZERO-FARE PROGRAM FOR PUBLIC TRANSPORTATION SERVICES

Recommendation: That the City Council:

1. Approve the extension of the Zero-Fare Program for an additional 90 days, effective September 30, 2024, and ending December 31, 2024;
2. Authorize staff to make necessary adjustments and communicate the program extension details to the public; and
3. Direct staff to monitor the program's ongoing impact and provide an updated report to the City Council at the end of the extended period.

Documentation: M.O. 15-091724

Disposition: Approved.

15. APPROVAL OF COMMUNITY CIVIC EVENT - WORD OF VICTORY CHURCH - COMMUNITY OUTREACH - SEPTEMBER 28, 2024

Recommendation: That the City Council approve the Community Civic Event application from Word of Victory Church, to hold the Community Outreach event on September 28, 2024, subject to the requirements and restrictions contained in the Application and Agreement, Exhibit A and Exhibit B.

Documentation: M.O. 16-091724

Disposition: Approved.

16. CONFLICT OF INTEREST CODE AMENDMENT

Recommendation: That the City Council adopt the draft Resolution approving the amended City of Porterville Conflict of Interest Code for 2024.

Documentation: Resolution No. 69-2024

Disposition: Approved.

17. APPOINTMENT IN-LIEU OF ELECTION FOR DISTRICT 5 - CITY COUNCIL MEMBER STAN GREEN

Recommendation: That the City Council appoint in-lieu of election Mr. Stan Green to the seat of the Office City Council Member representing District 5.

Documentation: Resolution No. 70-2024

Disposition: Approved.

18. STATUS AND REVIEW OF DECLARATION OF LOCAL FLOOD EMERGENCY

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.

Documentation: M.O. 17-091724
Disposition: Approved.

PUBLIC HEARINGS

19. PUBLIC HEARING ON THE PUBLIC HEALTH & SAFETY ELEMENT UPDATE AND ADOPTION OF THE ENVIRONMENTAL JUSTICE ELEMENT FOR THE PORTERVILLE 2030 GENERAL PLAN

Recommendation: That the City Council:

1. Hold a public hearing to receive comments on the Public Health & Safety Element Update and adoption of the Environmental Justice Element for the Porterville 2030 General Plan; and
2. Adopt the Draft Resolution, amending the General Plan to reflect the Public Health and Safety Element Update and adopt the new Environmental Justice Element as part of the Porterville 2030 General Plan.

City Manager Hildreth introduced the item and Community Development Director Claudia Calderon presented the staff report.

Mayor Flores opened the Public Hearing at 7:32 p.m.

- Cathy Capone, Porterville, believes that the council should consider extending the time to receive public input.

Mayor Flores closed the Public Hearing at 7:33 p.m. when no one else came forward to speak.

COUNCIL ACTION: MOVED by Mayor Martha A. Flores, SECONDED by Vice Mayor Kellie Carrillo that the City Council adopt the draft resolution amending the General Plan to reflect the Public Health and Safety Element update and adopt the new Environmental Justice Element as part of the Porterville 2030 General Plan. The motion carried unanimously.

Documentation: Resolution No. 71-2024
Disposition: Approved.

SCHEDULED MATTERS

20. APPROVAL OF COAR DESIGN GROUP'S RECOMMENDATION FOR EMERGENCY OPERATIONS CENTER & PUBLIC SAFETY HEADQUARTERS LOCATION

Recommendation: That the City Council:

1. Approve COAR Design Group's recommended location for the Emergency Operations Center & Public Safety Headquarters as Centennial Plaza; and
2. Direct staff to negotiate a design contract with COAR Design Group for step two of the design process for the approved location.

City Manager Hildreth introduced the item and Engineering and Project Management Director Javier Sanchez presented the staff report.

COUNCIL ACTION: MOVED by Council Member Raymond Beltran, SECONDED by Vice Mayor Kellie Carrillo that the City Council approved COAR Design Group's recommended location for the Emergency Operations Center & Public Safety Headquarters as Centennial Plaza; and directed staff to negotiate a design contract with COAR Design Group for step two of the design process for the approved location. The motion carried unanimously.

Documentation: M.O. 18-091724

Disposition: Approved.

AB 1234 REPORTS

1. Local Initiatives Navigation Center (L.I.N.C.) - September 4, 2024
Council Member Beltran provided updates on several items of interest such as a welcoming introduction, the approval of the Minutes, a budget report, a report on the Navigation Center, and several upcoming events.
2. Eastern Tule Groundwater Sustainability Agency- September 5, 2024
Council Member Weyhrauch indicated his intention to defer this report to the subsequent meeting.
3. Tulare County Association of Governments (TCAG)- September 16, 2024
Mayor Flores reported that the meeting proceeded quickly, with minimal action items on the agenda.

ORAL COMMUNICATIONS

None.

OTHER MATTERS

- Council member Beltran spoke of an upcoming Police Department Promotion Ceremony, spoke of items on the Consent Calendar, and stated the activity surrounding the Armory will be looked into.
- Council Member Weyhrauch addressed the provision of mutual aid by firefighters, public concerns regarding speeding near several schools, expressed gratitude to the consultants for providing valuable information to the city, and commended the Parks and Leisure Commission for their reports.

- Council Member Meister expressed gratitude to Felipe Martinez for presenting the Banner rendition for the Veterans Parade. Additionally, Council Member Meister addressed public feedback on the City Manager selection process, discussed Porterville Police Department Facebook posts concerning school-related safety concerns, and referenced a letter written by him, to the Huntington Beach Mayor.
- Vice Mayor Carrillo expressed appreciation to Council Member Beltran for his active involvement in the LINC events and updates. Additionally, Vice Mayor Carrillo emphasized the considerable efforts dedicated to succession planning for the future City Manager position and emphasized the importance of not obstructing the progress achieved thus far.
- Mayor Flores expressed gratitude to the staff for their longstanding dedication to the city and acknowledged her participation in an event hosted by the Comision Honorifica Mexicana Americana.
- City Manager Patrice discussed the upcoming badge pinning ceremony, a Porterville Area Development Authority meeting scheduled for Friday, and a Special City Council Meeting the following week.

CLOSED SESSION

None.

ADJOURNMENT

The Council adjourned at 8:15 p.m. to a Special City Council Meeting of September 24, 2024, at 5:00 p.m.

Fernando Gabriel-Moraga,
Acting Chief Deputy City Clerk

SEAL

Martha A. Flores, Mayor



CITY COUNCIL AGENDA – OCTOBER 1, 2024

SUBJECT: Request for Replacement of the Fire Department SCBA Mask Fit Test Machine.

SOURCE: Fire

COMMENT: This Fire Department's current self-contained breathing apparatus (SCBA) fit test machine needs to be replaced as it has become outdated and is no longer serviceable due to calibration issues.

The Fire Department uses a SCBA fit test machine to ensure that SCBA masks fit correctly for all personnel. This is critical to maintaining the safety of firefighters while performing duties in hazardous environments. The current fit test machine has been in service for several years and is now outdated. It is no longer possible to calibrate the machine, which compromises its accuracy and reliability. Without proper fit testing, firefighters may be at risk of inadequate protection during emergency responses involving hazardous atmospheres. As such, it is crucial to replace the current fit test machine to ensure compliance with safety standards and to protect the health and safety of our personnel.

The proposed replacement fit test machine is a newer model that meets all current safety standards and provides reliable, accurate testing. The cost for the new fit test machine based on the lowest bid received is \$16,775.08, with a 10% contingency with a cost not to exceed \$18,452.59. Funds are available in the Fire Department's Equipment Replacement Fund.

The Fire Department reached out to four (4) suppliers of fit test machines. However, only two (2) suppliers were responsive.

- All Star Fire Equipment quote obtained - \$16,775.08
- TSI quote obtained - \$16,994.25
- AccuGov Inc. no response
- Industrial Safety no response

It is staff's recommendation that the City purchase a new fit test machine from the lowest responsive bidder, All Star Fire Equipment.

RECOMMENDATION: That the City Council authorize the purchase of a replacement SCBA mask fit test machine for the Fire Department from All Star Fire Equipment at \$16,775.08, with a 10% contingency with a total cost not to exceed \$18,452.59.

ATTACHMENTS:

1. ALLSTAR TSI Quote
2. TSI Quote

Appropriated/Funded:

Review By:

Department Director:
Shannon Skiles, Deputy Fire Chief

Final Approver: Jason Ridenour, Deputy City Manager



Sales Quote

12328 Lower Azusa Rd, Arcadia, California 91006 * Phone 626-652-0900 Fax 626-652-0920
Arcadia, California 91006

September 13, 2024

To: Porterville FD
Attn: Jacques "Jake" Raybur
E-Mail: jrayburn@ci.porterville.ca.us

Quote Valid to 10/31/2024

Per your request, we are pleased to quote on the following.

Qty		Unit	Description	Price	Extension
1		Ea	TSI - p/n 8040-T / PortaCount Respirator Fit Tester Includes: Microsoft Surface Go Tablet; Wi-Fi USB Adapter, Carry Case; AC Adapter with Universal Plug Set Alcohol Cartridge; Alcohol Fill Capsule; Storage Cap; (2) Zero Check Filters; 3/16" and 1/4" Hose Adapters; (2) Spare Alcohol Wicks; 8016 Alcohol Supply containing (16) 30 ml Bottles of Reagent Grade Isopropyl Alcohol; USB C-C Cable and 2-Year Warranty	\$11,146.73	\$11,146.73
1		Lot	TSI - p/n B2B5-8040-QG-B2B / Warranty, 5-Yr, PortaCount 8040 Quality Guard Bumper-To-Bumper 5 year Warranty Contract for Annual Clean and Calibration as well as Repair Services. TSI covers the cost of standard ground shipping to return the instrument from TSI. Fast Track (expedited) Service included. This B2B Warranty Contract is not applicable when the TSI Service Group has determined that misuse and/or abuse has occurred to the instrument. (This warranty does not cover laptop) <i>** NOTE: All 5 year Warranty contracts will be valid for 60 months, from the date of instrument shipment and are linked to the serial number of the instrument. B2B Warranty Contracts are applicable to new instrument sales only. This B2B Warranty Contract is non-transferable, and no other instrument serial number will be accepted for service.</i>	\$3,635.33	\$3,635.33
			Below is the Fit Test Kit (Less the hose, as it comes with the unit)		
1		Ea	Scott p/n 805059-01 / Canister Adapter, 40 mm	\$63.19	\$63.19
1		Ea	Scott p/n 805628-01 / Fit Test Adapter Assembly, 40 mm	\$84.09	\$84.09
20		Ea	Scott p/n 052683 / P100 Cartridge, 40 mm (Sold 20 to a case)	\$17.61	\$352.20
		Terms:	Net 30		
		FOB:	Factory		
		Delivery:	3-6 Weeks ARO or Sooner		

Subtotal	\$15,281.54
9.250%	\$1,413.54
S & H	\$80.00
Total	\$16,775.08

Rene Reyes
rener@allstarfire.com



500 Cardigan Road
Shoreview, MN 55126
USA
EIN 41-0843524

Tel: (800)680-1220
Fax: (651)490-3824
Web: www.TSI.com
Email: orders@TSI.com

Page 1 of 2

Quotation

Quote Contact	Make PO Out To: TSI Incorporated
Talin Speck Tel: 559-782-7528 Email: tspeck@ci.porterville.ca.us	Quotation Number 20284222 Quotation Date 06/20/2024 Customer No 5175715 Cust. Ref. Talin Speck Incoterms 2020 CPT: Prepay & Add Consignee's Premises Payment Term Net 30 days Valid To 09/30/2024 Currency USD Method of Payment PO, Visa, Amex, Mastercard Reference Quote number when submitting PO
Bill-To-Party	
PORTERVILLE FIRE DEPT 40 W CLEVELAND AVE PORTERVILLE CA 93257-3649	
Ship-To-Party	
PORTERVILLE FIRE DEPT 40 W CLEVELAND AVE PORTERVILLE CA 93257-3649	

Item	Material/Description	Quantity	Unit Price	Amount
1	8040-T PortaCount Model 8040-T; w/ Tablet Respirator Fit Tester Includes: Carry Case; AC Adapter with Universal Plug Set Alcohol Cartridge; Alcohol Fill Capsule; Storage Cap; (2) Zero Check Filters; 3/16" and 1/4" Hose Adapters; (2) Spare Alcohol Wicks; 8016 Alcohol Supply containing (16) 30 ml Bottels of Reagent Grade Isopropyl Alcohol; Microsoft® Surface Go® Tablet; WiFi USB Adapter; USB C-C Cable and 2-Year Warranty	1.00 EA	11,575.00	11,575.00
2	B2B5-8040 QG B2B Warranty, 5-Yr, PortaCount 8040 Quality Guard Bumper-To-Bumper 5 year Warranty Contract for Annual Clean and Calibration as well as Repair Services. TSI covers the cost of standard ground shipping to return the instrument from TSI. Fast Track (expedited) Service included. This B2B Warranty Contract is not applicable when the TSI Service Group has determined that misuse and/or abuse has occurred to the instrument. All 5 year Warranty contracts will be valid for 60 months, from the date of instrument shipment and are linked to the serial number of the instrument. B2B Warranty Contracts are applicable to new instrument sales only. This B2B Warranty Contract is non-transferable, and no other instrument serial number will be accepted for service.	1.00 EA	3,775.00	3,775.00



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Page 2 of 2

Quotation

Bill-To-Party

PORTERVILLE FIRE DEPT

Quotation Number

20284222

Quotation Date

06/20/2024

Item	Material/Description	Quantity	Unit Price	Amount
3	8025-36 8025-36 Scott AV-3000 SureSeal/AV-3000HT Fit Test Adapter Kit - Scott AV-3000 SureSeal/AV-3000HT	1.00 EA	525.00	525.00
Sub Total				15,875.00
Freight				TBD
Tax				1,119.25
Total Amount				16,994.25

Sales Tax and Freight charges determined by tax status of customer and shipping method selected.

These items are controlled by the U.S. Government and authorized for export only to the country of ultimate destination for use by the ultimate consignee or end-user(s) herein identified. They may not be resold, transferred, or otherwise disposed of, to any other country or to any person other than the authorized ultimate consignee or end-user(s), either in their original form or after being incorporated into other items, without first obtaining approval from the U.S. Government or as otherwise authorized by U.S. law and regulations.

This Quotation is subject to the warranties, disclaimers and all other terms and conditions set forth by TSI Inc. and incorporated by reference and to no others. Seller reserves the right to change prices effective on any new orders, provided Seller notifies in writing those with currently valid Quotations prior to any order being placed. This quotation shall become an agreement binding upon the Buyer and Seller when accepted by the Buyer and subsequently accepted by an authorized representative of the Seller at the Seller's home office and thereupon shall constitute the entire agreement between the parties.

Lindsey Schillinger

TSI Incorporated

Date 06/20/2024

TSI Terms and Conditions apply and are incorporated by reference. See <http://www.tsi.com/tc.pdf>

For payment terms, complete credit application at <http://www.tsi.com/credit-app/>



CITY COUNCIL AGENDA – OCTOBER 1, 2024

SUBJECT: Authorization to Distribute Request for Qualifications - Council Chamber Counter Modifications Project

SOURCE: Engineering and Project Management

COMMENT: The existing counters within the City Council Chambers are in need of modifications for increased safety and to accommodate the current level of staffing. Staff has prepared a Request for Qualifications for the design and installation/completion of the needed modifications to said counters. The interested licensed contractors shall submit a statement of qualifications that will be reviewed and rated by a selection panel. The highest-ranking firms, typically two to three firms, may or may not be asked to participate in an interview panel and ranked again.

Staff will begin negotiations with the selected contractor and the negotiated contract will be presented to the Council for final approval.

RECOMMENDATION: That City Council:

1. Authorize staff to distribute a Request for Qualifications for the Council Chamber Counter Modifications Project; and
2. Begin negotiations with the selected contractor with the negotiated contract to be brought back to City Council for final approval.

ATTACHMENTS: 1. Draft Request for Qualifications (RFQ)

Appropriated/Funded:

Review By:

Department Director:
Javier Sanchez, Engineering & Project Management Director

Final Approver: Patrice Hildreth, City Manager



REQUEST FOR QUALIFICATIONS

**Professional Services – City Council Chambers Counter
Modification Project
September 2024**

I INTRODUCTION AND OBJECTIVES:

The City of Porterville (hereinafter referred to as "CITY") is requesting statements of qualifications (SOQs) from qualified licensed contractors (hereinafter referred to as "CONSULTANT") interested in contracting to provide complete layout, design, and installation work for needed modifications to existing counter areas in City Council Chambers. This document identifies the general project scope and procedures for Consultant involvement in this process. Responding consultants must have relevant experience and the ability to provide the requisite professional services. Work will include, but not be limited to, the removal of an existing counter space and the installation of a new counter space running north to south in general area of the counter being removed. Slight modifications to electrical and/or data ports may be required. New counter space/s shall be ADA compliant to accommodate additional staff members. New counter space shall be compatible with existing counters.

II EXAMINATION OF PROPOSAL DOCUMENTS:

By submitting a proposal, each CONSULTANT represents that it has thoroughly examined and become familiar with the work required under this RFQ and that it is capable of performing quality work to achieve the objectives of CITY.

III ADDENDA/CLARIFICATIONS:

Any CITY changes to this RFQ will be made via written addendum. No verbal modification shall be binding.

IV PROPOSAL REQUIREMENTS:

Proposals for this project will be accepted at this office until 4:00 p.m., on Tuesday, November 5, 2024. Three (3) copies of the proposal shall be submitted in a sealed envelope, plainly marked "Statement of Qualifications for City Council Chambers Counter Modification Project." Cost proposals shall not be submitted until requested by the CITY. Proposals shall be addressed to:

Sarah Weaver, Project Manager
Engineering & Project Management Department
City of Porterville
291 N. Main Street
Porterville, CA 93257

The City reserves the right to reject any and all proposals, which do not meet the requirements of this RFQ and/or any portion of the requirements of this project.

V PRE-CONTRACTUAL EXPENSES:

Pre-contractual expenses are defined as expenses incurred by the CONSULTANT in:
1) preparing and reproducing its proposal in response to this RFQ; 2) submitting its proposal to CITY; 3) negotiating with CITY any matter related to this RFQ and CONSULTANT's proposal; 4) other matters prior to the date of award of a Contract.

CITY shall not be liable for any pre-contractual expenses incurred by CONSULTANT in the preparation of proposals. Pre-contractual expenses shall not be included in the cost proposal.

VI EXCEPTIONS/DEVIATIONS:

Any exceptions to the requirements of this RFQ must be included in the CONSULTANT's proposal. Such exceptions must be included as a separate element of the proposal entitled "Exceptions and Deviations."

VII CONSULTANT REPRESENTATIVE:

The CONSULTANT shall assign a responsible representative and an alternate, both of whom shall be identified in the proposal. The CONSULTANT's representative shall remain in responsible charge for the duration of the project. Should the CONSULTANT's primary representative be unable to continue with the project, the CONSULTANT's alternate representative shall become the primary representative. No personnel changes will be acceptable without prior approval by CITY. CITY reserves the right to reject any changes in personnel at any time during the course of this project. CITY also reserves the right to terminate the contract if, in the opinion of CITY, substantial changes in project management may jeopardize the successful completion of this project to the satisfaction of CITY.

VIII LOCAL AGENCY REPRESENTATIVE:

Sarah Weaver, Project Manager, shall be the Contract Administrator and contact person for all communications with CITY.

IX INSURANCE REQUIREMENTS:

The CONSULTANT shall maintain and provide current copies to CITY of the following minimum insurance coverage for the duration of this project:

- Full liability under Worker's Compensation laws of the State of California
- General comprehensive liability (*bodily injury and property damage*)*
- Professional liability insurance (*errors and omissions*)*
- Automotive liability Insurance*

*All must provide a combined single limit (CSL) of not less than \$2 million per occurrence.

X INDEMNIFICATION:

The CONSULTANT shall indemnify, defend, and hold harmless CITY, its elected and appointed officers, employees agents from and against any and all claims, including attorney's fees and reasonable expenses for litigation or settlement, for any loss, damages, bodily injuries, and loss of property caused by negligent acts, omissions, or willful misconduct by the successful CONSULTANT and its subconsultants arising out of performance requirements of the Contract.

XI SUBCONTRACTING:

Only those firms identified in the Contract as subcontractor's or subconsultant's shall be allowed to perform work for this project. Any amendments to this requirement shall be made in writing by prime CONSULTANT to CITY. CITY has the right to reject any requested amendments at any time during the course of this project.

XII FEDERAL, STATE, AND LOCAL LAWS:

The CONSULTANT shall comply with all federal, state, and local laws, rules, regulations, ordinances, and statutes.

XIII PROPOSAL EVALUATION CRITERIA:

Evaluation criteria used to select the CONSULTANT shall include, but not be limited to, the following:

- A. Firm(s) experience with similar projects;
- B. Firm(s) key personnel qualifications/certifications and experience, especially the project manager and individuals performing services;
- C. Firm(s) understanding of the project requirements;
- D. Firm(s) ability to provide the required services in a timely and cost-effective manner to meet the required schedule;
- E. Firm(s) policy in providing Equal Employment Opportunity; and
- F. Firm(s) approach to provide the best product for CITY.

The attached CITY'S Consultant Selection Rating Form shall be used to rate each firm.

XIV CONSULTANT SELECTION AND INTERVIEWS:

CITY selection committee, consisting of the Contract Administrator and at least two additional staff members familiar with the project requirements, will review all proposals and rank CONSULTANTS according to their demonstrated competence and professional qualifications as assessed by their response to this RFQ and the evaluation criteria contained in the CITY'S Consultant Selection Rating Form. The highest ranked CONSULTANT(s) may be invited for oral interviews with CITY team. Interviews, if deemed necessary by CITY, are tentatively scheduled for the fourth week of September 2023. Each participating firm will be contacted via telephone for verification of interview date and time. Failure to be available at the time of a scheduled interview shall be considered non-responsive and shall be cause for elimination from any further consideration. CITY reserves the right to begin negotiations and enter into a Contract

without interviews or further discussion.

XV COST PROPOSAL:

The cost proposal shall not be submitted until requested by the CITY. Negotiations with the top-ranked candidate(s) may begin immediately. If an agreement cannot be reached within ten (10) working days, CITY may begin negotiations with the next selected candidate(s) and proceed. If necessary, this process will continue until either an agreement is reached or CITY elects to re-advertise for new proposals. CITY reserves the right to reject any and all proposals prior to award of a Contract. All cost proposals not opened shall be returned to their respective firms.

XVI CONTRACTS/AGREEMENTS:

The successful CONSULTANT shall enter into upcoming Contracts with CITY that are based on the contents of this RFQ, the CONSULTANT's proposal, and CITY Contract. Where two or more CONSULTANT's desire to submit a single proposal (joint venture), only one CONSULTANT shall be listed as prime CONSULTANT. All others shall be listed as subconsultants. The chosen CONSULTANT is expected to be presented at the City Council meeting scheduled for Tuesday, October 3, 2023. Issuance of this RFQ and receipt of proposals does not commit CITY to award a Contract. CITY reserves the right to postpone award of a Contract for its own convenience, accept or reject any or all proposals received in response to this RFQ, and cancel any or all portions of this RFQ and resulting Contract.

XVII COMPENSATION:

- A. All items of work required for completion of the project/s to result from this RFQ shall be paid for following the cost proposal format specified in each task order request. Costs for any and all items not specifically listed, but required to complete the work for projects (including all exceptions and deviations stated included in CONSULTANT's proposal), shall be included as part of the total cost proposed. No additional compensation shall be paid for such items. No additional compensation shall be given for any reproduction costs, except those in excess of the requirements stated in this RFQ. Only a change in scope or any significant task addition or increase shall receive consideration for additional compensation.
- B. If the CONSULTANT feels that any work it has been directed to perform is beyond the scope of the Contract and constitutes extra work, it shall notify CITY in writing within ten (10) days. CITY will review such notice and, if justified, authorize additional compensation to the CONSULTANT on a fair and equitable basis.
- C. Monthly progress payments will be made to the CONSULTANT only upon submittal of invoices to CITY. Said invoice shall indicate the percentage completion of each task, as well as the overall percentage completion of the entire project. In addition, an updated schedule showing tasks and their degree of completion shall be provided.

XVIII OWNERSHIP OF REPORTS AND DOCUMENTS:

Originals of all documents, letters, drawings, design calculations, estimates, specifications, and other documents and data produced under the terms of the Contract shall become the property of CITY. CITY shall retain all rights in copyright. Copies may be made and retained by the CONSULTANT for its records, but shall not be furnished to others without the written consent of CITY for a period of three (3) years from the date of acceptance, by CITY, of all requirements of this project.

XIX PROPOSAL FORMAT AND CONTENT:

Proposals shall be brief and include a concise address of the following information:

A. Firm Experience:

1. A brief list of similar projects completed in the last five (5) years, indicate the specific relationship if other than principal and each firm's responsibilities. Descriptions of pertinent experience should include a summary of work performed, adherence to schedules, the duration of each project, and the name, title, and phone number of clients that may be contacted for reference.
2. Other information that might aid CITY in ascertaining proposing firm's qualifications.

B. Consultant Team:

Name of prime consulting firm, subconsultant(s), names of principals, associates, project manager, and key personnel, their proposed level and areas of responsibility, and their qualifications/certifications in those areas. The CONSULTANT's Project Manager and key personnel will be an important factor considered by CITY.

1. Any changes to personnel assigned to this project shall be made in writing to CITY. CITY reserves the right to reject any proposal with modified personnel.
2. If subconsultant's are used, names of subconsultant's key personnel for the project, their professional experience, qualifications/certifications, and training, which are applicable to this project, and the scope of services that will be provided by each subconsultant.
3. The office location from which the CONSULTANT(s) shall operate along with telephone and/or cell number of the project manager.

C. Proposal Format:

1. Proposals shall contain no more than twenty (20) pages, excluding cover sheet, table of contents, index sheets, and resumes, double-sided, font size no less than 10 pt., and single or double-spaced. Cover letters will be counted as part of the twenty sheets. The City encourages the use of recycled materials.
2. Proposals should include, but not be limited to, the following:
 - a. Page numbering;
 - b. Table of Contents, if applicable;
 - c. Section dividers with tabs, if applicable;
 - d. Identification of offering firms, including name, address, and telephone number of each firm;
 - e. Prime CONSULTANT organizational chart, which includes subconsultant(s) with names and titles of personnel to be used for this project;
 - f. Acknowledgment of receipt of RFQ addenda, if any;
 - g. Concise, complete response addressing each of the items, 'a' through 'p', as shown in the City's "Consultant Selection Rating Form"; and
 - h. Exceptions to or deviations from the requirements of this RFQ, separating technical exceptions from contractual exceptions. Any alternative approach proposed by the CONSULTANT shall be thoroughly explained and shall meet the objectives of CITY.

**CITY OF PORTERVILLE
REQUEST FOR QUALIFICATIONS (RFQ) FOR CITY COUNCIL CHAMBERS COUNTER
MODIFICATION PROJECT**

The City of Porterville seeks “Statement of Qualifications” (SOQ) from licensed contractors interested in contracting to provide complete layout, design, and installation work for needed modifications to existing counter areas in City Council Chambers. The City intends to select one (1) qualified licensed professional to provide full-service materials and installation the modifications to the existing counter areas in City Council Chambers. This document identifies the general project scope and procedures for Contractor involvement in this process. Responding businesses must have relevant experience and the ability to provide the requisite professional services.

SCOPE OF SERVICES:

The contractor will respond directly to the Engineering and Project Management Director or their designee on the project. The selected contractor will perform, but not be limited to the following tasks:

1. Meet with City staff to ascertain the full scope of work and determine the level and amount of information and drawings available to the consultant to assist in the preparation of the formal “scope of service”. Said scope shall be prepared and transmitted to the City for review and concurrence. The contractor shall include their “fee” for all work described in the scope of services and, if acceptable to the City, the scope of services and associated fee shall form the basis for the Contract Services Agreement. A brief description of some of the work needed is listed below.
2. Provide clarifications and answer questions as needed.
3. Coordinate early consultation and ongoing meetings with City staff.
4. The Contractor shall provide a working schedule indicating major milestones to complete the work identified in the scope of services above.
5. The Contractor will be required to perform field data collection necessary to complete the requirements of the Project. The Contractor is solely responsible for safety of its employees including any sub-contracted employees during any field operations.
6. The Contractor shall provide project management to a level commensurate with the Project including clearly defined lines of communication between the City and the Contractor, coordination necessary for successful completion of the Project, timely invoicing for services rendered, and notification of tasks outside the executed Agreement.

DESIRABLE QUALIFICATIONS OF THE CONTRACTOR:

The City is seeking a qualified professional with the following qualifications:

1. Experience in similar type of work.
2. The company should be comprised of professionals with the technical competence and resources to perform the work specific to this RFQ.
3. The company should include the proper mix of professionals capable of producing the desired outcome of CITY.

LOCAL AGENCY RESPONSIBILITIES:

The CONTRACTOR will report to the CITY's Contract Administrator. The CONTRACTOR shall not proceed with any work until the CITY provides the Notice to Proceed to the CONTRACTOR.

The CITY's Contract Administrator will directly handle the project management and monitoring of the CONTRACTOR's work to ensure it is complete, accurate, and consistent with the terms and conditions of the CONTRACTOR's contract. The Contract Administrator and designees will also inspect, review, and discuss project progress, comply with Federal, State and Local policies and regulations, and other requirements to further the prosecution of the contract work with the least delay.

The CITY's Contract Administrator (or designee) shall be responsible for the following:

- Serve as the CITY's primary contact person for the CONTRACTOR
- Monitor the CONTRACTOR's progress and provide direction
- Review billings and determine whether costs billed are reasonable in relation to the work performed during billing period
- Approve the CONTRACTOR's progress payments
- Identify other CITY personnel for CONTRACTOR to contact, if needed
- Provide access to CITY facilities as required
- Provide available data pertinent to the Project
- Provide CONTRACTOR with CITY documents including policies, procedures, regulations and standards pertinent to the Project
- Examine documents submitted to CITY by CONTRACTOR and render decisions pertaining thereto in a timely manner



**2 views of existing
lower counter area that
is to be removed.**

**Side view of area where
new counter
configuration would
need to be placed.**





CITY COUNCIL AGENDA – OCTOBER 1, 2024

SUBJECT: Award of Professional Services Agreement to Fehr & Peers for the Preparation of the 2025-2030 Short-Range Transit Plan to Fehr & Peers

SOURCE: Public Works

COMMENT: On July 16, 2024, the City Council authorized staff to distribute a Request for Proposals (RFP) for the preparation of the City's 2025-2030 Short Range Transit Plan (SRTP). The SRTP is a critical planning document that will guide the development and operation of Porterville Transit over the next five years, ensuring it meets the community's mobility needs while complying with local, state, and federal requirements.

The SRTP will help the City evaluate existing transit services, analyze future needs, and develop strategies for service improvement, capital investments, and financial sustainability. The SRTP will also support future grant applications and regional planning efforts coordinated with the Tulare County Association of Governments (TCAG).

In response to the RFP, the City received six proposals. After careful review, the selection committee identified four firms to be within the competitive range based on qualifications, experience, project approach, and cost. These firms were:

1. Fehr & Peers
2. LSC Transportation Consultants
3. Moore & Associates
4. VRPA Technologies, Inc.

Following this initial evaluation, a revised scope of work was issued on August 28, 2024, which included five optional tasks to provide more flexibility in the development of the SRTP. The optional tasks were designed to further enhance the project's capacity to address specific transit needs and provide a more comprehensive plan for the City.

After interviews with the four shortlisted firms, Fehr & Peers was determined to provide the best value to the City. Their extensive experience in transit planning, particularly in rural and mid-sized cities, along with their strong approach to public outreach and technical analysis, made them the top choice. Their proposal also demonstrated an excellent understanding of Porterville's unique transportation challenges and offered solutions that are financially feasible and responsive to the community's needs.

The total cost of the professional services agreement with Fehr & Peers is not to exceed \$174,550, which includes all deliverables, public outreach efforts, and the five optional tasks from the revised scope of work. Funding for this project is available through the Transit Operating and Capital Budget, which includes \$150,000 from TCAG and \$24,550 from Local Transportation Funds.

RECOMMENDATION: That The City Council award the attached draft professional services agreement to Fehr & Peers, in the amount not to exceed \$174,550 for development and preparation of the 2025-2030 Short Range Transit Plan, and authorize the Mayor to execute the contract

ATTACHMENTS:

1. Draft Agreement
2. Fehr & Peers Proposal
3. Fehrs & Peers Expanded Proposal
4. Fehrs & Peers Pricing Sheet
5. July 16, 2024 Staff Report

Appropriated/Funded:

Review By:

Department Director:
Richard Tree, Director of Transportation

Final Approver: Patrice Hildreth, City Manager

**CITY OF PORTERVILLE
PROFESSIONAL SERVICES AGREEMENT WITH
FEHR & PEERS FOR THE 2025-2030 SHORT RANGE TRANSIT PLAN**

This Professional Services Agreement (Agreement) is entered into between the City of Porterville, a municipal corporation (**City**), and Fehr & Peers, a California corporation (**Consultant**). City and Consultant are referred to individually as “Party” and collectively as “Parties.”

Recitals

- A. City desires to retain Consultant to complete a 2025-2030 Short Range Transit Plan (Project); and
- B. On July 23, 2024, the City issued a Request for Proposals (RFP) for the 2025-2030 Short Range Transit Plan (Project). On August 22, 2024, Consultant submitted its proposal for the Project to the City. City has determined that Consultant submitted its proposal for the Project to the City. City has determined that Consultant possesses the skills, experience and certification required to provide the service.
- C. After negotiations between the City and Consultant, the Parties have reached an agreement for the performance of services in accordance with the terms set forth in this Agreement.

Now therefore, the Parties mutually agree as follows:

1. **Scope of Work.** Consultant shall perform the Services and complete the Project, which includes the services described in Exhibit “A, B, and C” attached hereto and incorporated herein by reference. The services shall be performed by, or under the direct supervision of, Consultant’s Authorized Representative: Jeremiah LaRose. Consultant shall not replace its Authorized Representative, nor shall Consultant use or replace any subcontractor or subconsultant, without City’s prior written consent. The City may terminate this Agreement if Consultant makes any such change or replacement, or uses any unapproved subcontractor or subconsultant.
2. **Time of Performance.** Time is of the essence in the performance of services under this Agreement and the timing requirements set forth shall be adhered to unless otherwise modified in writing in accordance with this Agreement. Consultant shall begin performance promptly upon the mutual execution of this Agreement, and shall substantially complete all required services no later than July 1, 2025. Any services for which times for performance are not specified in this Agreement shall be stated and completed by Consultant in a reasonably prompt and timely manner based upon the circumstances and direction communicated to the Consultant by the City. Consultant shall submit all requests for time extensions to the City in writing no later than ten days after the start of the condition which purportedly caused the delay, and not later than the date on which performance is due. City may grant or deny such

request in its sole and reasonable discretion. However, notwithstanding the foregoing, Consultant shall not be liable or responsible for delays in the performance of its duties and obligations under this Agreement that are due to circumstances beyond Consultant's reasonable control.

- 3. Compensation.** City shall pay Consultant on a lump sum basis, at the billing rate set forth in Exhibit "D", attached hereto and incorporated herein by this reference.

- 3.1. Not to Exceed Amount.** Consultant's billing rates shall cover all costs and expenses for Consultant's performance of this Agreement. No work shall be performed by Consultant in excess of the total compensation amount provided in this section without the City's prior written approval. Notwithstanding anything contained herein to the contrary, the payment of any funds under this Agreement shall be subject to the City of Porterville's appropriation of funds for the Services. This Agreement shall terminate in the event that such funds are not appropriated.

- 3.2. Invoices.** Consultant shall submit monthly invoice(s) to the City that describe the services performed, including times, dates, and names of persons performing the services.

- 3.2.1.** Consultant's failure to submit invoice(s) in accordance with these requirements may result in the City rejecting said invoice(s) and thereby delaying payment to Consultant.

- 3.3. Payment.** Within thirty (30) days after the City's receipt of invoice(s), City shall make payment to the Consultant based upon the services described on the invoice(s), provided, however, such services are in accordance with this Agreement and are not disputed by City.

- 3.4.** The acceptance by Consultant of the final payment made under this Agreement shall constitute a release of City from all claims and liabilities for compensation to Consultant for anything completed, finished or relating to Consultant's services. Consultant agrees that payment by City shall not constitute nor be deemed a release of the responsibility and liability of Consultant or its employees, subcontractors, agents and subconsultants for the accuracy and competency of the information provided and/or services performed hereunder, nor shall such payment be deemed to be an assumption of responsibility or liability by City for any defect or error in the Services performed by Consultant, its employees, subcontractors, agents and subconsultants.

- 3.5.** Consultant agrees to maintain books, accounts, payroll records and other information relating to the performance of Consultant's obligations under the Agreement, which shall adequately and correctly reflect the expenses incurred by the Consultant in the performance of Consultant's work under the Agreement. Such books and records shall be open to inspection and audit by the City during regular business hours for three years after expiration or termination of this Agreement.

- 4. Indemnification.** Consultant shall, to the fullest extent permitted by law, indemnify, defend and hold harmless the City from and against any claims to the extent caused by Consultant's negligent acts, errors, or omissions in its performance of its services under this Agreement, or failure to comply with its obligations under this Agreement, except to the extent caused by the negligence or willful misconduct of the City.

In the event there is a finding and/or determination that Consultant is not an independent contractor and/or is an employee of City, including but not limited to any such finding and/or determination made by the California Public Employees' Retirement System (CalPERS), the Department of Industrial Relations (DIR), or the Internal Revenue Service (IRS), Consultant shall, to the fullest extent permitted by law, indemnify, defend, and hold harmless the City from and against any all claims relating to or in connection with such a finding and/or determination.

In this section, "City" means the City, its officials, officers, agents, employees and volunteers, "Consultant" means the Consultant, and its subcontractors; "Claims" includes claims, demands, actions, losses, damages, injuries, and liability, direct or indirect (including any and all related costs and expenses) and any allegations of these; and "Arising out of" includes "pertaining to" and "relating to."

(The duty of a "design professional" to indemnify and defend the City is limited to claims that arise out of, pertain to, or relate to the negligence, recklessness or willful misconduct of the design professional, under Civ. Code § 2782.8.)

Consultant and City mutually waive consequential damages for claims, disputes, or other matters in question, arising out of or relating to this Agreement. This mutual waiver is applicable, without limitation, to all consequential damages due to either party's termination of this Agreement.

The provisions of this section survive completion of the services or the termination of this Agreement, and are not limited by the provisions of Section 5 relating to insurance.

- 5. Insurance.** Consultant shall, throughout the duration of this Agreement, maintain insurance to cover Consultant, its agents, representative, and employees in connection with the performance of services under this Agreement at the minimum levels set forth herein.

5.1. Commercial General Liability (with coverage at least as broad as ISO form CG 00 01 01 96) "per occurrence" coverage shall be maintained in an amount not less than \$1,000,000 general aggregate and \$2,000,000 per occurrence for general liability, bodily injury, personal injury, and property damage.

5.2. Automobile Liability (with coverage at least as broad as ISO CA 00 01 07 097, for "any auto") "claims made" coverage shall be maintained in an amount not less than \$1,000,000 per accident for bodily injury and property damage.

- 5.3. Workers' Compensation** coverage shall be maintained as required by the State of California.
- 5.4. Professional Liability** "claims made" coverage shall be maintained to cover damages that may be the result of errors, omissions, or negligent acts of Consultant in an amount not less than \$1,000,000 per claim.
- 5.5. Endorsements.** Consultant shall obtain endorsements to the automobile and commercial general liability insurance policies with the following provisions:
- 5.5.1.** The City (including its elected officials, officers, employees, agents, and volunteers) shall be named as an additional "insured."
- 5.5.2.** For any claims related to this Agreement, Consultant's coverage shall be primary insurance with respect to the City. Any insurance maintained by the City shall be excess of the Consultant's insurance and shall not contribute with it.
- 5.6. Notice of Cancellation.** Consultant shall notify the City if the policy is canceled before the expiration date. For the purpose of this notice requirement, any material change in the policy prior to the expiration shall be considered a cancellation. Consultant shall immediately obtain a replacement policy.
- 5.7. Authorized Insurers.** All insurance companies providing coverage to Consultant shall be insurance organizations authorized by the Insurance Commissioner of the State of California to transact the business of insurance in the State of California.
- 5.8. Insurance Certificate.** Consultant shall provide evidence of compliance with the insurance requirements listed above by providing a certificate of insurance and endorsements, in a form satisfactory to the City, before the City signs this Agreement.
- 5.9. Substitute Certificates.** Consultant shall provide a substitute certificate of insurance no later than 30 days prior to the policy expiration date of any insurance policy required by this Agreement.
- 5.10. Consultant's Obligation.** Maintenance of insurance by the Consultant as specified in this Agreement shall in no way be interpreted as relieving the Consultant of any responsibility whatsoever (including indemnity obligations under this Agreement), and the Consultant may carry, at its own expense, such additional insurance as it deems necessary. Failure to provide or maintain any insurance policies or endorsements required herein may result in the City terminating this Agreement.
- 6. Termination.** The City may terminate this Agreement in its sole and absolute discretion by giving thirty (30) days' written notice to Consultant. Within ten (10) days of such a termination, Consultant shall give the City all original documents relating to the Services in Consultant's

possession or control, including, without limitation, preliminary drafts and supporting documents, and any other documents prepared by Consultant pursuant to this Agreement. The City shall pay Consultant for all services satisfactorily performed in accordance with this Agreement, up to the date notice is given.

7. **Dispute Resolution.** If any dispute arises between the City and Consultant that cannot be settled after engaging in good faith negotiations, City and Consultant agree to resolve the dispute in accordance with the following:
 - 7.1. Each Party shall designate a senior management or executive level representative to negotiate the dispute.
 - 7.2. The representatives shall attempt, through good faith negotiations, to resolve the dispute by any means within their authority,
 - 7.3. If the issue remains unresolved after fifteen (15) days of good faith negotiations, the Parties shall attempt to resolve the disagreement by negotiations between legal counsel. If the aforementioned process fails, the Parties shall resolve any remaining disputes through mediation to expedite the resolution of the dispute.
 - 7.4. The mediation process shall provide for the selection within fifteen (15) days by both Parties of a disinterested third person to serve as the mediator, shall be commenced within thirty (30) days of selection of a mediator, and shall be concluded within fifteen (15) days from the commencement of the mediation.
 - 7.5. The Parties shall equally bear the costs of any third party in any alternative dispute resolution process.
 - 7.6. The dispute resolution process is a material condition of this Agreement and must be exhausted prior to either Party initiating legal action. This dispute resolution process is not intended to nor shall be construed to change the time periods for filing a claim or action specified by Government Code §§ 900 et seq.
8. **Ownership of Work.** All original documents prepared by Consultant for this Agreement, whether complete or in progress, are the property of the City, and shall be given to the City at the completion of Consultant's Services, upon termination of this Agreement, or upon demand from the City. No such documents shall be revealed or made available by Consultant to any third party without the City's prior written consent.
9. **Independent Contractor Status.** Consultant is an independent contractor and is solely responsible for the acts of its employees or agents, including any negligent acts or omissions. Consultant is not City's employee and Consultant shall have no authority, express or implied, to act on behalf of the City as an agent, or to bind the City to any obligation, unless the City provides prior written authorization. Consultant is free to work for other entities while under contract with the City. Consultant, and its agents or employees, are not entitled to City benefits.

Consultant shall be solely responsible for, and shall save the City harmless from, all matters relating to the payment of Consultant's employees, agents, subcontractors and subconsultants, including compliance with social security requirements, federal and State income tax withholding and all other regulations governing employer-employee relations. The City reserves the right to contract with other firms and/or consultants during the term of this Agreement to provide the City the same or similar services that Consultant is providing to the City under this Agreement. Nothing contained in this Agreement guarantees Consultant a certain amount of work, and the City may, in its sole and absolute discretion, allocate and/or delegate work to Consultant so as to satisfy the City's needs.

10. Conflicts of Interest. Consultant (including its employees, agents, and subconsultants) shall not maintain or acquire any direct or indirect interest that conflicts with the performance of this Agreement. If Consultant maintains or acquires such a conflicting interest, the City may terminate any contract (including this Agreement) involving Consultant's conflicting interest.

11. Rebates, Kickbacks, or Other Unlawful Consideration. Consultant warrants this Agreement was not obtained or secured through rebates, kickbacks, or other unlawful consideration either promised or paid to any City official or employee. For any breach of this warranty, City shall have the right, in its sole discretion, to terminate this Agreement without liability; to pay only for the value of the work actually performed; to deduct from the contract price the value of the rebate, kickback, or other unlawful consideration; or otherwise recover the full amount of such rebate, kickback, or other unlawful consideration.

12. Notices. All notices, demands, or other communications which this Agreement contemplates or authorizes shall be in writing and shall be personally delivered or mailed to the other party to the addresses listed below. Communications shall be deemed to have been given on the first to occur of: (1) actual receipt at the address designated below, or (2) three working days after the deposit in the United States Mail of registered or certified mail, sent to the address designated below.

To City:

City of Porterville
Transportation Department
291 N. Main Street
Porterville, CA 93257

To Consultant

Fehr & Peers
Project Manager
600 Wilshire Blvd, Suite 1050
Los Angeles, CA 90017

13. Miscellaneous

13.1. Standard of Care. Unless otherwise specified in this Agreement, the standard of care applicable to Consultant's services will be the degree of skill and diligence ordinarily exercised by professionals performing similar services in the same or similar time and locality, and under the same or similar circumstances.

- 13.2. Amendments.** This Agreement may not be modified orally or in any manner other than by an agreement in writing signed by both Parties.
- 13.3. Waivers.** Waiver of a breach or default under this Agreement shall not constitute a continuing waiver or a waiver of a subsequent breach of the same or any other provision of this Agreement. No waiver shall be effective unless it is in writing and signed by the waiving party.
- 13.4. Assignment and Delegation.** Consultant may not assign, transfer or delegate this Agreement or any portion of it without the City's prior written consent. Any attempt to do so will void. City's consent to one assignment, transfer or delegation shall not be deemed to be consent to any subsequent assignment, transfer or delegation.
- 13.5. Jurisdiction and Venue.** The interpretation, validity, and enforcement of the Agreement shall be governed by and construed under the laws of the State of California. Any suit, claim, or legal proceeding of any kind related to this Agreement shall be filed and heard in a court of competent jurisdiction in the County of Tulare.
- 13.6. Compliance with Law.** Consultant shall comply with all applicable local, state, and federal laws, whether or not those laws are expressly stated in this Agreement.
- 13.6.1. Prevailing Wage Laws.** Consultant is aware of the requirements of California Labor Code Section 1720, et seq., and 1770, et seq., as well as California Code of Regulations, Title 8, Section 16000, et seq., ("Prevailing Wage Laws"), which require the payment of prevailing wage rates; employment of apprentices (§ 1777.5), certified payroll records (§1776), hours of labor (§1813 and §1815), debarment of contractors and subcontractors (§1777.1) and the performance of other requirements on "public works" and "maintenance" projects. If the services being performed under this Agreement are part of a "public works" or "maintenance" project, as defined in the Prevailing Wage Laws, and if the total compensation is \$1,000 or more, Consultant agrees to fully comply with such Prevailing Wage Laws. These prevailing rates are on file with the City and are available online at <http://www.dir.ca.gov/DLSR>. Consultant shall defend, indemnify and hold the City, its officials, officers, employees and agents, harmless from any and all claims, costs, penalties, or interests arising out of any failure or alleged failure to comply with the Prevailing Wage Laws.
- 13.6.2. Non-discrimination.** Consultant represents and warrants that it is an equal opportunity employer and it shall not discriminate against any subconsultant, employee or applicant for employment because of race, color, national origin, handicap, ancestry, sex or age. Consultant shall also comply with all applicable anti-discrimination federal and state laws, including but not limited to, the California Fair Employment and Housing Act (Gov. Code 12990 (a-f) et seq.)
- 13.7. Business Entity Status.** Consultant is responsible for filing all required documents and/or forms with the California Secretary of State and meeting all requirements of the

Franchise Tax Board, to the extent such requirements apply to Consultant. By entering into this Agreement, Consultant represents that it is not a suspended corporation. If Consultant is a suspended corporation at the time it enters this Agreement, City may take steps to have this Agreement declared voidable.

13.8. Business License. Before the City signs this Agreement, Consultant shall obtain a City of Porterville Business License. Consultant shall maintain an active City of Porterville Business License during the term of this Agreement.

13.9. Successors and Assigns. This Agreement shall inure to the benefit of and be binding upon the Parties hereto and their respective successors and assigns.

13.10. Construction of Agreement. Each Party hereto has had an equivalent opportunity to participate in the drafting of this Agreement and/or to consult with legal counsel. Therefore, the usual construction of an agreement against the drafting Party shall not apply hereto.

13.11. Severability. If a term of this Agreement is held invalid by a court of competent jurisdiction, the Agreement shall be construed as not containing that term, and the remainder of this Agreement shall remain in effect.

13.12. Controlling Provisions. In the case of any conflict between the terms of this Agreement and Exhibits hereto, and Consultant's proposal (if any), the Agreement shall control. In the case of any conflict between the Exhibits hereto and the Consultant's proposal (if any), the Exhibits shall control.

13.13. Entire Agreement. This Agreement and the Attached Exhibits comprise the entire integrated understanding between the Parties concerning the services to be performed. This Agreement supersedes all prior negotiations, representations or agreements. All exhibits attached hereto are incorporated by reference herein.

13.14. Counterparts. City and Consultant agree that this Agreement may be executed in two or more counterparts, each of which shall be deemed an original.

13.15. Expenses for Enforcement. Consultant and City agree that the prevailing party's reasonable costs, attorneys' fees and expenses, including investigation fees and expert witness fees, shall be paid by the non-prevailing party in any dispute involving the terms and conditions of this Agreement.

14. Signatures. The individuals executing this Agreement on behalf of Consultant represent and warrant that they have the right, power, legal capacity and authority to enter into and to execute this Agreement on behalf of Consultant.

The Parties agree to the full performance of these terms set forth here.

City of Porterville
291 N. Main Street
Porterville, CA 93257

By: Martha A. Flores

Title: Mayor

Date: _____

Signature: _____

Attest:

Patrice Hildreth, City Clerk

Approved as to form:

Julia M. Lew, City Attorney

Fehr & Peers
600 Wilshire Boulevard, Suite 1050
Los Angeles, CA 90017

By: Sarah Brandenberg

Title: Vice President

Date: _____

Signature: _____

Exhibits:

- A. RFP No. 2025-2030 Short Range Transit Plan
- B. Consultant Proposal
- C. Compensation



City of Porterville 2025-2030 Short Range Transit Plan

**Request for Proposals No. 24/25-SR1977
August 22, 2024**

PREPARED FOR

PORTERVILLE TRANSIT
CITY OF PORTERVILLE
291 N. MAIN STREET
PORTERVILLE, CA 93257

PREPARED BY

FEHR & PEERS
600 WILSHIRE BOULEVARD, SUITE 1050
LOS ANGELES, CA 90017
(213) 261-3050



August 22, 2024

Porterville Transit
City of Porterville
291 N. Main Street
Porterville, CA 93257

Subject: Proposal for the 2025-2030 City of Porterville Short Range Transit Plan

Dear Purchasing Manager:

Fehr & Peers is pleased to present our proposal for City of Porterville 2025-2030 Short Range Transit Plan. (SRTP). The Fehr & Peers Team offers an in-depth understanding of the opportunities and challenges faced by the City of Porterville in providing indispensable mobility services. We understand that Porterville seeks to achieve faster, more frequent transit service to provide more competitive travel times and accommodate anticipated growth.

We believe a successful Short Range Transit Plan combines a rigorous analysis of travel markets and a robust community-driven outreach process to develop actionable and responsive service plans. Fehr & Peers is uniquely prepared to help the City successfully navigate these challenges and develop an efficient and effective system for the following reasons:

- **We provide a proactive, effective outreach process:** With our extensive experience throughout the Central Valley, we understand the study corridor and bilingual community outreach needs.
- **We have unmatched experience working on similar SRTPs:** Fehr & Peers works closely with small and mid-sized transit agencies preparing Short Range Transit Plans. We offer a robust technical analysis and identify recommendations that are relevant and financially feasible.
- **We bring a multimodal, complete streets approach:** Fehr & Peers offers the added benefit of a complete streets approach that understands the interactions of transit services with other modes of transportation and the City's changing land use context.

Jeremiah LaRose, Senior Associate will serve as the project manager for this effort. As one of our top transit experts, Jeremiah specializes in SRTPs, offering recent experience managing the Lathrop Transit Study, and Ventura County Transportation Commission (VCTC) SRTP. Please do not hesitate to contact Jeremiah at 213-261-3079 with any questions regarding this proposal.

Sincerely,

FEHR & PEERS

A handwritten signature in blue ink that reads "Sarah Brandenburg".

Sarah Brandenburg, TE
Vice President
Authorized Signer
(213) 261-3050
s.brandenberg@fehrandpeers.com

Section One

Experience & Past Performance

Firm Overview

About Fehr & Peers

Founded in 1985, Fehr & Peers has been trusted by clients to be their partners in transportation planning and engineering for 38 years.

As a full-service multimodal transportation planning and engineering firm, Fehr & Peers offers clients insight and expertise with all matters relating to transportation and a deep bench of internal experts provide a full suite of in-house services for each of our projects.

Fehr & Peers is among the largest firms in the United States focusing exclusively on transportation planning and engineering. Although we have grown from a small, local firm into a large national firm of 360+ employees, we remain steadfast in our commitment to our clients and the communities we serve.

Core Services

We purposefully maintain a focus on transportation consulting. Our firm's services include the following:

- Active Transportation
- Climate & Resilience
- Communications & Engagement
- Data Science
- Emerging Technologies
- Equity in Transportation
- Land Use & Transportation
- Parking
- Safety
- Transit Planning
- Transportation Engineering
- Transportation Forecasting & Operations



Transit Planning

TRANSIT PLANNING

Transit planning has been a core service of Fehr & Peers since our founding in 1985. Over the past 35 years, we have worked on transit planning, implementation, funding, and operations studies across the United States and in communities large and small. Our firm's experience covers the entire spectrum of transit services, from launching new services, to transit service vision plans, to major system expansion studies.

We understand the value of inclusion and integration.

We understand that for solutions to be equitable, the planning process needs input and direction from across a broad diversity of constituents, and we recognize the critical effect

of customizing transit projects to ensure they not only address agency operating and planning objectives, but that they truly serve the people that need them and improve efficiency and quality of life. Therefore, we consider the full range of agency needs, user groups, and modes in our transit planning to ensure successful integration and operations alongside other local and regional transportation options.

We bring local knowledge and expertise. Our philosophy of focusing on improving our local communities rather than at the national scale means we work deeply with a broad range of local clients, and bring an unparalleled sensitivity for community values

and conditions to our transit work. Successful transit responds to local needs and concerns, so our plans and designs keep this local perspective at the forefront, creating projects that are both technically successful and accepted by the community.

We leverage innovative technology for data-based, concrete solutions.

Our use of rigorous planning methods, tools, and data enables us to create high-performing, future-oriented transit that supports the ability of all community members to access services and jobs in their neighborhoods and beyond. We ensure custom, data-backed solutions by applying our in-house tools (such as Reliability+ and Ridership+) in combination with other processes.



Project Sample Fehr & Peers led development of the Park City, Utah SRTP



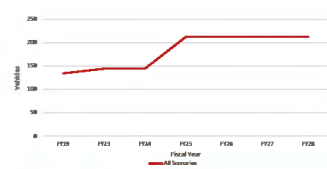
Project Sample Fehr & Peers led the NPS System Usage Analysis for National Parks in Colorado. Fehr & Peers collected big data (cell phone data) from data vendors, to document and analyze the visitor use patterns to and within 13 National Park Service units.

List of Similar Recent Projects

Fehr & Peers has recently provided transit planning services for the following clients:

- | | | |
|---|---|---|
| <ul style="list-style-type: none">• Butte County Association of Governments (BCAG)• Caltrain• City and County of Denver• City of Aspen• City of Boulder• City of Lathrop• City of Manteca• City of Orange• Colorado Department of Transportation (CDOT)• County of Santa Cruz• King County Metro Transit• Los Angeles County Metropolitan Transportation Authority (LA Metro)• Metropolitan Washington Council of Governments (MWCOC)• Orange County Transportation Authority (OCTA)• Park City• Pepperdine University• Pierce Transit• Rhoutt County• Riverside County Transportation Commission (RCTC)• Riverside Transit Agency, CA | <ul style="list-style-type: none">• Sacramento Regional Transit (SacRT)• Sacramento Area Council of Governments (SACOG)• Salem Area Mass Transit District (SAMTD)• Salt Lake City• SamTrans• San Diego Association of Governments (SANDAG)• San Francisco Municipal Transportation Agency (SFMTA)• San Joaquin Council of Governments (SJCOG)• San Joaquin Regional Transit District (SJRTD)• Santa Barbara County Association of Governments (SBCAG)• Santa Clara Valley Transportation Authority (VTA)• Seattle Department of Transportation | <ul style="list-style-type: none">• Shasta Regional Transportation Authority (SRTA)• Solano Transportation Authority• Sound Transit• Spokane Transit Authority• Stanislaus Regional Transit Authority• Summit County• Tahoe Transportation District• Town of Castle Rock• Town of Jackson• Town of Vail• TriMet• UC Merced• UC Davis• Uber Technologies• Utah Department of Transportation• Utah Transit Authority• Wasatch County• Yosemite Area Regional Transit (YARTS) |
|---|---|---|

Figure 5-1: Total Revenue Vehicles, FY23-28



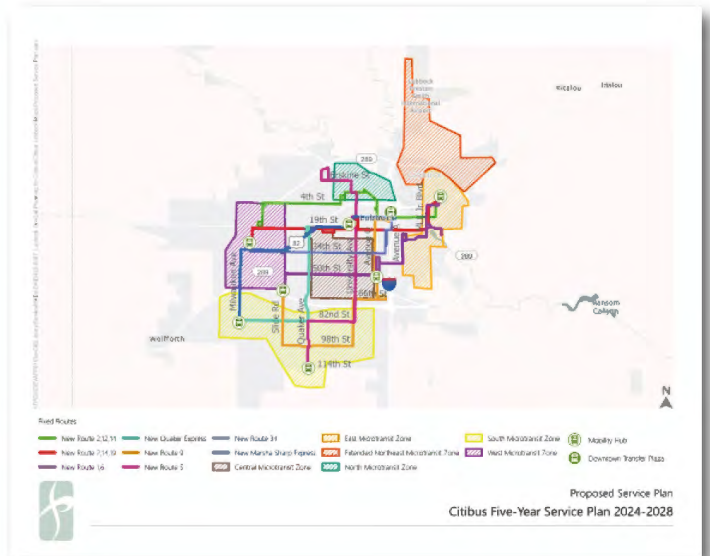
5.3 Revenue Vehicle Hours

Total revenue vehicle hours in FY23 are expected to increase to 47,452 from the pandemic revenue vehicle hours of 39,063 in FY19. FY23 revenue vehicle hours are expected to remain constant through FY24. By FY25, revenue vehicle hours are expected to increase to 74,510 under Scenario 1: Robust Recovery, decrease to 39,100 under Scenario 2: Revenue Recovery with Fewer Riders, or increase to 52,970 under Scenario 3: Some Progress and Scenario 4: Caltrain Electrified Service. More details can be found in Table 5-3 and Figure 5-2.

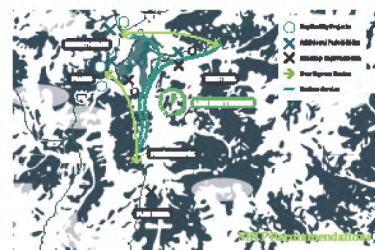
Table 5-3: Revenue Vehicle Hours, FY23-28

Scenario	FY23	FY24	FY25	FY26	FY27	FY28
Scenario 1: Robust Recovery	39,063	47,452	47,452	74,510	74,510	74,510
Scenario 2: Revenue Recovery with Fewer Riders	39,063	47,452	47,452	39,100	39,100	39,100
Scenario 3: Some Progress	39,063	47,452	47,452	52,970	52,970	52,970
Scenario 4: Caltrain Electrified Service	39,063	47,452	47,452	52,970	52,970	52,970

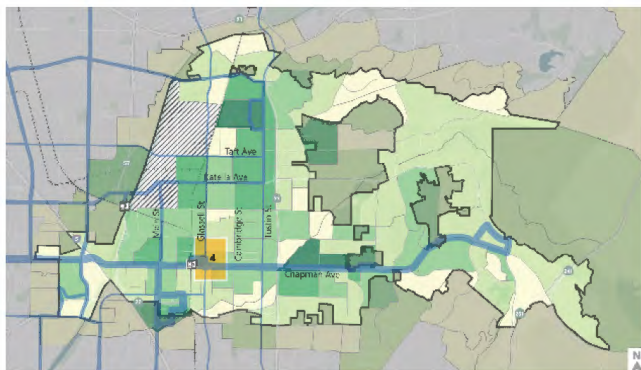
ADOPTED CALTRANS MAP FY2023-2028



Short Range Transit Plan



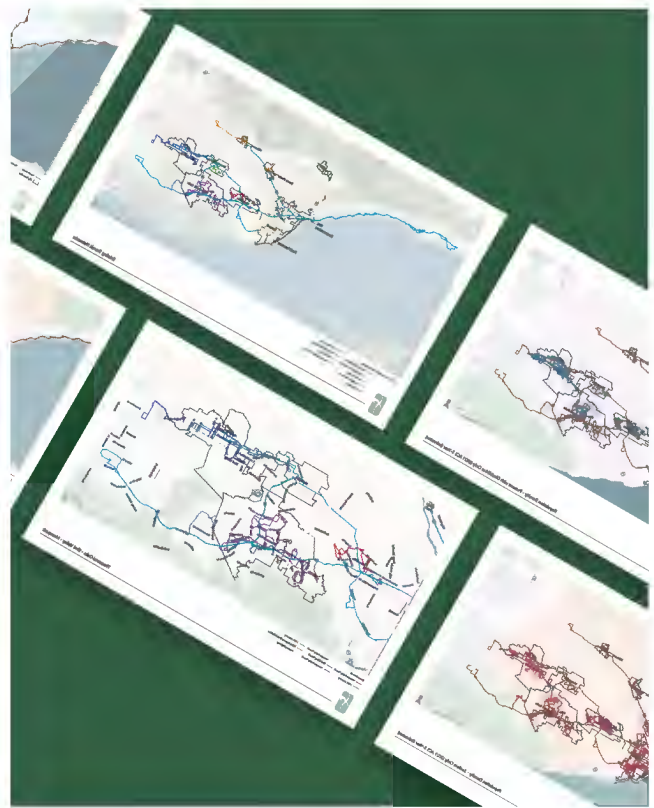
The Short Range Transit Plan (SRT Plan) is a key component of the city's transit strategy. It outlines the proposed transit routes and service areas for the next five years. The plan is based on a comprehensive analysis of the city's transit needs and the current transit system. It includes a detailed map of the transit network and a list of the proposed transit routes and service areas.



VCTC SRTP & Transit Integration & Efficiency Study (TIES)

VENTURA COUNTY, CA

The Ventura County Transportation Commission (VCTC) is both the regional transportation planning agency (RTPA) for Ventura County and a direct transit operator of intercity services. In both of these roles, VCTC is organizing a countywide short-range transit plan (SRTP) to re-evaluate the full network of fixed-route and paratransit services operating in the County and consider opportunities for improvement for the next five years. This SRTP is somewhat unique in that it follows a multi-year examination of transit integration (TIES), potentially leading to some consolidation of transit operations in the County. The SRTP will evaluate all transit offerings of the cities and County (except for the Gold Coast Transit District, which is completing their own SRTP ahead of VCTC) and develop recommendations for service improvements based on community input, productivity, market opportunities, and early actions recommended in TIES. A significant component of this work is a full examination of integrating all demand-response/paratransit services into a single county-wide operation. The SRTP is ongoing with completion anticipated in Spring 2025. In the TIES project, VCTC and its partners examined potential changes to all aspects of transit administration, operations, and customer experience across the eight agencies and their associated city governments. The study heavily engaged staff and decision makers across these communities to examine the administrative and functional changes that are possible, and to determine how they could lead to better transit. Fehr & Peers developed a series of individual strategies the agencies could undertake collaboratively. Those individual strategies are organized into three alternatives ranging from continued independent administration with increased collaboration to a full consolidation into a single countywide transit agency with regional responsibility. The final study framework informed an ongoing conversation between the Commission and the community and led to a commitment to improve technical coordination and collaboration with firm steps towards consolidating paratransit operations, which has led to the current SRTP.



CONTACT PERSON

Claire Grasty
Public Transit Director
(805) 642-1591 x115
cgrasty@goventura.org
751 E. Daily Dr. STE. 420
Camarillo, CA 93010

PROJECT DATES

TIES: February 2021 - November 2023
SRTP: October 2023 - Ongoing

CONSULTANT FEE

SRTP: \$472,355
TIES: \$330,000

SBCAG Clean Air Express SRTP

SANTA BARBARA COUNTY, CA

Fehr & Peers completed a study for the Santa Barbara County Association of Government's (SBCAG) "Clean Air Express" bus service that provides commuter connections from northern Santa Barbara County to jobs centers in Goleta and the City of Santa Barbara. The Clean Air Express received its first-ever comprehensive service analysis after several decades of successful operation. The SRTP evaluated ridership and operations performance to examine potential changes to service offerings including expansion of new times or lines. We conducted rider and non-rider surveys to understand which factors might influence these potential customers to try the bus, finding that customer loyalty and satisfaction are high but longtime customers retiring are not being replaced by younger commuters. Our financial analysis included understanding capital, operating, maintenance projections and we explored fare policy and analyzed future operating scenarios and opportunities to pursue new State and Federal funding streams in advance of a projected funding shortfall.



PROJECT DATES

October 2018-November 2019

CONSULTANT FEE

\$100,000

Park City SRTP

PARK CITY, UTAH

Fehr & Peers led the development of a Short-Range Transit Plan on behalf of Park City, UT. This included several core elements to address the transit mobility challenges in the ski-oriented resort community such as a detailed analysis of current transit performance and review of future community conditions; a travel market assessment using Streetlight cell phone data; 5-year route and service improvements; analysis on new and emerging transit technologies including gondola and microtransit; detailed operational and capital financial plans with estimates of required revenue and expenses; related policies, procedures, staffing needs, community partnerships; and implementation plan with phasing. The primary plan elements were speed and reliability improvements, connectivity between transit service types, reimagining service to accommodate changing nodes and patterns, and integrating mobility to enable better non-driving mobility options.

CONTACT PERSON

Alex Roy
Park City Municipal Corporation
alex.roy@parkcity.org
(435) 400-4172
PO Box 1480
Park City, UT 84060

PROJECT DATES

June 2021 - November 2023

CONSULTANT FEE

\$201,500

SJRTD Comprehensive Operational Analysis & Lathrop Study

LATHROP, CA

Fehr & Peers prepared the San Joaquin Regional Transit District (RTD) Next Gen Plan, a comprehensive operational analysis and service plan for RTD fixed-route bus service. The Next Gen planning effort examined existing and future transit markets, pre- and post-COVID transit performance, and community and stakeholder input. The resulting Next Gen Plan identified an updated fixed-route bus network designed to serve the residents of San Joaquin County for the next 10 years. Subsequently, RTD in partnership with the City of Lathrop sought Fehr & Peers support for a focused transit development plan. The City of Lathrop is one of the fastest-growing in California with the massive “River Islands” development west of I-5 comprising an entirely new planned community. Lathrop has traditionally had minimal access to transit service, limited primarily to regional express services and the Altamont Corridor Express (ACE) train service to San Jose that is oriented towards commuters. With the rapid growth and an historic minority population that is underserved by transit, the City and RTD hope to identify opportunities to extend new transit services aligned with community needs. Fehr & Peers developed a scope that relies heavily on community engagement and has been working with Lathrop to get connected to organizations in the established community including those who may prefer to speak Spanish, as well as with the schools, libraries, senior centers, and other groups who will help us engage broadly with the population.

CONTACT PERSON

Dámaris E. Galvan
Service Development Manager
San Joaquin Regional Transit District (RTD)
209.948.5566 x696
dgalvan@sanjoaquinRTD.com

PROJECT DATES

January 2021 - November 2022

CONSULTANT FEE

\$626,650

Summit County Summit Stage 2022-2026 SRTP

FRISCO, COLORADO

Summit Stage is a rural resort transit provider serving Silverthorne, Frisco, Keystone, Dillon, and Breckenridge Colorado.

Fehr & Peers supported the development of a Short Range Transit Plan for Summit Stage, a department of Summit County, Colorado for 2022-2026.

The project included a comprehensive transit system review, service options analysis, preferred alternative development with service, capital, and financial plan. The end result was an implementable transit service vision and phasing plan for the future of Summit Stage.

CONTACT PERSON

Chris Lubbers
Transit Director
(970) 668-4161
chris.lubbers@summitcountycolorado.gov
0222 County Shops Road
Frisco, CO 80443

PROJECT DATES

September 2020-March 2021

CONSULTANT FEE

\$49,340

City of Irvine Transit Vision

IRVINE, CA

Fehr & Peers completed a study for the City of Irvine to understand the post-pandemic opportunities to improve local circulation with new intracity shuttles or innovative forms of transit in response to resident interest and to meet city climate action policies and objectives. The City had received an OCTA Project V grant to study and implement new transit prior to the pandemic, and the changes in travel behavior prompted a close examination of current travel patterns. Fehr & Peers organized a broad group of community stakeholders representing the school district, other City departments, business leaders, and community organizations to examine potential travel needs. We surveyed city residents, hosted in-person and virtual engagement events, and provided a pre-recorded informational video on YouTube to spread the word. Our survey and engagement findings were combined with extensive travel pattern analysis using both Streetlight and Replica data sources, comparing activity by time of day from 2022 and 2019 to illuminate where in the city and when trips remained strong with potential to grow. Our transit service plans sought to fill in coverage where the regional OCTA routes were a relatively far walk for most residents and provide a one-seat ride between neighborhoods, several middle and high schools, and the Spectrum Center activity hub. Our highly graphical final report also laid out a vision for future service expansions to expand coverage in developing neighborhoods and support the objective of reducing traffic demand to key destinations. The City Council approved the study and in April 2024 launched the pilot bus service with 20-minute headways (compared to hourly headways for most other transit in the city).

CONTACT PERSON

Melissa Dugan, AICP, PTP
Project Development Administrator
(949) 724-7384
mdugan@cityofirvine.org
1 Civic Center Plaza
Irvine, CA 92606-5207

PROJECT DATES

July 2021 - July 2023

CONSULTANT FEE

\$269,350

Project Personnel

Personnel Staffing Plan

To identify the best way for Porterville to implement its transit vision, Fehr & Peers has assembled a team of top-notch transit specialists, engagement experts, and transportation futurists. This team will bring both national best practices and in-depth local knowledge to work through the technical, political, financial, and logistical issues that must be considered when translating a bold vision into implementable action.

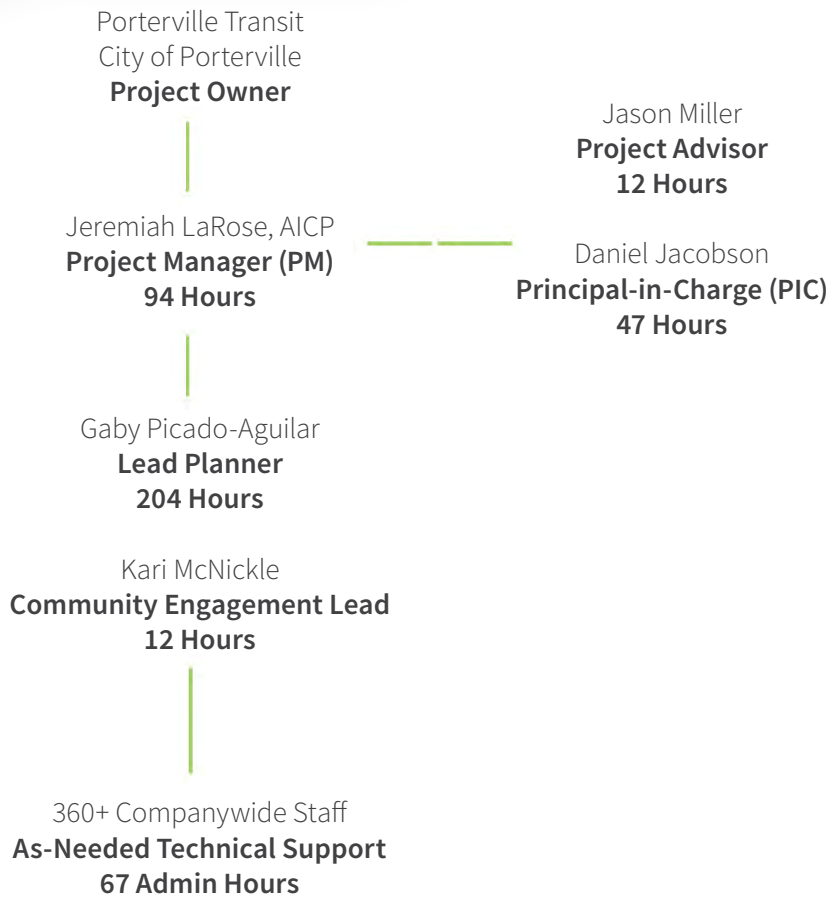
KEY PERSONNEL

We have assigned staff to lead service planning, travel market analysis, and community and stakeholder engagement.

SUBCONSULTANTS

Fehr & Peers has more than 360 transportation planning and engineering focused staff companywide. As such, we do not require any subconsultants to perform the scope of services.

PROJECT ORGANIZATION CHART





Jeremiah LaRose^{AICP}

PROJECT MANAGER

Jeremiah is a multimodal transportation planner and project manager with a background in transit service planning and operations.

Jeremiah has worked extensively across disciplines including traffic operations, first-last mile access, safety, and travel behavior analysis. Jeremiah is also the leader of the Fehr & Peers Transit Discipline Group, our internal research and development initiative.

As an expert in transit planning, Jeremiah has helped cities and agencies across the U.S. complete comprehensive transit system analyses, advised on fare and funding policy, developed station access plans, and written transit street and stop design guidance.

Jeremiah previously served as the Manager of Operations & Service Planning for COAST, a public transit agency serving southeastern New Hampshire.

RELEVANT PROJECTS

- VCTC Ventura County SRTP - Ventura County, CA
- Laguna Woods Village Short Range Transit Plan - Laguna Woods, CA
- Clean Air Express Short Range Transit Plan - Santa Barbara County, CA
- SJRTD COA & Lathrop Transit Study - San Joaquin County, CA
- City of Santa Monica Big Blue Bus COA - Santa Monica, CA
- City of Orange Community Circulator - Orange, CA
- Orlando MetroPlan Transit Vision Plan - Orlando, FL
- Ventura County Transit Integration & Efficiency Study - Ventura County, CA
- Irvine Transit Vision - Irvine, CA
- LA Metro C Line Extension to Torrance Draft EIR and Conceptual Design - Los Angeles County, CA
- LA Metro Transit to Parks Summit - Los Angeles County, CA
- City of Carson Circuit Comprehensive Operations Analysis - Carson, CA
- SBCAG Rail Integration Study - Santa Barbara County, CA
- Irvine Spectrum Transit Options - Irvine, CA

WORK PERFORMED

Jeremiah LaRose, AICP, will serve as the day-to-day project manager and be the direct contact for City staff. He will be responsible for managing the project team, budget, and schedule.

"Fantastic experience working with Jeremiah and his team. We are quite pleased with the final report, and truly appreciative of their support to get to the finish line."

-Jason Jo, City of Carson
(Carson Circuit COA)

"I couldn't be happier with [Jeremiah's] work. This includes the focus on the project and the work itself, but also the outreach/public-facing components and ability to explain complicated things very easily."

-Melissa Dugan, City of Irvine
(Irvine Transit Vision)



Jason Miller

PROJECT ADVISOR

Jason is a transportation professional with over 19 years of career experience planning, developing, and implementing effective multimodal transportation solutions, with a unique emphasis on tourism-based transit systems. Jason has worked on a wide range of transportation projects that have included advanced and emerging mobility studies that have included microtransit, transportation network company (TNCs) partnerships, and bus rapid transit strategies; transit route and development plans that have incorporated creative first/last mile solutions; transit technology plans with smart infrastructure and real-time customer information; and integrated transportation infrastructure development plans with bicycle and pedestrian elements and wayfinding.

As a former regional transportation authority director in a mountain town setting, Jason is passionate about planning implementable transportation solutions that facilitate stronger, more connected communities. He is a strategic thinker who can put ideas into plans as well as a skilled collaborator who builds community consensus.

"Outstanding performance, responsive, nimble, thorough and motivated towards a great final product and great public participation."

- Chris Lubbers, Summit County (Summit Stage SRTP)

RELEVANT PROJECTS

- Park City SRTP - Park City, UT
- Routt/Steamboat/Craig RTA Transit Planning Support – Steamboat, CO
- Moab Transit Implementation Plan – Moab, UT
- Lake County Transit Feasibility Study – Leadville, CO
- Yellowstone National Park Transit Study – Yellowstone, WY

- Cades Cove National Park Transit Study – Great Smokies National Park, TN
- Great Sand Dunes National Park Transit Study – Alamosa, CO
- Park County Transit Feasibility Study – Fairplay, CO
- Skyline Transit Plan, Mobility Hub Plan, and Grant Support – Big Sky, MT
- All Points Transit On-demand Transit Study – Montrose, CO
- SMART Specialized Transit Study – Telluride, CO
- Summit Stage Short Range Transit Plan and Equity and Access Study – Summit County, CO
- Fort Collins Transit Funding and Fare Free Study – Fort Collins, CO
- NE Denver Microtransit Implementation Plan – Montbello/Denver, CO
- START Bus Technology RFP Support and Five-Year Route Plan including Bus Rapid Transit – Jackson, WY

WORK PERFORMED

Jason will provide strategic guidance and resources from his past similar SRTP experience, particularly on service planning and implementation efforts.



Daniel Jacobson

PRINCIPAL-IN-CHARGE

Daniel is a principal and national transit leader with 13 years of experience, focusing on transportation strategy, policy, operations, and design projects for transit agencies across the nation. Daniel focuses on complex transit, complete streets, and development projects, drawing upon a range of experiences helping public and private sector clients. He excels in helping clients resolve challenges at all stages of project development. Daniel brings a passionate, problem-solving approach to transportation projects to achieve meaningful, implementable outcomes.

WORK PERFORMED

Daniel brings national transit expertise, and will serve as principal-in-charge, providing project oversight, technical advising, and QA/QC for primary deliverables.

RELEVANT PROJECTS

- Caltrain Short Range Transit Plan - San Francisco, CA
- Eureka Transit Line-by-Line Analysis - Eureka, CA
- City of South San Francisco, South City Shuttle Operations - San Francisco, CA
- SamTrans Express Bus Study - San Mateo County, CA
- SamTrans Bus Stop Improvement Plan - San Mateo County, CA
- SamTrans Strategic Plan - San Mateo County, CA
- SamTrans - Countywide Shuttle Study - San Mateo County, CA
- Caltrain Electrification Service Planning - San Francisco, CA
- Caltrain Business Plan - San Francisco, CA
- Monterey-Salinas Transit, Salinas Valley Express Bus Study - Monterey County, CA
- Monterey-Salinas Transit, South County Study - Monterey County, CA
- Rosmoor Senior Living Community Short Range Transportation Plan - Walnut Creek, CA
- California High Speed Rail (HSR), Statewide Planning - CA
- California HSR, Fresno Transit Center Feasibility Assessment - Fresno, CA
- City of Hayward Shuttle Study - Hayward, CA



Gaby Picado-Aguilar

LEAD PLANNER/DEPUTY PM

Gabriela (Gaby) Picado-Aguilar is a transportation planner with over eight years of experience. She received her dual degree masters in Transportation Engineering and City Planning from UC Berkeley. Gaby previously worked as a transportation engineer in Costa Rica, working closely with the San José Metropolitan Area travel demand model for a range of projects, such as the prefeasibility study of an electrified light urban rail. Gaby's experience in transportation planning efforts includes a diversity of projects ranging from multimodal corridor level analysis, bicycle planning, transit planning, travel pattern studies, crash analysis, and Big Data collection/analysis.

RELEVANT PROJECTS

- I-580 Transit & Multimodal Strategy - Alameda County, CA
- BART Richmond Line Corridor Access Improvement Plan - Richmond, CA
- MTC Transit 2050+ Needs Assessment
- SFMTA San Francisco Vision Zero Quick-Build Pre-Planning Project - San Francisco, CA
- Caltrain Ridership Recovery Taskforce

WORK PERFORMED

Gaby will serve as the primary project planner and lead analyst across all tasks. She will also assist Jeremiah with budget and schedule adherence.



Kari McNickle

COMMUNITY ENGAGEMENT LEAD

A Stockton resident who works throughout the Central Valley, Kari has a deep understanding of the people and places that will be impacted by the SRTP. Kari is based in our Stockton office, and her project work succeeds due to her genuine interest in improving mobility and access for transportation system users and her ability to build meaningful relationships with communities and stakeholders.

Kari's background in advocacy enhances her work with communities. She served on the board of directors for the San Joaquin Bike Coalition for seven years, and in her former role at the San Joaquin Council of Governments (SJCOC), she oversaw community engagement and business development for the three-county Dibs Transportation Demand Management program, including collaboration with MCAG staff and jurisdictions. She regularly interfaced with local Kari agencies, stakeholders, and employers in Merced County, including participation in the Merced Chamber of Commerce Green Team, and provided

support for groups such as the Merced Bicycle Coalition, UC Merced, and Golden Valley Health in organizing bike to work and rideshare events. This experience is testament to her ability to work with multiple jurisdictions concurrently, while successfully balancing and addressing competing priorities. Kari is experienced with MCAG's policies, processes, and context within the community through her work managing the MCAG Regional Non-Motorized Transportation Plan.

RELEVANT PROJECTS

- SJRTD Transit Redesign Study - San Joaquin County, CA
- City of Manteca Downtown Transit Center - Manteca, CA
- Tri-Valley San Joaquin Valley Regional Rail Authority, Valley Link Project - San Joaquin County, CA
- CCTA East County Integrated Transit - Contra Costa County, CA
- Merced Regional Active Transportation Plan - Merced County, CA
- Merced County Westside Commuter Bus Study - Merced County, CA
- Manteca Non-Motorized Transportation Plan - Manteca, CA
- Madera County ATP Grant Writing Support
- Interregional Bicycle Tourism - MultiCounty, CA
- Caltrans Pedestrian Safety Countermeasure Toolbox - Statewide, CA

WORK PERFORMED

Kari will support development of the Community and Stakeholder Engagement Plan as well as Task 3 - Community and Stakeholder Engagement and Outreach.

Scope of Work Methodology & Work Plan

Approach

Our approach puts community engagement as the connective thread for all of our analysis and concept development activities.

ROBUST ENGAGEMENT

We begin the study by engaging staff, stakeholders, riders, bus operators, and potential riders in the community, to learn about their transportation needs and ideas.

TRANSIT SYSTEM ANALYSIS

We pair their input with data analysis about how Porterville Transit and the regional transit network connect homes, schools, employment, and entertainment destinations.

From this review of existing conditions, we also look to the future to understand how development and other transit changes could provide opportunity for transit to succeed and risks that could endanger it.

COLLABORATIVE DEVELOPMENT

Next, our team will develop concepts that address the community needs and opportunities we see based on the data, in collaboration with City staff at every step.

Once draft concepts are ready, we reconnect with the community and stakeholders to gather feedback on the ideas and lead us towards a final service recommendation.

Our intent is to collaborate and guide a community to the solutions they believe fit their needs and resources best, informed by our staff expertise and national best practices.

Task 1

Project Management & Community and Stakeholder Engagement Plan

We understand that this SRTP is a major priority for the City and expect a fast-paced schedule. We will create a project schedule that includes finalized timelines for each portion of the scope. Fehr & Peers will assemble a project management team (PMT), comprised of Fehr & Peers team key staff and designated City staff or representatives, with whom we will facilitate regular meetings. We will monitor the project schedule and check in at our regular meetings and identify priorities for the coming weeks to ensure both the consultant and City team are prepared to meet deadlines, or adjust timing and expectations accordingly.

Task 1.1 Kick-Off Meeting

Fehr & Peers will facilitate a virtual kick-off meeting with the PMT. The PMT will work to refine the goals and objectives of the STRP, proposed timeline and scope of work presented herein and develop more detailed milestones, interrelated tasks, concurrent tasks, and sequential work pieces. We will use the project kick-off to discuss the City's vision for the SRTP, including its goals and objectives. Additionally, the project schedule will be presented, reviewed, and refined.

Task 1.2 Community and Stakeholder Engagement Plan

Because community engagement is at the core of this study, and we expect a fast-paced schedule, we will prioritize drafting the Community and Stakeholder Plan for City review within the first two weeks following notice to proceed. The Community and Stakeholder Plan will establish the objectives for engagement, the activities to accomplish those objectives, responsibilities for the consultant team and City staff, and the relationship between the engagement activities and the project timeline. We will also list key stakeholders identified with support from City staff who represent other City departments, businesses, and community organizations that will support engaging members of the community who use or could use transit, such as TCAG Social Services Transportation Advisory Council (SSTAC).

Task 1.3 Regular Check-Ins

To meet the schedule and to ensure high levels of coordination, we propose virtual PMT meetings every two weeks or more frequently depending on project milestones.

TASK 1 DELIVERABLES

- Project team internal file sharing and collaboration site (Sharepoint)
- Project schedule delivered in Microsoft Excel
- Community and Stakeholder Engagement Plan, including statement of desired engagement outcomes
- Kick-off call with project team
- Bi-weekly check-in meetings with agendas and meeting summaries within five (5) business days after each meeting
- Monthly invoices and progress reports

Task 2

Goal Development & Alignment

Fehr & Peers assumes implementing the long-range objectives of TCAG's Regional Transportation Plan/Sustainable Communities Strategy will be foundational to the SRTP. We will complete an in-depth review of TCAG's Regional Transportation Plan/Sustainable Communities Strategy objectives and recommendations, as well as other existing plans and documents, and a survey of best practices from other similar agencies in California.

The focus for the vision and goals of the SRTP will be informed by this review and the feedback obtained from the kick-off meeting. Based on the City's feedback and our experience with similar agencies, Fehr & Peers can advise on the spectrum of goals and objectives to include in the SRTP, and help the City in its decision-making. These goals would be aligned with state and federal mandates, including, but not limited to, performance-based planning and programming targets, and Senate Bill 743. Fehr & Peers has ample experience working within the SB743 framework, including developing the circulation element of many cities' General Plan, and specifically on transit projects such as the Irvine Transit Vision which was enacted in part to help city achieve emissions reductions and provide an alternative to traffic congestion.

Our team will convene a workshop with City staff to solidify goals for the SRTP and document outcomes in a brief summary memo. Goals will be categorized by time into short-range and long-range goals. Short-range goals might include near-term gains in total ridership, beginning transition to zero emission buses, improved systems for tracking transit access and utilization, etc. Long-range items would be deployment of a full ZEB fleet, increase in overall access to transit as a result of new routes, stable or growing cash reserves, etc.

Our report will clearly lay out the regulatory framework for performance standards consistent with requirements identified in the RFP. Performance standards will reflect a balance of stakeholder engagement, industry best practices, and acknowledgement that travel patterns and transit ridership remain fundamentally different than they were prior to the pandemic.

TASK 2 DELIVERABLES

- A brief summary memo documenting the goals for the SRTP, categorized as short and long-term, as well as a summary of the regulatory framework for performance standards. One round of revisions will be provided based on consolidated comments from City staff.

Task 3

Community and Stakeholder Engagement

This task is the foundation of our ability to develop recommendations that support the community's needs and expectations for transit. We also rely on existing City methods of communication to riders and residents to announce the study and provide the public with the background information, timeline, and opportunities for engagement. Early in the project, we will launch a project website on the Social Pinpoint platform, which provides information to the public about the study and can be updated throughout the process. Social Pinpoint is an interactive web-based platform that allows for clear and concise delivery of important project information to the public and includes a built-in surveying function. Survey techniques in Social Pinpoint can include traditional questionnaires, spatial surveying where members of the public can provide feedback at specific locations on a map, or a combination of the two. Fehr & Peers has successfully used Social Pinpoint on numerous similar transit projects; it is one of the more intuitive and mobile-friendly crowd-based feedback tools, which broadens the reach of engagement efforts and results in more representative feedback. An example of a current, live tool can be found [here](#).

Task 3.1 Existing Conditions Survey

Fehr & Peers will develop an initial survey within the Social Pinpoint platform to be distributed within existing print and digital media channels by the City and relevant partner agencies. Printed surveys will also be available on board the vehicles for passengers to complete during or after their trip. The digital version on Social Pinpoint will be accessible through a simple website link and/or QR code so riders can complete the survey at their convenience. Fehr & Peers will work with the City's contractor to organize the distribution of surveys to minimize responsibility and potential for distraction to the operators and simplify return of completed surveys.

Additionally, we will work with the key stakeholders identified in the Community and Stakeholder Engagement Plan from Task 1 to reach a mix of transit riders, former riders and non-riders alike.

The survey would provide information on the demographic profile of transit riders, travel patterns and characteristics of the transit users and robust estimates of transit origin/destination patterns, key to analytical planning efforts. By using Social Pinpoint we can get robust desire lines by allowing respondents to place pins on the map for where they most often need to go.

Task 3.2 Community Meetings

The Fehr & Peers team will convene five public meetings to announce the SRTP and solicit initial feedback from the community. The exact format of these meetings will be determined in collaboration with City staff. We will work with the City/TACG to identify the best day of week and time for each meeting to reach the intended audience and provide different opportunities for people to join. These meetings will be held with the following stakeholders:

1. Porterville Unified School District (PUSD) and Burton School District to discuss transportation for students
2. Operations contract staff (SM Transit) to obtain feedback and suggestions regarding the current operations, what is working and what has room for improvement
3. Social Services Transportation Advisory Council (SSTAC) presentation with draft information to receive their feedback on the direction of the plan
4. TCAG presentation during the release of the final draft plan
5. Porterville City Council presentation during the release of the final draft plan

TASK 3 DELIVERABLES

- Project website on Social Pinpoint
- Community survey distributed via Social Pinpoint
- Outreach materials including informational posters, promotional flyers in print as appropriate, social media copy and imagery, and facilitating community surveys and project updates.
- Draft technical memo synthesizing what was heard throughout initial stakeholder and community engagement, linking to SRTP goals and vision, and synthesizing potential trade-offs and decisions to be made through SRTP development.
- PowerPoint presentation to TCAG/Porterville City Council

Task 4

Analysis of Existing Transit Service System

Task 4.1 Agency Background and Profile

An overview of the agency's history and governance structure will be included to provide context setting to the SRTP. Fehr & Peers will rely on materials provided by the City for this subsection, which could include past reports or other documentation staff provide.

Task 4.2 Fleet and Facilities Inventory

The existing revenue fleet will be inventoried based on vehicle types, size and seated/wheelchair capacity, age, replacement schedule, and the type of service it can provide (local, express, commuter, demand response). The inventory will be based on information provided by the City.

Existing operating, maintenance, and passenger facilities will be surveyed and described based on the characteristics listed in the RFP. Both Jeremiah LaRose and Jason Miller have experience in managing fleets and facilities, with Jeremiah LaRose currently supporting the City of West Hollywood in updating their vehicle fleet and putting best practices into place for State of Good Repair. Our inventory will include a visual summary of the rolling stock and their replacement schedule relative to the applicable service types to illustrate the timeline for transitioning vehicles.

TASK 4 DELIVERABLES

- PowerPoint presentation that includes:
 1. Agency background, including a governance structure organigram
 2. Review of existing fleet and facilities
 3. Description of vehicle revenue fleet in graphic format
- Excel workbook inventory of vehicle revenue fleet
- Excel workbook inventory of existing facilities
- Excel workbook with key parameters resulting from the bus stop amenity/desktop review

Task 5

Multimodal Assessment

The basis for an effective SRTP is a detailed understanding of the historical context of the service as well as the current and future conditions in the community. Fehr & Peers will conduct a detailed technical analysis of the City's fixed-route, paratransit and dial-a-ride services using the most granular data the operator is able to provide for the period 2019 through the most recently available data. Alongside the transit service conditions, we will study the current land use and demographic context of the city and consider planned future land use and policies as well as regional and state programs that could affect opportunities and risks for transit.

Identifying how, when and where people are traveling around and to/from the City of Porterville and how those travel patterns compare to the transit service provided.

Task 5.1 Travel Demand and Market Analysis (Optional Task)

This task incorporates travel demand model analysis and big data travel patterns to identify how, when, and where people are traveling around and to/from the City of Porterville and how those patterns compare to the transit service provided. This step combines several sources of data:

- We'll incorporate Replica data, which is an exciting new tool that synthesizes numerous big data sources into a highly detailed model to create origin-destination data that is current within the last 6-9 months, much better than any other source, and can be broken down by travel mode, time of day, and day of week. The model estimates are validated against a variety of data sources including a transit provider's own published data and traffic counts. We use Replica to explore questions specific to the study that are generated from our rider and community engagement, discussions with City staff, and our own analysis of existing conditions. Once we have developed a series of study questions, we test these in the Replica mapping application and generate compelling graphics and statistics to clearly explain the analysis in straightforward ways.
- We also utilize LEHD employment data using the Census OnTheMap tool to explore work-related travel patterns through the study area, as well as National and California Household Travel Surveys.
- Any data the City or stakeholders can provide on large employers, schools and colleges, recreational programs, or other sources of travel data or programs will be included to supplement our analysis. We typically gather this information as part of our stakeholder outreach and will summarize any relevant findings.
- Rider and general public survey responses from Task 3 are a core component of understanding local travel behavior and transit use. We conduct engagement early in the project to survey existing riders and potential customers about what kinds of trips they are making within the service area, where in the region they travel that is served by other transit, and how often they use transit.
- Fehr & Peers is very well versed in the use of travel demand models, and sometimes clients have a strong preference for the use of travel demand model data. If it is of interest to the City, we can pull current and projected demographic and land use information from the TCAG model for the City of Porterville.

Task 5.2 Analysis of Existing Transit Service System

Fehr & Peers will conduct a detailed technical analysis of the City's fixed-route, paratransit and on-demand services using the most granular data the operator is able to provide for the period 2019 through the most recently available data. We will also look at annual totals of operator data available dating 10 years back. Alongside the transit service conditions, we will study the current land use and demographic context of the city and consider planned future land use and policies as well as regional and state programs that could affect opportunities and risks for transit.

The existing service evaluation will review performance of the each provided service using standard performance measures (such as passengers per revenue hour, passengers per revenue mile, percent of capacity used, revenue to total vehicle hours, operating cost per revenue vehicle hour, operating cost per passenger, on-time performance, average fare collected and subsidy, and accessibility measures such as the percentage of people within a 10-minute walk of any transit vs frequent transit), and will include an estimation of the number of vehicles required for each type of service.

We will consider the balance of resources between the fixed-route paratransit and on-demand programs, given how policies and approaches to these two programs can affect how people use them. Fehr & Peers staff will conduct ride-on observations of fixed-route services on a sampling basis, primarily to gather qualitative data about the operation of service in addition to familiarizing ourselves further with the routes.

Our evaluation will also include public information the City provides including the transit service website, electronic and printed materials, social media, use of GTFS, and integration with other passenger-facing technologies to improve access and usability of transit. Fehr & Peers will review any documented public outreach and marketing practices and interview staff about their methods for reaching customers and potential riders, whether for public hearings or generally to promote service offerings. We will also review any existing or past partnerships with local businesses and community organizations.

We will review relevant reports such as the Title VI program, FTA/TDA Triennial Reviews and the last STRP and document the progress on recommendations or actions from such programs.

Fehr & Peers will evaluate the demand response programs that the City operates and compare their parameters with federal and state requirements and best practices. Our evaluation will clearly identify opportunities for improvement and areas of success and propose changes to better align the service provided

with needs and regulations. The evaluation of demand response services will be performed in conjunction with the evaluation of fixed route services to identify where improvements in fixed routes facilitate improved mobility for riders who may otherwise be eligible for paratransit services.

We will perform our evaluation on a route level basis based on performance against standards, and the outcomes of that evaluation will inform the basis of our recommendations.

TASK 5 DELIVERABLES

- Existing Conditions Report as a public-facing document summarizing key findings from Tasks 2, 3, 4, and 5
- PowerPoint presentation summarizing the key metrics including boardings, productivity, vehicle hours, and others for each of the City's fixed route, paratransit and on-demand services from 2019 to present
- PowerPoint presentation summarizing the outcomes of the travel market analysis for transit
- Excel workbook with existing route and service analysis

Task 6

Service Plan Development

Working with City staff, Fehr & Peers will develop initial options for local, commute, express, and intercity fixed-route, on-demand, and paratransit services. We will estimate cost, ridership and revenue impacts of each option, and will develop a phased set of recommendations within established budget envelopes.

Two goals will drive our work on this task:

1. Engage with riders and non-riders on service preferences and recommendations throughout the development process.
2. Produce fact-based recommendations for an updated service deployment that aligns with the Plan's goals and objectives as established in Task 2.

We note that many service network issues are not under the direct control of transit agencies and/or would require significant increases in agency budgets. We also note that not all community requests are feasible or wise to implement, e.g., a low-density residential community requesting 15-minute service all day. The team offers a transparent analysis that focuses on the most efficient solutions for specific issues and prioritizes solutions by expected impact and by cost, while balancing equity concerns of ensuring transit access for highest need ridership groups

The strongest and best-utilized regional transit networks have a clear purpose for each route or part of the network as well as a blueprint for how all parts of the network work together and interact seamlessly. Based on the analyses in previous tasks, the service plans will answer the following questions:

- Where should fixed routes operate?
- What other service concepts can address identified gaps and deficiencies in the network?
- How do the core fixed-route network and any new service concepts interact to create opportunities for ridership growth?
- What are the tradeoffs among service concepts?
- How can the benefits of any recommendation outweigh the disadvantages?

The team will develop up to three scenarios for the City including consideration of:

- The base fixed-route networks, with any proposed additions.
- Coordination and integration with all service within Tulare County.
- Specialty services such as point-to-point peak period or “express” routes.
- Flexible/on-demand services, such as flex route/deviated fixed route, general public demand response, or other on-demand service concepts to serve neighborhoods off the fixed-route grid.
- The ability to deliver conceptual scenarios within the agency's ZEB plans.

TASK 6 DELIVERABLES

- PowerPoint presentation summarizing the evaluation criteria, route alternatives, underlying funding and capital strategies, and community feedback, including maps, tables, and graphics. This will include a graphic description of the planned levels of service hours and miles
- Excel workbook summarizing each alternative and the associated tradeoffs in terms of service hours, service span, accessibility, fiscal stability, and capital needs
- Community survey distributed via Social Pinpoint

Task 7 Capital & Financial Plan

Fehr & Peers will prepare a ten-year capital plan, divided into short- and long-term, working with the City during the initial data gathering to establish sufficient information from ZEB plans and various city programs already defined or in progress. We anticipate developing much of the capital plan through the agency stakeholder engagement process to explore potential issues and opportunities cities are exploring. Following Task 6, the capital plan will complement the service plans and reflect any transitions to battery electric buses. Depending on the outcomes of Task 6, the evaluation of transit accessibility, and the community engagement process the capital plan could include stop amenities, bus terminals, operations infrastructure, or administrative facility needs.

We will generate a range of funding and financing options matched to specific service plans and capital projects. In addition to local and state funding resources, the team will evaluate federal sources, such as Federal Transit Administration's (FTA) Small Starts, New Starts, and Low/No Emission Bus Grants, and U.S. DOT's RAISE grants, and new funding opportunities as part of the IIJA including examples such as transit access programs, electric vehicle charging infrastructure, and transit-oriented development and FTA Mobility Innovation Programs.

We recognize that anticipated revenues do not always cover the list of planned improvements. For this reason, we use project prioritization to determine a fiscally constrained project list that can be accomplished with the funds the City can reasonably expect between now and the plan horizon year.

We will review the City's current TAM plan, document its current state and provide recommendations.

TASK 7 DELIVERABLES

- Capital and Financial Plan chapter in Draft and Final SRTP
- Documentation of security projects (provided as a separate technical memo if required)

Task 8 Draft & Final SRTP Plan

The Fehr & Peers team will provide the draft SRTP to the City team for detailed review. Depending on direction from the City during the kick-off meeting the SRTP can be drafted in a public friendly way and with clear and concise language for decision-makers. One round of revisions will be provided based on consolidated comments from City staff.

TASK 8 DELIVERABLES

- Draft SRTP in PDF format and Microsoft Word format
- Final SRTP in PDF format and Microsoft Word format

Project Schedule

										2024									
										October					November				
										1	7	14	21	28	4	11	18	25	
Tasks																			
Task 1 - Project Management & Community and Stakeholder Engagement Plan																			
1.1 Kickoff and General Admin																			
1.2 Community and Stakeholder Engagement Plan																			
1.3 Meetings																			
Task 2. Goal Development and Alignment																			
2. Goal Development and Alignment																			
Task 3 - Community and Stakeholder Engagement and Outreach																			
3.1 Project Website & Existing Conditions Survey																			
3.2 Community Meetings																			
3.3 Stakeholder Engagement																			
Task 4 - Analysis of Existing Transit Service System																			
4.1 Agency Background and Profile																			
4.2 Fleet and Facilities Inventory																			
Task 5 - Multimodal Assessment																			
5.1 Travel Demand and Market Analysis - Optional																			
5.2 Analysis of Existing Transit Service																			
Task 6 - Service Plan Development																			
6.1 Alternatives Analysis																			
6.2 Financial Feasibility Analysis																			
Task 7 - Capital and Financial Plan																			
7.1 Implementation Plan																			
Task 8 - Draft & Final SRTP Plan																			
8.1 Draft Report																			
8.1 Final Report																			
Working																			
Community Meeting & Power Point Presentations																			
Client Review (Draft)																			
Final																			

Fee Schedule

Fehr & Peers					
Tasks	Project Manager	Principal-in-Charge	Lead Planner	Community Engagement Lead	Project Advisor
	\$265	\$300	\$210	\$255	\$295
Task 1 - Project Management & Community and Stakeholder Engagement Plan					
1.1 Kickoff and General Admin	4	1	2		
1.2 Community and Stakeholder Engagement Plan	2	1	8	1	
1.3 Meetings	10	5	10		
Task 2 - Goal Development & Alignment					
2.1 Document review	1		4		
2.2 Workshop with city staff	4	2	4		
Task 3 - Community and Stakeholder Engagement and Outreach					
3.1 Project Website & Existing Conditions Survey	2	1	16	1	
3.2 Community Meetings	8	4	16	2	
3.3 Stakeholder Engagement	8	1	24	2	
Task 4 - Analysis of Existing Transit Service System					
4.1 Agency Background and Profile	1		4		
4.2 Fleet and Facilities Inventory	8	4	8		
Task 5 - Multimodal Assessment					
5.2 Analysis of Existing Transit Service	8	2	32		1
Task 6 - Service Plan Development					
6.1 Alternatives Analysis	8	8	36		4
6.2 Financial Feasibility Analysis	8	2	8		2
Task 7 - Capital and Financial Plan					
7.1 Implementation Plan	8	8	12		4
Task 8 - Draft & Final SRTP Plan					
8.1 Draft Report	4	2	8		1
8.1 Final Report	2	2	8		
Total for all Required Tasks	86	43	200	6	12
Task 5 - Multimodal Assessment - Optional Task					
5.1 Travel Demand and Market Analysis - Optional	8	4	4		
Total for all Tasks (including Optional)	94	47	204	6	12

Notes:

This fee proposal is valid for a period of 90 days from the proposal submittal date.

Actual billing rate at the time of service may vary depending on the final staffing plan at the time the project starts; the overall fee will not be exceeded.

Mileage is billed at the IRS rate plus 10% handling fee

All other direct and subconsultant expenses are billed with 10% handling fee

Other direct costs include computer, communications, and reproduction charges are billed as a percentage of labor

Rates and staff are subject to change at any time, without notice, and within the total budget shown

Transp. Planner	Graphics and GIS		Admin	Labor Hours	Direct Costs	Total	Total Hours	Total Costs
\$180	\$150	\$150	\$160					
1			1	9	\$150	\$2,270	9	\$2,270
1	1		2	16	\$240	\$3,655	16	\$3,655
1			3	29	\$480	\$7,390	29	\$7,390
1			1	7	\$100	\$1,545	7	\$1,545
1	4		2	17	\$250	\$3,850	17	\$3,850
8	6		4	38	\$520	\$7,945	38	\$7,945
48	2		10	90	\$2,240	\$19,970	90	\$19,970
8	8		6	57	\$1,810	\$13,380	57	\$13,380
4	2		1	12	\$160	\$2,445	12	\$2,445
4			3	27	\$430	\$6,630	27	\$6,630
4	4		6	57	\$840	\$12,855	57	\$12,855
4	8		9	77	\$1,160	\$17,780	77	\$17,780
			3	23	\$380	\$5,850	23	\$5,850
2	8		5	47	\$740	\$11,320	47	\$11,320
3	12		4	34	\$460	\$7,075	34	\$7,075
2	4		2	20	\$290	\$4,380	20	\$4,380
92	59	0	62	560	\$10,250	\$128,340	560	\$128,340
16	4		5	41	\$1,590	\$10,030	41	\$10,030
108	63	0	67	601	\$11,840	\$138,370	601	\$138,370

Billing Rates



2024-2025

(July 2024 through June 2025)

Hourly Billing Rates

Classification	Hourly Rate		
Principal	\$280.00	-	\$400.00
Senior Associate	\$210.00	-	\$325.00
Associate	\$185.00	-	\$285.00
Senior Engineer/Planner	\$160.00	-	\$235.00
Engineer/Planner	\$130.00	-	\$190.00
Senior Engineering Technician	\$150.00	-	\$240.00
Senior Project Accountant	\$185.00	-	\$195.00
Senior Project Coordinator	\$125.00	-	\$185.00
Project Coordinator	\$125.00	-	\$175.00
Technician	\$145.00	-	\$190.00
Intern	\$100.00	-	\$130.00

- *Other Direct Costs / Reimbursable expenses are invoiced at cost plus 10% for handling.*
- *Personal auto mileage is reimbursed at the then current IRS approved rate (67 cents per mile as of Jan 2024).*
- *Voice & Data Communications (Telephone, fax, computer, e-mail, etc.) are invoiced at cost as a percentage of project labor.*

Fehr & Peers reserves the right to change these rates at any time with or without advance notice.

Requested Contract Modifications

Fehr & Peers requests consideration of the following modifications to the City's proposed agreement:

1. Time of Performance. Section 2

Changes Requested: "Time is of the essence in the performance of services under this Agreement and the timing requirements set forth shall be ~~strictly~~ adhered to unless otherwise modified in writing in accordance with this Agreement. Consultant shall begin performance promptly upon the mutual execution of this Agreement, and shall substantially complete all required services no later than July 1, 2025. Any services for which times for performance are not specified in this Agreement shall be stated and completed by Consultant in a reasonably prompt and timely manner based upon the circumstances and direction communicated to the Consultant by the City. Consultant shall submit all requests for time extensions to the City in writing no later than ten days after the start of the condition which purportedly caused the delay, and not later than the date on which performance is due. City may grant or deny such request in its ~~sole and absolute~~ reasonable discretion. However, notwithstanding the foregoing, Consultant shall not be liable or responsible for delays in the performance of its duties and obligations under this Agreement

that are due to circumstances beyond Consultant's reasonable control."

Reasons for Changes: This Agreement lacks a typical force majeure clause to excuse performance when performance is impossible due to outside circumstances beyond the Consultant's control.

2. Payment. Section 3.3

Changes Requested: "~~Subject to the City acceptance of the Services as discussed in Exhibit A attached hereto and completion of the Project to the City's satisfaction, w~~Within 30 days after the City's receipt of invoice(s), City shall make payment to the Consultant based upon the services described on the invoice(s), provided, however, such services are in accordance with this Agreement and are not disputed by City"

Reasons for Changes: The Consultant awarded this project will be performing professional services. The insurance policy most likely to be implicated is the Consultant's Professional Liability Insurance. In the indemnity context, such insurance only covers the insured professional's negligence in its services, which is the failure to meet the prevailing, professional standard of care. Without a negligence threshold in this indemnity obligation, the Consultant may not have insurance available to cover this indemnity obligation. For smaller firms, this indemnity obligation could be detrimental to a firm's survival because the costs would be out of pocket for the firm asked to indemnify the City. The changes are to align this indemnity obligation with the

insurance coverage provided by Professional Liability Insurance in the indemnity context.

Reasons for Changes: First, the City's satisfaction is a subjective determination, which may be undefined and indeterminate. The Consultant should be paid for its services that are performed in accordance with the objective terms, conditions, and criteria in this Agreement. Second, if the Consultant can submit monthly invoices for progress payments, the first part of the sentence in Section 3.3 does not make sense because the services for which the Consultant is invoicing are services in progress, but the Consultant's services for the overall project are not yet complete.

3. Indemnification. Section 4, Paragraph 1

Changes Requested: "Consultant shall, to the fullest extent permitted by law, indemnify, defend (with independent counsel approved by the City, provided, however, such approval shall not be unreasonably withheld), and hold harmless the City from and against any claims ~~arising out of to the extent caused by~~ Consultant's negligent acts, errors, or omissions in its performance of its services under this Agreement or failure to comply with its obligations under this Agreement, except to the extent caused by the ~~sole, active~~ negligence or willful misconduct of the City."

Reasons for Changes: The Consultant awarded this contract will be performing professional services for the City. The insurance policy most likely to be implicated and invoked to cover

this indemnity obligation is the Consultant's Professional Liability Insurance. This type of insurance will only provide coverage to the insured Consultant if the Consultant caused someone or some entity monetary losses or damages due to the Consultant's actual negligent acts, errors, or omissions in the performance of its professional services for the City. There has to be negligence on the part of the insured to trigger coverage under this policy. If the Consultant can be called upon by the City to defend and indemnify the City against a claim or a lawsuit merely arising out of the Consultant's services, even if the Consultant did nothing wrong or negligently in those services, the Consultant would have no insurance coverage available to pay for this indemnity obligation. The Consultant would have to pay for the defense costs on behalf of the City and any settlements or judgments the City has to pay the plaintiffs out of the Consultant's pocket, which could be millions of dollars if the lawsuit is big enough. This obligation could bankrupt a small firm or lead to employee layoffs and downsizing to cover the expense of this obligation. This obligation should, especially, not be asked of small firms (DBE's, SBE's, etc.) who could not absorb the impact of this. We have made changes above to align this indemnity obligation with what Professional Liability Insurance actually covers in the indemnity context. We included a negligence threshold to trigger coverage under the Consultant's Professional Liability Insurance.

4. Indemnification. Section 4, Paragraph 3

Changes Requested: "In this section, "City" means the City, its officials, officers, agents, employees and volunteers; "Consultant" means the Consultant, ~~its employees, agents and its~~ subcontractors; "Claims" includes claims, demands, actions, losses, damages, injuries, and liability, direct or indirect (including any and all related costs and expenses) and any allegations of these; and "Arising out of" includes "pertaining to" and "relating to"."

Reason for Changes: Under this definition of "Consultant," each of the Consultant's individual employees would be required to indemnify and defend the City pursuant to Section 4 of this Agreement. We have no right to bind our employees to such an obligation. They do not carry individual policies of insurance to cover that type of obligation. The Consultant, as an entity and one party to this contract, should only be responsible for this indemnification obligation.

5. Standard of Care. Section 13.1

Changes Requested: "Unless otherwise specified in this Agreement, the standard of care applicable to Consultant's services will be the degree of care, skill, and diligence ordinarily ~~used by reputable~~ exercised by professionals performing similar services in the same or similar time and locality, and under the same or similar circumstances."

Reason for Changes: The modifications are to more closely align Section 13.1 with the legal definition of the prevailing, professional standard of care consultants are supposed to meet in their professional services.

Section Four

Conflict of Interest

Conflict of Interest Statement

Fehr & Peers provides consulting services to various State, County, and City agencies. Fehr & Peers is a California corporation.

Fehr & Peers does not serve in a decision-making capacity and has no reportable financial, business or other interests with the City of Porterville which would affect the outcome of this contract..

Certificate of Insurance

Fehr & Peers is able to meet the City's insurance requirements as outlined in the RFP. The document to the right is a sample insurance certificate for reference.

ah

Section Six

Authorized Representative

Authorized Signer

Sarah Brandenburg, TE, is an officer of the firm and can represent and contractually bind Fehr & Peers.

Sarah Brandenburg, TE
Vice President
s.brandenberg@fehrandpeers.com
(213) 261-3050
600 Wilshire Blvd, Suite 1050
Los Angeles, CA 90017

Required Forms

Addenda

Fehr & Peers acknowledges receipt of Addendum No. 1, dated August 9, 2024 and Addendum No. 2, dated August 21, 2024.



CITY OF PORTERVILLE CONTRACT ADDENDUM

PROJECT TITLE: 2025-2030 Short Range Transit Plan
RFP NO: RFP # 24/25-SR1977
ADDENDUM NO: 1
ISSUED: August 9, 2024

TO ALL BIDDERS,

Notice is hereby given that certain sections contained in the above referenced Contract Documents are amended, clarified, and/or deleted and are identified as Addendum No. 1 and attached hereto.

THEREFORE: All Bidders are required to note this Addendum No. 1, and all other Addendums, in the Acknowledgement of Addenda Page to be considered a responsible, responsive bidder.

Sincerely,
Richard Tice
Director of Transportation

Attachment



CITY OF PORTERVILLE CONTRACT ADDENDUM

PROJECT TITLE: 2025-2030 Short Range Transit Plan
RFP # 24/25-SR1977
ADDENDUM NO: 1
ISSUED: August 9, 2024

Notice is hereby given that certain sections contained in the above referenced Contract Documents are amended, clarified, and/or deleted and are identified as Addendum No. 1 and attached hereto.

THEREFORE: All Bidders are required to note this Addendum No. 1, and all other Addendums, in the Acknowledgement of Addenda Page to be considered a responsible, responsive bidder.

Exhibit B – Required Forms

Form A

ADDENDUM RECEIPT

Fehr & Peers (PROPOSER) acknowledges it has received and read the following
Addenda:

Addendum # 1

Signature 

Addendum # 2

Signature 

Addendum # _____

Signature _____

Addendum # _____

Signature _____

Addendum # _____

Signature _____

Signature 

Date 08/21/2024

Title Vice President

Company Name Fehr & Peers

Form B

NON-COLLUSION AFFIDAVIT FOR PROPOSER

STATE OF CALIFORNIA

COUNTY OF Tulare

Fehr & Peers declares and says:

1. That he/she is the (owner, partner, representative, or agent) of
Fehr & Peers, hereinafter referred to as
(CONTRACTOR) or (subcontractor).
2. That he/she is fully informed regarding the preparation and contents of this proposal for certain work in the City of Porterville, State of California.
3. That his/her proposal is genuine and is not collusive or a sham proposal.
4. That any of its officers, owners, agents, representatives, employees, or parties in interest, including this affiliate, has not in any way colluded, conspired, connived or agreed, directly or indirectly, with any other proposer, firm, or person to submit a collusive or sham proposal in connection with such contract or to refrain to submitting a proposal in connection with such contract, or has in any manner, directly or indirectly, sought by unlawful Contract or connivance with any other proposer, firm, or person to fix the price or prices in said proposal, or to secure through collusion, conspiracy, connivance, or unlawful Contract any advantage against the City of Porterville or any person interested in the proposed contract; and,
5. That the price or prices quoted in the proposal are fair and proper and are not tainted by any collusion, conspiracy, connivance, or unlawful Contract on the part of the proposer or any of its agents, owners, representatives, employees, or parties in interest, including this affiliate.

I certify (or declare) under penalty of perjury, that the foregoing is true and correct.

Dated this 21st day of August, 2024, at Los Angeles, California.

Signed: 

Title: Vice President, Fehr & Peers

Form C

CERTIFICATION OF RESTRICTIONS ON LOBBYING

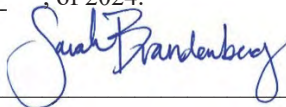
I, Sarah Brandenburg (Vice President), hereby certify on behalf of
Fehr & Peers, that:

1. No Federal appropriated funds have been paid or will be paid, by on or behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal 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 Contract, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan or cooperative Contract.
2. 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 Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative Contract, the undersigned shall complete and submit Standard Form LLL-- Disclosure Form to Report Lobbying, in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub awards at all tiers (including sub grants, loans, and cooperative Contracts) which exceed \$100,000, and that all such subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31, U.S.C. §1352 (as amended by the Lobbying Disclosure Act of 1995). Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Executed this 21st day of August, of 2024.

Signature of Authorized Official



Title of Authorized Official

Vice President, Fehr & Peers

Form D

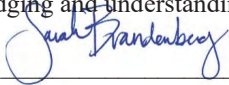
ACKNOWLEDGEMENT OF “BEST VALUE” SELECTION PROCESS

PROPOSER hereby acknowledges that the selection process under this RFP will evaluate Proposals on a “Best Value” basis, which the Federal Transit Administration’s (FTA) Best Practices Manual defines as follows:

“Best Value” is a selection process in which proposals contain both price and qualitative components, and award is based upon a combination of price and qualitative considerations. Qualitative considerations may include technical design, technical approach, quality of proposed personnel, and/or management plan. The award selection is based upon consideration of a combination of technical and price factors to determine (or derive) the offer deemed most advantageous and of the greatest value to the procuring agency.

As a result, PROPOSER further acknowledges that pricing will not be the sole basis upon which Proposals are evaluated.

An individual authorized to bind the PROPOSER to this Agreement must sign below acknowledging and understanding of the foregoing.

Signature 

Name Sarah Brandenburg

Title Vice President

Date 08/21/2024

Company Name Fehr & Peers

September 12, 2024

Richard Tree
City of Porterville
rtree@ci.porterville.ca.us

Subject: Fehr & Peers Proposal Update in Response to RFP No. 24/25-SR1977 Revised Scope of Work

Fehr & Peers offers this update to our proposal dated August 22, 2024. This Proposal Update addresses the five additional Optional Tasks described in the Revised Scope of Work for RFP No. 24/25-SR1977. This addendum makes no direct revisions to our original proposal unless explicitly stated otherwise within the following task descriptions. Any reference to "RFP" in this Proposal Update relates to the Revised Scope of Work issued on August 28, 2024, and Addendum No. 3 issued on September 6, 2024, unless otherwise stated.

This Proposal Update assumes that each of the Optional Tasks described could be exercised individually, or altogether. Although each of the tasks complement each other and aspects of the base scope of work, no individual task in this Proposal Update is dependent on another Optional Task being exercised. The costs for each Optional Task are detailed in the attached Revised Fee Schedule, which includes the original, unaltered Base Scope costs by task. The schedule for the Optional Tasks would be incorporated into the workflow of the Base Project and is described in each of the Optional Tasks below. Our assumption is that each, or all, of the Optional Tasks would be exercised in the negotiation with the winning firm and that Fehr & Peers would be clear as of the project kick-off which Optional Tasks are included in the awarded scope. Any Optional Tasks not exercised as of the kick-off could be added later but would necessitate a revision to the project schedule that may extend beyond June 30, 2025, and would be negotiated at that point with the City.

Optional Task 1: Southern Tulare County Feasibility

Fehr & Peers will evaluate the feasibility of incorporating Southern Tulare County paratransit and fixed route services into the City of Porterville's program as described in the RFP. Although the RFP describes this analysis as, "In the event that the County of Tulare withdraws its membership..." this lends too great an uncertainty for the base project timing with a firm completion deadline of June 30, 2025. Therefore, Fehr & Peers proposes to integrate the feasibility analysis into the base project schedule and workflow and work would be conducted assuming that the County of Tulare does withdraw its membership, even if this remains hypothetical when the project commences.



The Southern Tulare County Feasibility Study would be rolled into the final SRTP as a technical appendix, with the analysis conducted alongside the base project scope wherever possible. We will rely on the City to coordinate and collect the appropriate data. Fehr & Peers proposes to incorporate analysis of fixed routes C40, C70, C80 and C90 and paratransit services into the workflow of Base Tasks 4, 5.2, and 7, so there is a clear relationship for the feasibility study between the existing City operation and the implications on fleet and facilities, transit system, and capital and financial conditions. The Feasibility Study technical appendix would effectively present integration as a second scenario compared with the Final SRTP of the base project.

The steps for examining feasibility would include:

1. Data collection for these routes and services, to include existing schedules, operational details (revenue and non-revenue hours, other statistics and descriptions), ridership and fare revenue data, rolling stock details, and any other relevant data to provide a clear description of the services to be integrated.
2. Summarization of the existing conditions of these routes, addressing each of the topics above.
3. Identification of the integration mechanisms and choices, such as the potential for transfer of assets to the City, direct or contracted operation, changes to funding availability and eligibility, and the implications on the City regarding oversight and financial effects.
4. If either (or both) Optional Task 2 and Optional Task 3 are exercised, this added Tulare County feasibility study would also include a qualitative assessment of the implications on future Title VI and TAM Plan updates.

A separate public engagement phase with in-person events is not assumed for this task, given the specified completion date of June 30, 2025. However, public input is potentially critical for decision-making about the continued operation of these services and the relationship to the City of Porterville. If this option is exercised, Fehr & Peers would rely on the base scope online engagement efforts, surveying affected residents to identify issues and opportunities for the Southern Tulare County services that would be relevant for the City of Porterville to consider in assuming their operation.

Optional Task 2: Title VI Update

Fehr & Peers will conduct an update of the City's 2023 Title VI Plan based on current FTA requirements. This task would fall in the project schedule in conjunction with the Task 6 Service Plan Development and progressing into the Draft SRTP development. The Title VI Plan would be a separate document from the SRTP.

We will review each component of the 2023 Title VI plan including policy and procedures, public participation, language assistance, service allocation and thresholds, monitoring and reporting.



The language assistance plan element would be updated with the latest Census and survey data to determine the percentage or number of the population with limited English proficiency and how that may affect the need to provide required materials and services in languages other than English. Surveying of riders would be included in this task and be incorporated in the workflow of the Base Project Task 3 to expand on-board surveys to address English proficiency and primary language, trip purposes, and access to alternative modes. We would rely on the City of Porterville to also survey and collect qualitative information of their administrative staff and operators to support or expand on the findings. Our survey instruments will be updated based on surveys the City has previously administered.

Optional Task 3: Transit Asset Management (TAM) Plan

Fehr & Peers will update the City's TAM Plan to match current and projected fleet and other asset conditions as well as reflecting current FTA requirements and best practices. The TAM Plan will be a separate document from the SRTP. This optional task would be conducted alongside the Base Project Task 7 Capital & Financial Plan analysis. The TAM Plan update assumes only the inclusion of the City's current and recommended future assets and would not include any assets related to the Southern Tulare County services, regardless of the findings of the Optional Task 1 Feasibility study (which would address the implications on future TAM Plans at a qualitative level depending on the circumstances of potential assets to transfer or the use of the City's existing assets).

Optional Task 4: Fare Analysis

Fehr & Peers will conduct an analysis of the City of Porterville's fare structure, rider policies, collection policies and procedures, pass programs and discounts, and any funding partnerships that may be considered substitutes for fare revenue or other practices like route guarantee agreements. This task would be performed in conjunction with the workflow from Base Project Tasks 4 and 5, with recommendations being aligned with Task 6 (Service Plan Development) and Task 7 (Capital & Financial Plan). Evaluation of fares is a common component of the existing conditions analysis and typically high-level recommendations are made to align fare structures with current best practices.

In this case, Fehr & Peers would go beyond these high-level considerations and work with the City and community throughout the project to establish the goals for fares to inform potential restructuring and policy or procedure changes. We will offer our experience with many agencies in California who have grappled with questions around fare structure, recovery ratios, ridership recovery, equity, and related issues to offer peer agency guidance on choices and potential outcomes. Establishing goals for fare structures is critical to evaluating potential future scenarios; for example, if fare box recovery is the single most important goal for the City, the service plan and fare structure recommendations may be significantly different than if the City's primary goal is ridership growth and access for students.



Relying on data from the City, we will evaluate the existing fare revenues by fare type, recovery ratios, and utilization and effectiveness of pass programs and discounts. In response to the City and community objectives and needs, we will develop recommendations informed by national best practices and FTA requirements and guidance. Alongside Base Project Tasks 6 and 7, the implications of the fare restructuring (if any) would be estimated against the proposed service plan and incorporated into the financial plan.

Optional Task 5: Travel Demand and Transit Market Analysis

Fehr & Peers believes a travel demand and market analysis is crucial to evaluating future transit service plans, particularly in the post-pandemic environment that has changed work and travel patterns and economic conditions to the point that many routes and services no longer experience the same ridership patterns as they historically did. **The Travel Demand and Market Analysis task was incorporated in our Base Project proposal Task 5.1 and our scope and approach remains the same in response to the Revised Scope RFP.**

In the Revised Scope RFP, the City subsequently identified potential large employers to include which is encouraging and aligned with our successful efforts on past projects. For example, Porterville Unified School District, Porterville College, and the Sierra View Medical Center are promising candidates where similar stakeholders in prior projects have found that they have shared transportation needs in terms of students accessing both care and job/internship/study opportunities and a lack of efficient transportation options – or better yet, lack of awareness of existing options that are well-aligned to their needs. Whether these discussions and data analyses lead to changes to the routes, improvements in pass programs, or new marketing and promotional programs, they always yield actionable items to attract new riders.

Sincerely,

FEHR & PEERS

A handwritten signature in blue ink that reads "Sarah Brandenburg".

Sarah Brandenburg
Principal

Revised Fee Proposal for City of Porterville SRTP

Related to Revised Scope of Work Dated September 12, 2024
No changes were made to the Base Project Tasks 1-8

	Fehr & Peers										
	Project Manager	Principal-in-Charge	Lead Planner	Community Engagement Lead	Project Advisor	Transp. Planner	Graphics and GIS	Admin	Labor Hours	Direct Costs	Total
Base Project Tasks	\$265	\$300	\$210	\$255	\$295	\$180	\$150	\$160			
Task 1 - Project Management & Community and Stakeholder Engagement Plan											
1.1 Kickoff and General Admin	4	1	2			1		1	9	\$150	\$2,270
1.2 Community and Stakeholder Engagement Plan	2	1	8	1		1	1	2	16	\$240	\$3,655
1.3 Meetings	10	5	10			1		3	29	\$480	\$7,390
Task 2 - Goal Development & Alignment											
2.1 Document review	1		4			1		1	7	\$100	\$1,545
2.2 Workshop with city staff	4	2	4			1	4	2	17	\$250	\$3,850
Task 3 - Community and Stakeholder Engagement and Outreach											
3.1 Project Website & Existing Conditions Survey	2	1	16	1		8	6	4	38	\$520	\$7,945
3.2 Community Meetings	8	4	16	2		48	2	10	90	\$2,240	\$19,970
3.3 Stakeholder Engagement	8	1	24	2		8	8	6	57	\$1,810	\$13,380
Task 4 - Analysis of Existing Transit Service System											
4.1 Agency Background and Profile	1		4			4	2	1	12	\$160	\$2,445
4.2 Fleet and Facilities Inventory	8	4	8			4		3	27	\$430	\$6,630
Task 5 - Multimodal Assessment											
5.2 Analysis of Existing Transit Service	8	2	32		1	4	4	6	57	\$840	\$12,855
Task 6 - Service Plan Development											
6.1 Alternatives Analysis	8	8	36		4	4	8	9	77	\$1,160	\$17,780
6.2 Financial Feasibility Analysis	8	2	8		2			3	23	\$380	\$5,850
Task 7 - Capital and Financial Plan											
7.1 Implementation Plan	8	8	12		4	2	8	5	47	\$740	\$11,320
Task 8 - Draft & Final SRTP Plan											
8.1 Draft Report	4	2	8		1	3	12	4	34	\$460	\$7,075
8.1 Final Report	2	2	8			2	4	2	20	\$290	\$4,380
Total for all Required Tasks	86	43	200	6	12	92	59	62	560	\$10,250	\$128,340
Revised Scope of Work Optional Tasks											
Optional Task 1: Southern Tulare County Feasibility											
Optional Task 1	10	2	16	2	2	16	2	6	56	\$830	\$12,680
Optional Task 2: Title VI Update											
Optional Task 2	4	2	8	4	2	4	12	5	41	\$580	\$8,850
Optional Task 3: Transit Asset Management Plan											
Optional Task 3	4	2	8	0	8	4	0	3	29	\$480	\$7,380
Optional Task 4: Fare Analysis											
Optional Task 4	8	4	8	0	2	4	0	3	29	\$480	\$7,270
Optional Task 5 - Travel Demand and Transit Market Analysis											
Consistent with original proposal 5.1 Travel Demand and Market Analysis	8	4	4			16	4	5	41	\$1,590	\$10,030
Total for all Tasks (including all Optional Tasks)	120	57	244	12	26	136	77	84	756	\$14,210	\$174,550

Notes:
This fee proposal is valid for a period of 90 days from the proposal submittal date.
Actual billing rate at the time of service may vary depending on the final staffing plan at the time the project starts; the overall fee will not be exceeded.
Mileage is billed at the IRS rate plus 10% handling fee
All other direct and subconsultant expenses are billed with 10% handling fee
Other direct costs include computer, communications, and reproduction charges are billed as a percentage of labor
Rates and staff are subject to change at any time, without notice, and within the total budget shown



CITY COUNCIL AGENDA – JULY 16, 2024

SUBJECT: Authorization to Distribute Request for Proposal for Short-Range Transit Plan

SOURCE: Public Works

COMMENT: The Federal Transit Administration (FTA) requires that any transit agency receiving federal funds directly must have a current Short Range Transit Plan (SRTP). Likewise, the Tulare County Association of Governments (TCAG), as the Regional Transportation Planning Agency, requires that any transit agency receiving State Transportation Development Act (TDA) funds must have a current SRTP.

A SRTP is a document that generally plans transit services and operations. The SRTP planning period is generally five (5) years, but SRTP's may cover a longer period, typically seven (7) to ten (10) years. Through the SRTP update process, the transit system's fleet needs, capital and operating costs, revenues, and new transit services or projects are assessed, and recommendations are made.

TCAG assists the region's transit operators in obtaining funds to complete SRTP's, Long Range Transit Plans (LRTP's), Comprehensive Operational Analyses, etc. TCAG staff also carries out special projects to assist the region's transit operators as the need arises.

The City's last SRTP Update was performed in March 2018, which provided an implementation guide for transit services through 2023. TCAG has requested that the City begin this process and work together to establish funding to support the regional planning efforts.

RECOMMENDATION: That the City Council authorize staff to advertise an RFP for the 2025-2030 Short Range Transit Plan

ATTACHMENTS: 1. Draft Request for Proposals - Short Range Transit Plan

Appropriated/Funded:

Review By:

Department Director:
Richard Tree, Director of Transportation

Final Approver: Patrice Hildreth, City Manager



CITY COUNCIL AGENDA – OCTOBER 1, 2024

SUBJECT: Determination of General Plan Consistency for 633 North Westwood Street - Burton School District Acquisition

SOURCE: Community Development

BACKGROUND: The City of Porterville received notice from the Burton School District (“District”) of the acquisition of real property, consisting of three professional offices with a parking area, to create administrative offices and support facilities. The subject property is located at 633 N. Westwood Street (APN 240-250-041) and is approximately 1.34 acres.

The District noticed the “Planning Agency” by letter dated August 29, 2024, pursuant to Government Code Section 65402(c). The City Council is the “Planning Agency” for the City of Porterville, and as such is charged with making the determination of whether the acquisition of the subject property to be used as administrative offices and support facilities is consistent with the City’s adopted General Plan.

COMMENT: N/A

ANALYSIS: The subject site is located at 633 N. Westwood Street (APN 240-250-041), is currently developed as a professional office center, and has a General Plan Land Use of Professional Office. Government Code Section 65402(c) requires that the “Planning Agency” make a finding of General Plan Consistency for the acquisition of real property by a local agency if that property is within the corporate limits of a city and that city has an applicable general plan.

The Porterville 2030 General Plan identifies the Professional Office land use classification for “both larger office site office parks and smaller, integrated office uses.” The proposed use at 633 N. Westwood Street is compatible with the General Plan Land Use designation of Professional Offices.

ENVIRONMENTAL REVIEW: The activity would not constitute a “project” as defined in the California Environmental Quality Act (CEQA) as it is comprised of an administrative action by the City that would not directly or indirectly result in any physical changes to the environment.

RECOMMENDATION: That the City Council adopt the draft Resolution, detailing the results of its investigations pursuant to California Government Code Section 65402(c), and forward said resolution to the Burton School District.

ATTACHMENTS: 1. Burton Notice of Acquisition
2. Draft Resolution

Appropriated/Funded:

Review By:

Department Director:
Claudia Calderon, Community Development Director

Final Approver: Patrice Hildreth, City Manager



Burton School District

David Shimer, District Superintendent
College and World Ready

August 29, 2024

Planning Division
City of Porterville
291 North Main Street
Porterville, CA 93257

Re: Acquisition of Property in City of Porterville for Public School District Purposes

To Whom It May Concern:

The Burton School District ("District") is seeking to acquire a parcel of real property located at 633 North Westwood Street, in the City of Porterville (APN 240-250-041) for an administrative office and support facility to serve the needs of the District. This letter is to provide you notice under Government Code section 65402 regarding the proposed acquisition of the parcel for the above-described public purposes. A depiction of the parcel is enclosed as Exhibit A.

Please process this notice in accordance with the above-referenced Code section, a copy of which is enclosed.

If you need any further information regarding the property in question, please contact me at your convenience at (559) 781-8020.

Sincerely,

A handwritten signature in black ink, appearing to read "Chris Mano".

Chris Mano
Chief Business Official

Enclosures: Exhibit A – Property Depiction
Government Code §65402

Board of Trustees: Jay Rice, President Dan Figueroa, Vice President

Edward Patino Jr. Clerk Dawn Crater, Member Obdulia Guzman Alvarado, Member

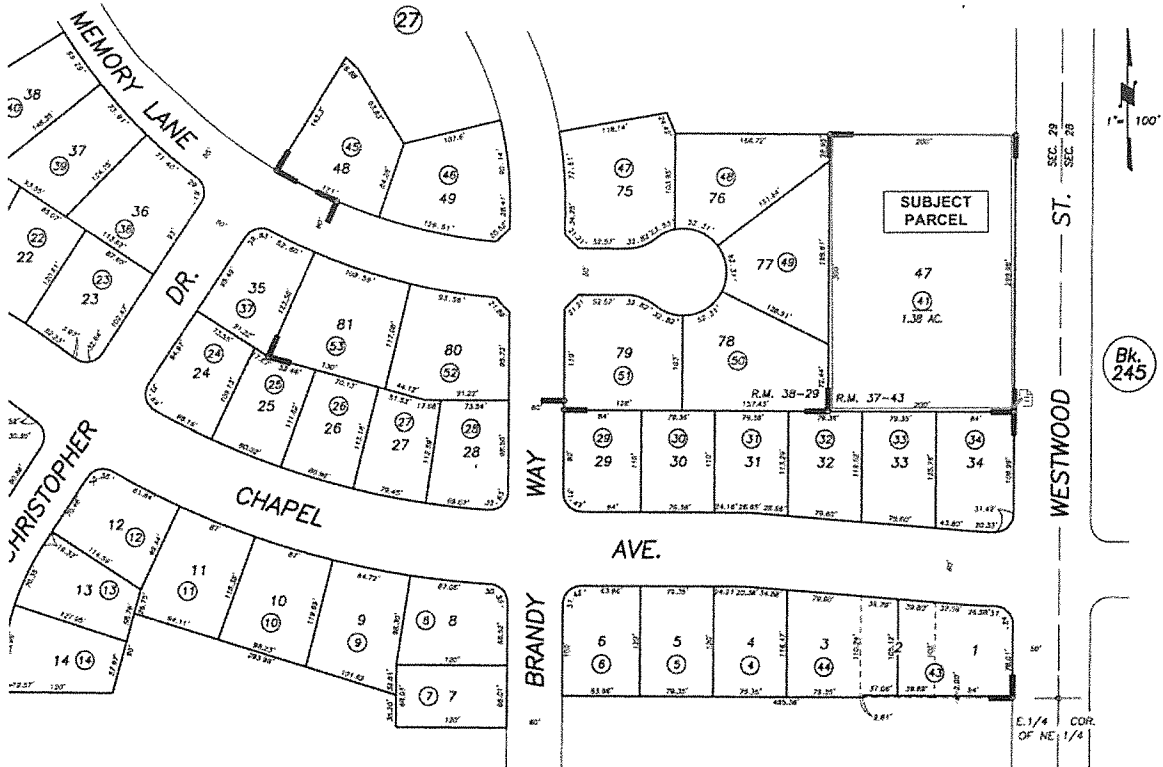
264 N. Westwood Street • Porterville, CA 93257 • (559) 781-8020 • FAX (559) 781-1403 • www.burtonschools.org

EXHIBIT A

Property Diagram

POR. NE 1/4 OF NE 1/4 SEC.29, T.21S., R.27E., M.D.B. & M.

Tax Area Code 240-25
4-121



VIT 4, R.M. 36-14
VIT 5 PHASE 1, R.M. 37-43
VIT 5 PHASE 2, R.M. 38-29

CITY OF PORTERVILLE
ASSESSOR'S MAPS BK. 240, PG. 25.
COUNTY OF TULARE, CALIF.

NOTE: Assessor's Block Numbers Shown in Ellipses
Assessor's Parcel Numbers Shown in Circles

00/01

CALIFORNIA GOVERNMENT CODE SECTION 65402

65402. (a) If a general plan or part thereof has been adopted, no real property shall be acquired by dedication or otherwise for street, square, park or other public purposes, and no real property shall be disposed of, no street shall be vacated or abandoned, and no public building or structure shall be constructed or authorized, if the adopted general plan or part thereof applies thereto, until the location, purpose and extent of such acquisition or disposition, such street vacation or abandonment, or such public building or structure have been submitted to and reported upon by the planning agency as to conformity with said adopted general plan or part thereof. The planning agency shall render its report as to conformity with said adopted general plan or part thereof within forty (40) days after the matter was submitted to it, or such longer period of time as may be designated by the legislative body.

If the legislative body so provides, by ordinance or resolution, the provisions of this subdivision shall not apply to: (1) the disposition of the remainder of a larger parcel which was acquired and used in part for street purposes; (2) acquisitions, dispositions, or abandonments for street widening; or (3) alignment projects, provided such dispositions for street purposes, acquisitions, dispositions, or abandonments for street widening, or alignment projects are of a minor nature.

(b) A county shall not acquire real property for any of the purposes specified in paragraph (a), nor dispose of any real property, nor construct or authorize a public building or structure, in another county or within the corporate limits of a city, if such city or other county has adopted a general plan or part thereof and such general plan or part thereof is applicable thereto, and a city shall not acquire real property for any of the purposes specified in paragraph (a), nor dispose of any real property, nor construct or authorize a public building or structure, in another city or in unincorporated territory, if such other city or the county in which such unincorporated territory is situated has adopted a general plan or part thereof and such general plan or part thereof is applicable thereto, until the location, purpose and extent of such acquisition, disposition, or such public building or structure have been submitted to and reported upon by the planning agency having jurisdiction, as to conformity with said adopted general plan or part thereof.

Failure of the planning agency to report within forty (40) days after the matter has been submitted to it shall be conclusively deemed a finding that the proposed acquisition, disposition, or public building or structure is in conformity with said adopted general plan or part thereof. The provisions of this paragraph (b) shall not apply to acquisition or abandonment for street widening or alignment projects of a minor nature if the legislative body having the real property within its boundaries so provides by ordinance or resolution.

(c) A local agency shall not acquire real property for any of the purposes specified in paragraph (a) nor dispose of any real property, nor construct or authorize a public building or structure, in any county or city, if such county or city has adopted a general plan or part thereof and such general plan or part thereof is applicable thereto, until the location, purpose and extent of such acquisition, disposition, or such public building or structure have been submitted to and reported upon by the planning agency having jurisdiction, as to conformity with said adopted general plan or part thereof. Failure of the

planning agency to report within forty (40) days after the matter has been submitted to it shall be conclusively deemed a finding that the proposed acquisition, disposition, or public building or structure is in conformity with said adopted general plan or part thereof. If the planning agency disapproves the location, purpose or extent of such acquisition, disposition, or the public building or structure, the disapproval may be overruled by the local agency.

Local agency as used in this paragraph (c) means an agency of the state for the local performance of governmental or proprietary functions within limited boundaries. Local agency does not include the state, or county, or a city.

RESOLUTION NO. ____-2024

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PORTERVILLE MAKING DETERMINATIONS PURSUANT TO GOVERNMENT CODE SECTION 65402(c) IN THE MATTER OF SITE ACQUISITION BY BURTON SCHOOL DISTRICT

WHEREAS: in a letter dated August 29, 2024, Burton School District (District) did notify the City of Porterville (City) and request that the letter be processed as required pursuant to Government Code section 65402(c); and

WHEREAS: pursuant to Government Code Section 65042(c), responses to the District's inquiries are required within 40 days, from the date of notification by the District; and

WHEREAS: at a regular meeting on October 1, 2024, the City Council of the City of Porterville did consider said request from the District; and

WHEREAS: pursuant to Government Code Section 65402(c), the District has requested that the City provide a report regarding the consistency of the District's proposed acquisition of approximately 1.34 acres of real property, located at 633 N. Westwood Street, APN 240-250-041(Site), consisting of three professional office buildings and a parking area; and

WHEREAS: pursuant to Government Code Section 65402(c), the City's Planning Agency shall make a determination regarding the consistency of the proposed acquisition of the Site for administrative offices and support facilities with the Porterville 2030 General Plan; and

WHEREAS: the Land Use Element of the Porterville 2030 General Plan identifies the Site as Professional Office, in which the current & proposed land uses are permitted by right; and

WHEREAS: the City would be able to make a determination that the proposed use is consistent with the intended land use with the Porterville 2030 General Plan; and

WHEREAS: the determination of consistency would not constitute a project, there needs to be no action regarding CEQA.

BE IT FURTHER RESOLVED that the City Council does hereby make the following finding pursuant to Government Code Section 65402(c):

That the current land use of the Site is consistent with the Land Use Element of the City of Porterville General Plan and the proposal to acquire the Site for administrative offices and support facilities would be consistent with the Land Use Element of the Porterville 2030 General Plan. The City acknowledges that pursuant to Section 65402(c), it has been granted the opportunity to review and

comment on the consistency of the project with its General Plan.

BE IT FURTHER RESOLVED that the findings contained in this Resolution shall constitute the reports of the City of Porterville in response to the respective inquiry made by Burton School District regarding the acquisition of the Site, said Resolution to be forwarded to the District for its use.

PASSED, APPROVED, AND ADOPTED this 1st day of October, 2024.

Martha A. Flores, Mayor

ATTEST:
Patrice Hildreth, City Clerk

By: _____
Fernando Gabriel- Moraga,
Acting Chief Deputy City Clerk



CITY COUNCIL AGENDA – OCTOBER 1, 2024

SUBJECT: Approval of Measure R Program Supplement to Cooperative Agreement - Butterfield Stage Corridor Project

SOURCE: Engineering and Project Management

COMMENT: The Tulare County Association of Governments (TCAG), acting as the Local Transportation Authority ("Authority") is requesting that the City approve and submit a Supplemental Agreement (SA) for the Butterfield Stage Corridor Project. The project will develop an active transportation corridor of approximately 3.9 miles in length along the former Southern Pacific Railway line from College Avenue to West North Grand Avenue that will include solar lighting, water stations, benches, wayfinding, controlled crossing systems, and landscaping. This project will also provide for the installation of a non-potable water main that would offer future connections to large water users along the way (including the College).

The Authority requires the processing of a SA for each project for the purpose of reimbursing one hundred percent (100%) of the design, construction management, quality control, and non-participating construction costs. The Active Transportation (ATP) grant will fund up to \$7,100,000 of the costs of the project with additional funding being provided by Storm Drain Developer Fees in the amount of \$953,463.00 and \$4,407,051 in Water Replacement Funds; requiring a total amount of \$11,329,842.50 of the City's share of the Measure 'R' Alternate Transportation Funds to fully fund the project.

As stated above, a Supplemental Agreement, Resolution and Exhibit 'A' must be received by the Authority before the City can seek reimbursement for said design, non-participating construction, and construction management costs. Exhibit 'A' provides the project title, project scope, and estimate of probable cost for each project.

RECOMMENDATION: That the City Council:

1. Approve the attached draft Resolution in support of the Program Supplement to the Cooperative Agreement;
2. Authorize the Mayor and City Clerk to execute the Program Supplement; and
3. Authorize staff to forward the executed Program Supplement to TCAG for approval.

ATTACHMENTS:

1. Locator Map
2. Measure R Program Supplement to Cooperative Agreement

3. Draft Resolution

Appropriated/Funded:

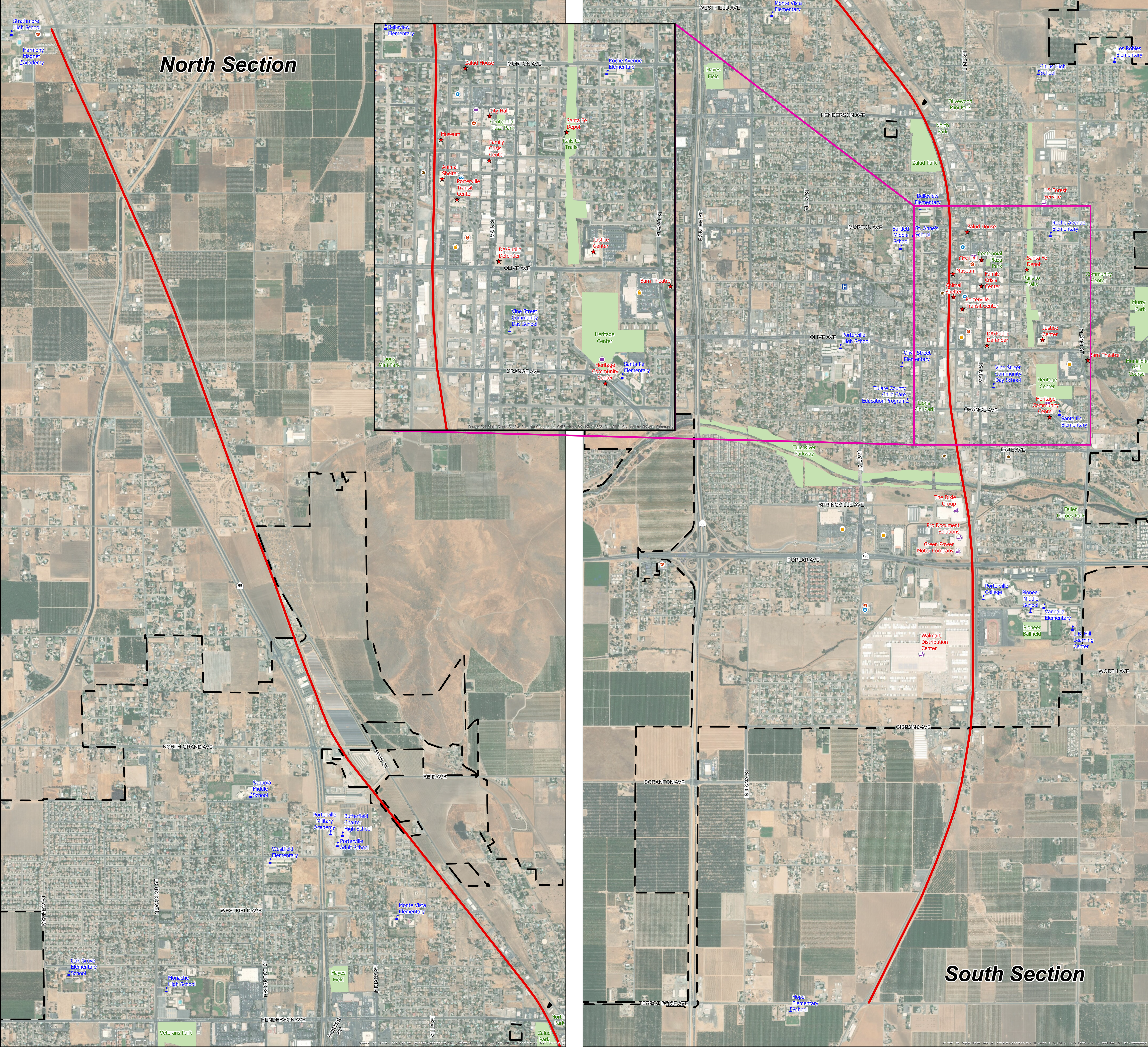
Review By:

Department Director:

Javier Sanchez, Engineering & Project Management Director

Final Approver: Patrice Hildreth, City Manager

Butterfield Stage Corridor



MEASURE 'R' PROGRAM SUPPLEMENT TO COOPERATIVE AGREEMENT

This Program Supplement is made and entered into on **October 1, 2024**, by and between the City of Porterville ("Sponsor") and the TULARE COUNTY ASSOCIATION OF GOVERNMENTS, acting as the Local Transportation Authority ("Authority").

This Program Supplement hereby incorporates the "Measure 'R' Cooperative Agreement" for Measure 'R' expenditures, which was entered into between the Sponsor and the Authority on May 29, 2007, and is subject to all terms and conditions thereof. This Program Supplement is executed under authority of Resolution No. ____-2024, approved by the Sponsor on October 1, 2024 (see copy attached).

Project scope and costs are incorporated herein as Exhibit "A" and agreed upon by Sponsor and Authority.

Covenants of Sponsor

- 1.1. SPONSOR agrees that it will only proceed with work authorized for specific phase(s) with a written "Authorization to Proceed" or AUTHORITY action and will not proceed with future phase(s) of this project(s) prior to receiving a written "Authorization to Proceed" or AUTHORITY action.
- 1.2. The SPONSOR will advertise, award, and administer the project(s) in accordance with SPONSOR standards.
- 1.3. Award information shall be submitted by the SPONSOR to the AUTHORITY within 60 days after the project contract award.
- 1.4. Failure to submit award information in accordance with section 1.3 will cause a delay (without interest or penalties) in AUTHORITY processing invoices for the construction phase.
- 1.5. If no costs have been invoiced for a six-month period, SPONSOR agrees to submit for each phase a written explanation of the absence of project(s) activity along with target billing date and billing amount.

IN WITNESS WHEREOF, the undersigned parties have executed this Agreement on the day and year first written above.

COUNTY OF TULARE
TRANSPORTATION AUTHORITY

By: _____
Authority Director

CITY OF PORTERVILLE

By: _____
Martha A. Flores, Mayor

Attest:

By: _____
Patrice Hildreth, City Clerk

EXHIBIT "A"

Butterfield Stage Corridor Project

Project Scope

Development of an active transportation corridor (approximately 3.9 miles in length) to include solar lighting, water stations, wayfinding, benches, and controlled lighted crossing systems.

Project Costs

Butterfield Stage Corridor Project Tasks	Engineer's Estimate
Construction	\$20,915,221.50
Construction Management and Quality Control	\$1,901,383.00
Right of Way	
Preparation Plans, Specifications and Estimate, Environmental Documentation and Caltrans Project Approval	\$973,752.00
Total Estimated Costs	\$23,790,356.50
Current Funding Sources	
ATP Share of Construction Only	\$7,100,000.00
Measure 'R' Construction Match	\$6,561,703.00
Measure 'R' Preliminary Engineering, Non-Participating Construction and Construction Management	\$4,768,139.50
Local Funding	\$5,360,514.00
Total Funding Available	\$23,790,356.50

Project Schedule

Butterfield Stage Corridor Project Tasks	Date
Environmental (PA/ED) complete	10/21/2021
Design (PS&E) complete	10/21/2023
Authorization to Advertise Project	12/31/2023
Award Construction Project	09/24/2024
Begin Construction	02/01/2024
End Construction	06/30/2026

RESOLUTION NO. _____ - 2024

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PORTERVILLE
AFFIRMING AND APPROVING THE SUPPORT OF THE CITY COUNCIL FOR THE
BUTTERFIELD STAGE CORRIDOR PROJECT**

WHEREAS, the City of Porterville Bike and Pedestrian Program is eligible to receive 100% reimbursement for the design, non-participating construction costs, construction management and quality control costs (\$4,768,139.50), and \$6,561,703 reimbursement for the construction costs associated with the Butterfield Stage Corridor Project, which meets the Measure 'R' guidelines and City General Plan for alternate modes of travel; and

WHEREAS, the Tulare County Association of Governments is requesting that the City of Porterville approve and submit a Supplemental Agreement that will allow the City to receive reimbursement for all design costs incurred in Fiscal Years 2022/2023 & 2023/2024 and both the construction match and all non-participating construction and construction management costs for the project in Fiscal Years 2024/2025 & 2025/2026;

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Porterville does hereby affirm and approve support of the Butterfield Stage Corridor Project (ATP Grant) and authorizes the Mayor and City Clerk to execute the Program Supplement and any other related documents as may be required.

PASSED, APPROVED and ADOPTED this 1st day of October, 2024.

Martha A. Flores, Mayor

ATTEST:
Patrice Hildreth, City Clerk

By: _____
Fernando Gabriel-Moraga,
Acting Chief Deputy City Clerk



CITY COUNCIL AGENDA – OCTOBER 1, 2024

SUBJECT: Authorization to Accept American Rescue Plan Act (ARPA) Coronavirus State and Local Fiscal Recovery Funds from the County of Tulare

SOURCE: Finance

COMMENT: The City of Porterville has been provided \$1,000,000 in American Rescue Plan Act of 2021 (ARPA) Coronavirus State and Local Fiscal Recovery Funds (SLFRF) from the County of Tulare. These funds are designated to support homeless services, including the operation of overnight shelters and homeless encampment cleanup and abatement efforts.

The ARPA funds will provide vital resources to assist individuals experiencing homelessness in the Porterville community. The funds are proposed to be utilized to assist in funding the overnight shelters at the Porterville National Guard Armory and Porterville Navigation Center, the Special Methods and Resources Team (SMART), and homeless encampment cleanup efforts. The overnight shelter will provide safe, temporary housing for individuals experiencing homelessness, focusing on ensuring their basic needs are met and offering resources to help them transition to more stable living situations. Homeless encampment cleanup and abatement services are designed to address and manage homeless encampments and improve health and safety by providing sanitation and environmental services, in addition to helping find alternative housing solutions and connection to services that can lead to permanent housing options.

The agreement between the City of Porterville and the County of Tulare becomes effective upon signature and will expire at 11:59 PM on December 31, 2025. All funds must be obligated by December 31, 2024, and expended by December 31, 2025, in compliance with ARPA SLFRF guidelines. Staff will work closely with the County of Tulare to ensure all federal reporting requirements and ARPA regulations are adhered to.

RECOMMENDATION: That the City Council:

1. Approve the agreement between the City of Porterville and the County of Tulare, accepting the American Rescue Plan Act (ARPA) funds in the amount of \$1,000,000 to support homeless services, including overnight shelters and homeless encampment cleanup and abatement; and
2. Authorize the Mayor to sign the agreement; and
3. Direct the Finance Director to return the signed agreement to the County of Tulare.

ATTACHMENTS: 1. Draft ARPA Agreement

Appropriated/Funded:

Review By:

Department Director:
Janie Rodriguez, Finance Director

Final Approver: Patrice Hildreth, City Manager

COUNTY OF TULARE
GRANT AGREEMENT
American Rescue Plan Act
State and Local Fiscal Recovery Funds

THIS GRANT AGREEMENT ("Agreement") is entered into effective as of _____, between the **COUNTY OF TULARE**, a political subdivision of the State of California ("COUNTY"), and **City of Porterville** ("GRANTEE"). COUNTY and GRANTEE are each a "Party" and together are the "Parties" to this Agreement, which is made with reference to the following:

A. On March 11, 2021, the American Rescue Plan Act (ARPA) was signed into law by President Biden. This legislation established \$350 billion in Coronavirus State and Local Fiscal Recovery Funds (SLFRF) specifically for state, local, territorial, and tribal governments to use in responding to the COVID-19 pandemic, addressing its economic fallout, and laying the foundation for a strong and equitable recovery.

B. SLFRF monies provide substantial flexibility for each jurisdiction to decide how to best meet the needs of their local communities including support for households, small businesses, impacted industries, essential workers, and the communities hardest hit by the pandemic. In addition to allowing for flexible spending up to the level of their revenue loss, recipients can use funds to:

- To respond to the public health emergency or its negative economic impacts, including assistance to households, small businesses, and nonprofits, or aid to impacted industries such as tourism, travel, and hospitality.
- To respond to workers performing essential work during the COVID-19 public health emergency by providing premium pay to eligible workers.
- For the provision of government services to the extent of the reduction in revenue due to the COVID-19 public health emergency relative to revenues collected in the most recent full fiscal year prior to the emergency.
- To make necessary investments in water, sewer, or broadband infrastructure.

C. SLFRF monies are subject to the requirements specified in the Final Rule adopted by the U.S. Department of the Treasury on January 27, 2022 (the "Final Rule"), as explained in the "Compliance and Reporting Guidance for State and Local Fiscal Recovery Funds" issued and updated by the U.S. Department of the Treasury on June 28, 2024.

D. The County of Tulare will receive up to \$90,552,914 in direct funding from said SLFRF, on condition that the County will follow the proposed uses of the funds provided under the applicable provisions of the Final Rule and said Compliance and Reporting Guidance.

E. At the direction of the Board of Supervisors, the County Administrative Officer developed a recovery plan for eligible uses of said SLFRF monies. An interim plan was approved in August 2021, with the COUNTY'S Final Recovery Plan approved by the Board of Supervisors on July 26, 2022.

F. The Final Recovery Plan includes funding earmarked to develop programs in collaboration with local nonprofit organizations to assist those in Tulare County impacted by the public health emergency and the GRANTEE has applied for an allocation of funds for those purposes.

G. COUNTY is willing to make funds available to GRANTEE for said purposes under the terms of this Agreement and GRANTEE is willing to accept such funds accordingly.

**COUNTY OF TULARE
GRANT AGREEMENT
American Rescue Plan Act
State and Local Fiscal Recovery Funds**

NOW, THEREFORE, THE PARTIES AGREE AS FOLLOWS:

- 1. TERM:** This Agreement becomes effective upon signature and expires at 11:59 PM on December 31, 2025, unless its term is extended by written amendment.
- 2. AMOUNT OF GRANT AND USES:** COUNTY hereby grants funds to GRANTEE in the amount and for the purposes stated in **Exhibit A** (Scope of Work) and **Exhibit B** (GRANTEE's Budget Narrative) and subject to the terms and conditions contained in the attached **Exhibits C and D**, and GRANTEE hereby accepts such funds and shall use them in accordance with said **Exhibits A,B, C, and D**.
- 3. U.S. TREASURY FINAL RULE, COMPLIANCE AND REPORTING GUIDANCE, AND COUNTY FINAL RECOVERY PLAN:** The terms and conditions of the Final Rule, the Compliance and Reporting Guidance, and the County Final Recovery Plan are hereby incorporated into and made a part of this Agreement and GRANTEE shall abide by said terms and conditions in its performance under this Agreement. The SLFRF Final Rule can be viewed at <https://home.treasury.gov/system/files/136/SLFRF-Final-Rule.pdf>; the Compliance and Reporting Guidance can be viewed at [State and Local Fiscal Recovery Funds Compliance and Reporting Guidance \(treasury.gov\)](https://treasury.gov/state-and-local-fiscal-recovery-funds-compliance-and-reporting-guidance); and the County Final Recovery Plan can be viewed at <https://tulare-county.ca.gov/county/arp-and-bos-newsletter/american-rescue-plan-act-final-recovery-plan-2022/>.
- 4. NOTICES:** (a) Except as may be otherwise required by law, any notice to be given must be written and must be either personally delivered, sent by facsimile transmission, or sent by first class mail, postage prepaid and addressed as follows:

COUNTY:

Tulare County Health & Human Services Agency
Contracts Unit
5957 South Mooney Blvd.
Visalia, CA 93277
Phone No.: 559-624-8000
Fax No.: 559-713-3718

With a Copy to:

County Administrative Officer
County of Tulare
2800 W. Burrell Ave
Visalia, CA 93291
Phone No.: (559) 636-5005
Fax No.: (559) 733-6318

GRANTEE:

City of Porterville
291 N. Main St.
Porterville, CA 93257
Phone No.: 559-782-7460

(b) Notice personally delivered is effective when delivered. Notice sent by facsimile transmission is deemed to be received upon successful transmission. Notice sent by first-class mail will be deemed received on the fifth calendar day after the date of mailing. Either Party may change the above address by giving written notice under this section.

COUNTY OF TULARE
GRANT AGREEMENT
American Rescue Plan Act
State and Local Fiscal Recovery Funds

7. AUTHORITY: GRANTEE represents and warrants to COUNTY that the individual(s) signing this Agreement on its behalf are duly authorized and have legal capacity to sign this Agreement and bind GRANTEE to its terms. GRANTEE acknowledges that COUNTY has relied upon this representation and warranty in entering into this Agreement.

9. COUNTERPARTS: The Parties may sign this Agreement in counterparts, each of which shall be deemed an original and all of which taken together form one and the same agreement. A signed copy or signed counterpart of this Agreement delivered by facsimile, email, or other means of electronic transmission shall be deemed to have the same legal effect as delivery of a signed original or signed copy of this Agreement.

10. MANUAL OR ELECTRONIC SIGNATURES: The Parties may sign this Agreement by means of manual or electronic signatures. The Parties agree that the electronic signature of a Party, whether digital or encrypted, is intended to authenticate this Agreement and to have the same force and effect as a manual signature. For purposes of this Agreement, the term “electronic signature” means any electronic sound, symbol, or process attached to or logically associated with this Agreement and executed and adopted by a Party with the intent to sign this Agreement, including facsimile, portable document format, or email electronic signatures, pursuant to the California Uniform Electronic Transactions Act (Cal. Civ. Code §§ 1633.1 to 1633.17), as it may be amended from time to time.

**COUNTY OF TULARE
GRANT AGREEMENT
American Rescue Plan Act
State and Local Fiscal Recovery Funds**

THE PARTIES, having read and considered the above provisions, indicate their agreement by their authorized signatures below.

COUNTY OF TULARE

Date: _____

By _____
Chair, Board of Supervisors

ATTEST: Jason T. Britt, County Administrative Officer/
Clerk of the Board of Supervisors

By _____
Deputy

City of Porterville

Date: _____

By _____
signature

Name: _____
print name

Its: _____
print title

Approved as to Form:
County Counsel

By _____
Deputy

Matter #

Attached Exhibits

- A = Scope of Work
- B = Budget Narrative
- C = American Rescue Plan Act (ARPA) Addendum
- D = Amount of Grant and Uses



Exhibit A

Scope of Work

1. Introduction

The purpose of this Scope of Work (SOW) is to outline the responsibilities, operational guidelines, and expectations for the management and operation of an overnight homeless emergency shelter and homeless encampment cleanup and abatement services. Funds provided by the County of Tulare through the Coronavirus State and Local Fiscal Recovery Funds program, established by the American Rescue Plan Act (ARPA), will be used to support the Navigation Center and the National Guard Armory Facility (Armory) and homeless encampment cleanup and abatement efforts. The shelters will provide safe, temporary housing for individuals experiencing homelessness, focusing on ensuring their basic needs are met and offering resources to help them transition to more stable living situations. Homeless encampment cleanup and abatement services in the Porterville area are designed to address and manage homeless encampments and improve health and safety by providing sanitation and environmental services, in addition to helping find alternative housing solutions and connections to services that can lead to permanent housing options.

2. Objectives

- a. To provide a safe, clean, and supportive environment for individuals experiencing homelessness.
- b. To offer necessities such as shelter, restrooms, and security.
- c. To ensure the shelter operates efficiently and in compliance with relevant regulations and standards.
- d. To provide resources to individuals experiencing homelessness that can lead to securing permanent housing options.
- e. To reduce public health risks associated with homeless encampments, such as the spread of diseases, exposure to hazardous waste, and unsanitary living conditions.
- f. To ensure that encampment sites are left in a clean, safe and sanitary condition.

3. Operational Hours

- a. The shelter operates overnight from 8:00 PM to 8:00 AM. year round.
- b. Check-in begins at 8:00 PM with lights out at 10:00 PM, and all guests must vacate the premises by 8:00 AM.
- c. The shelter will operate daily, including weekends and holidays.
- d. Encampment clean-up staff work 6:00 AM to 2:30 PM and respond to reports from the community where unsafe camping is identified as posing a public health risk to the community or to the individuals camping near identified critical infrastructure.

4. Services Provided at the shelters

- a. Shelter: Provide a safe, clean sleeping area with cots for all guests.
- b. Hydration: Drinking water is available for overnight guests.
- c. Restrooms: Access to ADA restrooms, portable toilets, and hand washing stations are available to provide access to basic hygiene services.
- d. Security: Maintain a secure environment through the presence of trained security personnel.
- e. Information to Services: Provide informational flyers to available resources such as the Porterville Navigation Center, where they can go for meals and support services (i.e., meals, access to case management services, including referrals to healthcare, mental health services, substance abuse treatment, and housing assistance) during business hours.
- f. Property Storage: Provide each guest with a storage bin for the security of their personal belongings during their stay. Guests must take all their belongings upon vacating the premises.
- g. Pets: An area with Kennels for pets is available for their pets, and they must take the pets upon vacating in the morning.
- h. Equipment: The equipment (truck, trailer, tractor with grapple and backhoe) facilitates a thorough and efficient cleanup process, which helps mitigate public health risks and ensures a safe and sanitary environment for homeless individuals. The use of equipment is crucial for preventing hazards that could pose risks to those living in or near the encampments.
- i. Disease Prevention Management: A pest control company will be used monthly for disease prevention and management. Effective pest control is essential in disease prevention, helps control a clean, safe, and hygienic environment, and ensures compliance with health and safety regulations.

5. Staffing

- a. Shelter Manager: Oversee daily operations, ensure compliance with policies, and manage staff.
- b. Support Staff: Assist with daily cleaning and general support duties.
- c. Crisis Intervention Specialist – To serve as a liaison between individuals with mental health illnesses, persons experiencing homelessness, and the various social services programs available in the City of Porterville and Tulare County. The position will coordinate with other social services agencies and work with persons experiencing homelessness to help them find resources such as medical care, mental health care, and housing and assist in locating job opportunities. The position plays a vital role in connecting individuals with the resources they need to improve their well-being, address mental health challenges, and work toward self-sufficiency.
- d. Encampment Maintenance Worker – To lead the work of a small crew in encampment abatement efforts to provide clean-up and disposal of bio-hazards

and non-hazardous waste, other services to properly clean and clear sites, and ensure all necessary safety procedures are followed. The position helps to mitigate public health risks for both the residents of encampments and the surrounding community by focusing on the health, safety, and cleanliness of encampments to offer a sanitary environment.

- e. Part-time Maintenance Workers - To assist in encampment abatement efforts to provide clean-up and disposal of bio-hazards and non-hazardous waste, other services to properly clean and clear sites, and ensure all necessary safety procedures are followed. The positions help to mitigate public health risks for both the residents of encampments and the surrounding community by focusing on the health, safety, and cleanliness of encampments to offer a sanitary environment.
 - f. Security Personnel: Ensure the safety and security of guests, staff, and the facility.
6. Guest Check in:
- a. Eligibility: The guest must be experiencing homelessness
 - b. Check-in: The guest must check in on the sign-in sheet upon entry.
 - c. Code of Conduct: All guests must agree to and adhere to a code of conduct, which includes rules regarding behavior, substance use, and respect for others.
7. Record Keeping and Reporting
- a. Guest Records: No personal identifying information shall be collected other than the Name of the guest, and only the daily sign-in is required, unless otherwise required by the funding source. The data will be provided to Health and Human Services as required to report for ARPA funding. Records shall be kept as required by federal guidelines.
 - b. Incident Reporting: Document and report all incidents involving safety, health, or security to the Shelter Manager.
 - c. Data Collection: Statistics will be collected monthly to monitor and assess the effectiveness of encampment clean-up activity, and homeless services provided. Data collection includes self-initiated contacts, contacts stemming from calls for service, total contacts with individuals experiencing homelessness, mental health service referrals/services provided, housing service referrals/services provided, medical service referrals/services provided, and drug service referrals/services provided.
8. Compliance and Regulations
- a. Local Laws and Regulations: Ensure the shelter complies with all relevant local, state, and federal regulations, including zoning, health, and safety codes.
 - b. Reporting Requirements: Submit regular reports to relevant authorities as required, including occupancy statistics, financial reports, and any incidents of note.
9. Budget and Financial Management
- a. Operating Budget: Develop and manage an operating budget, including costs for staffing, food, supplies, utilities, equipment, services, and maintenance. Exhibit B

identifies the operating expenditures that will be funded using the County of Tulare ARPA contribution. All of the listed items will be for the exclusive use of the overnight homeless emergency shelter and homeless encampment cleanup and abatement services.

- b. Funding: Identify and secure funding sources, including government grants, donations, and partnerships. The County of Tulare ARPA funding in the amount of \$1,000,000 will be used to support operations costs associated with the overnight homeless emergency shelter and homeless encampment cleanup and abatement services.
- c. Financial Reporting: Maintain accurate financial records and provide regular financial reports to stakeholders and funders.

10. Evaluation and Continuous Improvement

- a. Performance Metrics: Establish key performance indicators (KPIs) to measure the effectiveness of the shelter, such as occupancy rates, guest satisfaction
- b. Continuous Improvement: Regularly review and update policies, procedures, and services to enhance the shelter's operations and outcomes.

11. Termination of Services

- a. Guest Discharge: Outline procedures for discharging guests, including reasons for termination of services (e.g., violation of the code of conduct, end of service period).
- b. Post-Shelter Support: Provide information for guests leaving the shelter to help them transition to more permanent housing or other support services.

13. Conclusion

This SOW serves as a comprehensive guide for the operation of the overnight homeless emergency shelter and encampment clean up ensuring that these services meet the needs of the community while operating efficiently and in compliance with all applicable regulations. Regular reviews to identify any needed updates to this SOW, will be made to reflect changes in operations, regulations, or community needs.

Budget for ARPA Funding City of Porterville

Compensation Plan

Year 1 FY 24-25 - \$500,000

To be used for interim shelters and operations related to the shelter's function of housing the unhoused in the Porterville Community.
Can include: Security Charges, Personnel Charges, Maintenance Charges and expenses related to funning the facility

Year 2 FY 25-26 - \$500,000

To be used for interim shelters and operations related to the shelter's function of housing the unhoused in the Porterville Community.
Can include: Security Charges, Personnel Charges, Maintenance Charges and expenses related to funning the facility

Not to exceed \$1,000,000

American Rescue Plan Act (ARPA) Addendum

As a recipient of the American Rescue Plan Act of 2021 (ARPA) Coronavirus State and Local Fiscal Recovery Funds (SLFRF) – 31 CFR Part 35, also known as ARPA SLFRF Funding, acknowledge that the funding will be used for costs spent in accordance with Section 9901 of ARPA amended Title VI of the Social Security Act¹⁷ (the Act) to which has been added section 602, which establishes the Coronavirus State Fiscal Recovery Fund, and section 603, which establishes the Coronavirus Local Fiscal Recovery Fund, and which provides the following criteria for eligible uses of funds -

1. To respond to the public health emergency or its negative economic impacts, including assistance to households, small businesses, and nonprofits, or aid to impacted industries such as tourism, travel, and hospitality;
2. To respond to workers performing essential work during the COVID-19 public health emergency by providing premium pay to eligible workers;
3. For the provision of government services to the extent of the reduction in revenue due to the COVID-19 public health emergency relative to revenues collected in the most recent full fiscal year prior to the emergency; and
4. To make necessary investments in water, sewer, or broadband infrastructure.

Congress has further declared two uses of ARPA SLFRF funds to be expressly ineligible, namely:

1. Sections 602(c)(2)(B) and 603(c)(2) provide that these eligible uses do not include, and thus funds may not be used for, depositing funds into any pension fund, which Treasury has interpreted to mean any contribution into a pension fund outside of normal employer payroll contributions, and;
2. Section 602(c)(2)(A) also provides, for States and territories, that the eligible uses do not include: “directly or indirectly offset[ing] a reduction in the net tax revenue of [the] State or territory resulting from a change in law, regulation, or administrative interpretation.”

In addition, recipients and subrecipients of ARPA SLFRF Funding are required to abide by United States Department of the Treasury guidelines under the Final Rule for Coronavirus State and Local Fiscal Recovery Funds, which is available at the following link: < <https://home.treasury.gov/policy-issues/coronavirus/assistance-for-state-local-and-tribal-governments/state-and-local-fiscal-recovery-funds> >. Please note that the Treasury Department may update the guidelines, which should be consulted upon approval of this Agreement, and upon invoicing for payment.

Recipients not only are required to comply with the guidelines mentioned above, they are also required to submit a series of regular and interim reports to the Department of the Treasury.

Reporting requirements are outlined in the Compliance and Reporting Guidance <<https://home.treasury.gov/system/files/136/SLFRF-Compliance-and-Reporting-Guidance.pdf>> as well as the User Guide: Treasury's Portal for User Reporting <https://home.treasury.gov/system/files/136/SLFRF_Treasury-Portal-Recipient-Reporting-User-Guide.pdf>. While Tulare County will submit reports to Treasury as a primary recipient of ARPA SLFRF funds, all other recipients and subrecipients must make available to Tulare County documentation sufficient to complete reporting requirements as outlined above.

It is also recommended that recipients review Treasury Department Frequently Asked Questions, which are regularly updated, at this link: <<https://home.treasury.gov/system/files/136/SLFRPFAQ.pdf>>.

Additional explanation on Treasury guidance is available at the Treasury's web page for Coronavirus State and Local Fiscal Recovery Funds: <<https://home.treasury.gov/policy-issues/coronavirus/assistance-for-state-local-and-tribal-governments/state-and-local-fiscal-recovery-funds>>. Please note that all recipients and subrecipients of ARPA SLFRF funds must abide by all requirements posted on Treasury's web page for Coronavirus State and Local Fiscal Recovery Funds, in addition to the ones already mentioned. They should also take note and be aware of the guidance and recommendations contained in posted materials. As Treasury may periodically update posted materials, recipients and subrecipients should consult the web page upon approval of this Agreement, and upon invoicing for payment.

Finally, recipients/subrecipients are prohibited from receiving or seeking additional Federal funds for services paid for under this Agreement. Additionally, funds (except in a few limited circumstances) may only be applied to costs incurred and obligated during the period starting on March 3, 2021 and extending through December 31, 2024; such circumstances are outlined in the Treasury's Interim Final Rule for ARPA SLFRF, previously mentioned above. It should also be noted that ARPA SLFRF funds are assigned an Assistance Listing (here: <<https://sam.gov/fal/7cecfdef62dc42729a3fdcd449bd62b8/view>>) and final Catalog of Federal Domestic Assistance (CFDA) number, which is 21.027. Recipients and subrecipients are required to use the final CFDA number for all financial accounting, audits, subawards, and associated program reporting requirements.

Recipient/subrecipient agrees to maintain and make available to Tulare County Health and Human Services Agency upon request all documents and financial records sufficient to establish compliance with subsection 603 of the Social Security Act, as amended, (42 U.S.C. 801(d)). Records shall be maintained for a period of 5 years after final payment is made using ARPA SLFRF Funding.

For ARPA SLFRF purposes, your organization is a:

(check one)

Subrecipient ☒

Contractor ☐

For what this represents under the current ARPA SLFRF rules, please refer to your point of contact at the Tulare County Health and Human Services Agency.

EXHIBIT D

AMOUNT OF GRANT AND USES

1. COUNTY hereby grants up to \$1,000,000 to GRANTEE. GRANTEE agrees to use said funds for activities consistent with the requirements of ARPA, the Final Rule, the Compliance and Reporting Guidance, the County Final Recovery Plan, and the American Rescue Plan Act (ARPA) Addendum, **Exhibit C**, specifically for expenses related to the care and maintenance of the shelters as detailed in **Exhibits A and B**. Project must be completed within the Term listed in the Grant Agreement and Amount of Grant and Uses to receive requested funding.
2. GRANTEE is considered a subrecipient of funds from COUNTY. All funds remain subject to statutory requirements that they must be used for eligible costs incurred during the period that begins upon signature and ends on December 31, 2025. By accepting the funds, GRANTEE acknowledges that the funds granted will be used for costs incurred for the time period that begins upon signature up to and including December 31, 2025, and for the purposes described in **Exhibits A and B**. Grantee further attests to the accuracy of the representations made in **Exhibits A and B** and any other documentation it has submitted or will submit regarding the expenses incurred for the care and maintenance of the shelters
3. GRANTEE must comply with the following record keeping requirements:
 - a. Document all use of the grant funds. Funds will be disbursed to GRANTEE within 30 days of receipt of invoice and all required backup documentation by COUNTY. Documentation must be received timely and in accordance with ARPA requirements, including the Final Rule, the Compliance and Reporting Guidance, the County Final Recovery Plan, and the Office of Management and Budget Uniform Guidance (2 CFR 200). Invoice must be accompanied by sufficient backup documentation to substantiate the eligible use of grant funds in order to receive payment.
 - b. Provide written feedback of the impact achieved as a result of the grant upon request by the COUNTY for up to one (1) year after the completion of the project outlined in **Exhibits A and B**.
 - c. Keep all receipts and other documentation of use of funds for at least five years and provide the receipts and documents to the COUNTY upon request at any time from five years of the effective date of this Grant Agreement.
 - d. Documentation must be complete and in accordance with all ARPA requirements including the SLFRF Final Rule, Compliance and Reporting Guidance, and Title 2 CFR 200 "Uniform Administrative, Requirements, Cost Principles, and Audit Requirements for Federal Awards." Documentation must be provided when requested by the COUNTY by the date specified in order to remain in compliance with ARPA guidelines. Documents may be audited and funding is subject to recoupment if the compliance guidelines specified in **Exhibits C and D** are not fully followed.



CITY COUNCIL AGENDA – OCTOBER 1, 2024

SUBJECT: Authorization of Out-of-State Travel for Fire Personnel

SOURCE: Fire

COMMENT: On March 1, 2022, the City Council approved the purchase of a Type 6 (patrol) fire apparatus. To complete the purchase of the apparatus and to perform the final acceptance inspection, Fire Department personnel are required to travel out-of-state to the BME manufacturing facility in Idaho.

Travel is provided for in the purchase contract through the manufacturer except for three days of per diem expenses. Funding for the expenses are available in the Fire Department's annual budget.

Staff requests that the City Council authorize out-of-state travel for three City of Porterville Fire Department personnel to the Boise Mobil Equipment (BME) Manufacturing Facility, located in Idaho, for the final acceptance inspection of the Type 6 (Patrol).

RECOMMENDATION: That the City Council authorize out-of-state travel for three Fire Department personnel to Boise Mobile Equipment (BME) Manufacturing Facility located in Idaho, for the final acceptance inspection for the Type 6 fire apparatus purchased through BME.

ATTACHMENTS:

Appropriated/Funded:

Review By:

Department Director:
Shannon Skiles, Deputy Fire Chief

Final Approver: Jason Ridenour, Deputy City Manager



CITY COUNCIL AGENDA – OCTOBER 1, 2024

SUBJECT: Council Consideration of Reorganization within the Transportation Department

SOURCE: Public Works

COMMENT: On March 19, 2024, the City Council approved the creation of the Transportation Department following the City's decision to withdraw from the Tulare County Regional Transit Agency (TCRTA). In looking at functionality and efficiencies, the decision to combine the divisions of transit and airport simply made sense. As the department is developing, several areas of improvement have been identified that could provide better functionality in the delivery of the department's services.

To achieve these improvements, a reorganization is proposed. It is the staff's opinion that these changes will better support the department's expanding responsibilities and ensure alignment with the City's long-term strategic goals to meet the community's current and future transportation needs. The proposed changes are as follows:

1. New Classification: Transportation Manager

In order to focus on long-term transportation planning, policy development, and alignment with regional, state, and federal transportation initiatives, the Transportation Manager would be responsible for both the transit and airport divisions and report directly to the Transportation Director. It is proposed that the current Field Services Supervisor (Salary Range 192) be reclassified as the Transportation Manager at Salary Range 248 (\$7,772 - \$9,483), and the allocation of funding would be from the Field Services Supervisor position and the reduction of support salaries and benefits from the Finance and Field Services Departments. This position would be in the Management Confidential Series for bargaining purposes.

2. New Classification: Grants and Procurement Coordinator

In order to ensure compliance with the Federal Transit Administration (FTA) and Federal Aviation Administration (FAA) regulations and standards, the Grants and Procurement Coordinator would be responsible for both the transit and airport divisions' grant management and procurement responsibilities. It is proposed that this classification be established at Salary Range 212 (\$5,430 - \$6,627) and the allocation of funding would be from the reduction of support salaries and benefits from the Finance and Field Services Departments. This position would report directly to the Transportation Manager, and this position would be in the Management Confidential series for bargaining purposes.

3. New Classification: Operations and ADA Coordinator

In order to ensure compliance with the Federal Transit Administration (FTA) regulations and standards, the Operations and ADA Coordinator would be responsible for both the transit operations and civil rights responsibilities. It is proposed that this classification be established at Salary Range 212 (\$5,430 - \$6,627) and the allocation of funding would be from the reduction of support salaries and benefits from the Finance and Field Services Departments. This position would report directly to the Transportation Manager, and this position would be in the Management Confidential series for bargaining purposes.

4. New Classification: Field Services Worker III - Airport

It is proposed that the existing Airport Services Coordinator, currently vacant, be reclassified as the Field Services Worker III - Airport position, which includes a new job description. It is proposed that this classification be established at Salary Range 178 (\$3,870 - \$4,723), and the reallocation of funding from one Airport Services Coordinator (Salary Range 192) be redirected to the Field Services Worker III - Airport position. This position would report directly to the Transportation Manager, and this position would be in the Porterville City Employees' Association for bargaining purposes.

5. New Classification: Field Services Worker I/II - Airport

It is proposed that the existing Field Services Worker I/II positions be reclassified as Field Services Worker I/II - Airport at the same Salary Range 158 (\$3,172 - \$3,870) and Salary Range 168 (\$3,504 - \$4,276), respectively. These positions would report directly to the Field Services Worker III - Airport, and both positions would be in the Porterville City Employees' Association for bargaining purposes.

It is proposed that the existing Field Service Workers be reclassified to Field Service Workers I, II, or III - Airport, depending on their current classification level. This reclassification aligns with the department's restructuring and better reflects the duties and responsibilities associated with the municipal airport operations. This reclassification ensures that existing staff are positioned to continue providing services effectively within the department's updated structure and responsibilities.

The existing Clerical Assistant I position would remain unchanged in the reorganization.

Budgetarily, the proposed reorganization is expected to be cost-neutral in the short term, with potential long-term savings due to increased operational efficiencies and the elimination of redundant positions.

RECOMMENDATION:

That the City Council:

1. Approve the reclassification of the Field Service Supervisor (Salary Range 192) to a new Transportation Manager classification at Salary Range 248 (\$7,772 - \$9,483);
2. Approve the establishment of a new Grants and Procurement Coordinator classification at Salary Range 212 (\$5,430 - \$6,627);

3. Approve the establishment of a new Operations and ADA Coordinator classification at Salary Range 212 (\$5,430 - \$6,627);
4. Approve the reclassification of the Airport Services Coordinator (Salary Range 192) to the existing and updated Field Services Worker III - Airport classification at Salary Range 178 (\$3,870 - \$4,723);
5. Approve the reclassification of the Field Services Worker I/II positions (Salary Range 158 and 168) to the existing and updated Field Services Worker I/II - Airport classification with no change to the salary ranges; and
6. Authorize the Human Resources Office and Finance Department staff to amend such documents as may be necessary to effectuate such proposed changes.

ATTACHMENTS:

1. TRANSPORTATION MANAGER
2. GRANTS AND PROCUREMENT COORDINATOR
3. OPERATIONS AND ADA COORDINATOR
4. FIELD SERVICES WORKER III - Airport
5. FIELD SERVICES WORKER I.II - Airport

Appropriated/Funded:

Review By:

Department Director:
Richard Tree, Director of Transportation

Final Approver: Patrice Hildreth, City Manager

TRANSPORTATION MANAGER

DEFINITION

Under administrative direction, plans, organizes, and directs the City's transportation services which include public transportation and municipal airport; performs related duties as assigned.

DISTINGUISHING CHARACTERISTICS

This position serves as a member of the City's transportation management team. The employee in this position works under the direction, is appointed by, and serves at the pleasure of the Department Head.

REPRESENTATIVE DUTIES

The duties listed below are examples of the work typically performed by employees in this class. An employee may not be assigned all duties listed and may be assigned duties which are not listed below.

1. Provide oversight, guidance and plans that contribute to the success of the Transportation Department in partnership with service contractor(s) and department staff.
2. Work jointly with other City departments as appropriate to ensure transportation logistics, planning, and operations achieve best-in class results for City of Porterville customers.
3. Respond to customer inquiries and concerns through established customer response process.
4. Develop and monitor operational work plans including operations reports, databases, and other documentation necessary to ensure work plans are being executed effectively.
5. Troubleshoot operational issues to ensure delivery of high-quality service.
6. Responsible for the direct supervisory oversight of all public transportation and airport activities to ensure service is performing.
7. Monitor service and evaluate schedules to inform service delivery management.
8. Initiate and conduct scheduled meetings with contractor(s) and transportation staff to communicate observed issues, trends, and concerns to ensure goals and identified performance targets are met.
9. Manage department's safety management system process by developing and implementing safety and security policies, considering safety in every action, and reporting safety and security concerns.

10. Manage department personnel by planning, scheduling, delegating, and overseeing employee work assignments, authorizing, coordinating, and scheduling work with vendors and consultants, conduction personnel action, including interviewing, training, work assignments, and performance evaluations.
11. Represents and supports the policies and procedures established by the City Council, City Manager, Department Heads and Division Chiefs.
12. Perform other duties as required.

EMPLOYMENT STANDARDS

Education and/or Experience

Three years of supervisory public transportation and/or municipal airport service, skilled public works maintenance and/or refuse collection experience including one year of lead supervisory responsibilities or any combination of training and experience that provides the desired knowledge and abilities.

Supplemental college level courses in supervision and public works administration may substitute for lead supervisory experience.

Knowledge of:

Working knowledge of public transportation and airport services; safety practices applicable to public transportation and airport services; principles of supervision and training; methods of estimating times and material costs; work scheduling.

Skill in:

Excellent interpersonal and communication skills including ability to listen and provide feedback. Interpersonal skills: coaching, facilitator, and presentation skills. Excellent management skills including ability to hold others and self-accountable, to make difficult decisions, when necessary, to focus on results, to analyze data, and to plan, develop, and implement formal work plans.

Ability to:

Supervise the work of public transportation and airport staff; perform the work supervised; follow simple blueprints and sketches; operate public transportation and airport equipment; follow verbal and written directions, write reports; maintain records; develop and maintain good working relationships; train others in and monitor the use of safe work methods; communicate effectively, both verbally and in writing; analyze unusual situations and resolve through application of City policy; develop comprehensive plans to satisfy future needs of work unit service; deal constructively with conflict and develop effective resolutions.

Special Requirements

Possession of valid California Driver's License. Certification in public transportation and/or airport safety and operations (such as FTA- or FAA-sponsored accreditation) is desirable. Certification in area(s) of specialization may be required.

Physical Demands

Sitting, standing, walking, some stooping, and bending; dexterity and coordination to handle files and pieces of paper; occasional lifting of objects up to 25 lbs., such as paper and other reference materials; moving from place to place within the office, and some reaching for items below and above desk level.

WORKING CONDITIONS

Environment is generally clean with limited exposure to conditions such as dust, fumes, odors, and noise. A Computer is used on a daily basis. Travel throughout the area is required.

Date Adopted: October 1, 2024

GRANTS AND PROCUREMENT COORDINATOR

DEFINITION

Under direction, identifies, apply for, administer, maintain and coordinate federal, state, and local grants in accordance to applicable regulations and guidelines; research, analyze and implement federal, state, and local rules and regulations in procurement administration; oversees the disadvantage business enterprise program and national transit database; and performs related duties as required.

REPRESENTATIVE DUTIES

The duties listed below are examples of the work typically performed by the employee of this class. An employee may not be assigned all duties listed and may be assigned duties which are not listed below.

1. Identify, apply for, administer, maintain and coordinate federal, state, and local grants in accordance to applicable regulations and guidelines.
2. Audit, monitor and schedule reports of grant activities.
3. Provide timely information on funding opportunities, requirements, and procedures.
4. Work with funding agencies to determine possible reprogramming options.
5. Develop, monitor, and review complex financial calculations and reports.
6. Participate in the development of the department's Capital Improvement Program and the annual FTIP and any amendments.
7. Conduct basic and complex procurements through completion including the award of agreements, contracts, purchase orders, change orders, and contract extensions.
8. Ensure that procedures associated with a contract are prepared and administered in accordance with the US Department of Transportation, City of Porterville, and DBE guidelines.
9. Responsible for the DBE Program and updating the program as required. Develop triennial goal by statutory deadline.
10. Is competent in writing, being able to effectively convey in an exciting, competitive manner for future projects for funding. Ability to understand and present complex data in an easy-to-read format.
11. Capability to learn and accurately follow complex US Department of Transportation procurement rules and regulations.
12. Provides office coverage and assistance to the Transportation Department; and perform related duties as assigned.

EMPLOYMENT STANDARDS

Education and/or Experience

Graduation from an accredited college with a Bachelor's degree in business or public administration, finance, accounting, organization or a position specific related field and three years of public transportation experience in a position specific related area or any combination of training and experience that provides the desired knowledge and abilities.

Knowledge of:

Principles of public transportation operations, including the specialized areas of National Transit Database, finance, budget, procurement, management controls and reporting; US Department of Transportation grants and grant management.

Ability to:

Analyze problems, work processes and records systems; prepare complete, organized and logical reports; maintain effective working relationships with superiors, peers, subordinates and the general public; assist, coordinate and supervise the work of others; exercise judgment; work under pressure; devise new methods and streamline procedures; prepare flow charts; interpret data; do statistical analyses; meet deadlines; work independently; highly detail-oriented in following pertinent federal, state, and local laws, codes, and regulations, including administrative and departmental policies and procedures; learn and accurately follow complex US Department of Transportation rules and regulations.

Special Requirements

Possession of or ability to obtain a valid California Driver's License.

Physical Demands

Strength, dexterity, coordination and vision to use keyboard and video display terminal for long periods of time. Dexterity and coordination to handle files and single pieces of paper; occasional lifting of objects weighing up to 25 lbs., such as files, stacks of papers, and other reference materials. Moving from place to place within an office; some reaching for items above and below desk level.

WORKING CONDITIONS

Generally clean work environment with limited exposure to conditions such as dust, fumes, odors, or noise. Video display terminal is used on a daily basis. Periodic contact with angry and upset individuals.

Date Adopted: October 1, 2024

OPERATIONS AND ADA COORDINATOR

DEFINITION

Under direction, coordinates and supervises public transportation operations to ensure efficient and safe transportation of passengers; supports the development, implementation, and continuous improvement of Safety Management System (SMS) processes and activities; ensures compliance with local, state, and federal regulations regarding public transportation operations; ensures compliance with federal requirements specific to ADA and Title VI; collects and analyzes performance data to prepare a variety of reports regarding productivity, current projections, and customer service.

REPRESENTATIVE DUTIES

The duties listed below are examples of the work typically performed by the employee of this class. An employee may not be assigned all duties listed and may be assigned duties which are not listed below.

1. Participates in the management of fixed route, paratransit, demand response, and related operations.
2. In collaboration with Department Head, develop and update departmental policies, including riders guides and standard operating procedures.
3. Performs contractor oversight in proper vehicle operations, customer service, and proper service performance of duties for public transportation employees.
4. Conduct road supervision to ensure compliance with safe operating procedures and state and/or federal regulations.
5. Assumes civil rights and ADA coordinator responsibilities; organizes, schedules, and participates in workshops, community/business meetings, makes presentations at meetings.
6. Assists managers in writing policies, operating procedures, administrative manuals, ordinances, and resolutions; reviews current, proposed, revised and new legislation and notifies managers of possible impact on City operations.
7. Meets with community representatives, prospective and current business owners and the general public; explains City and department policies and procedures.
8. Works with City officials, co-workers and other interested parties to obtain information, clarify details and understand issues under study.
9. Participates in the preparation and administration of the City or department budget by coordinating related activities and completing, reviewing, and analyzing requests and justifications.
10. Provides office coverage and assistance to the Transportation Department; and perform related duties as assigned.

EMPLOYMENT STANDARDS

Education and/or Experience

Graduation from an accredited college with a Bachelor's degree in business or public administration, finance, accounting, organization or a position specific related field and three years of public transportation experience in a position specific related area or any combination of training and experience that provides the desired knowledge and abilities.

Knowledge of:

Principles of public transportation operations, including the specialized areas of ADA, Title VI, DBE, NTD, finance, budget, procurement, management controls and reporting.

Ability to:

Analyze problems, work processes and records systems; prepare complete, organized and logical reports; maintain effective working relationships with superiors, peers, subordinates and the general public; assist, coordinate and supervise the work of others; exercise judgment; work under pressure; devise new methods and streamline procedures; prepare flow charts; interpret data; do statistical analyses; meet deadlines; work independently; highly detail-oriented in following pertinent federal, state, and local laws, codes, and regulations, including administrative and departmental policies and procedures; learn and accurately follow complex US Department of Transportation rules and regulations.

Special Requirements

Possession of or ability to obtain a valid California Driver's License.

Physical Demands

Strength, dexterity, coordination and vision to use keyboard and video display terminal for long periods of time. Dexterity and coordination to handle files and single pieces of paper; occasional lifting of objects weighing up to 25 lbs., such as, files, stacks of paper, and other reference materials. Moving from place to place within an office; some reaching for items above and below desk level.

WORKING CONDITIONS

Generally clean work environment with limited exposure to conditions such as dust, fumes, odors, or noise. Video display terminal is used on a daily basis. Periodic contact with angry and upset individuals.

Date Adopted: October 1, 2024

FIELD SERVICES WORKER III - AIRPORT

DEFINITION

Under direction, performs skilled manual labor in the maintenance and repair of airport facilities and equipment. Leads the work of a crew engaged in airfield maintenance, including the upkeep of runways, taxiways, lighting systems, and airport infrastructure; performs related duties as required.

DITINGUISHING CHARACTERISTICS

This class is distinguished from Field Services Worker II by its responsibility to lead the work of others engaged in maintenance and repair of airport facilities and equipment; the level of expertise required to perform the work or operate equipment; and the amount of supervision received in the performance of regular assignments.

REPRESENTATIVE DUTIES

The duties listed below are examples of the work typically performed by employees in this class. An employee may not be assigned all duties listed and may be assigned duties which are not listed below.

1. Organizes, coordinates, and supervises the maintenance and operations of the municipal airport.
2. Supervises and participates in fuel sales and servicing of aircraft; maintains adequate fuel and lubricant inventory; maintains all necessary records; prepares deposits of daily receipts; handles collection of accounts receivable and orders appropriate inventory.
3. Supervises and participates in the maintenance and repair of equipment used at the Airport including but not limited to trucks, mowers, pumps, electrical systems, water systems, etc.
4. Supervises and participates in the maintenance of Airport grounds and buildings including lawn areas and trees, runways, taxiways, parking aprons, City operated buildings, fueling areas, etc.
5. Maintains records and writes a variety of reports and memos on work performed and Airport operations.
6. Performs and/or leads the work of others engaged in the maintenance of runways, taxiways, and aprons.
7. Inspects and maintains runway and taxiway lighting systems, replacing bulbs, wiring, and ensuring proper operation.
8. Maintains and repairs airport equipment such as ground power units, refueling stations, and other critical infrastructure.
9. Oversees maintenance of airport facilities, ensuring cleanliness, functionality of public areas, and safety protocols.

10. Conducts regular inspections of airfield markings and signage, repainting and repairing as needed to comply with FAA standards.
11. Responds to emergency maintenance requests and ensures safety protocols are followed during high-priority repairs.
12. Leads and trains airport staff in safe airport operations, including airfield driving, fueling, and emergency response procedures.
13. Assists with environmental inspections related to fuel storage.

EMPLOYMENT STANDARDS

Education and/or Experience

Two years of experience in the area of specification (airport operations and maintenance, airport fueling, facilities maintenance, field services), performing the full range of duties with the specialty or any combination of training and experience that provides the desired knowledge and abilities.

Knowledge of:

FAA airfield maintenance regulations and airport operations; equipment operation, techniques and methods used in the area of specification; lead supervision and training techniques.

Ability to:

Supervise the work of others; perform work necessary for operation and maintenance of Airport; work with Airport users; enforce Airport rules and regulations; operate and manage an aviation fueling business; maintain accounting records; follow verbal and written directions, write reports; maintain records; develop and maintain good working relationships; train others in and monitor the use of safe work methods; communicate effectively, both verbally and in writing; analyze unusual situations and resolve through application of City policy; develop plans to satisfy future needs of work unit service; deal constructively with conflict and develop effective resolutions.

Special Requirements

Possession of valid Commercial California Driver's License, Class A or B. Certification in airport safety and operations (such as AAAE or ACE accreditation) is desirable. Certification in area(s) of specialization may be required.

Physical Demands

Strenuous physical work. Physical demands include frequent lifting of objects over 50 lbs., often combined with bending, twisting, working above ground or on irregular surfaces.

WORKING CONDITIONS

Continuous exposure to unpleasant elements such as dust, fumes, and odors, hazardous materials, dampness, raw sewage, high noise levels, and outside weather conditions.

Travel throughout the area is required. Some positions may require use of self-contained breathing apparatus and entering confined spaces.

Date Adopted: October 1, 2024

FIELD SERVICES WORKER I, II - AIRPORT

DEFINITION

Under general supervision, performs semi-skilled and manual labor associated with the maintenance and repair of airport facilities, including runways, taxiways, lighting systems, and airport infrastructure; operates light and heavy equipment; and performs related duties as required.

DISTINGUISHING CHARACTERISTICS

Field Services Worker I – Airport - this is the entry level class of this series in which employees perform a variety of unskilled and routine tasks while learning the semi-skilled tasks associated with airport operations and maintenance. Incumbents are generally hired at the Field Services Worker I level and promoted to the II level upon demonstrating competency and regularly performing the full range of duties within their work section. However, some positions may remain at the Field Service Worker I level because of the predominance of unskilled task or the narrow focus of responsibilities.

Field Services Worker II – Airport - This is the journey level class of the series in which employees specialize in airport operations and maintenance. Although employees specialize in the work of a particular work unity of Field Services, they regularly assist workers on other crews.

REPRESENTATIVE DUTIES

The duties listed below are examples of the work typically performed by employees in this class. An employee may not be assigned all duties listed and may be assigned duties which are not listed below.

1. Performs maintenance of runways, taxiways, aprons, and airport facilities and grounds.
2. Participates in fuel sales and servicing of aircraft and prepares fuel receipts.
3. Operates light and heavy equipment in the performance of regular assignments, such as fuel trucks, tractors, trucks, and loaders.
4. Inspects and maintains runway and taxiway lighting systems, replacing bulbs and wiring as needed.
5. Maintains and repairs airport equipment, such as fuel trucks and tractors, and refueling stations.
6. Conducts regular inspections of airfield markings and signage and makes necessary repairs to meet FAA standards.
7. Assists in emergency service response and follows safety protocols during high-priority repairs.

8. Operates airport-specific equipment, such as fuel trucks.
9. Provides training and guidance to lower-level employees, ensuring safe airport operations.

EMPLOYMENT STANDARDS

Education and/or Experience

Field Service Worker I – Airport - One year of experience in unskilled maintenance or construction work any combination of training and experience that provides the desired knowledge and abilities.

Field Service Worker II – Airport - Three years of experience in airport operations and facility maintenance, performing the full range of duties within the specialty or any combination of training and experience that provides the desired knowledge and abilities.

Knowledge of:

Both Classes- basic concepts of equipment maintenance and repair; basic equipment and materials used in general construction work; uses of basic hand and power tools; basic safety considerations of maintenance work.

Field Service Worker II- airport and equipment operation, techniques and methods used in area of specialization.

Ability to:

Both Classes- use hand and power tools; establish and maintain cooperative working relationships; perform heavy manual labor; understand and follow verbal and written instructions; and work safely and efficiently.

Field Service Worker II – Airport - follows simple blueprints or sketches; operate public works maintenance and refuse/street sweeping equipment; troubleshoot equipment malfunctions; maintain simple records; and communicate effectively.

Special Requirements

Both Classes- Possession of valid California Driver's License. Certification in airport safety and operations (such as AAAE or ACE accreditation) is desirable. Certification in area(s) of specialization may be required.

Physical Demands

Strenuous physical work. Physical demands include frequent lifting of objects over 50 lbs., often combined with bending, twisting, working above ground or on irregular surfaces.

WORKING CONDITIONS

Continuous exposure to unpleasant elements such as dust, fumes and odors, hazardous materials, dampness, raw sewage, high noise levels and outside weather conditions. Travel throughout the area is required. Some positions may require use of self-contained breathing apparatus and entering confined spaces.

Date Adopted: August 6, 1996



CITY COUNCIL AGENDA – OCTOBER 1, 2024

SUBJECT: Council Consideration of Reorganization within the Streets Division of the Public Works Department

SOURCE: Public Works

COMMENT: On February 4, 2020, the City Council approved reorganizing and separating the Refuse and Streets Division into two distinct divisions. Since the reorganization, the Streets Division has steadily increased the City's overlay program and pothole repairs. This can be directly attributed to the continued training of its staff on equipment instrumental in maintaining a hot mix asphalt component to the current Street Milling and Maintenance Program for the City of Porterville.

This proposed structure modification provides a hierarchy for greater efficiencies within the Streets Division to organize and oversee the work of employees who maintain and repair streets, traffic markings, signs, and other infrastructure. The proposed modification would also help ensure that work is done safely and economically, that organizational needs are communicated, that employees' performance is monitored, that guidance and support are provided, and that development needs within the division are identified. In addition to the structural modification, it is being proposed that the Field Services Superintendent/Street position salary range be modified to maintain salary range parity within position classification in the department.

Therefore, to support the future activities of the Streets Division and the desire of the community to resolve pothole issues and improve street maintenance, the following changes would need to be considered:

- Adjust the Salary Range for the Field Services Superintendent/Streets from Range 218 to Range 220 (\$5,881-7,177).
- Allocate one (1) new position for Field Services Supervisor/Streets at Range 192 (\$4,449-5,430).

The proposed reorganization will reflect an increased cost of approximately \$32,580 annually in administrative salaries and benefits, as requested within the existing Streets Operating Budget.

RECOMMENDATION: That City Council:
1. Adjust the Salary Range for the Field Services Superintendent/Streets from Range 218 to Range 220 (\$5,939-7,249);

2. Approve the establishment of a new Field Services Supervisor/Streets at Range 192 (\$4,449-5,430); and
3. Authorize the Human Resources Division and Finance Department to amend the documents necessary to implement the proposed changes.

ATTACHMENTS:

1. Field Services Superintendent - Streets
2. Field Services Supervisor - Streets

Appropriated/Funded:

Review By:

Department Director:
Michael Knight, Assistant City Manager

Final Approver: Patrice Hildreth, City Manager

FIELD SERVICES SUPERINTENDENT - STREETS

DEFINITION

Under general direction, plans, organizes and administers the program of public service involving maintenance and repair of streets, street signs, signals and striping, street sweeping, and operations and management of illegally dumped solid waste collection, and disposal; performs related work as required.

REPRESENTATIVE DUTIES

The duties listed below are examples of the work typically performed by the employee of this class. Not all assigned duties may be listed. Marginal duties (shown in italics) are those which are non-essential job function for this class.

1. Plans, organizes and directs a program to maintain all city traffic control facilities, asphalt maintenance and solid waste management.
2. Collects information for budget development, establishes budget to the Field Services Manager; researches and proposes capital improvement projects; tracks and analyzes operational data.
3. Maintains maintenance control records on all streets, signs, signals, striping, street sweeping, drainage, waste collection, and disposal; ensures compliance with local, state and federal regulations.
4. Coordinates the assignment of work to maintenance and technical personnel; participates in the selection of employees; plans and implements employee training; evaluates employee performance; initiate disciplinary action.
5. Communicate with traffic control and waste disposal officials in adjoining cities in addition to State and Federal regulatory agencies.
6. Coordinates work activities with other divisions and departments; reviews proposed construction projects.
7. Investigates and resolves customer complaints pertaining to areas of representative duties.
8. Represents and supports the policies and procedures established by the City Council, City Manager, Department Heads, and Division Chiefs.

EMPLOYMENT STANDARDS

Education and/or Experience

Completion of twenty-four semester units of course work in public administration, business administration or public works administration and three years of supervisory/administrative experience in municipal public works or similar operations or any combination of training and experience that provides the desired knowledge and abilities.

Knowledge of:

Methods and techniques of street maintenance, signal, sign and striping maintenance and the equipment used in such work; methods, techniques and regulations for waste collection, disposal, and the equipment used in such work; knowledge of methods and techniques of street cleaning and sweeping and the equipment used in such work; supervision practices and techniques; budget administration; applicable computer software; safe work practices.

Ability to:

Plan and coordinate the work of subordinates, which includes maintenance and technical personnel; review plans and estimates relating to street, signal and storm drainage projects; establish and maintain required records and prepare reports from such records; establish and maintain effective relationships with subordinates, the public and representatives of other agencies; communicate in writing and orally; and use computer applications related to area of responsibility.

Special Requirements

Possession of or ability to obtain a valid Class B California Driver's License with Air Brake Endorsement and additional certificates/licenses necessary to perform the work supervised.

Physical Demands

Involves some active physical work but not prolonged heavy exertion. On feet most of time involving bending, stooping, squatting, twisting, reaching, working on irregular surfaces; frequent lifting of objects up to 25 lbs. with occasional lifting weighing over 50 lbs.

WORKING CONDITIONS

Occasional exposure to unpleasant elements such as: dust, fumes, and odors, high noise levels, temperature fluctuations due to both seasonal extremes and working in and out of doors. A computer is used on an occasional basis. Travel throughout the area is required.

Date Adopted: August 6, 1996

FIELD SERVICES SUPERVISOR - STREETS

DEFINITION

Under direction, supervises work units and contractors responsible for providing the service or maintenance and repair of streets, street signs, signals and striping, street sweeping, and operations and management of illegally dumped solid waste collection, and disposal; serves as a member of the department's management/supervisory team; performs related duties as required.

DISTINGUISHING CHARACTERISTICS

This class describes first line supervision over the general field service worker occupational group including employees engaged in repair of streets, street signs, signals and striping, street sweeping, street drainage and operations and management of illegally dumped solid waste collection, and disposal. Supervisors are assigned to functional areas and may rotate section assignments.

REPRESENTATIVE DUTIES

The duties listed below are examples of the work typically performed by employees in this class. An employee may not be assigned all duties listed and may be assigned duties which are not listed below.

1. Plans, organizes and supervises the work of those engaged in the service, repair of streets, street signs, signals and striping, street sweeping, drainage and operations and management of illegally dumped solid waste collection, and disposal; makes crew assignments and schedules; ensures safety and established work practices are followed.
2. Assigns, advises, and may assist crews in cleaning and repair, street signs and striping production, patching and repair of asphalt surfaces, waste disposal, drainage, and street sweeping; may operate light and heavy equipment.
3. Evaluates service needs, equipment and work methods; develops plans to satisfy current and future needs of work unit service; establishes and enforces operating and safety procedures; investigates service requests and complaints made by the public; and as necessary, explains priorities, programs and policies.
4. Estimates time and material costs; evaluates and institutes changes in work methods, priorities and routes; evaluates and selects products, materials and/or equipment to be used.
5. Maintains records and writes a variety of reports and memos on work performed, vandalism, drainage issues and lawsuits against the City; may participate in administrative studies in areas outside the scope of regular duties; may serve on behalf of supervisor as assigned.
6. Provides temporary and vacation relief in similar occupational fields as necessary to support department operations.

7. Represents and supports the policies and procedures established by the City Council, City Manager, Department Heads and Division Chiefs.

EMPLOYMENT STANDARDS

Education and/or Experience

Three years of service, skilled public works maintenance and/or experience including one year of lead supervisory responsibilities or any combination of training and experience that provides the desired knowledge and abilities.

Supplemental college level courses in supervision and public works administration may substitute for lead supervisory experience.

Knowledge of:

Practices, tools, equipment and techniques used in at least one area of specialization; safety practices applicable to work in the public right-of-way; principles of supervision and training; methods of estimating times and material costs; work scheduling.

Skill in:

Heavy equipment operation.

Ability to:

Supervise the work of maintenance; perform the work supervised; follow simple blueprints and sketches; operate street construction/maintenance equipment; follow verbal and written directions, write reports; maintain records; develop and maintain good working relationships; train others in and monitor the use of safe work methods; communicate effectively, both verbally and in writing; analyze unusual situations and resolve through application of City policy; develop comprehensive plans to satisfy future needs of work unit service; deal constructively with conflict and develop effective resolutions.

Special Requirements

Possession of or ability to obtain a valid Class B California Driver's License with Air Brake Endorsement and additional certificates/licenses necessary to perform the work supervised.

Physical Demands

Sitting, standing, walking, some stooping, and bending; dexterity and coordination to handle files and pieces of paper; occasional lifting of objects up to 25 lbs., such as paper and other reference materials; moving from place to place within the office, and some reaching for items below and above desk level.

WORKING CONDITIONS

Occasional exposure to unpleasant elements such as: dust, fumes, and odors, high noise levels, temperature fluctuations due to both seasonal extremes and working in and out of doors. A computer is used on an occasional basis. Travel throughout the area is required.

Date Adopted: August 6, 1996

Revised: 6/14/24



CITY COUNCIL AGENDA – OCTOBER 1, 2024

SUBJECT: Approval of Community Civic Event - Tulare County Health & Human Services Agency (HHSA) Behavioral Health - Mental Health Awareness Movie Night in the Park - October 11, 2024

SOURCE: Finance

COMMENT: The Tulare County Health & Human Services Agency (HHSA) Behavioral Health is requesting approval to hold the “Mental Health Awareness Movie Night in the Park” on Friday, October 11, 2024, from 3:30 PM to 9:00 PM at Veterans Park. The event will also feature vendor informational booths and food trucks. The purpose of this event is for mental health awareness and stigma reduction. No street or sidewalk closures have been requested. An outside amplifier permit has been approved from 2:00 PM to 9:00 PM.

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

RECOMMENDATION: That the City Council approve the attached Community Civic Event Application and Agreement submitted by the Tulare County HHSA Behavioral Health to hold the "Mental Health Awareness Movie Night in the Park", on October 11, 2024, subject to the requirements and restrictions contained in the Application and Agreement, Exhibit A, Exhibit B, Exhibit C and Outside Amplifier Permit.

ATTACHMENTS: 1. Application and Agreement, Exhibit A, Exhibit B, Exhibit C, and Outside Amplifier Permit

Appropriated/Funded:

Review By:

Department Director:
Janie Rodriguez, Finance Director

Final Approver: Patrice Hildreth, City Manager

CITY OF PORTERVILLE

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



(Incomplete applications can delay permit process)

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

DO YOU HAVE? Event Flyer? Y E-mail address? Website?
Application date: 8/21/24 Event date: 10/11/2024

Event time: 3:30PM - 9:00PM
Name of Event: Mental Health Awareness Movie Night in the Park

Sponsoring organization: Tulare County Behavioral Health Phone # 559-624-7445
Address: 1055 W Henderson, Porterville, CA 93257

Authorized representative: Karen Bootz Phone # 559-772-7786
Address: 5957 S Mooney Blvd, Visalia, Ca 93277

Event chairperson: Karen Bootz Phone # 559-772-7786

Location of event Veteran's Park

(Location map must be attached)

Description of event: Movie Night in the Park with food & information booths

Purpose of event: Mental Health Awareness stigma reduction

Non-profit organization status: 501 (c) 3

(IRS Determination)

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

Barricades (quantity): No Street sweeping Yes No X

Police protection Yes No X Refuse pickup Yes No X

Other:

Parks facility application required: Yes No X Attached

Assembly permit required: Yes No X Attached

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

Appr. Deny

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

CITY OF PORTERVILLE

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

What constitutes a Community Civic Event?

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

All City Code requirements are described in ordinance 15-20 (e) 1-23 and as amended in ordinance 1613. For a full description please visit our City of Porterville website at www.ci.porterville.ca.us/govt/CityClerk/, Porterville Municipal Codes. For questions or concerns please call 559-782-7451 or 559-782-7457. Any person who violates the provisions in this code, shall be deemed guilty of either a misdemeanor or an infraction, with penalties of one hundred (\$100) for the first violation.

Liability insurance: The sponsoring organization/applicant agrees to provide and keep in force during the term of this permit a policy of liability and property damage insurance against liability for personal injury, including accidental death, as well as liability for property damage which may arise in any way during the term of this permit. The sponsoring organization/applicant's insurance coverage shall apply as primary to, and on a non-contributory basis with, any other available coverage of the City. The City of Porterville and Successor Agency to the Porterville Redevelopment Agency shall be named as additional insured. A Certificate of Liability Insurance and Additional Insured Endorsement sample forms are enclosed for your convenience. This original certificate and endorsement shall be submitted to the Finance Department with the application. The council shall condition the granting of a CCE permit upon the sponsoring entity's filing with the council a policy of public liability insurance in which the city has been named as insured or coinsured with the permittee. The policy of insurance shall insure the city, its officers, and its employees against all claims arising out of, or in connection with, the issuance of the CCE permit or the operation of the permittee or its agents or representatives, pursuant to the permit. The policy of insurance shall provide coverage of no less than two million dollars (\$2,000,000.00) per occurrence of bodily injury and property damage, combined single limit. (Ordinance 15-20(e) 18)

KSB Authorized Representative Initial

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

KSB Authorized Representative Initials

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

KSB Authorized Representative Initials

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

KSB Authorized Representative Initials

Toilet rental service: Applicant shall have care, custody and control of the equipment and shall bear responsibility and liability for all loss and damage to the equipment and for its contents while at the City's location. Applicant shall not overload, move or alter the equipment and shall use the equipment for its intended purpose. Applicant shall be responsible for any damages to City's property resulting from company's provision of services hereunder. Applicant shall confirm with the service company the number of portable toilets, standard and handicap, and wash sinks needed for the number of expected attendees.

KSB Authorized Representative Initials

Agreement: The sponsoring organization/applicant agrees to comply with all provisions of the Community Civic Event Ordinance 15-20(e), as amended, and the terms and conditions set forth by City Council and stated in Exhibit 'A.' The sponsoring organization/applicant agrees, during the term of this permit, to secure and hold the City free and harmless from all loss, liability, and claims for damages, costs and charges of any kind or character arising out of, relating to, or in any way connected with his/her performance of this permit. Said agreement to hold harmless shall include and extend to any injury to any person or persons, or property of any kind whatsoever and to whomever belonging, including, but not limited to, said organization/applicant, and shall not be liable to the City for any injury to persons or property which may result solely or primarily from the action or non-action of the City or its directors, officers, or employees. Approval of the Community Civic Events Permit by the Porterville City Council pertains only to authorized activities conducted at designated locations within the incorporated area of the City of Porterville, and such approval shall not be construed or interpreted to authorize sponsor utilization of public right-of-ways outside of the jurisdiction of the City of Porterville.

Tulare County Behavioral Health

(Name of Organization)

(Signature)

Faren Booth

(Date) 8/21/24

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

Location: Veteran's Park Event date: 10/11/24 Event time: 3:30pm - 9:00pm

All vendors are required to complete the business license permit form. List all firms, individuals, organizations, etc., that will engage in selling at or participate in the above-named event. **NO PERMIT WILL BE ISSUED WITHOUT THIS INFORMATION.** Vendors with no valid City of Porterville business license are required to pay \$1 per day to the City, with the exceptions of non-profit organizations per *City of Porterville Municipal Code 15-20(E) Community Civic Events (16). This form should be completed at the time of application, but must be submitted **NO LESS THAN TWO WEEKS PRIOR TO THE EVENT.**

[illegible]

***Municipal Code 15-20(E) Community Civic Events (16):** *Business License Fees: Any individual, company, firm, concessionaire, fair operator, carnival operator, etc., who engages in, conducts, organizes, or promotes business for profit shall pay a business license fee of one dollar (\$1.00) per day per amusement, entertainment, exhibit, ride or per booth, space, stall, stand or other unenclosed location used for the purpose of advertising, promoting, or sale of, or taking orders for, goods or services; except that no individual, company, firm, concessionaire, fair operator, carnival operator, etc., who possesses a valid city business license shall be subject to separate licensing pursuant to this subsection E16. The nonprofit sponsor shall collect said fee and remit the fee to the city within five (5) working days following the CCE. Said remittance shall be accompanied by a complete list of participants and consecutively numbered receipts written in triplicate, containing the name, address and telephone number of the licensee, and the licensee's California seller's permit number. Said receipts shall be furnished by the city. One copy of the receipt shall be furnished to the licensee, one copy filed with the finance department of the city, and one copy retained by the CCE sponsor for a period of three (3) years for audit purposes.*

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

Sponsoring organization: Tulare County Behavioral Health

ATTACH MAP MARKING AREAS TO BE CLOSED OR USED:

[illegible]4 of 4

Requirements for Community Civic Event
Tulare County Behavioral Health
Mental Health Awareness Movie Night in the Park
October 11, 2024

City Engineer: <i>D. Cervantez</i>	No comments.
Community Development Director: <i>C. Calderon</i>	No comments.
Public Works Director: <i>M. Knight</i>	No comments.
Fire Marshal: <i>C. Dignam</i>	Please see Exhibit C.
Parks and Leisure Services Director: <i>D. Moore</i>	Vehicles to park in designated parking spots. If electricity is needed, applicant should contact Parks and Leisure 48 hours prior to event.
Police Lieutenant: <i>M. Azevedo</i>	Please see Exhibit B.
Administrative Service Director: <i>Y. Andrade</i>	Risk Management requires \$1M in general commercial liability coverage, naming the City of Porterville as an additional insured. The certificate of insurance must include the attached endorsement page evidencing the name insured.
Field Services Superintendent: <i>B. Spry</i>	No comments.
Field Services Superintendent – Streets: <i>J. Baeza</i>	No comments.

Requirements for Community Civic Event

Sponsor: Tulare County Behavioral Health
Event: Mental Health Awareness Movie Night in the Park
Event Chairman: Karen Bootz
Location: Veteran's Park, Porterville CA
Date of Event: October 11, 2024 (3:30 p.m.-9:00 p.m.)

RISK MANAGEMENT: Conditions of Approval

That Tulare County Behavioral Health provide a Certificate of Commercial General Liability Insurance Coverage evidencing coverage of not less than \$2,000,000 per occurrence, and having the appropriate Endorsement naming the City of Porterville, its Officers, Employees, Agents and Volunteers as 'Additional Insured' against all claims arising from, or in connection with, the Permitted operation and sponsorship of the aforementioned Community Civic Event.

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

**CITY OF PORTERVILLE/POLICE DEPARTMENT
Community Civic Event Application**

**Mental Health Awareness Movie Night
October 11, 2024, 3:30 pm to 9:00 pm
Veteran's Park**

Proposed Conditions/Requirements for Event:

- At conclusion of event, event organizers shall ensure the park is promptly cleared of any equipment, booths, or waste
- Event organizers should contact the Patrol Watch Commander (Lieutenant Gurule, Lieutenant Hatch, Lieutenant Ortiz, or Lieutenant Ibarra) to discuss any potential policing needs. They can be reached at (559) 782-7410 or (559) 782-7417.
- Food vendors should provide inspection certificates from the Tulare County Health Department to members of the organizing committee, to ensure food product safety.
- An Outside Amplifier Permit has been approved and granted; however, event organizers shall not allow sound amplification to be so loud as to unreasonably disturb the peace and good order of any residents or business establishments in the surrounding area.

Mark Azevedo, Lieutenant
Porterville Police Department

**City of Porterville/Fire Department
Community Civic Event**

**Mental Health Awareness Movie Night in the Park
October 11, 2024 3:30PM
Veterans Park, Porterville**

Proposed Conditions/Requirements for community civic event:

All spacing for tents, tarps and canopies shall comply with the attached requirements for spacing.

All booths using electricity, preparing food, or using a generator shall have at a minimum a 2A:10B,C fire extinguisher that is properly tagged for use.

All trailers shall be separated from the towing vehicle and levelled. There shall be a minimum of 12' between units.

All food truck/trailers with a fixed extinguishing system shall have a current inspection tag on the system and the required K series extinguisher, along with the 2A:10B,C fire extinguisher.

Clayton Dignam
Fire Marshal



PORTERVILLE FIRE DEPARTMENT

FIRE PREVENTION DIVISION

OUTDOOR FOOD BOOTH REQUIREMENTS

Authority cited: 2019 California Fire Code (CFC)

These standards apply to individual tents, temporary structures, or membrane structures less than 200 square feet in area, and canopies less than 400 square feet in area used as outdoor carnival and fair booths.

A permit is required before any tent or membrane structure larger than 400 square feet can be erected. (California Fire Code 3103.2)

Tents and membrane structures having an area in excess of 400 square feet shall not be erected, operated or maintained for any purpose without first obtaining a permit and approval from the building official and fire code official.

Exceptions:

1. Tents used exclusively for recreational camping purposes.
2. Tents open on all sides which comply with all the following:
 - a. Individual tents having a maximum size of 700 square feet.
 - b. Aggregate area of multiple tents placed side by side without 12 feet clearance, not exceeding 700 square feet total.
 - c. A minimum clearance of 12 feet to all structures and other tents.

Definitions

Cooking Booth – Booth where food is prepared by a heating or cooking process such as, but not limited to, grilling, frying, barbecuing, flambe', deep fat frying, baking, warming, or boiling. **Deep fat frying** – Any cooking operation or process whereby the product floats or is submerged in hot oil during the cooking process.

Vendor Booth – Any booth other than a cooking booth.

Cooking Booth Construction and Location

- All fabrics or membranes covering cooking booths shall be California State Fire Marshal certified flame retardant and be labeled as such.
- Decorative materials shall be inherently fire resistive or shall be treated with a fire-retardant spray.
- Flooring materials used within cooking booths and cooking equipment shall be non-combustible or California State Fire Marshal certified fire-retardant. (*Exception 3/8" plywood or similar material.*)
- Each cooking booth shall have at least one exit-way, a minimum **3'** wide and **6'8"** high. Booth frames shall not obstruct exit paths.
- Cooking booths shall have a minimum clearance of **10'** on at least two sides with clearance of at least **10'** from any vendor booth.
- Minimum **12'** separation required between cooking booths with an aggregate size of 400 sq.ft. with sides, or 700 sq.ft. without sides.

Cooking Equipment

- All interior cooking equipment shall be of an approved type, and open-flame cooking shall be located a minimum of **18"** from booth back/side drop materials.
- Compressed gas (butane, propane, or natural) equipment shall conform to the following:
 - Shut off valves shall be provided at each fuel source;
 - Cooking appliances shall have an ON-OFF valve located far enough away from the appliance to be safely shut off in case of fire;
 - Manufactured cooking appliances shall be equipped with a Thermocouple Valve to shut off fuel if flame is extinguished;
 - The booth operator shall test all connections for leaks with soap and water solution;
 - Fuel tanks shall be protected from damage and secured in an upright position;
 - Hoses shall be of a type approved for use with the equipment and fuel type;
 - Tanks not in use shall be turned off;
 - Extra fuel tanks shall not be stored in booths;
 - Unused fuel cylinders shall be stored in a secured position.



PORTERVILLE FIRE DEPARTMENT

FIRE PREVENTION DIVISION

Wood, Charcoal (Solid Fuels) Cooking

- Use only an electric starter or commercially sold lighter fluid.
- Charcoal cooking and storage of lighter fluid is prohibited inside booths.
- Charcoal cooking shall be located a minimum of ten **10'** away from booths and in areas away from public access.
- Charcoal cooking shall be located at least ten **10'** away from combustible structures and parked vehicles.
- Coals shall be disposed of in metal containers with lids approved by the Fire Marshal.

Deep Fat Frying, Flambé, and Wok

- Deep fat frying, flambé, and wok shall be located **no closer than 18"** from any combustible material.
- Cooking areas shall not be accessible to the public.
- Deep fat frying equipment shall be equipped with a temperature regulating device or other method of regulating temperatures approved by the Fire Marshal.
- Separation shall be maintained with a minimum of **3'** clearance between deep fat frying and flambé or open flame cooking.

Vendor Booth Construction and Location

- Each vendor booth shall have at least one exit-way, a minimum of **3'** wide by **6'8"** high. Booth frames shall not obstruct exit paths.
- Vendor booths shall have a minimum clearance of **20'** on at least one side, with clearance of at least **10'** from any cooking booth.

Electrical Power

- Generators shall be placed only in locations approved for festival use.
- Generators shall not be refueled during event hours. Extra fuel shall not be stored during event hours.
- Smoking and open flames shall be prohibited within **25'** of refueling operations.
- Extension cords shall be of a grounded type and approved for exterior use.

Fire Extinguishers

- Each cooking booth shall be equipped with a fire extinguisher with a minimum rating of **2A: 10BC**. Booths with deep fat frying or flambé cooking shall be equipped with an extinguisher rated for **class "K" fires**.
- Cooking booths shall be equipped with visible and accessible fire extinguishers mounted adjacent to the exit.
- For vendor booths, the maximum travel distance to a fire extinguisher with a minimum rating of **2A: 10BC** shall not exceed **75'**
- Each generator shall be provided with a fire extinguisher with a minimum **40BC** rating. The extinguisher shall be located near the generator and accessible at all times.
- All fire extinguishers shall be serviced and tagged annually by a State-licensed contractor.

Miscellaneous

- The Porterville Fire Department shall be provided with a site plan showing emergency access.
- All booths are subject to inspection by the Fire Department and any discrepancies will require immediate action.
- All cooking areas shall be cleaned regularly to prevent the build-up of grease.
- There shall be a competent adult in cooking booths at all times to ensure safety.
- Seating shall be a minimum of **15'** from booths with open flame devices or cooking appliances.
- The Fire Department shall be provided with a telephone number of the responsible party to contact in case of emergency on a 24 hour basis.

Fire Safety Tips

- Know where fire extinguishers are and how to use them.
- Do not leave cooking unattended.
- Do not wear loose-fitting clothing while cooking.
- Remove trash accumulation regularly.
- Keep combustible materials away from heat sources.
- **In case of an emergency dial 9-1-1.**

The attached "Food Booth Vendor Agreement" must be on site at all times and presented upon request of any Porterville Fire Department Personnel.



Cooking Booth Vendor Agreement

Booth/Space # _____ Business Name _____
On Site Contact Name _____ Contact Phone # _____

Cooking Booth Construction and Location

1. Tents, canopies, and decorative material shall be inherently flame-resistive and proof of certification shall be on site at all times.
2. Cooking booth floors may be concrete, asphalt, or plywood over grass and dirt.
3. An emergency access of 36" shall be maintained between the back of each cooking booth and any fencing at all times. **NO EXCEPTIONS.**

Cooking Equipment

1. Cooking with charcoal, wood, or other solid fuel shall be located a **minimum of 10'** away from booths, canopies, combustible material or any public access.
2. Deep fat frying shall be located a **minimum of 3'** away from booths, canopies, open flame cooking, combustible material or any public access.
3. Any open flame cooking shall be located a **minimum of 18"** away from any vertical surface, combustible material or any public access.
4. Extra fuel tanks shall **NOT** be stored in booths or within 5' of cooking equipment.
5. All cooking, gas powered, or electrically energized equipment shall meet manufacturer specifications and shall be free of excess cooking oils or any other combustible materials.

Miscellaneous

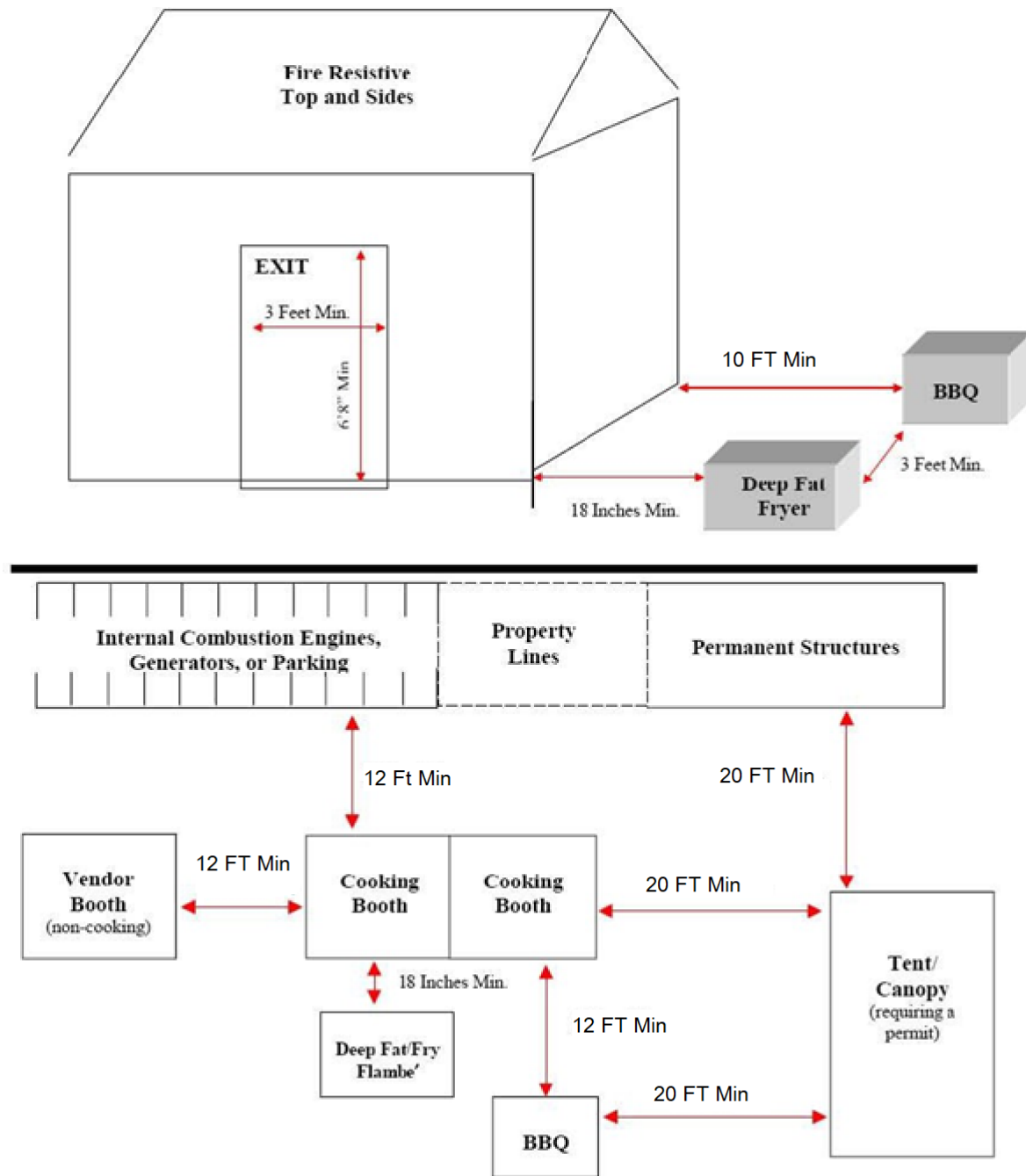
1. A visible and accessible, 2A:10BC fire extinguisher with a current (within the last 12 months) State Fire Marshall tag must be provided within 20' of travel in all cooking areas.
2. A visible and accessible Class K portable fire extinguisher with a current (within the last 12 months) State Fire Marshall tag must be provided in all cooking areas with deep fat frying.
3. All cooking areas shall be cleaned regularly to prevent build-up of combustible substances.
4. Extension cords shall be of a grounded type, approved for exterior use, and in good working order.
5. Smoking is not allowed at any time within food booths or within 25' of any fuel source.
6. Specialized cooking equipment is subject to approval by the Fire Marshal.

Additional Requirements:

The Porterville Fire Department has established these requirements in accordance with the California Fire Code. Your cooperation is required to maintain a high level of fire safety throughout the event. All booths are subject to fire department inspection prior to and at any time during the event. Any discrepancies to the above requirements or any conditions considered a threat to fire and life safety by the Fire Inspector may result in the immediate cessation of cooking.

By signing below, I acknowledge that I have read and agree to comply with all requirements of this contract.

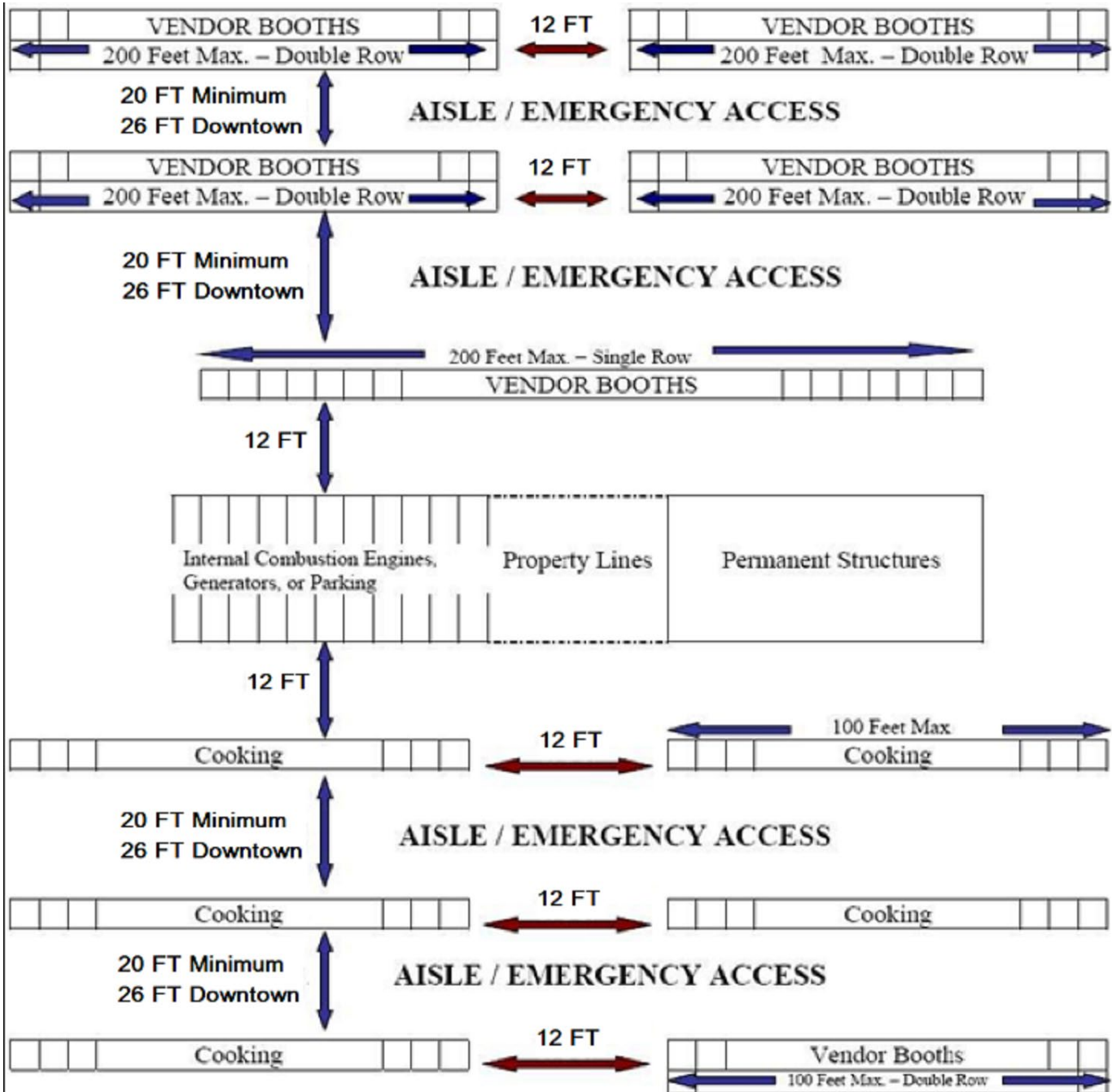
Signature _____ Date _____





PORTERVILLE FIRE DEPARTMENT

FIRE PREVENTION DIVISION



**Note: Cooking booths are limited to single rows only. Back-to-back rows are not permitted. Maximum overall length of individual rows is 100 feet with aggregate spacing throughout.*

***Note: Aggregate area of multiple tents placed side by side without 12 feet clearance shall not exceed 400 square feet with sides, or 700 square feet without sides. A minimum clearance of 12 feet to all structures and other tents is required.*

****Note: Maximum overall row length distances listed, or shown above, shall meet spacing requirements for aggregate size restrictions*

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



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

- 1 Name and home address of the applicant: Karen Bootz
2103 E Stockham Ave, Tulare, CA 93274
- 2 Address where amplification equipment is to be used: Veteran's Park, 1501 W Henderson, Porterville
- 3 Names and addresses of all persons who will use or operate the amplification equipment: Still being determined
- 4 Type of event for which amplification equipment will be used: Sound for movie 11/10/24
- 5 Dates and hours of operation of amplification equipment: 2:00pm-9:00pm
- 6 A general description of the sound amplifying equipment to be used: speakers/microphone for announcements

Section 18-9

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

The operation of any such instrument, phonograph, jukebox, machine or device in such manner as to be plainly audible at a distance of one hundred feet (100') from the building, structure, vehicle, or place in which, or on which it is situated or located shall be prima facie evidence of a violation of this section. (Ord. Code § 6311)

Section 18-14

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

Penal Code Section 415 (2)

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

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

Karen Bootz
Signature of Applicant

8/21/24
Date

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

Mark Atwood, CT
City of Porterville, Chief of Police/Designee

9/25/24
Date

CERTIFICATE NO.

ISSUE DATE

GL1-8698

AI

CERTIFICATE OF COVERAGE

08/27/2024

**Public Risk Innovation,
Solutions, and Management**C/O ALLIANT INSURANCE SERVICES, INC.
18100 VON KARMAN AVENUE, 10TH FLOOR
IRVINE, CA 92612PHONE (949) 756-0271 / FAX (619) 699-0901
LICENSE #0C36861

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

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED and/or requesting a WAIVER OF SUBROGATION, the Memorandums of Coverage must be endorsed. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

COVERAGE
AFFORDED**A- Public Risk Innovation, Solutions, and Management****Member:**TULARE COUNTY
ATTN: ROB ANDERSON
2900 W. BURREL AVE
VISALIA, CA 93291COVERAGE
AFFORDED**B**COVERAGE
AFFORDED**C**COVERAGE
AFFORDED**D****Coverages**

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

CO LTR	TYPE OF COVERAGE	MEMORANDUM NUMBER	COVERAGE EFFECTIVE DATE	COVERAGE EXPIRATION DATE	LIABILITY LIMITS
A	☒ Excess General Liability ☒ General Liability Aggregate	PRISM 24 EL-50	07/01/2024	07/01/2025	\$2,000,000 \$3,000,000 Limits inclusive of the Member's Self-Insured Retention of \$250,000

Description of Operations/Locations/Vehicles/Special Items:

AS RESPECTS AGREEMENT BETWEEN TULARE COUNTY HEALTH AND HUMAN SERVICES AGENCY AND CITY OF PORTERVILLE FOR USE OF VETERANS PARK FOR MENTAL AWARENESS MOVIE NIGHT IN THE PARK EVENT TO BE HELD OCTOBER 11, 2024.

CITY OF PORTERVILLE IS INCLUDED AS AN ADDITIONAL COVERED PARTY, BUT ONLY INSOFAR AS THE OPERATIONS UNDER THIS CONTRACT ARE CONCERNED.

LIQUOR LIABILITY IS NOT EXCLUDED.

THIS INSURANCE SHALL BE PRIMARY AND NO OTHER INSURANCE SHALL CONTRIBUTE PURSUANT TO ENDORSEMENT NUMBER U-9.

Certificate HolderCITY OF PORTERVILLE
SUCCESSOR AGENCY TO THE PORTERFILLE
REDEVELOPMENT AGENCY
291 N MAIN ST
PORTERVILLE, CA 93257**Cancellation**

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

AUTHORIZED REPRESENTATIVE


Public Risk Innovation, Solutions, and Management

ENDORSEMENT NO. U-1

PUBLIC RISK INNOVATION, SOLUTIONS, AND MANAGEMENT
GENERAL LIABILITY 1

ADDITIONAL COVERED PARTY AMENDATORY ENDORSEMENT

It is agreed that the "**Covered Party**, Covered Persons or Entities" section of the Memorandum is amended to include the person or organization named on the Certificate of Coverage, but only with respect to liability arising out of premises owned by or rented to the Member, or operations performed by or on behalf of the Member or such person or organization so designated.

Coverage provided under this endorsement is limited to the lesser of the limits stated on the Certificate of Coverage or the minimum limits required by contract.

ADDITIONAL COVERED PARTY:

NAME OF PERSON OR ORGANIZATION SCHEDULED PER ATTACHED CERTIFICATE OF COVERAGE

AS RESPECTS:

PER ATTACHED CERTIFICATE OF COVERAGE

It is further agreed that nothing herein shall act to increase PRISM's limit of liability.

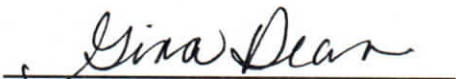
This endorsement is part of the Memorandum and takes effect on the effective date of the Memorandum unless another effective date is shown below. All other terms and conditions remain unchanged.

Effective Date: _____

Memorandum No.: PRISM 24 EL-00

Issued to: ALL MEMBERS

Issue Date: June 28, 2024



Authorized Representative
Public Risk Innovation, Solutions, and Management

ENDORSEMENT NO. U-9

PUBLIC RISK INNOVATION, SOLUTIONS, AND MANAGEMENT GENERAL LIABILITY 1

AMENDATORY ENDORSEMENT - PRIMARY/NON-CONTRIBUTORY

It is understood and agreed that Condition 7. OTHER COVERAGE of the Memorandum to which it is attached, is deleted in its entirety and replaced by the following:

7. OTHER COVERAGE

If collectible insurance with an insurer, or collectible group coverage through another joint powers authority, interlocal cooperative agreement, self-insurance or other public entity group coverage is available to the **covered party** covering a loss also covered hereunder (whether on a primary, excess or contingent basis), the coverage hereunder shall be: (a) in excess of, and shall not contribute with, such insurance; and (b) shall contribute only with any excess group coverage available through another joint powers authority according to a pro-rata, time on the risk basis. However, this clause does not apply with respect to excess insurance purchased specifically to be in excess of this Memorandum, or to insurance or reinsurance which is intended to provide the remainder of the limit of liability stated in the Declarations of this Memorandum when the coverage afforded under this Memorandum provides less than 100 percent of the limit set forth in the Declarations. However, if the **covered party** has entered into a written agreement, prior to any loss event, in which it is agreed that this coverage shall be primary and/or non-contributory with respect to an additional **covered party** as specified in Endorsement U-1 of this Memorandum, then this coverage shall respond as primary and/or non-contributory, but shall be limited to the lesser of the limits stated on the Certificate of Coverage or the minimum limits required by the written agreement.

Notwithstanding the foregoing paragraph, if coverage for a claim or **suit** is available under this Memorandum and a memorandum of coverage issued in connection with the PRISM's Medical Malpractice Program, this Memorandum shall afford primary coverage only where the gravamen of the claim or **suit** involves liability covered hereunder. EIA staff will preliminarily assess the gravamen of the claim or **suit** and refer it to the committee responsible for the coverage believed to be applicable under this paragraph. Where that committee disputes PRISM's assessment of the gravamen of the claim or **suit** and rejects primary coverage, PRISM will thereafter refer the claim or **suit** to the committee responsible for the other applicable coverage. If that committee also rejects the primary coverage responsibility, the Executive Committee will determine which of PRISM's coverages is primary under this paragraph.

If the Member disputes the acceptance of primary coverage by a committee of PRISM's responsible for the coverage, the Member may appeal that decision to the Executive Committee. Appeal must be requested within 60 days of the coverage acceptance by PRISM.

If the Member is not satisfied with the outcome of the Executive Committee appeal or the determination by the Executive Committee as to which of PRISM's coverages is primary where no committee agreed to accept primary responsibility, the Member may invoke Section (d) and (e) of Article 31 of PRISM's Joint Powers Agreement and proceed to arbitration and, if necessary, litigation. For purposes of this paragraph, the Member must request to invoke Article 31 dispute resolution process within 60 days of the Executive Committee's determination as to which of PRISM's coverages is primary.

Where a memorandum of coverage issued in connection with PRISM's Medical Malpractice Program is determined to afford primary coverage pursuant to this section, the exhaustion of PRISM's limit of liability under the Medical Malpractice Program will satisfy the **covered party's** self-insured retention under this Memorandum.

Coverage for the additional **covered party** under this endorsement is limited to the written contract or agreement as specified on the Certificate of Coverage and Endorsement U-1 of this Memorandum.

It is further agreed that nothing herein shall act to increase PRISM's limit of liability.

This endorsement is part of the Memorandum and takes effect on the effective date of the Memorandum unless another effective date is shown below. All other terms and conditions remain unchanged.

Effective Date

Memorandum No.: PRISM 24 EL-00

Issued to: ALL MEMBERS

Issue Date: June 28, 2024



Authorized Representative

Public Risk Innovation, Solutions, and Management



WELLNESS • RECOVERY • RESILIENCE

TULARE COUNTY HHSA BEHAVIORAL HEALTH PRESENTS

Disney • PIXAR
**INSIDE
OUT
2**



**MAKE ROOM
FOR NEW EMOTIONS**

MOVIE NIGHT AT THE PARK
FRIDAY, OCTOBER 11, 2024

Check In
3:30 PM

Check in at the registration table to receive a **FREE FOOD** ticket and other goodies (while supplies last)

Trick or Treat
3:30 PM

Visit booths to learn about resources, get candy, and get your passport card stamped to be entered into a raffle

Costume Contest
5:30 PM

Best Group, Most Original, Funniest, Overall Best

Movie
6:30 PM

Don't forget to bring your blankets or lawn chairs

Veteran's Park

1501 W Henderson Ave,
Porterville, CA 93257



WELLNESS • RECOVERY • RESILIENCE

EL DEPARTAMENTO DE SALUD CONDUCTUAL DEL CONDADO DE TULARE

Disney • PIXAR INTENSA MENTE 2



DEJA ESPACIO PARA
NUEVAS EMOCIONES

NOCHE DE CINE EN EL PARQUE VIERNES, OCTUBRE 11, 2024

Registro
3:30 PM

Regístrese en la mesa de registro para recibir un boleto de **COMIDA GRATIS** y otros regalitos (hasta agotar existencias)

Trick or Treat
3:30 PM

Visite los puestos para obtener información sobre recursos, obtener dulces y sellar su tarjeta de pasaporte para participar en un sorteo

**Concurso de
Disfraces**
5:30 PM

Mejor Grupo, Más Original, Más Divertido, El Mejor Disfraz

Pelicula
6:30 PM

No olviden de traer sus cobijas y sillas



Veteran's Park

1501 W Henderson Ave,
Porterville, CA 93257



CITY COUNCIL AGENDA – OCTOBER 1, 2024

SUBJECT: Approval of Community Civic Event - Trunk or Treat Spooktacular - October 31, 2024

SOURCE: Police

COMMENT: The Porterville Police Department is requesting approval to hold the "Trunk or Treat Spooktacular Event" on Thursday, October 31, 2024, from 6:00 PM to 9:00 PM. The Department is requesting the closure and use of "D" Street between Harrison Avenue and Thurman Avenue. The event will feature music, food, games, candy, and vendors as well as a "spooky area" in front of the Police Department. This event drew a very large crowd last year with an estimated number of attendees of well over 500 people. For the safety of staff and attendees, staff is requesting the above road closure be approved from 4:00 PM to 11:00 PM, which will also allow time to set up and take down the event. An outside amplifier permit has been approved from 6:00 PM to 9:00 PM.

All requirements and restrictions are listed on the attached Application and Agreement and Outside Amplifier Permit.

RECOMMENDATION: That the City Council:

1. Approve the Community Civic Event application from the Porterville Police Department to hold the "Trunk or Treat Spooktacular Event" on October 31, 2024, subject to the requirements and restrictions contained in the Application and Agreement.

ATTACHMENTS:

1. TRUNK OR TREAT FLYER
2. Internal Civic Event Application
3. Trunk or Treat Spooktacular Proposed Conditions
4. 10.31.24 Trunk or Treat Amplifier Permit
5. Trunk or Treat Traffic Diagram Map

Appropriated/Funded:

Review By:

Department Director:
Jake Castellow, Chief of Police

Final Approver: Patrice Hildreth, City Manager

PORTERVILLE POLICE DEPARTMENT

TRUNK OR TREAT

October 31st
6PM-9PM

PORTERVILLE POLICE DEPARTMENT
HARRISON AVENUE & D STREET

THIS EVENT WILL TAKE PLACE AT THE PORTERVILLE POLICE DEPARTMENT IN FRONT OF HARRISON AVENUE, DIRECTLY NORTH OF THE POLICE DEPARTMENT.

IF YOU WOULD LIKE TO DONATE CANDY FOR THIS EVENT, PLEASE DROP IT OFF AT THE CRIME PREVENTION OFFICE OR CALL CORPORAL LIGHTFOOT AT 559-782-7453

**DON'T FORGET TO WEAR YOUR
COSTUME!**



CITY OF PORTERVILLE

Internal Community Civic Event

(For events primarily sponsored and organized by City Departments)



Application Date: 9/23/2024 Event Date: 31-Oct-24

Location of Event D Street between Thurman Avenue and Harrison Avenue

Name of Event: 2024 Haloween Trunk or Treat Spooktacular Event

Sponsoring Department: Porterville Police Department

Department Contact Mark Lighfoot / Jaslin Posadas / Vivian McCune

Affiliated Organizations: Porterville Fire Department

City Services Requested:

Barricades (Quantity)

8 A-Frame

Refuse Pickup: Yes No

Amplified Noise Permit

Yes No

Police Assistance: Yes No

Parks Facility Application

Yes No

Street Sweeping: Yes No

Assembly Permit

Yes No

Other: 4 large orange barricades to block off at Harrison and Thurman

The Police Department is requesting to close one block of D Street between Harrison Avenue and Thurman Avenue for our annual Trunk or Treat Event.

Staff Comments (list special requirements or conditions for event):

P&LS Director: _____

Public Works Director: _____

Community Dev. Director: _____

Field Services Manager: _____

Fire Chief: _____

Police Chief: _____

Administrative Services Mgr.: _____

INTERNAL COMMUNITY CIVIC EVENT PROCEDURES

- 1 A Community Civic Event form must be filled out under the following conditions:
 - City streets, parking lot and/or sidewalk closure usage
 - Request to serve alcoholic beverages
- 2 Submit a copy of form to Risk Management Division 30 days prior to the event.
- 3 Distribute copy of form to all departments 30 days prior to the event.
- 4 List all organizations/individuals affiliated with the event.
- 5 Specify if food or product will be sold at the event.
- 6 Ascertain that all parties coincide with City and County Codes and Permits.

CITY OF PORTERVILLE
Internal Community Civic Event Application

2024 Halloween Trunk or Treat Spooktacular Event
October 31, 2024 / 6:00 PM—9:00 PM
350 N. D Street, Porterville

Proposed Conditions/Requirements of Police Department

- All street, alley, and sidewalk closures require City Council approval.
- Ensure highly visible and adequate barricades, barriers, or marked police units are used to warn motorists of non-access to closed street, and prevent vehicle access to those designated areas.
- Ensure participants do not interfere with the normal flow of pedestrian/vehicle traffic in the area of the event.
- An Outside Amplifier Permit has been requested and granted, however, event organizers shall not allow sound amplification to be so loud as to unreasonably disturb the peace and good order of any residents or business establishments in the surrounding area.
- At the conclusion of the event, event organizers shall ensure streets, sidewalks, and parking lots are promptly cleared of any booths, equipment, barricades, or anything that could present a hazard to pedestrians or vehicles traveling through this area.

Mark Azevedo, Lieutenant
Porterville Police Department

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



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

1 Name and home address of the applicant: Porterville Police Department - 350 North D Street, Porterville, CA

2 Address where amplification equipment is to be used: 350 North D Street, Porterville

3 Names and addresses of all persons who will use or operate the amplification equipment: Mark Lightfoot, Vivian McCune, Jaslin Posadas

4 Type of event for which amplification equipment will be used: Police Department Trunk or Treat Spooktacular Event

5 Dates and hours of operation of amplification equipment: 10/31/24 6PM-9PM

6 A general description of the sound amplifying equipment to be used: DJ / Microphone

[Section 18-9](#)

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

The operation of any such instrument, phonograph, jukebox, machine or device in such manner as to be plainly audible at a distance of one hundred feet (100') from the building, structure, vehicle, or place in which, or on which it is situated or located shall be prima facie evidence of a violation of this section. (Ord. Code § 6311)

[Section 18-14](#)

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

[Penal Code Section 415 \(2\)](#)

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

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

Signature of Applicant

Date

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

Mark Azevedo

City of Porterville, Chief of Police/Designee

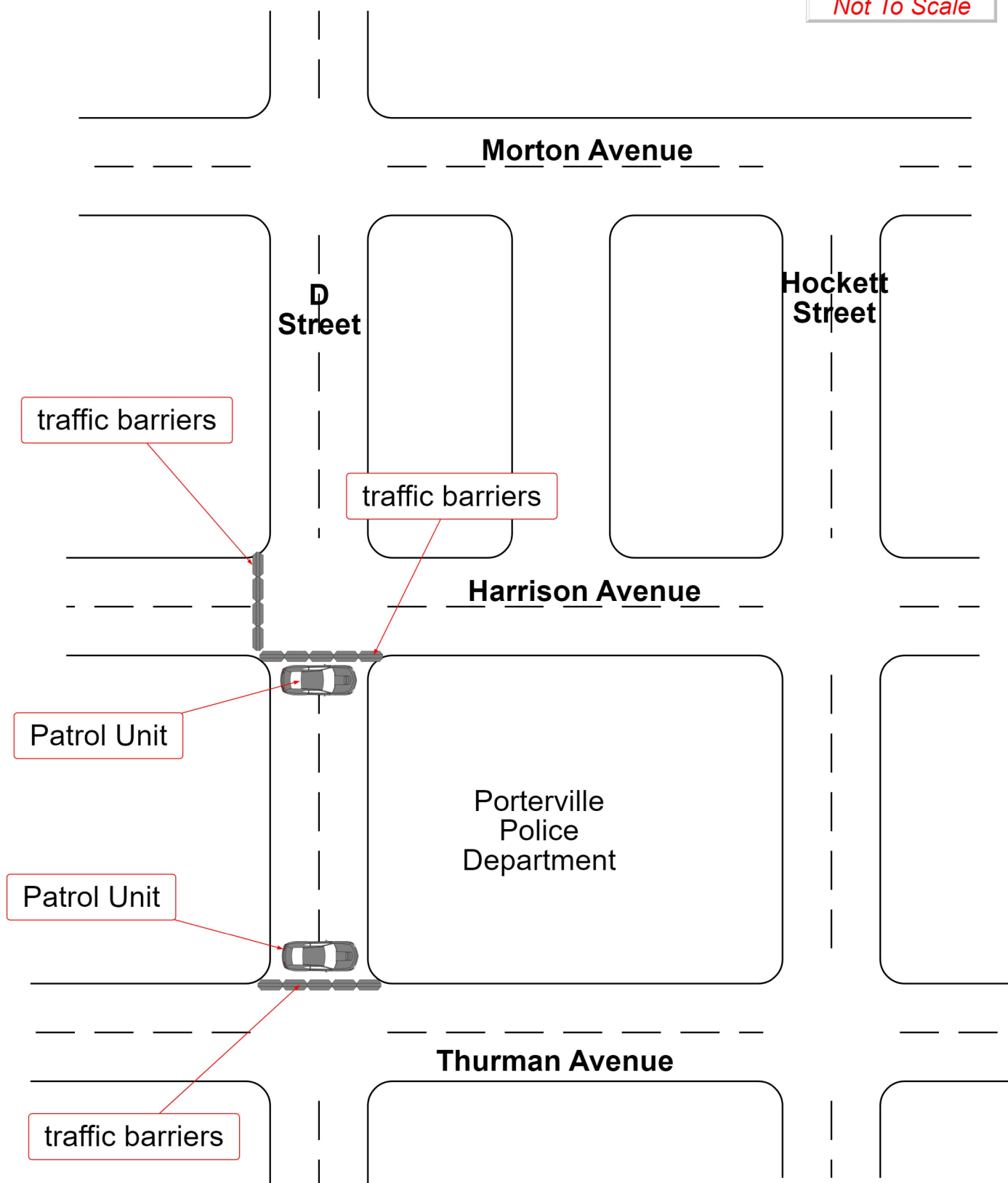
Digitally signed by Mark Azevedo
Date: 2024.09.23 17:11:22 -07'00'

09/23/24

Date



Not To Scale





CITY COUNCIL AGENDA – OCTOBER 1, 2024

SUBJECT: Approval of Community Civic Event – Porterville First Baptist Church – Mother’s United Against Gang Violence “United by Kindness” - November 2, 2024

SOURCE: Finance

COMMENT: The Porterville First Baptist Church is requesting approval to hold the Mother’s United Against Gang Violence “United by Kindness” event on Saturday, November 2, 2024, from 11:00 AM to 4:00 PM at Centennial Park. This event is a community outreach event to celebrate our youth and to promote kindness throughout our community. The event will include performing arts and a talent show festival. The Application requests the closure of Main Street from East Harrison Avenue to East Putnam Avenue, North Second Street from East Thurman Avenue to East Cleveland Ave, West Thurman Avenue and West Cleveland Avenue from North Division to North Main Street, and East Thurman Avenue and East Cleveland Avenue from North Main Street to North Second Street, as indicated on the attached map, from 9:00 AM to 4:00 PM. The Committee also requests barricades, street sweeping, and refuse pickup. An outside amplifier permit has been approved from 11:00 AM to 3:30 PM.

This request is being made under the Community Civic Events Ordinance No. 1326, as amended. The application has been routed according to the Ordinance regulations and reviewed by all City Departments involved. The requirements and restrictions are listed on the attached copy of the Application and Agreement, Exhibit A, Exhibit B, Exhibit C, and Outside Amplifier Permit.

RECOMMENDATION: That the City Council approve the Community Civic Event application from Porterville First Baptist Church to hold the Mother’s United Against Gang Violence “United by Kindness” event on November 2, 2024, at Centennial Park, subject to the requirements and restrictions contained in the Application and Agreement, Exhibit A, Exhibit B, Exhibit C and Outside Amplifier Permit.

ATTACHMENTS: 1. Application and Agreement, Map, Exhibit A, Exhibit B, Exhibit C, and Outside Amplifier Permit

Appropriated/Funded:

Review By:

Department Director:

Item No. 13.

Janie Rodriguez, Finance Director

Final Approver: Patrice Hildreth, City Manager

CITY OF PORTERVILLE

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



(Incomplete applications can delay permit process)

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

DO YOU HAVE? Event Flyer? E-mail address? Marylu1027@icloud.com Website? Facebook
Application date: 9/10/24 Event date: NOV. 2, 24
Event time: 11 AM - 4 PM
Name of Event: "United by Kindness" Presented by Mothers' United Against Gang Violence
Sponsoring organization: Porterville 1st Baptist Church Phone # 559-784-1620
Address: 101 N. G. Street, Porterville, CA 93257
Authorized representative: Mary Martinez Phone # 559-756-4255
Address: 910 Home Oak Dr, Porterville, CA 93257
Event chairperson: Lloyd Johnson Phone # 559-361-4041
12708 Benbrook Pl., Bakersfield, CA 93312
Location of event Centennial Park 296 N. MAIN ST., Porterville, CA 93257
(Location map must be attached)

Description of event: A Performing Arts & Talent Show Festival

Purpose of event: Community Outreach celebrating our youth Promoting Kindness
Non-profit organization status: Federal ID # 94-6090662

(IRS Determination)

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

Barricades (quantity): _____ Street sweeping Yes X No _____

Police protection Yes No Refuse pickup Yes X No _____

Other: _____

Parks facility application required: Yes No _____ Attached _____

Assembly permit required: Yes _____ No _____ Attached _____

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

Appr. Deny

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

CITY OF PORTERVILLE

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

What constitutes a Community Civic Event?

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

All City Code requirements are described in ordinance 15-20 (e) 1-23 and as amended in ordinance 1613. For a full description please visit our City of Porterville website at www.ci.porterville.ca.us/gov/CityClerk/, Porterville Municipal Codes. For questions or concerns please call 559-782-7451 or 559-782-7457. Any person who violates the provisions in this code, shall be deemed guilty of either a misdemeanor or an infraction, with penalties of one hundred (\$100) for the first violation.

Liability insurance: The sponsoring organization/applicant agrees to provide and keep in force during the term of this permit a policy of liability and property damage insurance against liability for personal injury, including accidental death, as well as liability for property damage which may arise in any way during the term of this permit. The sponsoring organization/applicant's insurance coverage shall apply as primary to, and on a non-contributory basis with, any other available coverage of the City. The City of Porterville and Successor Agency to the Porterville Redevelopment Agency shall be named as additional insured. A Certificate of Liability Insurance and Additional Insured Endorsement sample forms are enclosed for your convenience. This original certificate and endorsement shall be submitted to the Finance Department with the application. *The council shall condition the granting of a CCE permit upon the sponsoring entity's filing with the council a policy of public liability insurance in which the city has been named as insured or coinsured with the permittee. The policy of insurance shall insure the city, its officers, and its employees against all claims arising out of, or in connection with, the issuance of the CCE permit or the operation of the permittee or its agents or representatives, pursuant to the permit. The policy of insurance shall provide coverage of no less than two million dollars (\$2,000,000.00) per occurrence of bodily injury and property damage, combined single limit. (Ordinance 15-20(e) 18)*

WMA Authorized Representative Initials

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

W/A Authorized Representative Initials

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

WMA Authorized Representative Initials

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

WMA Authorized Representative Initials

Toilet rental service: Applicant shall have care, custody and control of the equipment and shall bear responsibility and liability for all loss and damage to the equipment and for its contents while at the City's location. Applicant shall not overload, move or alter the equipment and shall use the equipment for its intended purpose. Applicant shall be responsible for any damages to City's property resulting from company's provision of services hereunder. Applicant shall confirm with the service company the number of portable toilets, standard and handicap, and wash sinks needed for the number of expected attendees.

____ Authorized Representative Initials

Agreement: The sponsoring organization/applicant agrees to comply with all provisions of the Community Civic Event Ordinance 15-20(e), as amended, and the terms and conditions set forth by City Council and stated in Exhibit 'A.' The sponsoring organization/applicant agrees, during the term of this permit, to secure and hold the City free and harmless from all loss, liability, and claims for damages, costs and charges of any kind or character arising out of, relating to, or in any way connected with his/her performance of this permit. Said agreement to hold harmless shall include and extend to any injury to any person or persons, or property of any kind whatsoever and to whomever belonging, including, but not limited to, said organization/applicant, and shall not be liable to the City for any injury to persons or property which may result solely or primarily from the action or non-action of the City or its directors, officers, or employees. Approval of the Community Civic Events Permit by the Porterville City Council pertains only to authorized activities conducted at designated locations within the incorporated area of the City of Porterville, and such approval shall not be construed or interpreted to authorize sponsor utilization of public right-of-ways outside of the jurisdiction of the City of Porterville.

Mothers' United Against Gang Violence

(Name of Organization)

(Signature)

Mary Martinez

9/10/24
(Date)

CITY OF PORTERVILLE

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

Name of event: United in Kindness

Sponsoring organization: Mother's United Againsts Gang Violence

Location: Centennial Park Event date: Nov 2, 24 Event time: 11 am - 4 pm

All vendors are required to complete the business license permit form. List all firms, individuals, organizations, etc., that will engage in selling at or participate in the above-named event. **NO PERMIT WILL BE ISSUED WITHOUT THIS INFORMATION.** Vendors with no valid City of Porterville business license are required to pay \$1 per day to the City, with the exceptions of non-profit organizations per *City of Porterville Municipal Code 15-20(E) Community Civic Events (16). This form should be completed at the time of application, but must be submitted **NO LESS THAN TWO WEEKS PRIOR TO THE EVENT.**

Vendor name	Address/Telephone	Business License required?	Type of Activity
Rosemary Longoria	1037 Vandalia Ave, Porterville, CA	yes	Selling SALSA pre packaged
Krustal Moreno	Porterville CA	?	
Brook Craven	Art & other	no -	Art & jewelry
Baja Fresh		-	
JAVIER VILLARREAL			
Clay Graphics ← DJ			
DJ Lil Funk			
Adriel Martinez			

*Municipal Code 15-20(E) Community Civic Events (16): Business License Fees: Any individual, company, firm, concessionaire, fair operator, carnival operator, etc., who engages in, conducts, organizes, or promotes business for profit shall pay a business license fee of one dollar (\$1.00) per day per amusement, entertainment, exhibit, ride or per booth, space, stall, stand or other unenclosed location used for the purpose of advertising, promoting, or sale of, or taking orders for, goods or services; except that no individual, company, firm, concessionaire, fair operator, carnival operator, etc., who possesses a valid city business license shall be subject to separate licensing pursuant to this subsection E16. The nonprofit sponsor shall collect said fee and remit the fee to the city within five (5) working days following the CCE. Said remittance shall be accompanied by a complete list of participants and consecutively numbered receipts written in triplicate, containing the name, address and telephone number of the licensee, and the licensee's California seller's permit number. Said receipts shall be furnished by the city. One copy of the receipt shall be furnished to the licensee, one copy filed with the finance department of the city, and one copy retained by the CCE sponsor for a period of three (3) years for audit purposes.

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

ATTACH MAP MARKING AREAS TO BE CLOSED OR USED: - Allow set up @ 9 am.

Closed			
Street Name	From which Street	To which Street	Activity
Cleveland →	2nd Street	Cleveland	Vendors on Side ST.

<u>Sidewalks</u>	<u>From which sidewalk</u>	<u>To which sidewalk</u>	<u>Activity</u>
1. Sidewalk 1 (Left side of the road) 2. Sidewalk 2 (Right side of the road)	1. Sidewalk 1 (Left side of the road) 2. Sidewalk 2 (Right side of the road)	1. Sidewalk 1 (Left side of the road) 2. Sidewalk 2 (Right side of the road)	1. Walking 2. Running

<u>Parking lots and spaces</u>	<u>Location</u>	<u>Activity</u>
1. [Illegible text]	1. [Illegible text]	1. [Illegible text]
2. [Illegible text]	2. [Illegible text]	2. [Illegible text]
3. [Illegible text]	3. [Illegible text]	3. [Illegible text]
4. [Illegible text]	4. [Illegible text]	4. [Illegible text]
5. [Illegible text]	5. [Illegible text]	5. [Illegible text]
6. [Illegible text]	6. [Illegible text]	6. [Illegible text]
7. [Illegible text]	7. [Illegible text]	7. [Illegible text]
8. [Illegible text]	8. [Illegible text]	8. [Illegible text]
9. [Illegible text]	9. [Illegible text]	9. [Illegible text]
10. [Illegible text]	10. [Illegible text]	10. [Illegible text]

Requirements for Community Civic Event
Porterville 1st Baptist Church
Untied by Kindness
November 2, 2024

City Engineer: <i>D. Cervantez</i>	No comments.
Community Development Director: <i>C. Calderon</i>	No comments.
Public Works Director: <i>M. Knight</i>	No comments.
Fire Marshal: <i>C. Dignam</i>	Please see Exhibit C.
Parks and Leisure Services Director: <i>D. Moore</i>	Vehicles to remain off grass.
Police Lieutenant: <i>A. Acevedo</i>	Please see Exhibit B.
Administrative Service Director: <i>Y. Andrade</i>	Risk Management requires \$1M in general commercial liability coverage, naming the City of Porterville as an additional insured. The certificate of insurance must include the attached endorsement page evidencing the name insured. If the event has bounce houses or inflatables, the City would require \$2M in general commercial liability coverage, naming the City as additional insured and waivers must be signed.

Field Services Superintendent:
B. Spry

We will deliver 5 black 64G containers and 5 blue 64G containers Centennial Park prior to the event. The Coordinator was instructed to leave the containers in in the same place as they were dropped off, at the conclusion of the event.

Field Services Superintendent – Streets:
J. Baeza

Street department will set up street closure before event and remove closure after event.

Requirements for Community Civic Event

Sponsor: Porterville 1st Baptist Church
Event: United by Kindness
Event Chairman: Lloyd Johnson
Location: Centennial Park, Porterville Ca
Date of Event: November 2, 2024

RISK MANAGEMENT: Conditions of Approval

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

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

CITY OF PORTERVILLE/POLICE DEPARTMENT
Community Civic Event Application

United by Kindness Talent Show Festival
November 2, 2024, 11 am – 4 pm

Location: Centennial Park

Proposed Conditions/Requirements for Downtown Event:

- City Council approval is required for all street closures.
- On all streets approved for closure, ensure adequate barricades/barriers are used to warn motorists of non-access and prevent vehicle access to those designated areas.
- If event organizers anticipate the need for removal of parked vehicles from public roadways related to the event, the affected public roadways must be posted by organizer with appropriate signage no less than 24 hours in advance of the event. Said signs and associated posting must meet minimum requirements as established by the California Vehicle Code. (Recommend event organizers contact Sergeant Maria Aguillon of the Porterville Police Department/Traffic Unit in order to ensure that signs meet the requirements as established by law).
- Food vendors should provide inspection certificates from the Tulare County Health Department to members of the organizing committee, to ensure food product safety.
- An Outside Amplifier Permit has been approved and granted. However, event organizers shall not allow music to be played so loud as to unreasonably disturb the peace and good order of any residents or business establishments in the surrounding area.
- At conclusion of event, event organizers shall ensure streets are promptly cleared of any vehicles, equipment, booths or anything that could present a hazard to pedestrians or vehicles traveling through this area.
- Event organizers shall contact Sergeant Maria Aguillon no less than 10 days before the event to coordinate and discuss the proposed road closures.

Mark Azevedo, Lieutenant
Porterville Police Department

Exhibit B

**City of Porterville/Fire Department
Community Civic Event**

**Untied by Kindness
November 2, 2024 11:00AM-4:00PM
Centennial Park, Porterville**

Proposed Conditions/Requirements for community civic event:

Proper spacing between canopies, tents and tarps. All tents, canopies, tarps shall all be fire resistance rated with an affixed and legible tag. see attached document. Fire extinguishers available and within 75' travel distance to generators and booths. Food trailers shall be disconnected from the towing vehicle and level with towing vehicle disconnected and moved to a parking area. Food vans or trucks should be parked and keys removed from the ignition. All food trucks and trailers with an installed fire extinguisher system shall have a current inspection tag on the fixed extinguishing system (within the last 6 months) and have both a K extinguisher, and a 2A:10BC fire extinguisher (tagged within the last year). There shall be no cooking or frying producing grease laden vapors inside, or under, any tent, tarp, or canopy.

Clayton Dignam
Fire Marshal



OUTDOOR FOOD BOOTH REQUIREMENTS

Authority cited: 2019 California Fire Code (CFC)

These standards apply to individual tents, temporary structures, or membrane structures less than 200 square feet in area, and canopies less than 400 square feet in area used as outdoor carnival and fair booths.

A permit is required before any tent or membrane structure larger than 400 square feet can be erected. (California Fire Code 3103.2)

Tents and membrane structures having an area in excess of 400 square feet shall not be erected, operated or maintained for any purpose without first obtaining a permit and approval from the building official and fire code official.

Exceptions:

1. Tents used exclusively for recreational camping purposes.
2. Tents open on all sides which comply with all the following:
 - a. Individual tents having a maximum size of 700 square feet.
 - b. Aggregate area of multiple tents placed side by side without 12 feet clearance, not exceeding 700 square feet total.
 - c. A minimum clearance of 12 feet to all structures and other tents.

Definitions

Cooking Booth – Booth where food is prepared by a heating or cooking process such as, but not limited to, grilling, frying, barbecuing, flambe', deep fat frying, baking, warming, or boiling. **Deep fat frying** – Any cooking operation or process whereby the product floats or is submerged in hot oil during the cooking process.

Vendor Booth – Any booth other than a cooking booth.

Cooking Booth Construction and Location

- All fabrics or membranes covering cooking booths shall be California State Fire Marshal certified flame retardant and be labeled as such.
- Decorative materials shall be inherently fire resistive or shall be treated with a fire-retardant spray.
- Flooring materials used within cooking booths and cooking equipment shall be non-combustible or California State Fire Marshal certified fire-retardant. (*Exception 3/8" plywood or similar material.*)
- Each cooking booth shall have at least one exit-way, a minimum **3'** wide and **6'8"** high. Booth frames shall not obstruct exit paths.
- Cooking booths shall have a minimum clearance of **10'** on at least two sides with clearance of at least **10'** from any vendor booth.
- Minimum **12'** separation required between cooking booths with an aggregate size of 400 sq.ft. with sides, or 700 sq.ft. without sides.

Cooking Equipment

- All interior cooking equipment shall be of an approved type, and open-flame cooking shall be located a minimum of **18"** from booth back/side drop materials.
- Compressed gas (butane, propane, or natural) equipment shall conform to the following:
 - Shut off valves shall be provided at each fuel source;
 - Cooking appliances shall have an ON-OFF valve located far enough away from the appliance to be safely shut off in case of fire;
 - Manufactured cooking appliances shall be equipped with a Thermocouple Valve to shut off fuel if flame is extinguished;
 - The booth operator shall test all connections for leaks with soap and water solution;
 - Fuel tanks shall be protected from damage and secured in an upright position;
 - Hoses shall be of a type approved for use with the equipment and fuel type;
 - Tanks not in use shall be turned off;
 - Extra fuel tanks shall not be stored in booths;
 - Unused fuel cylinders shall be stored in a secured position.



PORTERVILLE FIRE DEPARTMENT

FIRE PREVENTION DIVISION

Wood, Charcoal (Solid Fuels) Cooking

- Use only an electric starter or commercially sold lighter fluid.
- Charcoal cooking and storage of lighter fluid is prohibited inside booths.
- Charcoal cooking shall be located a minimum of ten **10'** away from booths and in areas away from public access.
- Charcoal cooking shall be located at least ten **10'** away from combustible structures and parked vehicles.
- Coals shall be disposed of in metal containers with lids approved by the Fire Marshal.

Deep Fat Frying, Flambé, and Wok

- Deep fat frying, flambé, and wok shall be located **no closer than 18"** from any combustible material.
- Cooking areas shall not be accessible to the public.
- Deep fat frying equipment shall be equipped with a temperature regulating device or other method of regulating temperatures approved by the Fire Marshal.
- Separation shall be maintained with a minimum of **3'** clearance between deep fat frying and flambé or open flame cooking.

Vendor Booth Construction and Location

- Each vendor booth shall have at least one exit-way, a minimum of **3'** wide by **6'8"** high. Booth frames shall not obstruct exit paths.
- Vendor booths shall have a minimum clearance of **20'** on at least one side, with clearance of at least **10'** from any cooking booth.

Electrical Power

- Generators shall be placed only in locations approved for festival use.
- Generators shall not be refueled during event hours. Extra fuel shall not be stored during event hours.
- Smoking and open flames shall be prohibited within **25'** of refueling operations.
- Extension cords shall be of a grounded type and approved for exterior use.

Fire Extinguishers

- Each cooking booth shall be equipped with a fire extinguisher with a minimum rating of **2A: 10BC**. Booths with deep fat frying or flambé cooking shall be equipped with an extinguisher rated for **class "K" fires**.
- Cooking booths shall be equipped with visible and accessible fire extinguishers mounted adjacent to the exit.
- For vendor booths, the maximum travel distance to a fire extinguisher with a minimum rating of **2A: 10BC** shall not exceed **75'**
- Each generator shall be provided with a fire extinguisher with a minimum **40BC** rating. The extinguisher shall be located near the generator and accessible at all times.
- All fire extinguishers shall be serviced and tagged annually by a State-licensed contractor.

Miscellaneous

- The Porterville Fire Department shall be provided with a site plan showing emergency access.
- All booths are subject to inspection by the Fire Department and any discrepancies will require immediate action.
- All cooking areas shall be cleaned regularly to prevent the build-up of grease.
- There shall be a competent adult in cooking booths at all times to ensure safety.
- Seating shall be a minimum of **15'** from booths with open flame devices or cooking appliances.
- The Fire Department shall be provided with a telephone number of the responsible party to contact in case of emergency on a 24 hour basis.

Fire Safety Tips

- Know where fire extinguishers are and how to use them.
- Do not leave cooking unattended.
- Do not wear loose-fitting clothing while cooking.
- Remove trash accumulation regularly.
- Keep combustible materials away from heat sources.
- **In case of an emergency dial 9-1-1.**

The attached "Food Booth Vendor Agreement" must be on site at all times and presented upon request of any Porterville Fire Department Personnel.



Cooking Booth Vendor Agreement

Booth/Space # _____ Business Name _____
On Site Contact Name _____ Contact Phone # _____

Cooking Booth Construction and Location

1. Tents, canopies, and decorative material shall be inherently flame-resistive and proof of certification shall be on site at all times.
2. Cooking booth floors may be concrete, asphalt, or plywood over grass and dirt.
3. An emergency access of 36" shall be maintained between the back of each cooking booth and any fencing at all times. **NO EXCEPTIONS.**

Cooking Equipment

1. Cooking with charcoal, wood, or other solid fuel shall be located a **minimum of 10'** away from booths, canopies, combustible material or any public access.
2. Deep fat frying shall be located a **minimum of 3'** away from booths, canopies, open flame cooking, combustible material or any public access.
3. Any open flame cooking shall be located a **minimum of 18"** away from any vertical surface, combustible material or any public access.
4. Extra fuel tanks shall **NOT** be stored in booths or within 5' of cooking equipment.
5. All cooking, gas powered, or electrically energized equipment shall meet manufacturer specifications and shall be free of excess cooking oils or any other combustible materials.

Miscellaneous

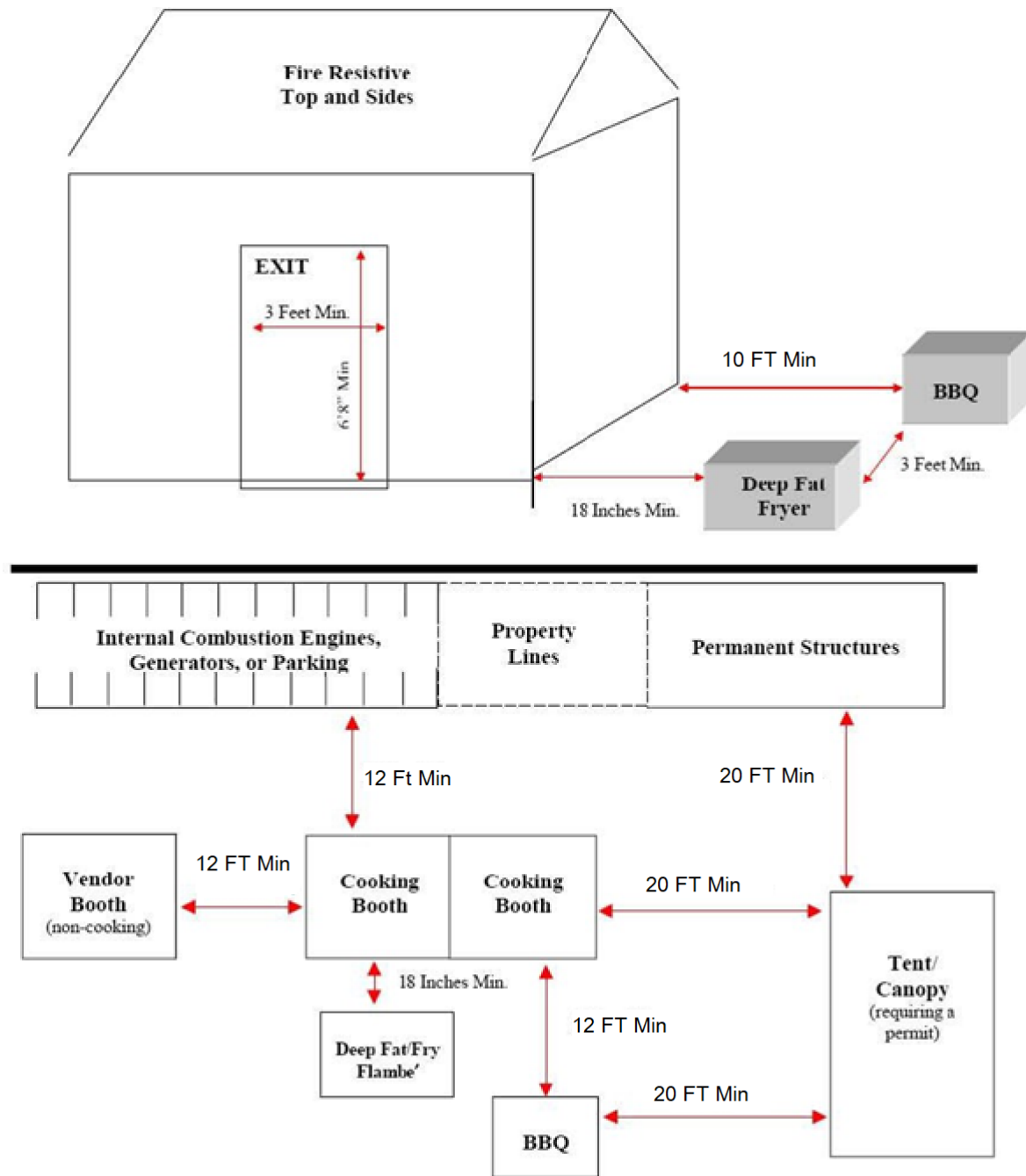
1. A visible and accessible, 2A:10BC fire extinguisher with a current (within the last 12 months) State Fire Marshall tag must be provided within 20' of travel in all cooking areas.
2. A visible and accessible Class K portable fire extinguisher with a current (within the last 12 months) State Fire Marshall tag must be provided in all cooking areas with deep fat frying.
3. All cooking areas shall be cleaned regularly to prevent build-up of combustible substances.
4. Extension cords shall be of a grounded type, approved for exterior use, and in good working order.
5. Smoking is not allowed at any time within food booths or within 25' of any fuel source.
6. Specialized cooking equipment is subject to approval by the Fire Marshal.

Additional Requirements:

The Porterville Fire Department has established these requirements in accordance with the California Fire Code. Your cooperation is required to maintain a high level of fire safety throughout the event. All booths are subject to fire department inspection prior to and at any time during the event. Any discrepancies to the above requirements or any conditions considered a threat to fire and life safety by the Fire Inspector may result in the immediate cessation of cooking.

By signing below, I acknowledge that I have read and agree to comply with all requirements of this contract.

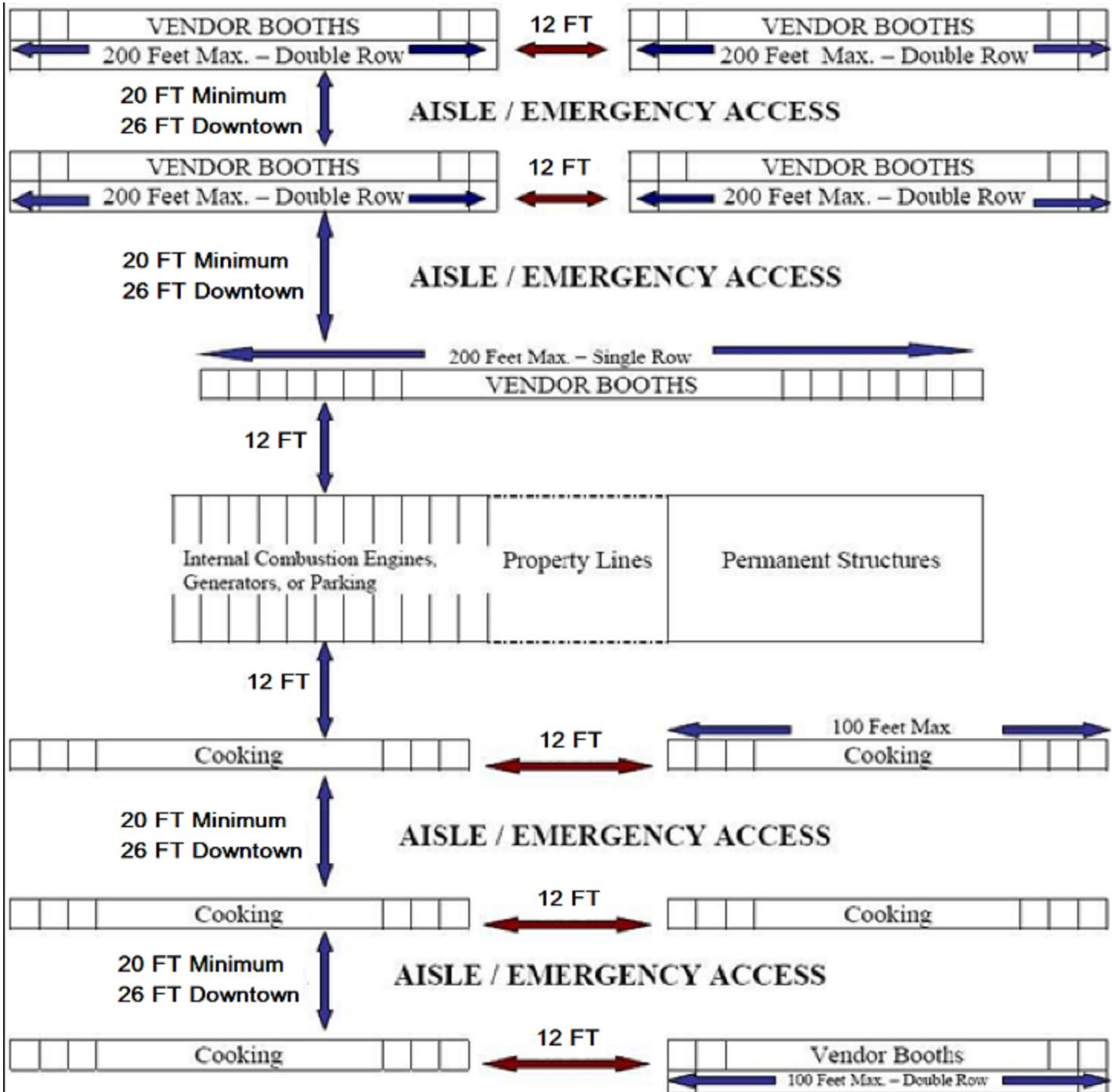
Signature _____ Date _____





PORTERVILLE FIRE DEPARTMENT

FIRE PREVENTION DIVISION



**Note: Cooking booths are limited to single rows only. Back-to-back rows are not permitted. Maximum overall length of individual rows is 100 feet with aggregate spacing throughout.*

***Note: Aggregate area of multiple tents placed side by side without 12 feet clearance shall not exceed 400 square feet with sides, or 700 square feet without sides. A minimum clearance of 12 feet to all structures and other tents is required.*

****Note: Maximum overall row length distances listed, or shown above, shall meet spacing requirements for aggregate size restrictions*

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



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

- 1 Name and home address of the applicant: Mary Martinez 910 home Oak Dr. Porterville
CA-93257
- 2 Address where amplification equipment is to be used: 296 N. MAIN ST. Porterville, CA-93257
- 3 Names and addresses of all persons who will use or operate the amplification equipment: 439 N. PARK ST. Porterville CA
D.J. Lil' Vic Funk - (Adriel Martinez) - JAVIER VILLARREAL - ST. 93257
44 N. MILL ST. (Gory Graphics)
- 4 Type of event for which amplification equipment will be used: Sound Stereod Syst. - Porterville CA
- 5 Dates and hours of operation of amplification equipment: Nov. 2, 24 @ Approx. 11:00 - 3:30 pm
- 6 A general description of the sound amplifying equipment to be used: Standard DJ. equipment & sound
speakers to audience entertainment & play music - for our event

Section 18-9

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

The operation of any such instrument, phonograph, jukebox, machine or device in such manner as to be plainly audible at a distance of one hundred feet (100') from the building, structure, vehicle, or place in which, or on which it is situated or located shall be prima facie evidence of a violation of this section. (Ord. Code § 6311)

Section 18-14

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

Penal Code Section 415 (2)

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

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

Mary Martinez
Signature of Applicant

9/20/24
Date

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

Mark Azevedo, Lieutenant
City of Porterville, Chief of Police/Designee

09/23/24
Date



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
9/24/2024

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

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

PRODUCER DOXA Programs, LLC DBA R.V. Nuccio & Associates Insurance Brokers 10148 Riverside Drive Toluca Lake, CA 91602	CONTACT NAME: Joseph Guerrero PHONE (A/C, No. Ext): (800) 364-2433 E-MAIL ADDRESS: support@rvnuccio.com	FAX (A/C, No): (818) 980-1595
INSURED Mary Martinez 910 Lone Oak Drive Porterville, CA 93257	INSURER(S) AFFORDING COVERAGE INSURER A: Fireman's Fund Insurance Company INSURER B: Axis Insurance Company INSURER C: INSURER D: INSURER E: INSURER F:	
		NAIC # 21873 37273

COVERAGES

CERTIFICATE NUMBER:

REVISION NUMBER:

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

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	☒ COMMERCIAL GENERAL LIABILITY ☐ CLAIMS-MADE ☒ OCCUR ☒ Host Liquor Liability GEN'L AGGREGATE LIMIT APPLIES PER: ☒ POLICY ☐ PROJECT ☐ LOC OTHER:	☒		UST022072230 NAEP122171	11/2/2024	11/3/2024	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES \$ 50,000 MEDICAL EXPENSE \$ PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMP/OP AGG \$ 1,000,000
A	AUTOMOBILE LIABILITY ☐ ANY AUTO ☐ OWNED AUTOS ONLY ☐ HIRED AUTOS ONLY ☐ SCHEDULED AUTOS ☐ NON-OWNED AUTOS ONLY						COMBINED SINGLE LIMIT \$ BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$
	UMBRELLA LIAB EXCESS LIAB DED RETENTION \$	☐	☐				EACH OCCURRENCE \$ AGGREGATE \$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	☐	N/A				PER STATUTE E.L. EACH ACCIDENT \$ E.L. DISEASE - EA EMPLOYEE \$ E.L. DISEASE - POLICY LIMIT \$

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

Additional Insured: City of Porterville and 1st Baptist Church 101 N G Street, Porterville, Calif. 93257

CERTIFICATE HOLDER

CANCELLATION

City of Porterville 269 North Main Street Porterville, CA 93257	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE Joseph Guerrero
---	--

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Certificate Number: NAEP122171

Policy Number: UST022072230

Effective Dates: 11/2/2024 12:01am to 11/3/2024 12:01am

Additional Insured - Person, Organization or other Entity
600002STEP 09 12

Policy Amendment(s) Commercial General Liability

This endorsement modifies insurance provided under the following:

Commercial General Liability Coverage Part

Schedule

Name of Additional Insured Person(s) or Organization(s) or other Entity(ies)

City of Porterville

Information required to complete this Schedule, if not shown above, will be shown in the Declarations.

Section II - Who Is An Insured is amended to include as an insured the person, organization or other entity shown in the Schedule above but only to the extent that **bodily injury, property damage or personal and advertising injury** is caused by the sole negligence of the Memorandum of Insurance holder.

Any Additional Insured Person(s) or Organization(s) or other Entity(ies) covered under this policy is subject to the policy forms, terms, conditions, exclusions, limitations and provisions.

This Endorsement is otherwise subject to all the terms, conditions, exclusions, limitations, and provisions of the policy to which it is attached.

This Form must be attached to Change Endorsement when issued after the policy is written.

One of the **Fireman's Fund Insurance Companies** as named in the policy



Secretary



President



Applicant Information

Tell us about the Applicant

I'm the	Event Holder/Organizer/Host
I am a	Other organization type
Company Name	Mary Martinez
Street	910 Lone Oak Drive
City	Porterville
State	CA
Zip Code	93257
Applicant Phone Number	559-857-4255
E-mail Address	maryluv1027@icloud.com
Website Address	
Will alcohol be served or be available for consumption at the event?	No
Will the applicant receive any proceeds from the sale of alcohol?	No
Does the event or the insured's business operations include selling, distributing, manufacturing, growing, serving, or furnishing any pharmaceutical, drug, or mind altering substance including but not limited to marijuana, CBD, cannabis, psychotropic/psychedelic substances, or drug(s) of any kind or related products?	No
Will the event be held on premises owned, managed, or operated by the applicant?	No
How did you hear about us?	Google
Is the event or the insured's business operations political in nature?	No

Event Information

Tell us about your event

Event Type	Festival (No Overnight Camping)
Name of Your Event(ex: Pleasantville 3rd Annual Fall Festival)	Mother's United Against Violence
Description of Event Activities	Kids talent show
Will there be any Concessionaires, Exhibitors or Vendors attending or participating in the Event?	Yes
Will the applicant require that all Concessionaires, Exhibitors and Vendors name the applicant as an Additional Insured on a \$1,000,000 Commercial General Liability insurance policy?	No
Does your event involve any political activities or events?	No

When is your event?

Start Date	11/02/2024
Start Time	8:00am
Stop Date	11/02/2024
Stop Time	7:00pm
Total Days Open	1

Tell us about your event attendees?

Maximum Daily Attendance (Number of people attending)	300
Audience Age Group From	1
Audience Age Group To	99

Tell us about your Event Security?

Is a donation expected or a charge required to attend the event?	No
Is a celebrity or other high profile person attending this event?	No
Will there be security at this event?	No

Tell us about the music at your event?

Will there be music played at the event?	No
Please select all of the music that will be played at your event	



- Big Band (1930s - 1950s)
- Classic Rock (1950s - 1970s)
- Alternative Rock (1980 - 1990)
- Alternative Rock (2000s)
- Classical
- Country / Bluegrass
- Electronic
- EDM
- Heavy Metal / Punk Rock
- Instrumental / Acapella
- Jazz
- Pop
- Rap / Hip Hop
- Reggae
- Rhythm & Blues (R&B)
- Trance / Psychedelic

[illegible]

Facility Information

Enter the Venue Information?

Name Of Facility/Venue
Event Location Street Address
City
State
Zip Code

Is public access limited by fences, ropes, barricades or guard rails?

Is the event facility/venue requiring that they be named on a Certificate of Liability as an Additional Insured?

Name of Certificate Holder

The Certificate Holder address is the same as the Venue.

Address

City

State

Zip Code

Enter additional insured language, if any (Optional)

Email a copy of Certificate to: (Optional)

Centennial Park
269 North Main Street
Porterville
CA
93257
No
Yes

City of Porterville

Yes

269 North Main Street

Porterville

CA

93257

City of Porterville and 1st Baptist Church
101 N G Street , Porterville, Calif. 93257

Coverages

Liability Coverage Limit (Terrorism Included)

\$1,000,000/\$2,000,000 Per Occurrence/Annual Aggregate

Optional Coverages

Care Custody Control (3rd Party Property Damage) Liability Coverage

Not Selected

Damage To Premises Limit

\$50,000

Medical Payments Coverage

Not Selected

Collapse Of Temporary Structure Liability Coverage

Not Selected

Contractual Liability Coverage

Not Selected

Hired And Non-Owned Automobile Liability Coverage

Not Selected

Liquor Liability Coverage

Waiver of Subrogation Coverage

Not Selected

AD&D Limit

Not Selected

Event Cancellation Limit



Are you and/or the applicant aware of any circumstances or conditions, whether actual or threatened that may possibly result in a claim under this insurance? Not Applicable

Do you have the ability to move the event indoors without any additional expense? Not Applicable

Is the event under/within any awning, canopy, marquee, pavilion, tent or other portable or temporary shelter structure? Not Applicable

Do the amounts indicated in (1) Expected Event Expenses And Revenues and (2) Expected Event Gross Revenues above represent the full extent of your financial responsibilities? Not Applicable

Are there any other material facts or items of information with regard to this event that should be disclosed? (A material fact is one likely to influence acceptance or assessment of this application by underwriters) Not Applicable

Do you and/or the applicant understand and agree that there no coverage for virtual components or teleconferencing? Not Applicable

Do you and/or the applicant understand and agree that there is no coverage for losses due in any way to the Coronavirus (COVID-19)? Not Applicable

To the best of my knowledge and belief, the information provided within this application is true, up-to-date, and accurate as of the date of signing this Declaration indicated below, and I have not withheld any material facts. I understand and agree that non-disclosure or misrepresentation of material facts will entitle the Company to void the Insurance. Not Applicable

Acknowledgements and Signature

I understand and agree that it is the insured's responsibility to read the insurance policy and that I have been offered all available coverages. Yes

Do you understand and agree that by signing this application, R.V. Nuccio & Associates is hereby appointed and designated as your Broker Of Record regarding the placement of this insurance policy? Yes

I understand and agree that the underwriter retains the right to review the application for accuracy, and that the policy will not cover Bodily Injury, Property Damage or Personal Injury if the Event Type, Music Type or any other application information is falsely reported, falsely stated, incorrectly selected, incorrectly stated, misreported, misrepresented, misstated or wrongly stated, whether or not intentional. I understand and agree that by entering my name below, I am effectively signing this application for Yes

Enter Your First and Last Name

Mary Martinez

Date Signed

09/24/2024

Memorandum Number

NAEP122171

Memorandum Number AD&D

Additional Insureds

1

Additional Insured Name

City of Porterville

Additional Insured Street

269 North Main Street

Additional Insured City

Porterville

Additional Insured State

CA

Additional Insured Zip

93257

Additional Insured Email

Additional Insured Phone

Is there any specific wording the Additional Insured would like to see on the Certificate?

City of Porterville and 1st Baptist Church
101 N G Street , Porterville, Calif. 93257

MOTHERS' UNITED AGAINST VIOLENCE

United by Kindness

PERFORMING ARTS &

TALENT SHOW FESTIVAL

**NOVEMBER 2, 2024
SATURDAY 11 AM-4 PM**

**CENTENNIAL PARK
MAIN ST. PORTERVILLE**

Kids ages 7-14 are welcome to enter the talent show
by emailing your video to marylou1027@yahoo.com.
by September 30th in order to be selected.



FOOD TRUCKS



VENDORS



RAFFLES

CASH PRIZES

Support our youth with kindness!

Facebook Mary Martinez for messages

*Mothers United
Against Gang
Violence*

AUDITIONS HAVE YOU GOT TALENT?



seeking Ages

7-14

Sign up dates- (Sept. 7th- Sept. 27th) send video or do live
audition date: Friday Sept 20th Location - Zalud Park
5- 7:30 pm- 1 day only !

Get your applications to enter via email - request at
maryluv1027@icloud.com or [facebk /maryluv1027](https://www.facebook.com/maryluv1027)

*Cash prize gift cards
to Winners selected by
Judges!*



FIRST BAPTIST CHURCH

101 N G ST, PORTERVILLE, CA 93257

September 18, 2024

To Whom it May Concern,

We, The Porterville First Baptist Church, would first off like to thank the Mothers United Against Gang Violence (MUAGV) for all of your years of service to our community and advocacy against bullying and gang violence in Tulare County.

As many know, our communities are ripe with negative influences that effect our kids and young adults. Advocacy and service is vital to begin to turn the tide of negativity to a more positive outcome. Organization and Individuals like MUAGV are instrumental in this endeavor of uniting to inspire our youth & teaching our kids to be kind to one another.

As Mother Theresa once said, *"Kind words can be short and easy to speak, but their echoes are truly endless."* Let us be kind to one another, it really costs us nothing to smile, encourage, love and be a good example.

Any donation or assistance you can provide 'MUAGV' is greatly appreciated. In addition, we believe as you are supportive of this greatly needed advocacy, you in return will be greatly blessed by God. As He says in His Word, "It is better to give than receive" and again He says He will give back to us for our cheerful and thoughtful giving.

Thank you for your consideration,

Sincerely,

Marshall Denning

Marshall Denning, Pastor

 (559) 784-1620 portervillefirstbaptist@gmail.com

Federal Identification #94-6090662





CITY COUNCIL AGENDA – OCTOBER 1, 2024

SUBJECT: Approval of Community Civic Event - Veterans Homecoming Committee - Veterans Day Parade - November 11, 2024

SOURCE: Finance

COMMENT: The Veterans Homecoming Committee is requesting approval to hold its annual Veterans Day Parade on Monday, November 11, 2024, from 10:00 AM to 12:00 PM, continuing the patriotic tradition of honoring veterans and showing gratitude for their service. The Application requests the closure of Main Street from Henderson Avenue to Orange Avenue, along with the side streets along Main Street that are indicated on the attached map, from 7:00 AM to 1:00 PM. The Committee also requests barricades, Police protection, street sweeping, and refuse pickup. An outside amplifier permit has been approved from 9:00 AM to 12:00 PM.

This request is made under the Community Civic Events Ordinance No. 1326, as amended. The Application has been routed according to the Ordinance regulations and reviewed by all City Departments involved. The requirements and restrictions are listed on the attached copy of the Application and Agreement, Exhibit A, Exhibit B and Outside Amplifier Permit.

RECOMMENDATION: That the City Council approve the Community Civic Event Application and Agreement submitted by the Veterans Homecoming Committee for the annual Veterans Day Parade on November 11, 2024, subject to the requirements and restrictions contained in the Application and Agreement, Exhibit A, Exhibit B and Outside Amplifier Permit.

ATTACHMENTS: 1. Application and Agreement, Map, Exhibit A, Exhibit B, Outside Amplifier Permit, and Certificate of Liability Insurance

Appropriated/Funded:

Review By:

Department Director:
Janie Rodriguez, Finance Director

Final Approver: Patrice Hildreth, City Manager

CITY OF PORTERVILLE

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



(Incomplete applications can delay permit process)

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

DO YOU HAVE? Event Flyer? E-mail address? Website?
Application date: 12 Aug 2024 Event date: Nov. 11, 2024
Event time: 1000-1200
Name of Event: VETERAN DAY PARADE Setup: 7am-1pm
AMERICAN LEGION POST 20
Sponsoring organization: VETERAN HOMECOMING Phone # 559-359-7922
Address: 1900 W. Olive Ave, Porterville, CA 93257
Authorized representative: Bob Atchley Phone # 559-359-7922
Address: P.O. Box 828, Porterville, CA 93258
Event chairperson: Bob Atchley Phone # 559-359-7922
Location of event MAIN ST. PORTERVILLE, CA.
(Location map must be attached)
Description of event: PARADE

Purpose of event: CELEBRATE VETS DAY & VETERANS
Non-profit organization status: VETERAN HOMECOMING COMMITTEE
(IRS Determination)

City services requested (fees associated with these services will be billed separately):
Barricades (quantity): 80 Street sweeping Yes ☒ No ☐
Police protection Yes ☒ No ☐ Refuse pickup Yes ☒ No ☐
Other: _____

Parks facility application required: Yes ☐ No ☒ Attached ☐
Assembly permit required: Yes ☐ No ☒ Attached ☐

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

Appr.	Deny	
_____	_____	Bus. Lic. Spvr.
_____	_____	Pub. Works Dir
_____	_____	Comm. Dev. Dir.
_____	_____	Field Svcs. Mgr.
_____	_____	Fire Chief
_____	_____	Parks Dir.
_____	_____	Police Chief
_____	_____	Risk Manager

CITY OF PORTERVILLE

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

What constitutes a Community Civic Event?

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

All City Code requirements are described in ordinance 15-20 (e) 1-23 and as amended in ordinance 1613. For a full description please visit our City of Porterville website at www.ci.porterville.ca.us/govt/CityClerk/, Porterville Municipal Codes. For questions or concerns please call 559-782-7451 or 559-782-7457. Any person who violates the provisions in this code, shall be deemed guilty of either a misdemeanor or an infraction, with penalties of one hundred (\$100) for the first violation.

Liability insurance: The sponsoring organization/applicant agrees to provide and keep in force during the term of this permit a policy of liability and property damage insurance against liability for personal injury, including accidental death, as well as liability for property damage which may arise in any way during the term of this permit. The sponsoring organization/applicant's insurance coverage shall apply as primary to, and on a non-contributory basis with, any other available coverage of the City. The City of Porterville and Successor Agency to the Porterville Redevelopment Agency shall be named as additional insured. A Certificate of Liability Insurance and Additional Insured Endorsement sample forms are enclosed for your convenience. This original certificate and endorsement shall be submitted to the Finance Department with the application. The council shall condition the granting of a CCE permit upon the sponsoring entity's filing with the council a policy of public liability insurance in which the city has been named as insured or coinsured with the permittee. The policy of insurance shall insure the city, its officers, and its employees against all claims arising out of, or in connection with, the issuance of the CCE permit or the operation of the permittee or its agents or representatives, pursuant to the permit. The policy of insurance shall provide coverage of no less than two million dollars (\$2,000,000.00) per occurrence of bodily injury and property damage, combined single limit. (Ordinance 15-20(e) 18)

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

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

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

Toilet rental service: Applicant shall have care, custody and control of the equipment and shall bear responsibility and liability for all loss and damage to the equipment and for its contents while at the City's location. Applicant shall not overload, move or alter the equipment and shall use the equipment for its intended purpose. Applicant shall be responsible for any damages to City's property resulting from company's provision of services hereunder. Applicant shall confirm with the service company the number of portable toilets, standard and handicap, and wash sinks needed for the number of expected attendees.

Agreement: The sponsoring organization/applicant agrees to comply with all provisions of the Community Civic Event Ordinance 15-20(e), as amended, and the terms and conditions set forth by City Council and stated in Exhibit 'A.' The sponsoring organization/applicant agrees, during the term of this permit, to secure and hold the City free and harmless from all loss, liability, and claims for damages, costs and charges of any kind or character arising out of, relating to, or in any way connected with his/her performance of this permit. Said agreement to hold harmless shall include and extend to any injury to any person or persons, or property of any kind whatsoever and to whomever belonging, including, but not limited to, said organization/applicant, and shall not be liable to the City for any injury to persons or property which may result solely or primarily from the action or non-action of the City or its directors, officers, or employees. Approval of the Community Civic Events Permit by the Porterville City Council pertains only to authorized activities conducted at designated locations within the incorporated area of the City of Porterville, and such approval shall not be construed or interpreted to authorize sponsor utilization of public right-of-ways outside of the jurisdiction of the City of Porterville.

American Legion Post 20
VETS HOME Coming Committee

(Name of Organization)

[Signature]

(Signature)

12 Aug. 2024

(Date)

CITY OF PORTERVILLE

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

Name of event: VETERANS DAY PARADE

Sponsoring organization: American Legion Post 20, Vets Housing Committee

Location: Main St., Yorkville, Ca. Event date: 11 Nov. 24 Event time: 1000-1200

All vendors are required to complete the business license permit form. List all firms, individuals, organizations, etc., that will engage in selling at or participate in the above-named event. **NO PERMIT WILL BE ISSUED WITHOUT THIS INFORMATION.** Vendors with no valid City of Porterville business license are required to pay \$1 per day to the City, with the exceptions of non-profit organizations per *City of Porterville Municipal Code 15-20(E) Community Civic Events (16). This form should be completed at the time of application, but must be submitted **NO LESS THAN TWO WEEKS PRIOR TO THE EVENT.**

[illegible]

Municipal Code 15-20(E) Community Civic Events (16): Business License Fees: Any individual, company, firm, concessionaire, fair operator, carnival operator, etc., who engages in, conducts, organizes, or promotes business for profit shall pay a business license fee of one dollar (\$1.00) per day per amusement, entertainment, exhibit, ride or per booth, space, stall, stand or other unenclosed location used for the purpose of advertising, promoting, or sale of, or taking orders for, goods or services; except that no individual, company, firm, concessionaire, fair operator, carnival operator, etc., who possesses a valid city business license shall be subject to separate licensing pursuant to this subsection E16. The nonprofit sponsor shall collect said fee and remit the fee to the city within five (5) working days following the CCE. Said remittance shall be accompanied by a complete list of participants and consecutively numbered receipts written in triplicate, containing the name, address and telephone number of the licensee, and the licensee's California seller's permit number. Said receipts shall be furnished by the city. One copy of the receipt shall be furnished to the licensee, one copy filed with the finance department of the city, and one copy retained by the CCE sponsor for a period of three (3) years for audit purposes.

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

Sponsoring organization: AMERICAN LEGION Post 20, VETS Homecoming Committee

ATTACH MAP MARKING AREAS TO BE CLOSED OR USED:

<u>Sidewalks</u>	<u>From which sidewalk</u>	<u>To which sidewalk</u>	<u>Activity</u>
1. Sidewalk 1	2. Sidewalk 2	3. Sidewalk 3	4. Activity 1
5. Sidewalk 5	6. Sidewalk 6	7. Sidewalk 7	8. Activity 2
9. Sidewalk 9	10. Sidewalk 10	11. Sidewalk 11	12. Activity 3
13. Sidewalk 13	14. Sidewalk 14	15. Sidewalk 15	16. Activity 4
17. Sidewalk 17	18. Sidewalk 18	19. Sidewalk 19	20. Activity 5
21. Sidewalk 21	22. Sidewalk 22	23. Sidewalk 23	24. Activity 6
25. Sidewalk 25	26. Sidewalk 26	27. Sidewalk 27	28. Activity 7
29. Sidewalk 29	30. Sidewalk 30	31. Sidewalk 31	32. Activity 8
33. Sidewalk 33	34. Sidewalk 34	35. Sidewalk 35	36. Activity 9
37. Sidewalk 37	38. Sidewalk 38	39. Sidewalk 39	40. Activity 10
41. Sidewalk 41	42. Sidewalk 42	43. Sidewalk 43	44. Activity 11
45. Sidewalk 45	46. Sidewalk 46	47. Sidewalk 47	48. Activity 12
49. Sidewalk 49	50. Sidewalk 50	51. Sidewalk 51	52. Activity 13
53. Sidewalk 53	54. Sidewalk 54	55. Sidewalk 55	56. Activity 14
57. Sidewalk 57	58. Sidewalk 58	59. Sidewalk 59	60. Activity 15
61. Sidewalk 61	62. Sidewalk 62	63. Sidewalk 63	64. Activity 16
65. Sidewalk 65	66. Sidewalk 66	67. Sidewalk 67	68. Activity 17
69. Sidewalk 69	70. Sidewalk 70	71. Sidewalk 71	72. Activity 18
73. Sidewalk 73	74. Sidewalk 74	75. Sidewalk 75	76. Activity 19
77. Sidewalk 77	78. Sidewalk 78	79. Sidewalk 79	80. Activity 20
81. Sidewalk 81	82. Sidewalk 82	83. Sidewalk 83	84. Activity 21
85. Sidewalk 85	86. Sidewalk 86	87. Sidewalk 87	88. Activity 22
89. Sidewalk 89	90. Sidewalk 90	91. Sidewalk 91	92. Activity 23
93. Sidewalk 93	94. Sidewalk 94	95. Sidewalk 95	96. Activity 24
97. Sidewalk 97	98. Sidewalk 98	99. Sidewalk 99	100. Activity 25

4 of 4

Requirements for Community Civic Event
Veterans Homecoming Committee & American Legion Post 20
Veterans Day Parade
November 11, 2024

City Engineer: <i>D. Cervantez</i>	No comments.
Community Development Director: <i>C. Calderon</i>	No comments.
Public Works Director: <i>M. Knight</i>	No comments.
Fire Marshal: <i>C. Dignam</i>	Cleveland shall not be closed directly in front of Fire Station 71.
Parks and Leisure Services Director: <i>D. Moore</i>	Parks will be coordinating with event chairperson on event logistics.
Police Lieutenant: <i>M. Azevedo</i>	Please see Exhibit B.
Administrative Service Director: <i>Y. Andrade</i>	The certificate and endorsement page are sufficient for what is proposed on the application.
Field Services Superintendent: <i>B. Spry</i>	We will take care of trash services.
Field Services Superintendent – Streets: <i>J. Baeza</i>	Street department will take care of the set up and take down of the street closure.

Requirements for Community Civic Event

Sponsor: Veterans Homecoming Committee & American Legion Post 20
Event: Veterans Day Parade
Event Chairman: Bob Atchley
Location: Main Street, Porterville CA
Date of Event: November 11, 2024 (10:00 a.m.-12:00 p.m.)

RISK MANAGEMENT: Conditions of Approval

That Veterans Homecoming Committee or American Legion Post 20 provide a Certificate of Commercial General Liability Insurance Coverage evidencing coverage of not less than \$2,000,000 per occurrence, and having the appropriate Endorsement naming the City of Porterville, its Officers, Employees, Agents and Volunteers as 'Additional Insured' against all claims arising from, or in connection with, the Permitted operation and sponsorship of the aforementioned Community Civic Event.

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

CITY OF PORTERVILLE/POLICE DEPARTMENT

Community Civic Event Application

Veterans' Day Parade
November 11, 2024 / 6:00AM – 4:00PM

Proposed Conditions/Requirements:

- City Council approval is required for all street closures.
- Ensure adequate barricades/barriers are used to warn motorists of non-access and prevent vehicle access to those designated areas.
- Parade Committee should meet with street vendors to coordinate rules regarding their activities, such as:
 - Staying off the parade route and crossing in front of floats or groups
 - Shall not sell silly string, snap caps or party poppers
 - Ensure each vendor has properly obtained a City business license
- Food vendors should be situated where they minimally block the sidewalk.
- Food vendors should provide inspection certificates from the Tulare County Health Department to ensure safe food products.
- Throwing candy from vehicles, floats, or any parade entry is prohibited. This results in children scampering to catch or find candy in a crowded environment, and causes others to run out into the street. This practice creates significant and unnecessary risk for parade goers. All registered parade entrants should be informed of this prohibition and efforts taken to cease this practice.
- An Outside Amplifier Permit has been requested and granted. However, event organizers shall not allow music or other amplifications to be played so loud as to unreasonably disturb the peace and good order of the business establishments or neighborhoods in the area.
- Event organizers shall coordinate all policing/traffic/parking/posting concerns with Lieutenant Orlando Ortiz and Sergeant Maria Aguillon well in advance of the event. They can be contacted at 559-782-7410/559-782-7400.

Lieutenant Mark Azevedo
Porterville Police Department

Exhibit B



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



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

- 1 Name and home address of the applicant: Bob Atchley
P.O. Box 828, Porterville, Ca. 93258
- 2 Address where amplification equipment is to be used: Main St. Porterville, Ca
- 3 Names and addresses of all persons who will use or operate the amplification equipment: PARADE
- 4 Type of event for which amplification equipment will be used: PARADE
- 5 Dates and hours of operation of amplification equipment: 11 Nov. 2024, 0900 - 1200
- 6 A general description of the sound amplifying equipment to be used: Public Address System

Section 18-9

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

The operation of any such instrument, phonograph, jukebox, machine or device in such manner as to be plainly audible at a distance of one hundred feet (100') from the building, structure, vehicle, or place in which, or on which it is situated or located shall be prima facie evidence of a violation of this section. (Ord. Code § 6311)

Section 18-14

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

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

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

Signature of Applicant

12 Aug 2024
Date

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

Mark Azevedo, Lieutenant
City of Porterville, Chief of Police/Designee

08/21/2024
Date



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
09/09/2024

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

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

PRODUCER Lockton Affinity, LLC P. O. Box 879610 Kansas City, MO 64187-9610	CONTACT NAME: Lockton Affinity, LLC
	PHONE (A/C No, Ext): 800-669-9944 FAX (A/C, No): 913-652-7599
	E-MAIL ADDRESS:
	INSURER(S) AFFORDING COVERAGE
	INSURER A: AIX Spec. Ins. Co. NAIC # 12833
INSURED American Legion Post #20, Veterans Homecoming Committee, American Legion Riders Chapter 20 P.O. Box 828 Porterville, CA 93258	INSURER B:
	INSURER C:
	INSURER D:
	INSURER E:
	INSURER F:

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

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE ☒ OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: ☒ POLICY ☐ PROJECT ☐ LOC OTHER:	X		LFZ-ML-20001030-00	08/20/2024	08/20/2025	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 300,000 MED EXP (Any one person) \$ 1,000 PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMPROP AGG \$ 2,000,000 \$
	AUTOMOBILE LIABILITY ANY AUTO ALL OWNED AUTOS HIRED AUTOS SCHEDULED AUTOS NON-OWNED AUTOS						COMBINED SINGLE LIMIT (Ea accident) \$ BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
A	X UMBRELLA LIAB EXCESS LIAB DED ☒ RETENTION \$ 10,000	X		LFZ-UM-20000136-03	09/23/2024	09/23/2025	EACH OCCURRENCE \$ 1,000,000 AGGREGATE \$ 1,000,000 \$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N ☐ N/A					PER STATUTE OTH-ER E.L. EACH ACCIDENT \$ E.L. DISEASE - EA EMPLOYEE \$ E.L. DISEASE - POLICY LIMIT \$

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
City of Porterville is Additional Insured per the terms, conditions, and exclusions of the referenced general liability policy
Location Address: 1900 W Olive Ave, Porterville, CA 93257-2726

CERTIFICATE HOLDER	CANCELLATION
City of Porterville 291 N Main Street Porterfield, CA 93257	94513 SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE

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THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED – DESIGNATED PERSON OR ORGANIZATION

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

Name Of Additional Insured Person(s) Or Organization(s)
City of Porterville 291 Main Street Porterville, CA 93257
Information required to complete this Schedule, if not shown above, will be shown in the Declarations.

Section II – Who Is An Insured is amended to include as an additional insured the person(s) or organization(s) shown in the Schedule, but only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" caused, in whole or in part, by your acts or omissions or the acts or omissions of those acting on your behalf:

- A.** In the performance of your ongoing operations; or
- B.** In connection with your premises owned by or rented to you.



CITY COUNCIL AGENDA – OCTOBER 1, 2024

SUBJECT: Approval of Community Civic Event - Tule River Tribe Powwow Committee - Tule River Veterans Powwow Overnight Camping - November 7 - 11, 2024

SOURCE: Finance

COMMENT: The Tule River Tribe is holding its annual Tule River Powwow at the Eagle Mountain Casino Event Center from Friday, November 8, 2024, to Sunday, November 10, 2024, and is requesting approval to allow overnight camping for participants from Thursday, November 7, 2024, to Monday, November 11, 2024, at the Porterville Sports Complex. Camping is proposed to begin on Thursday at 5:00 P.M. and conclude on Monday at 12:00 P.M., and would not interfere with scheduled City sports activities.

This request is made under the Community Civic Events Ordinance No. 1326, as amended. The Application has been routed according to the Ordinance regulations and reviewed by all City Departments involved. All requirements and restrictions are listed on the attached Application and Agreement, Exhibit A, Exhibit B, and Exhibit C.

RECOMMENDATION: That the City Council approve the Community Civic Event Application submitted by the Tule River Tribe Powwow Committee to use the Porterville Sports Complex for overnight camping during the Tule River Powwow on November 7, 2024 through November 11, 2024, subject to the restrictions and requirements contained in the Application and Agreement, Exhibit A, Exhibit B, and Exhibit C.

ATTACHMENTS: 1. Application and Agreement, Map, Exhibit A, Exhibit B, Exhibit C, and Certificate of Liability Insurance

Appropriated/Funded:

Review By:

Department Director:
Janie Rodriguez, Finance Director

Final Approver: Patrice Hildreth, City Manager

CITY OF PORTERVILLE

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



(Incomplete applications can delay permit process)

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

DO YOU HAVE? Event Flyer? E-mail address? Website?
Application date: 8/16/24 Event date: 11/7/2024-11/11/2024

Event time: _____

Name of Event: Tule River Powwow Arrival: 11/7/24 5PM

Departure: 11/11/2024 12PM

Sponsoring organization: Tule River Powwow Committee Phone # _____

Address: _____

Authorized representative: Billie Jo Brown Phone # 559-788-1881

Address: _____

Event chairperson: Adam Christman Phone # 559-781-3292

Location of event Eagle Mountain Casino/ Overnight Camping in Sports Complex

(Location map must be attached)

Description of event: Gathering of nations, cultural celebration

@ EMC. Requesting Sports Complex for overnight camping

Purpose of event: Cultural Event for Tule River Tribe

Non-profit organization status: _____

(IRS Determination)

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

Barricades (quantity): _____ Street sweeping Yes _____ No ☒

Police protection Yes _____ No ☒ Refuse pickup Yes _____ No ☒

Other: Use of Sports Complex for overnight camping.

Parks facility application required: Yes ☒ No _____ Attached ☒

Assembly permit required: Yes _____ No _____ Attached _____

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

Appr. Deny

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

CITY OF PORTERVILLE

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

What constitutes a Community Civic Event?

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

All City Code requirements are described in ordinance 15-20 (e) 1-23 and as amended in ordinance 1613. For a full description please visit our City of Porterville website at www.ci.porterville.ca.us/govt/CityClerk/, Porterville Municipal Codes. For questions or concerns please call 559-782-7451 or 559-782-7457. Any person who violates the provisions in this code, shall be deemed guilty of either a misdemeanor or an infraction, with penalties of one hundred (\$100) for the first violation.

Liability insurance: The sponsoring organization/applicant agrees to provide and keep in force during the term of this permit a policy of liability and property damage insurance against liability for personal injury, including accidental death, as well as liability for property damage which may arise in any way during the term of this permit. **The sponsoring organization/applicant's insurance coverage shall apply as primary to, and on a non-contributory basis with, any other available coverage of the City. The City of Porterville shall be named as additional insured. A Certificate of Liability Insurance and Additional Insured Endorsement sample forms are enclosed for your convenience. This original certificate and endorsement shall be submitted to the Finance Department with the application.** The council shall condition the granting of a CCE permit upon the sponsoring entity's filing with the council a policy of public liability insurance in which the city has been named as insured or coinsured with the permittee. The policy of insurance shall insure the city, its officers, and its employees against all claims arising out of, or in connection with, the issuance of the CCE permit or the operation of the permittee or its agents or representatives, pursuant to the permit. The policy of insurance shall provide coverage of **no less than two million dollars (\$2,000,000.00) per occurrence of bodily injury and property damage, combined single limit.** (Ordinance 15-20(e) 18)

 Authorized Representative Initial

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

 Authorized Representative Initials

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

 Authorized Representative Initials

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

 Authorized Representative Initials

Toilet rental service: Applicant shall have care, custody and control of the equipment and shall bear responsibility and liability for all loss and damage to the equipment and for its contents while at the City's location. Applicant shall not overload, move or alter the equipment and shall use the equipment for its intended purpose. Applicant shall be responsible for any damages to City's property resulting from company's provision of services hereunder. Applicant shall confirm with the service company the number of portable toilets, standard and handicap, and wash sinks needed for the number of expected attendees.

 Authorized Representative Initials

Agreement: The sponsoring organization/applicant agrees to comply with all provisions of the Community Civic Event Ordinance 15-20(e), as amended, and the terms and conditions set forth by City Council and stated in Exhibit 'A.' The sponsoring organization/applicant agrees, during the term of this permit, to secure and hold the City free and harmless from all loss, liability, and claims for damages, costs and charges of any kind or character arising out of, relating to, or in any way connected with his/her performance of this permit. Said agreement to hold harmless shall include and extend to any injury to any person or persons, or property of any kind whatsoever and to whomever belonging, including, but not limited to, said organization/applicant, and shall not be liable to the City for any injury to persons or property which may result solely or primarily from the action or non-action of the City or its directors, officers, or employees. Approval of the Community Civic Events Permit by the Porterville City Council pertains only to authorized activities conducted at designated locations within the incorporated area of the City of Porterville, and such approval shall not be construed or interpreted to authorize sponsor utilization of public right-of-ways outside of the jurisdiction of the City of Porterville.

Tule River Powwow		8-16-24
(Name of Organization)	(Signature)	(Date)

CITY OF PORTERVILLE

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

Name of event: Tuler River Powwow

Sponsoring organization: _____

Location: Sports Complex Event date: 11/7-11/24 Event time: _____

All vendors are required to complete the business license permit form. List all firms, individuals, organizations, etc., that will engage in selling at or participate in the above-named event. **NO PERMIT WILL BE ISSUED WITHOUT THIS INFORMATION.** Vendors with no valid City of Porterville business license are required to pay \$1 per day to the City, with the exceptions of non-profit organizations per *City of Porterville Municipal Code 15-20(E) Community Civic Events (16). This form should be completed at the time of application, but must be submitted **NO LESS THAN TWO WEEKS PRIOR TO THE EVENT.**

[illegible]

Municipal Code 15-20(E) Community Civic Events (16): *Business License Fees: Any individual, company, firm, concessionaire, fair operator, carnival operator, etc., who engages in, conducts, organizes, or promotes business for profit shall pay a business license fee of one dollar (\$1.00) per day per amusement, entertainment, exhibit, ride or per booth, space, stall, stand or other unenclosed location used for the purpose of advertising, promoting, or sale of, or taking orders for, goods or services; except that no individual, company, firm, concessionaire, fair operator, carnival operator, etc., who possesses a valid city business license shall be subject to separate licensing pursuant to this subsection E16. The nonprofit sponsor shall collect said fee and remit the fee to the city within five (5) working days following the CCE. Said remittance shall be accompanied by a complete list of participants and consecutively numbered receipts written in triplicate, containing the name, address and telephone number of the licensee, and the licensee's California seller's permit number. Said receipts shall be furnished by the city. One copy of the receipt shall be furnished to the licensee, one copy filed with the finance department of the city, and one copy retained by the CCE sponsor for a period of three (3) years for audit purposes.*

CITY OF PORTERVILLE

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

Name of event: N/A No closures needed

Sponsoring organization: _____

Event date: _____ Hours: _____

ATTACH MAP MARKING AREAS TO BE CLOSED OR USED:

Closed N/A

<u>Street Name</u>	<u>From which Street</u>	<u>To which Street</u>	<u>Activity</u>

<u>Sidewalks</u>	<u>From which sidewalk</u>	<u>To which sidewalk</u>	<u>Activity</u>

<u>Parking lots and spaces</u>	<u>Location</u>	<u>Activity</u>

Requirements for Community Civic Event
Tule River Powwow Committee
Tule River Powwow
November 7-11, 2024

City Engineer: <i>D. Cervantez</i>	No comments.
Community Development Director: <i>C. Calderon</i>	No comments.
Public Works Director: <i>M. Knight</i>	No comments.
Fire Marshal: <i>C. Dignam</i>	Please see Exhibit C.
Parks and Leisure Services Director: <i>D. Moore</i>	Parks will coordinate with event chairperson the logistics at the Sports Complex.
Police Lieutenant: <i>A. Acevedo</i>	Please see Exhibit B.
Administrative Service Director: <i>Y. Andrade</i>	Risk Management requires \$2M in general commercial liability coverage naming the City of Porterville as an additional insured. The certificate must also include the endorsement page reflecting the same coverage.
Field Services Superintendent: <i>B. Spry</i>	No comments.
Field Services Superintendent – Streets: <i>J. Baeza</i>	No comments.

Requirements for Community Civic Event

Sponsor: Tule River Powwow Committee
Event: Tule River Powwow
Event Chairman: Adam Christman
Location: Sports Complex, Porterville Ca
Date of Event: November 7-11, 2024

RISK MANAGEMENT: Conditions of Approval

That the Tule River Powwow Committee provide a Certificate of Commercial General Liability Insurance Coverage evidencing coverage of not less than \$2,000,000 per occurrence, and having the appropriate Endorsement naming the City of Porterville, its Officers, Employees, Agents and Volunteers as 'Additional Insured' against all claims arising from, or in connection with, the Permitted operation and sponsorship of the aforementioned Community Civic Event.

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

**CITY OF PORTERVILLE/POLICE DEPARTMENT
Community Civic Event Application**

**Tule River Pow Wow
November 7-11, 2024
Porterville Sports Complex**

Proposed Conditions/Requirements for Event:

- At conclusion of event, event organizers shall ensure the park is promptly cleared of any equipment, booths, or waste
- Event organizers should contact the Patrol Watch Commander (Lieutenant Gurule, Lieutenant Hatch, Lieutenant Ibarra, or Lieutenant Ortiz) to discuss any potential policing needs. They can be reached at (559) 782-7400.

Mark Azevedo, Lieutenant
Porterville Police Department

**CITY OF PORTERVILLE/FIRE DEPARTMENT
COMMUNITY CIVIC EVENT APPLICATION**

**TULE RIVER POWWOW
NOVEMBER 7-11, 2024
PORTERVILLE SPORTS COMPLEX**

Proposed Conditions/Requirements for Event:

All spacing for tents, tarps and canopies shall comply with the attached requirements for spacing. All booths using electricity, preparing food, or using a generator shall have at a minimum a 2A:10B,C fire extinguisher that is properly tagged for use. All trailers shall be separated from the towing vehicle and levelled. There shall be a minimum of 12' between units. All food truck/trailers with a fixed extinguishing system shall have a current inspection tag on the system and the required K series extinguisher, along with the 2A:10B,C fire extinguisher.

Clayton Dignam
Fire Marshal



PORTERVILLE FIRE DEPARTMENT

FIRE PREVENTION DIVISION

OUTDOOR FOOD BOOTH REQUIREMENTS

Authority cited: 2019 California Fire Code (CFC)

These standards apply to individual tents, temporary structures, or membrane structures less than 200 square feet in area, and canopies less than 400 square feet in area used as outdoor carnival and fair booths.

A permit is required before any tent or membrane structure larger than 400 square feet can be erected. (California Fire Code 3103.2)

Tents and membrane structures having an area in excess of 400 square feet shall not be erected, operated or maintained for any purpose without first obtaining a permit and approval from the building official and fire code official.

Exceptions:

1. Tents used exclusively for recreational camping purposes.
2. Tents open on all sides which comply with all the following:
 - a. Individual tents having a maximum size of 700 square feet.
 - b. Aggregate area of multiple tents placed side by side without 12 feet clearance, not exceeding 700 square feet total.
 - c. A minimum clearance of 12 feet to all structures and other tents.

Definitions

Cooking Booth – Booth where food is prepared by a heating or cooking process such as, but not limited to, grilling, frying, barbecuing, flambe', deep fat frying, baking, warming, or boiling. **Deep fat frying** – Any cooking operation or process whereby the product floats or is submerged in hot oil during the cooking process.

Vendor Booth – Any booth other than a cooking booth.

Cooking Booth Construction and Location

- All fabrics or membranes covering cooking booths shall be California State Fire Marshal certified flame retardant and be labeled as such.
- Decorative materials shall be inherently fire resistive or shall be treated with a fire-retardant spray.
- Flooring materials used within cooking booths and cooking equipment shall be non-combustible or California State Fire Marshal certified fire-retardant. (*Exception 3/8" plywood or similar material.*)
- Each cooking booth shall have at least one exit-way, a minimum **3'** wide and **6'8"** high. Booth frames shall not obstruct exit paths.
- Cooking booths shall have a minimum clearance of **10'** on at least two sides with clearance of at least **10'** from any vendor booth.
- Minimum **12'** separation required between cooking booths with an aggregate size of 400 sq.ft. with sides, or 700 sq.ft. without sides.

Cooking Equipment

- All interior cooking equipment shall be of an approved type, and open-flame cooking shall be located a minimum of **18"** from booth back/side drop materials.
- Compressed gas (butane, propane, or natural) equipment shall conform to the following:
 - Shut off valves shall be provided at each fuel source;
 - Cooking appliances shall have an ON-OFF valve located far enough away from the appliance to be safely shut off in case of fire;
 - Manufactured cooking appliances shall be equipped with a Thermocouple Valve to shut off fuel if flame is extinguished;
 - The booth operator shall test all connections for leaks with soap and water solution;
 - Fuel tanks shall be protected from damage and secured in an upright position;
 - Hoses shall be of a type approved for use with the equipment and fuel type;
 - Tanks not in use shall be turned off;
 - Extra fuel tanks shall not be stored in booths;
 - Unused fuel cylinders shall be stored in a secured position.



PORTERVILLE FIRE DEPARTMENT

FIRE PREVENTION DIVISION

Wood, Charcoal (Solid Fuels) Cooking

- Use only an electric starter or commercially sold lighter fluid.
- Charcoal cooking and storage of lighter fluid is prohibited inside booths.
- Charcoal cooking shall be located a minimum of ten **10'** away from booths and in areas away from public access.
- Charcoal cooking shall be located at least ten **10'** away from combustible structures and parked vehicles.
- Coals shall be disposed of in metal containers with lids approved by the Fire Marshal.

Deep Fat Frying, Flambé, and Wok

- Deep fat frying, flambé, and wok shall be located **no closer than 18"** from any combustible material.
- Cooking areas shall not be accessible to the public.
- Deep fat frying equipment shall be equipped with a temperature regulating device or other method of regulating temperatures approved by the Fire Marshal.
- Separation shall be maintained with a minimum of **3'** clearance between deep fat frying and flambé or open flame cooking.

Vendor Booth Construction and Location

- Each vendor booth shall have at least one exit-way, a minimum of **3'** wide by **6'8"** high. Booth frames shall not obstruct exit paths.
- Vendor booths shall have a minimum clearance of **20'** on at least one side, with clearance of at least **10'** from any cooking booth.

Electrical Power

- Generators shall be placed only in locations approved for festival use.
- Generators shall not be refueled during event hours. Extra fuel shall not be stored during event hours.
- Smoking and open flames shall be prohibited within **25'** of refueling operations.
- Extension cords shall be of a grounded type and approved for exterior use.

Fire Extinguishers

- Each cooking booth shall be equipped with a fire extinguisher with a minimum rating of **2A: 10BC**. Booths with deep fat frying or flambé cooking shall be equipped with an extinguisher rated for **class "K" fires**.
- Cooking booths shall be equipped with visible and accessible fire extinguishers mounted adjacent to the exit.
- For vendor booths, the maximum travel distance to a fire extinguisher with a minimum rating of **2A: 10BC** shall not exceed **75'**
- Each generator shall be provided with a fire extinguisher with a minimum **40BC** rating. The extinguisher shall be located near the generator and accessible at all times.
- All fire extinguishers shall be serviced and tagged annually by a State-licensed contractor.

Miscellaneous

- The Porterville Fire Department shall be provided with a site plan showing emergency access.
- All booths are subject to inspection by the Fire Department and any discrepancies will require immediate action.
- All cooking areas shall be cleaned regularly to prevent the build-up of grease.
- There shall be a competent adult in cooking booths at all times to ensure safety.
- Seating shall be a minimum of **15'** from booths with open flame devices or cooking appliances.
- The Fire Department shall be provided with a telephone number of the responsible party to contact in case of emergency on a 24 hour basis.

Fire Safety Tips

- Know where fire extinguishers are and how to use them.
- Do not leave cooking unattended.
- Do not wear loose-fitting clothing while cooking.
- Remove trash accumulation regularly.
- Keep combustible materials away from heat sources.
- **In case of an emergency dial 9-1-1.**

The attached "Food Booth Vendor Agreement" must be on site at all times and presented upon request of any Porterville Fire Department Personnel.



Cooking Booth Vendor Agreement

Booth/Space # _____ Business Name _____
On Site Contact Name _____ Contact Phone # _____

Cooking Booth Construction and Location

1. Tents, canopies, and decorative material shall be inherently flame-resistive and proof of certification shall be on site at all times.
2. Cooking booth floors may be concrete, asphalt, or plywood over grass and dirt.
3. An emergency access of 36" shall be maintained between the back of each cooking booth and any fencing at all times. **NO EXCEPTIONS.**

Cooking Equipment

1. Cooking with charcoal, wood, or other solid fuel shall be located a **minimum of 10'** away from booths, canopies, combustible material or any public access.
2. Deep fat frying shall be located a **minimum of 3'** away from booths, canopies, open flame cooking, combustible material or any public access.
3. Any open flame cooking shall be located a **minimum of 18"** away from any vertical surface, combustible material or any public access.
4. Extra fuel tanks shall **NOT** be stored in booths or within 5' of cooking equipment.
5. All cooking, gas powered, or electrically energized equipment shall meet manufacturer specifications and shall be free of excess cooking oils or any other combustible materials.

Miscellaneous

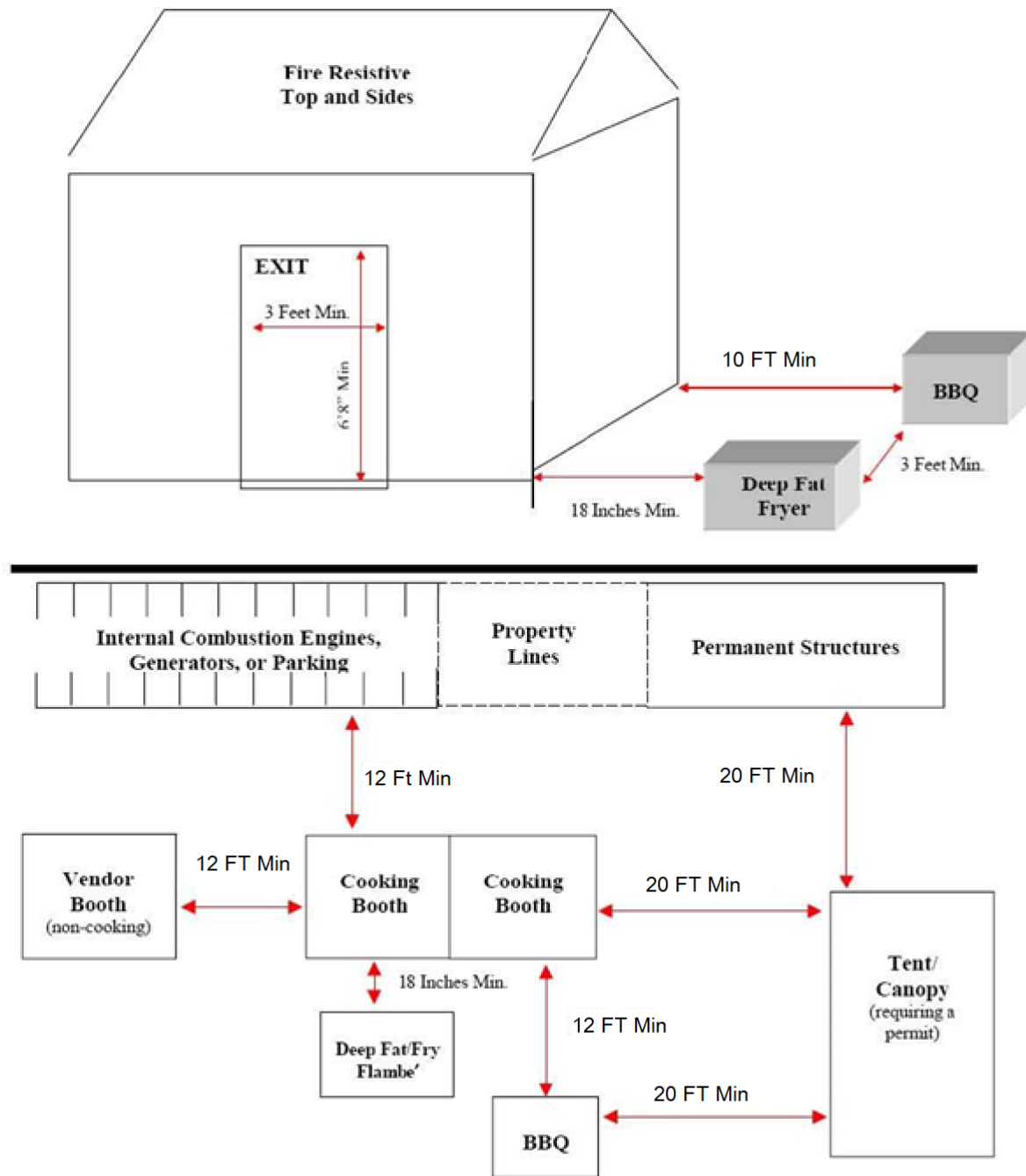
1. A visible and accessible, 2A:10BC fire extinguisher with a current (within the last 12 months) State Fire Marshall tag must be provided within 20' of travel in all cooking areas.
2. A visible and accessible Class K portable fire extinguisher with a current (within the last 12 months) State Fire Marshall tag must be provided in all cooking areas with deep fat frying.
3. All cooking areas shall be cleaned regularly to prevent build-up of combustible substances.
4. Extension cords shall be of a grounded type, approved for exterior use, and in good working order.
5. Smoking is not allowed at any time within food booths or within 25' of any fuel source.
6. Specialized cooking equipment is subject to approval by the Fire Marshal.

Additional Requirements:

The Porterville Fire Department has established these requirements in accordance with the California Fire Code. Your cooperation is required to maintain a high level of fire safety throughout the event. All booths are subject to fire department inspection prior to and at any time during the event. Any discrepancies to the above requirements or any conditions considered a threat to fire and life safety by the Fire Inspector may result in the immediate cessation of cooking.

By signing below, I acknowledge that I have read and agree to comply with all requirements of this contract.

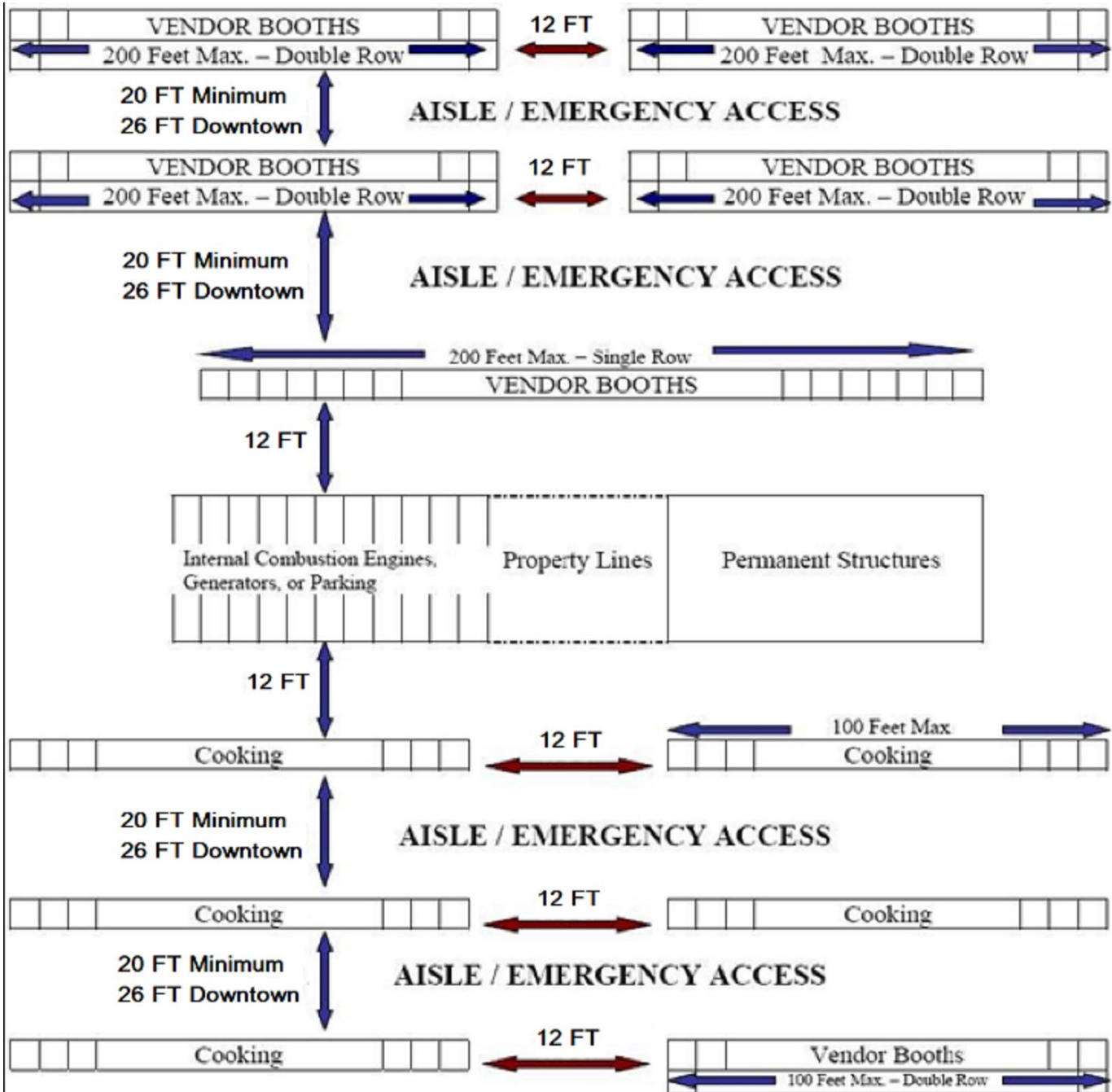
Signature _____ Date _____





PORTERVILLE FIRE DEPARTMENT

FIRE PREVENTION DIVISION

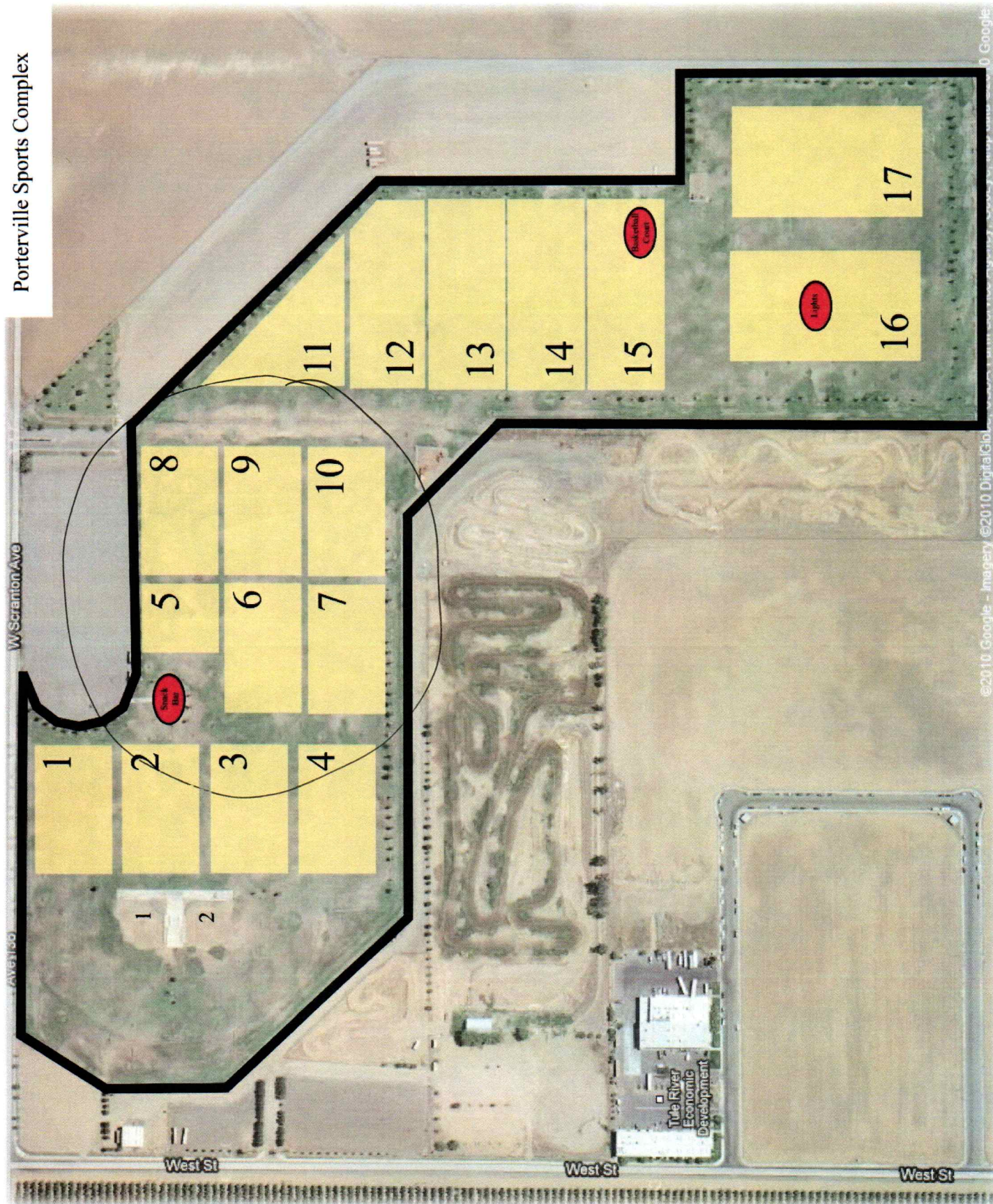


**Note: Cooking booths are limited to single rows only. Back-to-back rows are not permitted. Maximum overall length of individual rows is 100 feet with aggregate spacing throughout.*

***Note: Aggregate area of multiple tents placed side by side without 12 feet clearance shall not exceed 400 square feet with sides, or 700 square feet without sides. A minimum clearance of 12 feet to all structures and other tents is required.*

****Note: Maximum overall row length distances listed, or shown above, shall meet spacing requirements for aggregate size restrictions*

Porterville Sports Complex





TOLERIV-01

GBETANCOUR

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

8/19/2024

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

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

PRODUCER

Acrisure Southwest Partners Insurance Services, LLC
4000 Westerly Place
Suite 110
Newport Beach, CA 92660

CONTACT NAME: Griselda Betancourt

PHONE:

(A/C, No, Ext): (909) 291-4883

FAX:

(A/C, No):

E-MAIL:

ADDRESS: gbetancourt@acrisure.com

INSURER(S) AFFORDING COVERAGE

NAIC #

INSURER A: Hudson Insurance Company

25054

INSURER B:

INSURER C:

INSURER D:

INSURER E:

INSURER F:

INSURED

Tule River Tribal Council ; Eagle Mountain Casino
340 N. Reservation Rd.
Porterville, CA 93257

COVERAGES

CERTIFICATE NUMBER:

REVISION NUMBER:

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

INSR LTR	TYPE OF INSURANCE	ADDL SUBR INSD WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A X	COMMERCIAL GENERAL LIABILITY					
	CLAIMS-MADE X OCCUR	X	NAA00069-23	10/1/2023	10/1/2024	EACH OCCURRENCE \$ 10,000,000
						DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 10,000,000
						MED EXP (Any one person) \$ 0
						PERSONAL & ADV INJURY \$ 0
	GEN'L AGGREGATE LIMIT APPLIES PER:					GENERAL AGGREGATE \$ 10,000,000
	X POLICY PRO-JECT LOC					PRODUCTS - COMP/OP AGG \$ 10,000,000
	OTHER:					\$
A	AUTOMOBILE LIABILITY					
X	ANY AUTO OWNED AUTOS ONLY		NAA00069-23	10/1/2023	10/1/2024	COMBINED SINGLE LIMIT (Ea accident) \$ 10,000,000
X	HIRED AUTOS ONLY	X				BODILY INJURY (Per person) \$
	SCHEDULED AUTOS					BODILY INJURY (Per accident) \$
	NON-OWNED AUTOS ONLY					PROPERTY DAMAGE (Per accident) \$
						\$
	UMBRELLA LIAB	OCCUR				EACH OCCURRENCE \$
	EXCESS LIAB	CLAIMS-MADE				AGGREGATE \$
	DED RETENTION \$					\$
A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY					
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH)	Y/N N/A	NAA00069-23	10/1/2023	10/1/2024	X PER STATUTE OTH-ER \$ 1,000,000
	If yes, describe under DESCRIPTION OF OPERATIONS below					E.L. EACH ACCIDENT \$ 1,000,000
						E.L. DISEASE - EA EMPLOYEE \$ 1,000,000
						E.L. DISEASE - POLICY LIMIT \$ 1,000,000

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

10/1/2023 - 10/1/2024 Employment Practices Liability - \$10,000,000 Limit, \$100,000 retention

10/1/2023 - 10/1/2024 Tribal Officials Liability - \$10,000,000 limit - \$100,000 retention

7/1/2024 - 7/1/2025 Equipment Coverage Limit - \$1,303,951 - Replacement Cost

7/1/2024 - 7/1/2025 Cyber Liability - \$500,000 annual Aggregate Limit of Liability for each insured/\$10,000,000 annual policy and program Aggregate Limit of Liability

10/1/2023- 10/1/2024 - Professional Errors and Omissions Liability - \$10,000,000 each claim and in the aggregate

SEE ATTACHED ACORD 101

CERTIFICATE HOLDER

City of Porterville
291 N. Main Street
Porterville, CA 93257

CANCELLATION

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

AUTHORIZED REPRESENTATIVE



LOC #: 1

ADDITIONAL REMARKS SCHEDULE

Page 1 of 1

AGENCY

Acrisure Southwest Partners Insurance Services, LLC

POLICY NUMBER

SEE PAGE 1

CARRIER

SEE PAGE 1

NAIC CODE

SEE P 1

NAMED INSURED

Tule River Tribal Council ; Eagle Mountain Casino
340 N. Reservation Rd.
Porterville, CA 93257

EFFECTIVE DATE: SEE PAGE 1

ADDITIONAL REMARKS

THIS ADDITIONAL REMARKS FORM IS A SCHEDULE TO ACORD FORM,

FORM NUMBER: ACORD 25 FORM TITLE: Certificate of Liability Insurance**Description of Operations/Locations/Vehicles:**

REF: POW-WOW | | Event: Nov. 8-10, 2024

City of Porterville is named as additional insured in respects to General Liability.



HUDSON
INSURANCE GROUP®

SOVEREIGN NATION ALL LINES AGGREGATE INSURANCE POLICY

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

Named Assured:	Policy Number:	Effective Date of change:	Endorsement #:
Tule River Tribal Council	NAA00069-22	04-01-2023	5

ADDITIONAL ASSURED

This endorsement modifies insurance provided under the following:

INSURING AGREEMENT A. – GENERAL LIABILITY

This endorsement identifies person(s) or organization(s) who are "Assureds" under Coverage Part I., Insuring Agreement A. This endorsement does not alter coverage provided in Coverage Part I.

SCHEDULE

Name of Person(s) or Organization(s):

**City of Porterville
291 N. Main Street
Porterville, CA 93257**

RE: Events held by the Assured

Each person or organization shown in the Schedule is an "Assured" for Liability coverage, but only to the extent that person or organization qualifies as an "Assured" under General Provisions, Section A.1.:

- A. ASSURED:** It is agreed that the unqualified word **Assured**, wherever used in this Policy, includes not only the Named Assured as stated in the Declarations but also:
1. any official, trustee, employee or volunteer of the Named Assured while acting within the scope of his duties as such, and any person, organization, trustee or estate to whom the Named Assured is obligated by virtue of a legally binding contract or agreement to provide insurance such as is afforded by this Policy, but only in respect of operations performed by or on behalf of the Named Assured;

Authorized Representative

All other Terms and Conditions remain the same.

(Ed. 3/14)
3/26/2014



TULERIV-01

ACORONADO1

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

8/16/2024

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

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PRODUCER

Acrisure Southwest Partners Insurance Services, LLC
4000 Westerly Place
Suite 110
Newport Beach, CA 92660

CONTACT NAME: Griselda Betancourt

PHONE (A/C, No, Ext): (909) 291-4883

FAX (A/C, No):

E-MAIL ADDRESS: gbetancourt@acrisure.com

INSURER(S) AFFORDING COVERAGE

NAIC #

INSURER A: Hudson Insurance Company

25054

INSURER B: Berkshire Hathaway Specialty Insurance Company 22276

INSURER C:

INSURER D:

INSURER E:

INSURER F:

INSURED

Tule River Tribal Council ; Eagle Mountain Casino
340 N. Reservation Rd.
Porterville, CA 93257

COVERAGES

CERTIFICATE NUMBER:

REVISION NUMBER:

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

INSR LTR	TYPE OF INSURANCE	ADDL SUBR INSD WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A X	COMMERCIAL GENERAL LIABILITY					
	CLAIMS-MADE X OCCUR		NAA00069-23	10/1/2023	10/1/2024	EACH OCCURRENCE \$ 10,000,000
						DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 10,000,000
						MED EXP (Any one person) \$ 0
						PERSONAL & ADV INJURY \$ 0
	GEN'L AGGREGATE LIMIT APPLIES PER:					GENERAL AGGREGATE \$ 10,000,000
	X POLICY PRO-JECT LOC					PRODUCTS - COMP/OP AGG \$ 10,000,000
	OTHER:					\$
A	AUTOMOBILE LIABILITY					
	X ANY AUTO OWNED AUTOS ONLY		NAA00069-23	10/1/2023	10/1/2024	COMBINED SINGLE LIMIT (Ea accident) \$ 10,000,000
	X HIRED AUTOS ONLY	X NON-OWNED AUTOS ONLY				BODILY INJURY (Per person) \$
						BODILY INJURY (Per accident) \$
						PROPERTY DAMAGE (Per accident) \$
						\$
	UMBRELLA LIAB	OCCUR				EACH OCCURRENCE \$
	EXCESS LIAB	CLAIMS-MADE				AGGREGATE \$
	DED RETENTION \$					\$
A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY	Y / N	NAA00069-23	10/1/2023	10/1/2024	X PER STATUTE OTH-ER
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH)	N / A				E.L. EACH ACCIDENT \$ 1,000,000
	If yes, describe under DESCRIPTION OF OPERATIONS below					E.L. DISEASE - EA EMPLOYEE \$ 1,000,000
						E.L. DISEASE - POLICY LIMIT \$ 1,000,000
B	Property		TPIP2024 (DEC 31) 9728	7/1/2024	7/1/2025	LIMIT 200,000
A	Hired Physical Damag		NAA00069-23	10/1/2023	10/1/2024	Comp & Coll Deductib 1,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
10/1/2023 - 10/1/2024 Employment Practices Liability - \$10,000,000 Limit, \$100,000 retention
10/1/2023 - 10/1/2024 Tribal Officials Liability - \$10,000,000 limit - \$100,000 retention
7/1/2024 - 7/1/2025 Equipment Coverage Limit - \$1,303,951 - Replacement Cost
7/1/2024 - 7/1/2025 Cyber Liability - \$500,000 annual Aggregate Limit of Liability for each insured/\$10,000,000 annual policy and program Aggregate Limit of Liability
10/1/2023- 10/1/2024 - Professional Errors and Omissions Liability - \$10,000,000 each claim and in the aggregate

Event: Veterans POW WOW | Nov. 10th, 11th, 12th located at: 1850 West Street, Porterville, CA

CERTIFICATE HOLDER

CANCELLATION

Verification of Insurance

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

AUTHORIZED REPRESENTATIVE

ACORD 25 (2016/03)

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CITY COUNCIL AGENDA – MAY 7, 2024

SUBJECT: Status and Review of Declaration of Local Flood Emergency

SOURCE: City Manager's Office

COMMENT: On March 13, 2023, Mayor Martha A. Flores in conjunction with the Acting City Manager Patrice Hildreth declared the existence of a local emergency within the City of Porterville. Said Declaration was made pursuant to Chapter 9 of the Porterville Municipal Code, and in response to the increasing threat to life and property in the city caused by a series of storm systems striking California and in particular the Porterville area, impacting Success Lake and significantly increasing flows of the Tule River. Pursuant to the California Emergency Services Act (California Government Code 8558 et seq.), emergency declarations must be ratified by the governing body within seven days of being declared. At its Special Meeting on March 17, 2023, the City Council acted to ratify the Declaration of Local Emergency. The Act also requires that the emergency declaration be renewed every sixty (60) days to remain in effect, which at its meeting on April 16, 2024, the Council reviewed and acted to renew the emergency declaration. Staff continues to work with FEMA for resolution of the City's claims and will continue to work to identify a timeline and critical path forward.

Chronology:

On March 10, 2023, due to the volume of water added to Success Lake from significant storm activity, Tulare County Sheriff Mike Boudreaux issued an Evacuation Warning for both the north and south sides of the Tule River, and the Tulare County Office of Emergency Services (TCOES) established a Temporary Evacuation Point (TEP) and Emergency Shelter in the gymnasium at Porterville College.

On March 15, 2023, due to the water level of Success Lake rising to the point of running over the spillway of the Richard L. Schafer Dam, Sheriff Boudreaux issued a Mandatory Evacuation Order for the residences, businesses and structures between Schafer Dam and Road 284, east of the city of Porterville.

On March 18, 2023, due to water levels dropping on the Tule River, Sheriff Boudreaux reduced the Mandatory Evacuation Order back to an Evacuation Warning.

On March 15, 2023, due to rising flood waters, Sheriff Boudreaux issued a Mandatory Evacuation Order for the area between Olive Avenue (Avenue 152) to Avenue 144 and the Friant-Kern Canal and the Tule River and Westwood Street, west of the city of Porterville. On March 25, 2023, Sheriff Boudreaux reduced the Mandatory Evacuation Order back to an Evacuation Warning.

On March 15, 2023, due to rising water levels of the Tule River, City Public Works Department staff took extraordinary measures to protect the neighborhood north of River Springs Drive, avoiding potentially catastrophic flooding of the area.

On March 16, 2023, due to the historic water levels and flows of the Tule River causing erosion to the river banks, Police Chief Jake Castellow issued a Mandatory Evacuation Order for eight residences along Rio Vista Avenue, providing information on the TEP and Emergency Shelter established at Porterville College. City Public Works Department staff took extraordinary measures over the next several days to mitigate and protect the river banks from affecting the residences. On March 24, 2023, Chief Castellow reduced the Mandatory Evacuation Order of the eight residences back to an Evacuation Warning.

On March 19, 2023, due to continued erosion of the banks of the Tule River and the performance of immediate necessary mitigation efforts by Public Works Department personnel, Chief Castellow issued a Mandatory Evacuation Order for both the north and south banks of the Tule River within City limits (not including permanent structures with a designated address), and provided information on the TEP and Emergency Shelter established at Porterville College. The Public Works Department continues to work diligently in shoring the banks of the Tule River.

To accommodate upcoming ceremonies and events in the gymnasium at Porterville College, the TEP and Emergency Shelter at the College closed at noon on April 11, 2023, and thirty (30) individuals were successfully transitioned to the new TEP at the Porterville Army National Guard Armory. A Special Meeting of the Council was scheduled for April 14, 2023, to consider a draft License agreement for the City's temporary use of the State facility. The American Red Cross continued to provide shelter services at the TEP, but transitioned out on May 5, 2023. With the authority granted to the City Attorney and City Manager at its meeting on April 18, 2023, the City and County drafted a Memorandum of Understanding (MOU) in an effort to continue TEP shelter services until May 5, 2023, while the Mandatory Evacuation Order remained in place along the banks of the Tule River in city limits. On April 14, 2023, the County transmitted a letter to the California Governor's Office of Emergency Services (Cal OES), requesting continued financial support for the Armory TEP, which the County reported that Cal OES did not approve. At its meeting on July 11, 2023, the County Board of Supervisors approved the MOU for TEP shelter services between the City and the County, retroactive from April 11, 2023 to May 5, 2023.

Given the lack of continued financial support by Cal OES, the County notified the City that it would discontinue its support of the Armory TEP at noon on May 5, 2023, and American Red Cross would vacate the facility as well, leaving the City alone to determine the function of the Armory TEP after noon on May 5th. The significant threat of local emergency continued to exist with

the estimated over three hundred percent (300%) of normal snow pack in the Sierra Nevada mountains and the potential for a warm storm or heat wave this Spring to again inundate the Tule River, described as a "loaded locomotive at the top of the hill." Given the forecasts of potential widespread flooding damage to west Tulare County and significant portions of Kings County later this Spring and early Summer, Red Cross representatives strongly believe they will be returning to the Armory TEP and other Tulare County locations (e.g. Porterville Developmental Center) to assist those displaced from homes due to flooding. Until such time that Cal OES makes the determination that emergency conditions again exist in Tulare County, the Council was left to determine if local emergency conditions existed to continue operating the Armory TEP, which expenditures would not be reimbursable given the lack of approval by Cal OES.

Given the continued mandatory evacuation order along the Tule River in city limits and the legal implications of the *Martin v. Boise* federal 9th Circuit Court of Appeals decision (2018), and the announced departure of the American Red Cross and County support at noon on May 5, 2023, City staff developed an operational plan for the Armory TEP, cognizant of the lack of federal and State reimbursement of costs. As of April 27, 2023, eighteen (18) individuals were receiving shelter services at the Armory TEP, with most individuals only at the facility in the evening. Given the limited daytime TEP population, and daily meal services provided at the nearby Porterville Welcome Center, staff recommended to limit the Armory TEP hours from 7:00 P.M. to 7:00 A.M. daily, providing temporary staffing of two individuals (including a security guard). Temporary staffing had been quoted at \$25 per hour, for a daily expense of \$600 (or \$18,000 per month). At its meeting on May 2, 2023, the Council authorized the continued operation of the Armory TEP for a 12-hour operational period over the evenings, and also directed that the Armory restrooms and shower facilities be used by the individuals at the TEP, which although not ADA-compliant, are not required for non-reimbursable shelter activities while under a Declaration of Local Emergency. The contract for the on-site mobile shower and portable restroom facilities that are ADA-compliant expired on May 11, 2023, which the rental cost was approximately \$18,000 per month. However, the City Attorney recommended maintaining a single ADA-portable restroom at the facility. Beginning at noon on May 5, 2023, the City assumed administrative and financial responsibility for the Armory, which has established operational hours of 8:00 P.M. to 8:00 A.M. and averaged twenty (20) individuals each evening (please see attached daily census).

On May 4, 2023, the City received an updated draft License agreement for the use of the Armory, proposing a 1-year lease for exclusive use by the City effective May 5, 2023, through May 4, 2024. The draft agreement proposes no fee for the use of the facility, but that the City assume responsibility for the facility's utilities. On Monday, May 8th, the last remaining Army personnel left the facility, with the City now having complete exclusive use of the facility. At its meeting on May 16, 2023, the Council approved the updated draft License agreement for the 1-year exclusive use of the Armory.

On March 31, 2023, Governor Newsom issued Executive Order N-6-23 to support Tulare Lake Basin flood response, which streamlines State preparation, response and recovery actions and supports local flood response efforts and assist in preparing communities for the impacts of snowmelt runoff in the months ahead.

On April 3, 2023, President Biden granted a Major Disaster Declaration for the State of California, triggering the release of Federal funds to help individuals and communities recover from Severe Winter Storms, Straight-line Winds, Flooding, Landslides and Mudslides that occurred February 21, 2023, and continuing. Monterey and Tulare counties were designated in the Major Disaster Declaration for both Individual and Public Assistance, as well as Hazard Mitigation. On July 14, 2023, the Federal Emergency Management Agency (FEMA) made the determination to close the incident period effective July 10, 2023. Although the incident period has been closed, businesses and individuals may still apply for federal disaster assistance through September 1, 2023.

On May 17, 2023, Governor Newsom issued Executive Order N-7-23 to support Tulare Lake Basin flood response, which extends flood diversion and groundwater recharge flexibilities implemented for the Tulare Lake Basin, including Kern River floodwater to be allowed into the California Aqueduct.

On August 4, 2023, Governor Newsom issued Executive Order N-10-23 to streamline levee repairs and debris removal to help local communities recover from flooding and prepare for the next wet season.

At its meeting on April 4, 2023, the Council approved Resolution No. 15-2023, which authorized the appropriation of funds from the Catastrophic/Emergency Reserve Fund for the costs associated with the response to the local emergency including personnel, equipment, services and other necessary expenditures. At its meeting on April 18, 2023, the Council approved two emergency expenditures that exceeded \$5,000 in their acquisition, which included additional Water Rescue Equipment for the Fire Department (\$6,417.70) and the 30-day rental of two mobile shower/restroom units (\$13,151) for the Armory TEP due to the facility's restrooms and showers not being compliant with the Americans with Disabilities Act (ADA). At its meeting on May 2, 2023, the Council approved two additional emergency expenditures that exceeded \$5,000 in their acquisition, which included a trailer-mounted 6" dewatering and sewage pump (\$77,396.67), and local trucking services of riprap material (\$5,436.00), both for the Public Works Department.

In support of two private personnel providing nightly security at the Armory as it continues to function as a temporary evacuation point and shelter, City staff has secured TopKnotch Security, Inc. as the security services provider. TopKnotch provided an agreement for security services for approximately \$18,000 per month (2 personnel at \$25/hour for 12 hours per day for 30 days per month), which the Council approved at its meeting on June 6, 2023. Due to violations by TopKnotch Security of its agreement with the City for security services, City staff terminated the agreement effective immediately on Friday,

July 14, 2023, causing the Police Department to provide security services at the Armory on Friday, July 14 through Sunday, July 16, 2023. Beginning on Monday, July 17, 2023, Good Guard Security, Inc. began providing security services, which at its meeting on July 18, 2023, the Council approved an agreement for security services for approximately \$21,000 per month (2 personnel at \$28.95/hour for 12 hours per day for 30 days per month).

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:

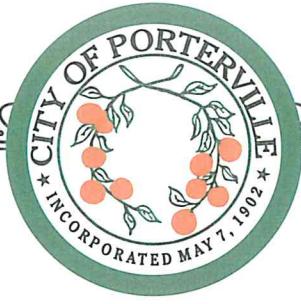
1. Declaration of Local Emergency - March 13, 2023
2. Resolution No. 11-2023
3. Rio Vista Avenue Mandatory Evacuation Order - March 16, 2023
4. Tule River Banks Mandatory Evacuation Order - March 19, 2023
5. Governor Newsom Executive Order N-6-23
6. Governor Newsom Executive Order N-7-23
7. Governor Newsom Executive Order N-10-23
8. Federal Disaster Declaration Fact Sheet - April 3, 2023
9. License to Use State Military Property - April 14, 2023
10. City and County Memorandum of Understanding for Shelter Support
11. County of Tulare CalOES Shelter Support Request Letter - April 14, 2023
12. License to Use State Military Property - May 16, 2023
13. Federal Disaster Declaration Notice - July 14, 2023
14. Resolution No. 15-2023
15. Rescue Source & Rescue 3 Invoice: Water Rescue Equipment
16. Royal Restrooms Invoice: Mobile Shower-Restroom Units
17. Rain for Rent Pump Invoice
18. Mike Clark Trucking Invoice
19. TopKnotch Security, Inc. Agreement
20. Good Guard Security, Inc. Agreement
21. Municipal Code Chapter 9 - Civil Defense and Disaster
22. California Government Code 8558
23. Armory Daily Census

Appropriated/Funded:

Review By:

Department Director:
Patrice Hildreth, City Manager

Final Approver: Patrice Hildreth, City Manager



DECLARATION OF LOCAL EMERGENCY

WHEREAS, severe winter storm systems have struck California and in particular, the Porterville area, beginning in late February and continuing into March bringing damaging winds and historic precipitation, including rainfall in the Southern Sierra Nevada mountains already impacted by above-normal snow levels; and

WHEREAS, it is forecasted that additional storms will continue to threaten the Porterville area, bringing additional rain, significantly impacting Lake Success which is above capacity, and significantly increasing flows in the Tule River; and

WHEREAS, under the provisions of the City Charter, I find that conditions of extreme peril to the safety of persons and property exist due to these storms; and

WHEREAS, I find that the conditions caused by these storms, by reason of their magnitude, are or are likely to be beyond the control of the services, personnel, equipment, and facilities of the City of Porterville and may require the combined forces of mutual aid and/or unified command to appropriately respond.

NOW, THEREFORE, I, MARTHA A. FLORES, Mayor of the City of Porterville, in accordance with the authority vested in me by the Porterville City Charter, **HEREBY DELCARE A LOCAL EMERGENCY** to exist in the City of Porterville.

IT IS HEREBY ORDERED that the City's Emergency Management Team under the direction of Fire Chief/Incident Commander Bryan Cogburn has the authority to procure any and all resources deemed necessary in this event.

DECLARED, this 13th day of March, 2023.

Martha A. Flores, Mayor

ATTEST:

Patrice Hildreth, Chief Deputy City Clerk

RESOLUTION NO. 11 -2023

A RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF PORTERVILLE CONFIRMING THE EXISTENCE
OF A LOCAL EMERGENCY

WHEREAS, Chapter 9 of the Porterville Municipal Code of the City of Porterville provides for the ability to declare the existence or threatened existence of a local emergency when the City is affected or likely to be affected by a public calamity; and

WHEREAS, conditions of extreme peril to the safety of persons and property have arisen within the City of Porterville caused by severe winter storm systems striking California, and in particular the Porterville area, beginning in late February and continuing into March bringing damaging winds and historic precipitation, including rainfall in the Southern Sierra Nevada mountains already impacted by above-normal snow levels; and

WHEREAS, it is forecasted that additional storms will continue to threaten the Porterville area, bringing additional rain, significantly impacting Lake Success which is above capacity, and significantly increasing flows in the Tule River that create or will likely create conditions of extreme peril; and

WHEREAS, Mayor Martha A. Flores in conjunction with City Manager John Lollis did declare the existence of a local emergency within the City of Porterville on the 13th day of March, 2023, which is subject to ratification by the City Council within seven (7) days. A copy of said Declaration is attached hereto as Exhibit A.

NOW, THEREFORE, BE IT RESOLVED that the City Council does hereby find that the aforesaid conditions of extreme peril did warrant and necessitate the declaration of the existence of a local emergency; and

BE IT RESOLVED that said local emergency shall be deemed to continue to exist until termination is proclaimed by the City Council of the City of Porterville, State of California.

PASSED, APPROVED AND ADOPTED this 17th day of March, 2023.



Martha A. Flores, Mayor

ATTEST:

John D. Lollis, City Clerk



By: Patrice Hildreth, Chief Deputy City Clerk



DECLARATION OF LOCAL EMERGENCY

WHEREAS, severe winter storm systems have struck California and in particular, the Porterville area, beginning in late February and continuing into March bringing damaging winds and historic precipitation, including rainfall in the Southern Sierra Nevada mountains already impacted by above-normal snow levels; and

WHEREAS, it is forecasted that additional storms will continue to threaten the Porterville area, bringing additional rain, significantly impacting Lake Success which is above capacity, and significantly increasing flows in the Tule River; and

WHEREAS, under the provisions of the City Charter, I find that conditions of extreme peril to the safety of persons and property exist due to these storms; and

WHEREAS, I find that the conditions caused by these storms, by reason of their magnitude, are or are likely to be beyond the control of the services, personnel, equipment, and facilities of the City of Porterville and may require the combined forces of mutual aid and/or unified command to appropriately respond.

NOW, THEREFORE, I, MARTHA A. FLORES, Mayor of the City of Porterville, in accordance with the authority vested in me by the Porterville City Charter, **HEREBY DELCARE A LOCAL EMERGENCY** to exist in the City of Porterville.

IT IS HEREBY ORDERED that the City's Emergency Management Team under the direction of Fire Chief/Incident Commander Bryan Cogburn has the authority to procure any and all resources deemed necessary in this event.

DECLARED, this 13th day of March, 2023.

Martha A. Flores, Mayor

ATTEST:

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, 2023.

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

Council:	FLORES	CARRILLO	WEYHRAUCH	BELTRAN	MEISTER
AYES:	X	X	X	X	X
NOES:					
ABSTAIN:					
ABSENT:					



JOHN D. LOLLIS, City Clerk

By:

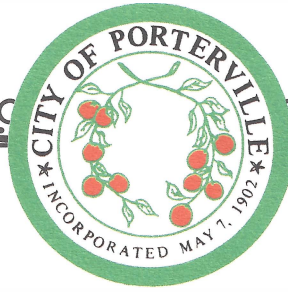
Fernando Gabriel-Moraga, Deputy City Clerk

Police Department

350 North "D" Street
Porterville, CA 93257
(559) 782-7400/FAX (559) 784-1070
www.PortervillePolice.com

Jake Castellow

Chief of Police



March 16th, 2023

This is a message from Tulare County & the City of Porterville. Due to the recent storm events, and the water levels in the Tule River, there is erosion to the bank of the river. An Evacuation order has been issued for all residences, businesses, and structures that are on the south side of Rio Vista Ave with the addresses of **191 Rio Vista Avenue, 201 Rio Vista Avenue, 211 Rio Vista Avenue, 221 Rio Vista Avenue, 231 Rio Vista Avenue, 241 Rio Vista Avenue, and 245 Rio Vista Avenue.**

An evacuation order, also known as a mandatory evacuation, means that all residents and visitors should **leave now** before the water causes unsafe conditions for the residence. If you are unable to evacuate and require assistance, please call 9-1-1. For additional resources or information, please call 2-1-1. Please refer to the map on the Tulare County website, emergencies page, at [TulareCounty.CA.gov/emergencies](https://www.tularecounty.ca.gov/emergencies).

A Temporary Evacuation point has been set up at Porterville College, 100 E College Avenue. Thank you.

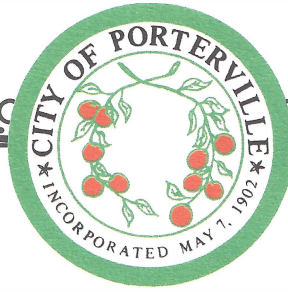
Jake Castellow
Chief of Police

Police Department

350 North "D" Street
Porterville, CA 93257
(559) 782-7400/FAX (559) 784-1070
www.PortervillePolice.com

Jake Castellow

Chief of Police



March 19, 2023

This is a message from Tulare County & the City of Porterville. Due to the recent storm events, there is erosion to the banks of the Tule River.

An **Evacuation Order** has been issued for the north bank and south bank of the Tule River, from Westwood Street, to the Plano bridge, but does not include the south bank from Westwood Street, east to the bridge of State Route 65. This evacuation order does not include permanent structures with a designated address, other than those for which a previous evacuation order has been issued.

An evacuation order, also known as a mandatory evacuation, means that all residents and visitors should leave immediately due to the unsafe conditions of the river banks. If you are unable to evacuate and require assistance, please call 9-1-1. For additional resources or information, please call 2-1-1. Please refer to the map on the Tulare County website, emergencies page, at TulareCounty.CA.gov/emergencies.

A Temporary Evacuation point has been set up at Porterville College, 100 E College Avenue.

Jake Castellow

Chief of Police

EXECUTIVE DEPARTMENT STATE OF CALIFORNIA

EXECUTIVE ORDER N-6-23

WHEREAS on March 1, 2023, March 8, 2023, March 12, 2023, March 14, 2023, and March 28, 2023, I proclaimed a State of Emergency to exist in 47 counties, cumulatively, as a result of a series of ongoing winter storms that initially struck California beginning in late February and continue to significantly impact the counties identified in my Proclamations; and

WHEREAS the State has experienced over a dozen atmospheric rivers since December 2022, resulting in compounding and cumulative impacts across California, including what are expected to be record amounts of snow in the Sierra Nevada, in particular in the southern Sierra, and current and forecasted precipitation are expected to add to historic snowpack levels already composed of several million acre-feet of snow water content; and

WHEREAS reservoirs into which the Sierra snowpack runoff would flow are already impacted by runoff, which is expected to greatly exceed available storage capacity in the reservoirs in and around the Tulare Lake Basin and the San Joaquin River Basin, and much of the ground in the area has reached saturation due to the series of ongoing winter storms; and

WHEREAS the Tulare Lake Basin is the terminal point for the Kings, Kaweah, Tule, and Kern Rivers, and several smaller streams, meaning that water from additional expected rains and Sierra snowpack runoff that cannot be stored in reservoirs or absorbed into the ground will flow into the basin; and

WHEREAS recent storms have already caused flooding in the Tulare Lake Basin, leading to emergency rescues and evacuation orders in Allensworth, Alpaugh, and other communities in Tulare and Kings Counties, and leading to dozens of levee breaks and local agencies directing strategic cuts to canals and levees to prevent further flooding of communities; and

WHEREAS runoff from the snowpack caused by the winter storms could result in flood conditions in the Tulare Lake Basin resembling those last experienced in the historic floods of 1969 and 1983, following historic snowpacks in those years; and

WHEREAS local flood control districts and other local governments generally have flood control responsibility in the Tulare Lake Basin, but state agencies such as the California Department of Forestry and Fire Protection (CAL FIRE), the California Department of Water Resources, and the Governor's Office of Emergency Services are actively engaged in supporting this local effort, and state agencies will continue to provide technical advice and other resources and support as needed, with a particular priority on protecting the lives and health of local communities; and

WHEREAS stretches of the San Joaquin River have been or are at flood stage this spring, river stages are expected to stay high throughout the spring as snowpack melts, and multiple levee repairs are underway on the lower San Joaquin River; and

WHEREAS the Tulare Lake Basin is hydrologically connected to the San Joaquin River Basin and that connection has the potential to exacerbate the flood risk in the San Joaquin River Basin, and so further emergency response efforts may become necessary in the San Joaquin River Basin as well; and

WHEREAS heavy accumulation of snowfall on the roof of Bear Valley Elementary School, located in Alpine County, currently renders instructional space unsafe for use; and

WHEREAS frequent flooding and flood evacuation orders have resulted in school closures and low student attendance in Pajaro Middle School, Hall District Elementary School and Ohlone Elementary, located in Pajaro Valley Unified School District in Santa Cruz County; and

WHEREAS it is critical that displaced students are back in school facilities as quickly as possible to ensure continuity in education; and

WHEREAS the State of California and local governments, in collaboration with the Federal government, continue sustained efforts to respond to and mitigate the effects of these storms; and

WHEREAS on March 9, 2023, I requested a Presidential Emergency Declaration related to these late winter storms, which was expeditiously approved by President Joseph R. Biden, Jr.; and

WHEREAS on March 15, 2023, I requested the addition of 9 counties to the existing Presidential Emergency Declaration related to these late winter storms, which was expeditiously approved by the President; and

WHEREAS on March 28, 2023, I also requested the President issue a Major Disaster Declaration related to these late winter storms for counties that met the validated damage threshold; 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 the mitigation of the effects of these ongoing winter storms.

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, and in particular, Government Code sections 8567, 8571, and 8627, do hereby issue the following Order to become effective immediately:

IT IS HEREBY ORDERED THAT:

1. All provisions contained in the above-referenced Proclamations of a State of Emergency shall remain in full force and effect.
2. To protect health, safety, and the environment, and to reduce the risks of local catastrophic flooding in the Tulare Lake Basin, Chapter 6 (commencing with section 1600) of Division 2 of the Fish and Game Code, and regulations adopted pursuant to that Chapter, are

suspended for activities that meet all of the requirements in Paragraph 3.

3. The suspension created by Paragraph 2 shall apply to floodwater diversion, debris removal, and levee repair and breach in the Tulare Lake Basin, on the condition that the actions cease when the flood conditions have abated to the point there is no longer flooding outside of defined streambeds and levees. Additionally, the suspension created by Paragraph 2 shall apply to floodwater diversion only if all of the following additional conditions are met:
 - a. The diversion of floodwater from the Tulare Lake Basin or rivers or streams flooding the Tulare Lake Basin must occur between March 31, 2023, and August 1, 2023, for flood management purposes.
 - b. For diversions directly from rivers or streams, a local or regional flood control agency, city, or county has given notice via its internet website, electronic distribution list, emergency notification service, or another means of public notice that flows downstream of the point of diversion are at imminent risk of flooding and inundation of land, roads, or structures.
 - c. For diversion of floodwaters in the Tulare Lake Basin (that is, waters no longer contained within a defined streambed or levee), a local or regional flood control agency, city, or county has given notice via its internet website, electronic distribution list, emergency notification service, or another means of public notice that areas from which the floodwaters are diverted are either at imminent risk of flooding or already flooded, with potential or existing inundation of land, roads, or structures.
 - d. Any water diverted is not diverted to and will not be applied to any area that has not been in active irrigated agricultural cultivation within the past three years, including grazing lands, annual grasslands, and natural habitats. This limitation does not apply to facilities already constructed for the purposes of groundwater recharge or managed wetlands.
4. In addition to the mandatory conditions set forth in Paragraph 3, any person conducting planned levee breaches or controlled inundation to prevent further catastrophic flooding pursuant to the suspension created by Paragraph 2 should take care, wherever feasible, to protect above-ground infrastructure and drinking water and wastewater infrastructure such as drinking water well field sites, wastewater discharge ponds, and other water resources that are necessary for the protection of human health and the recovery of impacted communities.
5. For purposes of conducting emergency flood preparation and response activities, for any (a) actions taken by state agencies, (b) actions taken by a local agency where the Secretary of the Natural Resources Agency concurs that local action is required, and (c) permits necessary to carry out actions under (a) and (b), Public

Resources Code, Division 13 (commencing with Section 21000) and regulations adopted pursuant to that Division, are suspended to the extent necessary to address flood impacts in the Tulare Lake Basin.

6. To support adequate state staffing for all state agencies and departments with an assigned response and/or recovery role related to flooding in the Tulare Lake Basin, consistent with applicable federal law, work hour limitations for retired annuitants, permanent and intermittent personnel, and state management and senior supervisors are suspended. Furthermore, reinstatement and work hour limitations in Government Code sections 21220, 21224(a), and 7522.56(b), (d), (f), and (g), and the time limitations in Government Code section 19888.1 and California Code of Regulations, title 2, sections 300-303 are suspended. All other restrictions must be adhered to for retired annuitants. The Director of the California Department of Human Resources must be notified of any individual employed in state government pursuant to these suspensions. The suspension of statutes identified in this Paragraph shall also apply to local governments, as applicable, to ensure adequate staffing to appropriately respond to the flooding in the Tulare Lake Basin. Local governmental agencies shall notify the California Public Employees' Retirement System of any individual employed by an agency pursuant to this Paragraph.
7. The limitation for the period of employment for State Personnel Board emergency appointments, as provided in Government Code section 19888.1, is suspended for positions required for emergency response and/or recovery operations related to flooding in the Tulare Lake Basin. The requirements and period of employment for such appointments will be determined by the Office of Emergency Services but shall not extend beyond the termination date of the State of Emergency.
8. To the extent the Alpine County Office of Education and Alpine County Unified School District are required to use temporary facilities such as the Alpine County Public Library due to extraordinary snowpack on the roof of Bear Valley Elementary School, rendering instructional space unsafe, the requirements of Education Code sections 17280, et seq., 17365, et seq., and Government Code sections 4453 and 14963 are suspended with respect to those temporary facilities. The requirements of the California Building Code (codified in Title 24 of the California Code of Regulations), as adopted and enforced by the local building and fire agencies with jurisdiction over the area, shall apply to these temporary facilities.
9. To the extent the Alpine County Office of Education and Alpine County Unified School District are required to temporarily use buildings, as defined in the California Building Code (California Code of Regulations, Title 24, Part 2, Chapter 2, section 202), such as the Alpine County Public Library due to extraordinary snowpack on the roof of the Bear Valley Elementary School, rendering instructional space unsafe, local planning and zoning regulations shall be suspended to allow immediate occupancy of such buildings for use as public school facilities. In addition, the requirements of the California Building Code, as adopted and enforced by the local building and fire agencies with jurisdiction over the area, shall apply, except that the requirements

relating to Change of Use or Occupancy Classification in the California Building Code (California Code of Regulations, Title 24, Part 2, Chapter 1, section 111) shall not trigger immediate code upgrades, and a Certificate of Occupancy shall not be withheld for such immediate and temporary use of the facilities as a public school, as long as such facilities met building code requirements at the time of their construction, are accessible to individuals with disabilities, and are judged safe for use by the local building official.

10. Education Code section 60641 (a) requiring that all pupils be administered academic assessments in mathematics, English language arts, and science, as provided for in Education Code section 60640, is suspended for the 2022-2023 school year for Pajaro Middle School, Hall District Elementary School and Ohlone Elementary School of the Pajaro Valley Unified School District, if a federal waiver is approved by the United States Department of Education.

I FURTHER DIRECT that as soon as hereafter possible, this Order be filed in the Office of the Secretary of State and that widespread publicity and notice be given 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 31st day
of March 2023.



GAVIN NEWSOM
Governor of California

ATTEST:

SHIRLEY N. WEBER, Ph.D.
Secretary of State

EXECUTIVE DEPARTMENT STATE OF CALIFORNIA

EXECUTIVE ORDER N-7-23

WHEREAS on March 1, March 8, March 12, March 14, March 28, April 20, and May 15, 2023, I proclaimed a State of Emergency to exist in 52 counties, cumulatively, as a result of a series of winter storms that initially struck California beginning in late February and continue to significantly impact the counties identified in my Proclamations; and

WHEREAS on March 31, 2023, I issued Executive Order N-6-23 to further bolster the emergency response to this Late Winter Storms event, particularly in the Tulare Lake Basin that continues to be plagued by historic flooding; and

WHEREAS on April 21, May 10, July 8, and October 19, 2021, I proclaimed States of Emergency to exist due to drought conditions; and

WHEREAS on March 10, 2023, I issued Executive Order N-4-23 to address evolving drought conditions due to the winter storms and to mitigate flooding by facilitating groundwater recharge; and

WHEREAS due to the complexity of the impacts from over a dozen Atmospheric River events since December 2022, including the accumulation of a record snowpack in the Sierra Nevada that is likely to yield record snowmelt runoff, especially in the Tulare Lake Basin, I previously issued Executive Orders identified herein to respond to and recover from the winter storms, and those orders now require updating in-light of the most recent runoff conditions and the State's more robust and recent modeling of likely flood impacts; and

WHEREAS the Tulare Lake Basin includes portions of Fresno, Kings, Tulare, and Kern counties and is the terminal point for the Kaweah, Tule, and Kern Rivers as well as a portion of the Kings River and several smaller streams, meaning that water from Sierra snowpack runoff that cannot be stored in reservoirs or absorbed into the ground will flow into the basin; and

WHEREAS the Tulare Lake Basin is hydrologically connected to the San Joaquin River Basin via the James Bypass and Fresno Slough and that connection has the potential to exacerbate the flood risk in the San Joaquin River Basin, and so further emergency response efforts may become necessary in the San Joaquin River Basin; and

WHEREAS stretches of the San Joaquin River, Chowchilla and Eastside Bypasses, San Joaquin River mainstem and tributaries (Fresno River, Chowchilla River, Merced River, Stanislaus River, and Tuolumne River, hereafter, San Joaquin River Tributaries), and Fresno Slough/James Bypass have been or are at flood stage this spring, river stages are expected to stay high or increase throughout the spring and summer as snowpack melts, and multiple levee repairs are underway on the lower San Joaquin River; and

WHEREAS the Kern River – California Aqueduct Intertie exists to move floodwaters safely from the Kern River into the California Aqueduct, and the Kern River Watermaster on May 10, 2023, requested the use of the Intertie to prevent Kern River floodwater from exacerbating flooding in the Tulare Lake Basin, and state agencies have begun actions to safely enable the diversion of these flood flows; 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 the mitigation of the effects of these ongoing winter storms.

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, and in particular, Government Code sections 8567, 8571, and 8627, do hereby issue the following Order to become effective immediately:

IT IS HEREBY ORDERED THAT:

1. All provisions contained in the above-referenced Proclamations of a State of Emergency and Executive Orders shall remain in full force and effect except as modified in this Order.
2. Paragraph 2 of Executive Order N-6-23 is withdrawn and replaced by the following:

To protect health, safety, and the environment, and to reduce the risks of local catastrophic flooding in the Tulare Lake or San Joaquin River Basins, the following are suspended for activities that meet the requirements in Paragraph 3.

- a. Chapter 6 (commencing with section 1600) of Division 2 of the Fish and Game Code, and regulations adopted pursuant to that Chapter; and
 - b. Division 13 (commencing with Section 21000) of the Public Resources Code, and regulations adopted pursuant to that division.
3. Paragraph 3 of Executive Order N-6-23 is withdrawn and replaced by the following, except that any diversion in the Tulare Lake Basin that is operational as of June 1, 2023, may continue to operate under Paragraph 3 of Executive Order N-6-23 until August 31, 2023:

The suspensions created by Paragraph 2 shall apply to floodwater diversion, floating vegetation and debris removal, and levee repair and breach, in the Tulare Lake or San Joaquin River Basins, on the condition that the actions cease when the flood conditions have abated to the point there is no longer a risk of, or existing, flooding causing inundation of land, roads, or structures at or downstream of the point of diversion.

4. Additionally, the suspensions created by Paragraph 2 shall apply to floodwater diversion only if all the following additional conditions are met:
 - a. Any diversion of floodwaters directly from the (i) Tulare Lake Basin or rivers or streams or bypasses flooding the Tulare Lake Basin or (ii) the San Joaquin River or San Joaquin River tributaries (including Fresno Slough and James Bypass) or San Joaquin River bypasses must occur between March 31, 2023, and August 31, 2023, for flood management purposes.

- b. With respect to diversions of floodwaters directly from rivers or streams or bypasses, a local or regional flood control agency, city, or county has given notice via its internet website, electronic distribution list, emergency notification service, or another means of public notice, that flows downstream of the point of diversion are at imminent risk of flooding and inundation of land, roads, or structures.
- c. With respect to diversions of floodwaters that are no longer contained within a defined streambed or levee, a local or regional flood control agency, city, or county has given notice via its internet website, electronic distribution list, emergency notification service, or another means of public notice that areas from which the floodwaters are diverted are either at imminent risk of flooding or already flooded, with potential or existing inundation of land, roads, or structures, or are on lands inundated as a result of actions within subparagraph (a).
- d. Any floodwater diverted is not diverted to and will not be applied to:
 - i. Any barn, ponds, or lands to which manure or waste from an animal facility that generates waste from the feeding and housing of animals for more than 45 days per year in a confined area that is not vegetated are applied;
 - ii. Any agricultural field where pesticide or fertilizer application has occurred in the prior 30 days or in the period prohibited by applicable law, whichever is longer;
 - iii. Any area that could cause damage to critical levees, infrastructure, wastewater and drinking water systems, drinking water wells or drinking water supplies, or exacerbate the threat of flood and other health and safety concerns; or
 - iv. Any area that has not been in active irrigated agricultural cultivation within the past three years including grazing lands, annual grasslands, and natural habitats. This limitation does not apply to facilities already constructed for the purposes of groundwater recharge or managed wetlands.
- e. With respect to diversions of floodwaters from waters tributary to the Sacramento and San Joaquin River Delta as defined in Water Code section 12220 (Delta), water rights holders are not making releases of stored water or reoperating facilities to provide flow for the purposes of meeting water quality control plan or endangered species requirements in the Delta at the time of the diversion.
- f. With respect to diversions of floodwaters directly from the San Joaquin River or San Joaquin River Tributaries, the diversion uses:
 - i. either existing diversion infrastructure or temporary pumps;

- ii. no new permanent infrastructure or permanent construction; and
 - iii. simple screens installed on temporary pump intakes to minimize the impacts of diversion to salmon and other aquatic life.
- 5. Paragraph 4 of Executive Order N-6-23 is withdrawn and replaced by the following:

In addition to the mandatory conditions set forth in Paragraph 3, any person conducting planned levee breaches or controlled inundation to prevent further catastrophic flooding pursuant to the suspensions created by Paragraph 2 should, wherever feasible, protect above-ground infrastructure and water sources that are necessary for the protection of human health and the recovery of impacted communities.

- 6. Paragraph 5 of Executive Order N-6-23 is withdrawn and replaced by the following:

For purposes of conducting emergency flood preparation and response activities beyond those provided for in Paragraphs 2 and 3, for any (a) actions taken by state agencies, (b) actions taken by a local agency where the Secretary of the Natural Resources Agency concurs that local action is required, and (c) permits necessary to carry out actions under (a) and (b), Public Resources Code, Division 13 (commencing with Section 21000) and regulations adopted pursuant to that Division, are suspended to the extent necessary to address flood impacts in the Tulare Lake or San Joaquin River Basins.

- 7. Paragraph 6 of Executive Order N-6-23 is withdrawn and replaced by the following:

To support adequate state staffing for all state agencies and departments with an assigned response and/or recovery role related to flooding in the Tulare Lake or San Joaquin River Basins, consistent with applicable federal law, work hour limitations for retired annuitants, permanent and intermittent personnel, and state management and senior supervisors are suspended. Furthermore, reinstatement and work hour limitations in Government Code sections 21220, 21224(a), and 7522.56(b), (d), (f), and (g), and the time limitations in Government Code section 19888.1 and California Code of Regulations, title 2, sections 300-303 are suspended. All other restrictions must be adhered to for retired annuitants. The Director of the California Department of Human Resources must be notified of any individual employed in state government pursuant to these suspensions. The suspension of statutes identified in this Paragraph shall also apply to local governments, as applicable, to ensure adequate staffing to appropriately respond to the flooding in the Tulare Lake Basin. Local governmental agencies shall notify the California Public Employees' Retirement System of any individual employed by an agency pursuant to this Paragraph.

- 8. Paragraph 6 of Executive Order N-6-23 is withdrawn and replaced by the following:

The limitation for the period of employment for State Personnel Board

emergency appointments, as provided in Government Code section 19888.1, is suspended for positions required for emergency response and/or recovery operations related to flooding in the Tulare Lake or San Joaquin River Basins. The requirements and period of employment for such appointments will be determined by the Office of Emergency Services, but shall not extend beyond the termination date of the State of Emergency.

9. Paragraph 3 of Executive Order N-4-23 is withdrawn and replaced by the following, except that any diversion that is operational as of June 1, 2023, may continue to operate under Paragraph 3 of Executive Order N-4-23 until August 31, 2023:

The suspensions created by Paragraph 2 of Executive Order N-4-23 shall apply to diversions of floodwaters as to which all the following conditions are met:

- a. Diversions of floodwaters directly from rivers, streams, or bypasses must occur between March 10, 2023, and August 31, 2023, for flood management and associated groundwater recharge.
- b. Diversions of floodwaters no longer contained within a defined streambed must prevent imminent risk of flooding or relieve flooding pressure from land, roads, or structures, already inundated, including as a result of actions within subparagraph (a).
- c. A local or regional flood control agency, city, or county has given notice via its internet website, electronic distribution list, emergency notification service, or another means of public notice, that waters at or downstream of the point of diversion are at imminent risk of flooding and inundation of land, roads, or structures.
- d. The diversions cease when the flood conditions have abated to the point there is no longer a risk of, or existing, flooding causing inundation of land, roads, or structures at or downstream of the point of diversion.
- e. Any floodwater diverted is not diverted to and will not be applied to:
 - i. Any barn, ponds, or lands, to which manure or waste from an animal facility that generates waste from the feeding and housing of animals for more than 45 days per year in a confined area that is not vegetated are applied;
 - ii. Any agricultural field where pesticides or fertilizer application has occurred in the prior 30 days or in the period prohibited by applicable law, whichever is longer;
 - iii. Any area that could cause damage to critical levees, infrastructure, wastewater and drinking water systems, drinking water wells or drinking water supplies, or exacerbate the threat of flood and other health and safety concerns; or

- iv. Any area that has not been in active irrigated agricultural cultivation within the past three years, including grazing lands, annual grasslands, and natural habitats. This limitation does not apply to facilities already constructed for the purpose of groundwater recharge or managed wetlands.
- f. With respect to diversions of floodwaters from waters tributary to the Sacramento and San Joaquin River Delta (Delta) as defined in Water Code section 12220 (Delta), water rights holders are not making releases of stored water or reoperating facilities to provide flow for the purposes of meeting water quality control plan or endangered species supporting regulatory requirements in the Delta at the time of the diversion.
- g. The diversion uses:
 - i. Either existing diversion infrastructure or temporary pumps;
 - ii. Existing groundwater recharge locations, where available;
 - iii. No new permanent infrastructure or permanent construction; and
 - iv. Simple screens installed on temporary pump intakes to minimize the impacts of diversion to salmon and other aquatic life.
- h. The person or entity availing itself of suspensions created by Paragraph 2 of Executive Order N-4-23 files a preliminary report with the Water Board and any applicable Groundwater Sustainability Agency (GSA) or GSAs for the basin, no later than 14 days after initially commencing diversion of flood flows for groundwater recharge, and a final report with the Water Board and any applicable GSA or GSAs for the basin no later than September 15, 2023. The preliminary and final reports required by this subparagraph shall:
 - i. Identify the person or entity utilizing the suspensions created by Paragraph 2 of Executive Order N-4-23;
 - ii. Identify the triggering condition from subparagraph (c) of this paragraph;
 - iii. Provide the GPS coordinates for the point of diversion, a map identifying the approximate area inundated by the flood flows, and the corresponding assessor parcel number(s);
 - iv. Identify the time when diversions of floodwaters to groundwater recharge commenced, and for final reports, when diversions ceased; and
 - v. Provide an estimate, as of the report's date, of the amount of floodwaters diverted utilizing the suspensions created by Paragraph 2 of Executive Order N-4-23.

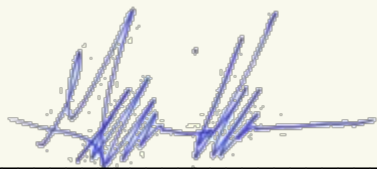
The Water Board shall post on its internet website all reports received pursuant to this subparagraph.

10. To mitigate the effects of the Late Winter Storms, including by reducing the risks of local catastrophic flooding in the Tulare Lake Basin, Part 2 (commencing with section 1200) of division 2 of the Water Code, exclusive of section 1225, and regulations adopted pursuant to that part, are suspended for diversions of flood flows into the Kern Intertie and ultimately into the California Aqueduct until August 31, 2023, such that applications and permits for water rights shall not be required for such diversions, nor shall such diversions create new water rights or modify existing water rights, to the extent applications or permits would have been required or water rights would have been affected absent this suspension.
11. The Department of Water Resources and State Water Resources Control Board shall (i) communicate to water systems and others any additional information or actions necessary for those systems and others to monitor and be prepared for the addition of Kern River floodwater in the California Aqueduct, and (ii) collaborate on long-term actions that align water rights and flood response, including actions that maximize in-basin groundwater recharge.

I FURTHER DIRECT that as soon as hereafter possible, this Order be filed in the Office of the Secretary of State and that widespread publicity and notice be given 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 17th day
of May 2023.



GAVIN NEWSOM
Governor of California

ATTEST:

SHIRLEY WEBER, PH.D
Secretary of State

EXECUTIVE DEPARTMENT STATE OF CALIFORNIA

EXECUTIVE ORDER N-10-23

WHEREAS the State has experienced over thirty atmospheric rivers since December 2022, resulting in compounding and cumulative impacts across California, including record or near record amounts of snow in the Sierra Nevada; and

WHEREAS on January 4, 2023, I proclaimed a State of Emergency to exist in California as a result of severe winter storms related to an atmospheric river event beginning on December 27, 2022; and

WHEREAS on March 1, March 8, March 12, March 14, March 28, April 20, May 15, and June 16, 2023, I proclaimed a State of Emergency to exist in 53 counties, cumulatively, as a result of a series of winter storms that initially struck California beginning in late February and continue to significantly impact the counties identified in my Proclamations; and

WHEREAS on April 21, May 10, July 8, and October 19, 2021, I proclaimed States of Emergency to exist due to drought conditions, and on February 13, 2023, I issued Executive Order N-3-23 and on March 10, 2023, I issued Executive Order N-4-23, to address evolving drought conditions due to the 2022-2023 Winter Storm Events and mitigate flooding by facilitating groundwater recharge; and

WHEREAS on March 31, 2023, I issued Executive Order N-6-23 to bolster the emergency response to the 2022-2023 Winter Storm Events, particularly in the Tulare Lake Basin that continues to be affected by historic flooding; and

WHEREAS on May 17, 2023, and on June 16, 2023, I issued Executive Order N-7-23 and N-9-23, respectively, to further bolster the emergency response to the 2022-2023 Winter Storm Events, in both the San Joaquin River and the Tulare Lake Basins; and

WHEREAS there remains a need for removal of floating vegetation and debris throughout impacted counties, including stretches of the Salinas River mainstem and tributaries, stretches of the Pajaro River mainstream and tributaries, and coastal streams along the Central Coast region from Santa Cruz County to Ventura County, and that removal must expeditiously occur before the next rainy season begins in fall 2023 in order to mitigate the risk of additional flooding and allow for continued recovery efforts; and

WHEREAS emergency repairs, debris removal, sediment removal, and vegetation management within waters of the United States are subject to federal approvals from the U.S. Army Corps of Engineers pursuant to section 404 of the federal Clean Water Act (33 U.S.C. § 1344), and the State Water Resources Control Board (Water Board) has previously issued state water quality certifications corresponding to the Corps Regional General Permits 8, 5, or 63 for Repair and Protection Activities in Emergency Situations and the Nationwide Permit 3 for Maintenance Part (a) for repair, rehabilitation, or replacement of structure of fill (collectively Emergency or Repair Corps Orders), which provide a

pathway for emergency activities in many instances (hereinafter referred to as Water Board Emergency or Repair 401 Certification Orders); 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 the mitigation of the effects of the 2022-2023 Winter Storm Events.

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, and in particular, Government Code sections 8567, 8571, and 8627, do hereby issue the following Order to become effective immediately:

IT IS HEREBY ORDERED THAT:

1. All provisions contained in the above-referenced Proclamations of a State of Emergency and Executive Orders shall remain in full force and effect, except as modified or withdrawn in subsequent proclamations and orders.
2. To protect health, safety, and the environment, and to reduce the risks of local catastrophic flooding, with respect to activities that take place in the San Joaquin River and tributaries, the Tulare Lake Basin and tributaries, including, but not limited to, the Kings, Tule, Kaweah, and Kern Rivers, the Salinas River and tributaries, the Pajaro River and tributaries, and other coastal streams between the Pajaro River (Santa Cruz/Monterey/San Benito Counties), to and including the Ventura River (Santa Barbara/Ventura County), but excluding tributaries to such other coastal streams, the following are suspended, subject to the conditions in Paragraphs 3 and 4, as applicable:
 - a. Chapter 6 (commencing with section 1600) of Division 2 of the Fish and Game Code, and regulations adopted pursuant to that Chapter.
 - b. Certain statutes, rules, and requirements applicable to activities under the jurisdiction of the Water Board and the California Regional Water Quality Control Boards (Regional Water Boards) as follows:
 - i. For an activity in a water of the United States that receives an authorization by the U.S. Army Corps of Engineers pursuant to section 404 of the Clean Water Act, any enrollment criteria that may limit the permitting of the activity under a Water Board Emergency or Repair 401 Certification Order, including criteria limiting the scope to only the Emergency or Repair Corps Orders, conditioned on compliance with all other provisions set forth in the relevant Water Board Emergency or Repair 401 Certification Order.

- ii. For an activity not covered by paragraph 2.b.i, sections 13260 and 13263 of the Water Code, and regulations adopted pursuant to those sections.
 - c. Division 13 (commencing with section 21000) of the Public Resources Code, and regulations adopted pursuant to that division.
- 3. The suspensions in Paragraph 2 apply only to (i) the repair or replacement of existing levees, weirs, and other conveyance and flood-control infrastructure, (ii) debris removal, (iii) sediment removal, and (iv) vegetation management, provided that the activity meets all of the following conditions, as applicable:
 - a. The activity is necessary to respond to conditions caused by the 2022-2023 Winter Storm Events and is necessary to avoid future damage from high streamflow events in the upcoming rainy season.
 - b. Removal of sediment or vegetation or both serves to either reestablish a functional low flow channel or reestablish channel capacity, or clear sediment and debris from the river channel near structures such as bridges.
 - c. Removal of sediment or vegetation or both is carried out in a manner that (i) does not involve excavation resulting in the establishment of a new low flow channel that did not exist prior to the 2022-2023 Winter Storm Events, (ii) maintains the natural contour of the stream, (iii) maintains the downstream slope of the stream flow line, and (iv) does not impede fish passage or cause fish stranding.
 - d. Removal of sediment or vegetation or both is limited to portions of the channel that are dry.
 - e. No more than 30% of the total native vegetation within the stream channel and bank is removed from each river mile.
 - f. Levees are either set back from their previous location (increasing channel capacity) or are rebuilt as configured prior to the 2022-2023 Winter Storm Events.
 - g. The activity does not involve disposal or placement of flood-delivered sediments into waters of the state or at locations or in a manner where sediments may be washed into waters of the state by rainfall or runoff.
 - h. The activity minimizes impacts to beneficial uses of the water body.
 - i. The activity is completed by November 1, 2023.
- 4. The suspensions in Paragraph 2.b.ii apply only if the activity meets all of the following further conditions:

- a. The project proponent shall provide notice to the appropriate Regional Water Board as early as possible, and no less than forty- eight (48) hours prior to initiating the project, that includes the scope and location of the activity, a description of the infrastructure, debris, sediment, and vegetation conditions relevant to the activity, with representative photos, and, as applicable, a description of how the activity serves to establish a functional low flow channel or reestablish channel capacity.
- b. Following any accidental discharge of a reportable quantity of a hazardous material (as defined in Health and Safety Code section 25501), sewage, or an unknown material, the project proponent shall follow the notification and reporting procedures set forth in condition A.3.c of Water Quality Order No. 2019-0044-Exec Clean Water Act Section 401 Water Quality Certification and Order.
- c. The activity shall be undertaken so as to avoid causing a violation of any applicable water quality standards, including impairment of designated beneficial uses for receiving waters, as adopted in any applicable Regional Water Board or Water Board water quality control plan or state policy for water quality control, but in the event of a violation of water quality standards, the project proponent shall eliminate the source of any such discharge as soon as practicable. Water diversion activities must not result in the degradation of beneficial uses or exceedances of water quality objectives of any of the receiving waters. Any temporary dam or other constructed obstruction must only be built from materials that will cause little or no siltation (e.g., clean gravel). Normal flows must be restored to the affected water immediately upon completion of work at that location.
- d. If there is a violation of a water quality standard, the project proponent shall notify the applicable Regional Water Board of any event causing a violation of compliance with water quality standards. Notification may be via telephone, e-mail, delivered written notice, or other verifiable means. This notification must be followed within three (3) working days by submission of a written report that includes the cause of the violation; the location shown on a map; and the period of the noncompliance including exact dates and times. If the noncompliance has not been corrected, include: the anticipated time it is expected to continue; the steps taken or planned to reduce, eliminate, and prevent reoccurrence of the noncompliance; and any monitoring results.
- e. If surface water is present, the project proponent shall conduct continuous visual surface water monitoring to detect accidental discharge of construction-related pollutants (e.g., oil and grease, turbidity plume, or uncured concrete).

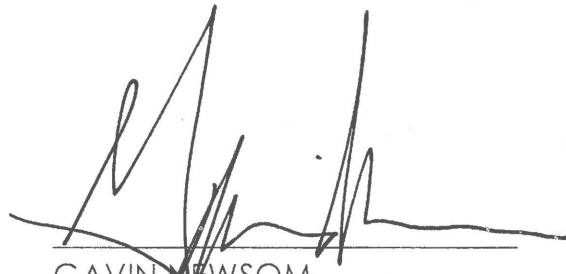
- f. The project proponent shall keep all repairs and construction to the minimum necessary to alleviate the emergency caused by the 2022- 2023 Winter Storm Events and limited to in-kind replacement or refurbishment of on-site features, although the project may undertake minor upgrading if bioremediation or other environmentally sensitive solutions are used.
 - g. The project proponent shall implement effective best management practices to control erosion and runoff from areas associated with the activity, including access roads. All areas of temporary impacts and all other areas of temporary disturbance that could result in a discharge or a threatened discharge to waters of the U.S. and/or state must be restored. Restoration must include grading of disturbed areas to pre-project contours and revegetation with native species.
 - h. Notification of completion, including representative photos showing completion, shall be submitted to the appropriate Regional Water Board within 30 days of completion of the activity.
- 5. To support adequate state staffing for all state agencies assigned response and/or recovery role related to the 2022-2023 Winter Storm Events in coastal streams including and between the Pajaro River (Santa Cruz/Monterey/San Benito Counties) and the Ventura River (Santa Barbara/Ventura County), consistent with applicable federal law, work hour limitations for retired annuitants, permanent and intermittent personnel, and state management and senior supervisors are suspended. Furthermore, reinstatement and work hour limitations in Government Code sections 21220, 21224(a), and 7522.56(b), (d), (f), and (g), and the time limitations in Government Code section 19888.1 and California Code of Regulations, title 2, sections 300-303 are suspended. All other restrictions must be adhered to for retired annuitants. The Director of the California Department of Human Resources must be notified of any individual employed in state government pursuant to these suspensions. The suspension of statutes identified in this Paragraph shall also apply to local governments, as applicable, to ensure adequate staffing to appropriately respond to the damage from the 2022-2023 Winter Storm Events in coastal streams including and between the Pajaro River (Santa Cruz/Monterey/San Benito Counties) and the Ventura River (Santa Barbara/Ventura County). Local governmental agencies shall notify the California Public Employees' Retirement System of any individual employed by an agency pursuant to this Paragraph.
- 6. The limitation for the period of employment for State Personnel Board emergency appointments, as provided in Government Code section 19888.1, is suspended for positions required for emergency response and/or recovery operations related to the 2022-2023 Winter Storm Events in coastal streams including and between the Pajaro River (Santa Cruz/Monterey/San Benito Counties) and the Ventura River (Santa Barbara/Ventura County). The requirements

and period of employment for such appointments will be determined by the Office of Emergency Services but shall not extend beyond the termination date of the State of Emergency.

I FURTHER DIRECT that as soon as hereafter possible, this Order be filed with the Office of the Secretary of State and that widespread publicity and notice be given to 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 4th day of August 2023.

A handwritten signature in black ink, appearing to read 'Gavin Newsom', is written over a horizontal line.

GAVIN NEWSOM
Governor of California

ATTEST:

SHIRLEY N. WEBER, PH.D.
Secretary of State



FEMA

Congressional Affairs Division
202-646-4500

STATE OF CALIFORNIA

FEDERAL DISASTER DECLARATION FACT SHEET

APRIL 3, 2023

Today, April 3, 2023, President Joseph R. Biden Jr., granted a Major Disaster Declaration for the State of California triggering the release of Federal funds to help individuals and communities recover from Severe Winter Storms, Straight-line Winds, Flooding, Landslides, and Mudslides that occurred February 21, 2023, and continuing. Details of the disaster declaration and assistance programs are as follows:

Declaration Number:	FEMA-4699-DR
Incident:	Severe Winter Storms, Straight-line Winds, Flooding, Landslides, and Mudslides
Incident Period:	February 21, 2023, and continuing
Federal Coordinating Officer:	Andrew F. Grant National FCO Program
Individual Assistance (IA):	(Assistance to individuals and households):
IA-Designated Counties:	Kern, Mariposa, Monterey, San Benito, Santa Cruz, Tulare, and Tuolumne Counties.
Public Assistance (PA):	(Assistance for emergency work and the repair or replacement of disaster-damaged facilities):
PA-Designated Counties:	Calaveras, Los Angeles, Monterey, and Tulare Counties.
Hazard Mitigation (HM):	(Assistance for actions taken to prevent or reduce long term risk to life and property from natural hazards):

HM-Designated Areas:

All areas in the State of California are eligible to apply for assistance under the Hazard Mitigation Grant Program.

OTHER:

Additional designations may be made at a later date if requested by the state and warranted by the results of further damage assessments.

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LICENSE NUMBER	1221
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LICENSE TO USE STATE MILITARY PROPERTY

BETWEEN

CALIFORNIA MILITARY DEPARTMENT

AND

The City of Porterville

FOR

USE OF READINESS CENTER IMPROVEMENTS AND GROUNDS

This AGREEMENT, dated for reference the 10th day of April 2023, by and between the California Military Department (CMD), hereinafter called STATE, and the City of Porterville, 291 North Main Street, Porterville, CA 93257, hereinafter called LICENSEE, without distinction as to number or gender, and effective upon execution by STATE. STATE and LICENSEE are sometimes referred to individually as a "party" or collectively as the "parties".

RECITALS

WHEREAS, the STATE has under its jurisdiction, certain real property known as the Porterville armory, located at 29 N. Plano St. Porterville, CA 93257, hereinafter called PREMISES, identified in **Exhibit "B"**, consisting of one (1) page and attached hereto and incorporated herein by this reference.; and,

WHEREAS, it is essential that STATE have a secure facility and surrounding grounds; and,

WHEREAS, PREMISES may be made available to meet the needs of the local civil authority when not required to meet immediate operational requirements;

NOW THEREFORE, STATE and LICENSEE agree as follows:

WITNESSETH

I.

GENERAL PROVISIONS

1. AGREEMENT is for non-exclusive weekday or weekend use throughout the license term.
2. Upon declaration of emergency by the STATE or federal government, STATE reserves the right to reoccupy PREMISES, including all parking areas, with twenty-four (24) hours written or electronic (voice or email) notice to LICENSEE at the notification address/number below.

3. PREMISES will not be available during the following drill periods: n/a
4. LICENSEE shall comply with all applicable statutes, laws, ordinances and rules or regulations adopted by the Federal, State or any City, City and County, County or other body politic pertaining to use of said premises or any provisions of the License.
5. LICENSEE shall comply with such reasonable rules and regulations as may be prescribed by STATE for the reasonable use and occupation of State Facilities.
6. LICENSEE understands and agrees the California Legislature may impose additional restrictions, limitations or conditions affecting AGREEMENT provisions or terms; however, any such changes become effective no sooner than 30 days after the legislature has acted.
7. This agreement shall not be assigned or sublet or otherwise encumbered, in whole or in part, without STATE'S prior written consent.
8. STATE shall supply PREMISES with utilities, the nominal cost of which is included in the use fee. Section VI (FEES), item #5 addresses extraordinary utility use and payment.
9. LICENSEE shall have use of the offices, storage areas, drill floor, latrines, showers, parking areas for placement of storage containers (if required), and kitchen counters solely for food preparation or distribution (no oven or stove top use). All food will be stored and surfaces cleaned on a daily basis when shelter operations are underway.
10. STATE is not responsible for losses or damage to personal property, equipment or materials of LICENSEE, its employees, agents or clients. LICENSEE shall report to STATE all losses immediately upon discovery.
11. LICENSEE shall not drive any nails, tacks, pins or other objects into the walls, ceilings, partitions, windows, woodwork, or any other part of PREMISES, nor in any manner move or change any fixture, nor make any alterations to PREMISES without STATE'S prior written consent.
12. Upon completion of use, LICENSEE shall remove all decorations, display, signs, and equipment on PREMISES.
13. Upon license expiration, LICENSEE will surrender PREMISES to STATE with appurtenances and fixtures in good order, condition, and repair, reasonable use and wear thereof, or Acts of God excepted.
14. LICENSEE shall not permit any alcoholic beverage to be offered for sale, stored, given away or otherwise disposed or consumed on any part of PREMISES, nor shall LICENSEE permit any use of tobacco products on any part of PREMISES or within twenty (20) feet of entrances, doorways or opening windows, except in a sufficiently distanced controlled area under LICENSEE supervision.
15. LICENSEE acknowledges PREMISES may not be fully ADA compliant and agrees to implement or improve, at its sole cost and expense, those necessary compliance measures required for the duration of its use. Furthermore, LICENSEE agrees to provide any and all required temporary emergency lighting required by State, County or City laws or ordinances.

II.

AUTHORIZED ACTIVITIES

1. LICENSEE is authorized to use PREMISES to provide temporary shelter and/or health and medical services to homeless citizens of the community.
2. LICENSEE may provide on-site program management through either LICENSEE employees, agents or volunteers or through contracted services.
3. LICENSEE agrees to clean PREMISES removing all litter, trash, cans, bottles, etc. from PREMISES after each use period, but not less than once per day.
4. LICENSEE shall provide janitorial services, whether from a licensed contractor or qualified civil service employee(s), to clean and sanitize the armory, including restrooms, showers, and drill floor, according to standards set forth in **Exhibit "F"**, made a part hereof by this reference. If civil service employees will not fulfill janitorial services, LICENSEE shall provide STATE a copy of the janitorial contract before commencement of licensed use.
5. The armory facility will be available twenty-four (24) hours each day unless otherwise approved by the STATE for extended periods during inclement weather conditions.
6. LICENSEE shall provide on PREMISES one hour before shelter opening until one hour after lights-out in the evening no less than one (1) appropriately licensed (guard card) and easily identifiable uniformed security officer. The security officer shall have access to a telephone, provided by LICENSEE, for contacting the appropriate law enforcement agency, should it become necessary. LICENSEE is responsible for protecting patrons, agents and invitees from acts of third parties, and agrees to notify STATE and appropriate law enforcement agencies as required.
7. Uniformed security personnel will check (search) each client for weapons and drug paraphernalia before any client may enter, or reenter the armory. On-site supervising soldiers are not security personnel and WILL NOT assist with weapon checks or other security-related actions; however, they will observe security inspections.
8. Security personnel will notify the military site supervisor or, if one is not available, the Area Coordinator or the STATE Program Manager before leaving PREMISES. A copy of the security contract will be due to the STATE before the license term begins.
9. Consistent with GC 15301.3(e), LICENSEE shall provide STATE a schedule of nightly shelter visits by law enforcement officers of the local jurisdiction within which the armory is located.
10. Any damage to PREMISES will be inspected by STATE representatives (CMD Area Coordinator) and LICENSEE to determine the character and extent of damage (with photographs). Repairs should be completed within twenty-four (24) hours if an emergency or seventy-two (72) hours if urgent.
11. The STATE Area Coordinator will contract for necessary repair or restoration services using appropriate state or federal guidance, while coordinating and collaborating closely with LICENSEE. LICENSEE may not undertake repairs or restoration using its own forces or contract services without the prior written

consent of STATE'S Area Coordinator.

12. Within thirty (30) days of being presented a demand (invoice) for payment, LICENSEE shall make STATE whole for the cost of repairing or restoring any improvement or utility damaged as a result of PREMISES shelter use. If significant plumbing issues occur due to repeated latrine clogging by clients, the LICENSEE will provide, at its sole cost or expense, portable latrines for the duration of the contract.
13. LICENSEE shall take all necessary steps to ensure shelter clients do not constitute a nuisance in the immediate vicinity of PREMISES during hours of shelter operation. If at any time the STATE is dissatisfied with the LICENSEE efforts, the LICENSEE and STATE shall meet to explore means and methods of compliance.
14. LICENSEE is solely responsible for supplying consumables including, but limited to cleaning or sanitizing supplies and equipment, liquid soap, paper towels, and toilet paper. LICENSEE affirms the County Health Department shall provide regular health screenings and consultation on sanitation issues as required or as otherwise requested.
15. The ONLY animals allowed inside PREMISES are service animals as defined in Section XIV below. Client pets or any other animal not meeting the definition of service animal must remain outside PREMISES at all times.
16. LICENSEE shall conform to the guidance and recommendations for tuberculosis prevention outlined in "*Preventing Tuberculosis (TB) in Homeless Shelters: A Guide for Preventing and Controlling TB and other Aerosol Transmissible Diseases in Los Angeles County Facilities*", included as **Exhibit "C"** herein and by this reference made a part hereof.
17. LICENSEE shall at all times conform to local or state (Governor's) orders for preventing COVID-19 infection by mandating mask wearing and organizing the site to conform to physical distancing requirements.
18. Before clients may park their vehicle in PREMISES parking area, LICENSEE shall ensure each has a valid vehicle registration and current insurance coverage.
19. Vehicles parked on PREMISES without appropriate approval shall be towed away by STATE's order and at LICENSEE's risk and expense.

III.

NOTIFICATION

All notices or other communications required or permitted hereunder shall be in writing, and shall be personally delivered (including by means of professional messenger service) or sent by overnight courier, or sent by registered or certified mail, postage prepaid, return receipt requested to the addresses set forth below. All such notices or other communications shall be deemed received upon the earlier of (i) if personally delivered or sent by overnight courier, the date of delivery to the address of the person to receive such notice, (ii) if mailed as provided above, on the date of receipt or rejection, when received by the other party if received Monday through Friday between 6:00 a.m. and 5:00 p.m. Pacific Standard Time. so long as such day is not a State or Federal holiday and otherwise on the next day provided that if the next day is Saturday, Sunday, or a state or federal holiday, such notice shall be effective on the following business day.

To LICENSEE:

City of Porterville
Attn: City Manager
291 North Main Street
Porterville, CA 93257
(559) 782-7466

To STATE:

California Military Department
9800 Goethe Road, Box 18
Sacramento, CA 95826
(916) 854-3788

PROGRAM MANAGER:

SSG Monica Estrada
(916) 541-8160

Notice of change of address or telephone number shall be given by written notice in the manner described in this section. LICENSEE is obligated to notice State offices listed above and the failure to provide notice to do so shall constitute a lack of notice. Nothing contained herein shall preclude the giving of any such notice by personal service.

IV.

INSURANCE REQUIREMENTS

LICENSEE is a public entity, which is self-insured and will be responsible for any damage caused to PREMISES. Additionally, LICENSEE shall indemnify STATE against any injuries caused by use of PREMISES. LICENSEE has furnished the necessary Certificate of Self-Insurance, **Exhibit "D"** attached hereto and incorporated herein by this reference, demonstrating the required insurance coverage will be in effect during the complete term of AGREEMENT, and shall include, but not be limited to:

- Combined single limit liability of \$2,000,000, or
- Special event coverage with a limit of \$2,000,000, and
- A statement naming the United States, State of California, its officers, agents, employees, and servants as additional insured, but only with respect to the activities of the named insured.

V.

HOLD HARMLESS INDEMNIFICATION

The PREMISES are provided in "AS-IS" and "WITH ALL FAULTS" condition, and STATE and its employees, representatives and agents disclaim all warranties, expressed or implied, regarding the PREMISES, including, but not limited to, all implied warranties of merchantability or fitness for a particular purpose or compliance with Applicable Law. LICENSEES acknowledges and agrees that STATE and its employees, representatives and agents have made no representations or warranties for the PREMISES, including, without limitation, any representations or warranties regarding, (a) the condition or repair of the PREMISES, (b) whether such PREMISES are sufficient for the purposes of LICENSEE, or (c) whether the PREMISES comply with Applicable Laws (as defined below), including without limitation the Americans with Disabilities Act (ADA) or other accessibility laws, (d) whether there are any facts or conditions affecting the PREMISES that might, individually or in the aggregate, interfere with the use or occupancy of the

PREMISES or any portion thereof by LICENSEE.

The use of the PREMISES by LICENSEE shall be conclusive evidence that LICENSEE accepts the same "AS IS and WITH ALL FAULTS" and that the PREMISES are suited for the use intended by LICENSEE and are in good and satisfactory condition at the time such possession was taken. LICENSEE represents and warrants to STATE that (a) its sole intended use of the PREMISES is for temporary sheltering (the "Permitted Use") and (b) prior to using the PREMISES it has made such investigations as it deems appropriate with respect to the suitability of the PREMISES for its intended use and has determined that the PREMISES are suitable for such intended use.

LICENSEE shall comply with all applicable statutes, laws, ordinances and rules and regulations adopted by the Federal, State or any City, City and County, County or other body politic, including without limitation all building codes, the ADA or other accessibility laws ("Applicable Laws") and which pertains to use of the PREMISES or any provisions of the License, and will indemnify, defend and hold STATE free and harmless from and against any violations thereof and any and all liabilities, suits, causes of action, judgments, demands and claims for damages, including all reasonable costs of any litigation and attorney's fees and expenses, arising out or by reason of any such violation.

LICENSEE shall indemnify, defend and hold STATE its employees, representatives and agents free and harmless from and against any and all suits, causes of action, demands, proceedings, claims, damages, judgments, obligations liabilities, liens, fines, costs, and expenses (including, but not limited to, attorneys' fees and costs) (collectively "Losses") which arise from or are related to (a) use or occupancy of the PREMISES by LICENSEE or its Representatives, including, but not limited to, damage to property of any kind whatsoever and to whomsoever belonging, including LICENSEE, from any cause or causes whatsoever during the term of this License or any occupancy hereunder, holdover periods or any other occupancy of the PREMISES during the term of this License, except (i) those Losses that are ultimately determined by a court or administrative tribunal of competent jurisdiction to be caused by sole gross negligence of the STATE or its employees, or (ii) to the extent any such Losses are ultimately determined by a court or administrative tribunal of competent jurisdiction to be caused by the willful misconduct of the STATE or its employees; provided, however, any condition of the PREMISES that is found to be in violation of any Applicable Law by a court or administrative tribunal of competent jurisdiction shall not be deemed gross negligence or willful misconduct on the part of the STATE or its employees; (b) breach of LICENSEE'S obligations under the AGREEMENT, (c) negligence or other wrongful act by LICENSEE or its Representatives, (d) violation of Applicable Law by LICENSEE or its Representatives, (e) any allegation that the PREMISES do not comply with Applicable Law. "Representatives" means LICENSEE'S agents, employees, representatives, contractors, or any other person or persons acting within the direct control or authority of such party or its agents, employees, representatives or contractors.

VI.

FEES

1. The use fee is waived based on Services in Kind as per California Army National Guard Regulation 210-2 paragraph 9.
2. Extraordinary utility costs are waived during the term of this license.
3. Emergency 24 hour use of the facility is authorized through the request from the local Office of Emergency Services.

VII. TERM

License shall take effect no earlier than April 11, 2023 or upon execution by STATE, whichever is later, and shall expire no later than 0800 (8:00 A.M.) August 31, 2023.

VIII. AMENDMENT AND TERMINATION

AGEEMENT amendment or modification must be in writing and duly executed by the parties.

Either party may terminate AGEEMENT with 30 days written notification to the other at the addresses previously given. Upon termination, the activities of the parties shall be governed by the applicable provisions of the Military and Veterans Code. STATE is not obligated to reimburse LICENSEE any fees should it terminate this AGREEMENT before reaching its full term.

IX. ENTIRE AGREEMENT

AGREEMENT, along with any exhibits attached hereto, constitutes the entire covenant and understanding between STATE and LICENSEE for PREMISES. AGREEMENT supersedes all prior and contemporaneous routine activity agreements, representations or understandings, if any, whether oral or written.

X. DURATION & RENEWAL

AGREEMENT shall remain in effect through the termination date and will not be extended, but may be renewed annually subsequent to renegotiation required to protect the parties.

XI. RIGHT TO ENTER

During continuance in force of AGREEMENT, there shall be, and is hereby expressly reserved to STATE and to any of its contractors, agents, employees, representatives, or licensees, the right at any and all reasonable times, and any and all places to temporarily enter upon said PREMISES for inspection or other lawful STATE purposes.

XII. ENVIRONMENTAL LAWS AND REGULATIONS

LICENSEE must comply with all applicable local, State or Federal environmental provisions, requirements, ordinances, regulations or laws. AGREEMENT does not constitute any form of authorization, permit, or opinion with respect to the satisfaction thereof. LICENSEE agrees that it shall comply with all laws, federal, state, or local, existing during the term of this license pertaining to the use, storage, transportation, and disposal of any hazardous substance as that term is defined in such applicable law.

1. In the event STATE or any of its affiliates, successors, principals, employees, or agents should incur any liability, cost, or expense, including attorney's fees and costs, as a result of the LICENSEE'S illegal use, storage, transportation, or disposal of any hazardous substance, including any petroleum derivative, the LICENSEE shall indemnify, defend, and hold harmless any of these individuals against such liability.
2. Where the LICENSEE is found to be in breach of this Paragraph due to the issuance of a government order directing the LICENSEE to cease and desist any illegal action in connection with a hazardous substance, or to remediate a contaminated condition caused by the LICENSEE or any person acting under

LICENSEE'S direct control and authority, LICENSEE shall be responsible for all costs and expenses of complying with such order, including any and all expenses imposed on or incurred by STATE in connection with or in response to such government order.

XIII.

DEFAULT

LICENSEE shall make all required payments to the STATE without deduction, default or delay. In the event of the failure of LICENSEE to do so, or in the event of a breach of any of the other terms, covenants or conditions herein contained on the part of LICENSEE to be kept and performed, and if such default continues for a period of thirty (30) days after receipt of written notice from STATE to LICENSEE of such default, this License may, at the STATE'S sole discretion, be terminated.

In the event of termination of this License, it shall be lawful for STATE to reenter into and upon the PREMISES and every part thereof and to remove and store at LICENSEE's expense all property therefrom and to repossess and occupy the PREMISES. In the event STATE terminates this License pursuant to this Paragraph, the STATE shall not be required to pay LICENSEE any sum or sums whatsoever.

XIV.

SERVICE ANIMALS

Service Animal Defined by Title II and Title III of the ADA: (from the ADA National Network)

Under Title II and III of the ADA, service animals are **limited to dogs** individually trained to do work or perform tasks for the benefit of an individual with a disability, including a physical, sensory, psychiatric, intellectual, or other mental disability.

Emotional support animals, comfort animals, and therapy dogs are not service animals under Title II and Title III of the ADA. Other species of animals, whether wild or domestic, trained or untrained, are not considered service animals either. The work or tasks performed by a service animal must be directly related to the individual's disability. A doctor's letter does not turn an animal into a service animal.

Examples of animals fitting the ADA's definition of "service animal" because they have been **specifically trained to perform a task for the person with a disability:**

Guide Dog or Seeing Eye® Dog¹ is a carefully trained dog that serves as a travel tool for persons who have severe visual impairments or are blind.

Hearing or Signal Dog is a dog that has been trained to alert a person who has a significant hearing loss or is deaf when a sound occurs, such as a knock on the door.

Psychiatric Service Dog is a dog that has been trained to perform tasks that assist individuals with disabilities to detect the onset of psychiatric episodes and lessen their effects.

SigDOG (sensory signal dogs or social signal dog) is a dog trained to assist a person with autism. The dog alerts the handler to distracting repetitive movements common among those with autism, allowing the person to stop the movement (e.g., hand flapping).

Seizure Response Dog is a dog trained to assist a person with a seizure disorder. The dog may stand guard over the person during a seizure or the dog may go for help. A few dogs have learned to predict a seizure and warn the person in advance to sit down or move to a safe place.

While Emotional Support Animals or Comfort Animals are often used as part of a medical treatment plan as therapy animals, they are not considered service animals under the ADA. These support animals provide companionship, relieve loneliness, and sometimes help with depression, anxiety, and certain phobias, but do not have special training to perform tasks that assist people with disabilities and are not covered by federal laws protecting the use of service animals.

A public facility is not allowed to ask for documentation or proof a dog has been certified, trained, or licensed as a service animal. Staff on site may ask the following questions:

1. Is the dog a service animal required because of a disability?
2. What work or task has the dog been trained to perform?

No further questions should be asked regarding the disability or the animal, nor is it permissible to ask that the dog perform the task that grants it to be a service animal.

CONCURRENCE

INSTALLATION COMMANDER

DATE: _____

FOR THE ADJUTANT GENERAL

DATE: _____



CITY OF PORTERVILLE

DATE: 04/21/2023

**MEMORANDUM OF UNDERSTANDING FOR SHELTER SUPPORT
BETWEEN COUNTY OF TULARE AND CITY OF PORTERVILLE**

This Agreement, is effective as of April 11, 2023, (the "Agreement"), and is between The City of Porterville ("CITY"), a California municipal corporation, and the COUNTY OF TULARE, a political subdivision of the State of California ("COUNTY"), who agree as follows:

WHEREAS, CITY has entered into an arrangement with the California National Guard for use of the Armory space, with address of 29 N Plano St., Porterville, CA 93257 (the "Premises") for emergency shelter purposes; and

WHEREAS, COUNTY, along with its Health and Human Services Agency, desires to provide disaster relief support, including logistical support, shelter staffing, and meal support, solely for the purpose of the Premises being used as an emergency shelter in response to the March 2023 atmospheric river storms; and

WHEREAS, in order to provide said support, COUNTY is fully dependent upon the California Department of Social Services ("CDSS") fulfilling COUNTY'S request for logistical and funding support, of which COUNTY, upon receipt, will convey to CITY; and

WHEREAS, in the event that CDSS is unable to provide support, and/or CDSS or the American Red Cross is unable to provide operational support, COUNTY is unable to continue services alone and shall immediately terminate this Agreement; and

WHEREAS, COUNTY seeks to clarify the scope of services to be provided and set reasonable limits on the term of those services; and

WHEREAS, COUNTY agrees to provide, and CITY agrees to receive said services; and

WHEREAS, CITY opened the shelter on the Premises on April 11, 2023, and COUNTY began providing services as of April 11, 2023, and now seek to memorialize this exchange in writing;

NOW, THEREFORE, in consideration of the mutual promises and representations set forth herein, the parties agree as follows:

1. **SERVICES.** COUNTY agrees to provide at its own expense, and CITY agrees to receive services at the Premises pursuant to this Agreement. COUNTY shall provide 24 hour, or agreed operational period staffing at the Premises, in which COUNTY will provide logistical support, shelter staffing, and meal support in conjunction with the California Department of Social Services and/or the American Red Cross. COUNTY will additionally provide social assistance via case management services Monday through Friday, 8 AM to 5 PM. COUNTY shall also provide 24 hour security at the site (Collectively, the "Services"). The parties may agree in writing to a shorter operational period.

CITY shall provide animal care and shelter for residents of the Premises, including kennels and food. CITY shall be providing laundry, bathroom, and shower services for the residents of the Premises. Except for as otherwise specified in Section 8.c., CITY shall provide janitorial services for the Premises, which shall be regularly available daily, and shall be available upon an immediate needs basis. CITY shall keep on-call maintenance technician that is able to respond to immediate maintenance needs.

Services will be performed to the satisfaction of COUNTY for purposes of reimbursement of COUNTY by the State or Federal government.

2. **TERM.** The Services contemplated in Section 1 shall be from April 11, 2023, to May 5, 2023.

The County's provision of staffing and support services shall end at 12:00 noon, and the County's provision of security services shall end at 5:00 p.m., on Friday, May 5, 2023.

Additionally, the Parties agree that this Agreement will terminate pursuant to Section 19 of this Agreement upon the exit of the California Department of Social Services' support of staffing of the Services.

3. **CONSIDERATION.** CITY and COUNTY agree that the services provided to the public are adequate and good consideration for this Agreement, and no monetary compensation is required for this Agreement.

4. **USE.** Upon commencement of the term, COUNTY staff shall be entitled entry onto the Premises to provide the Services.

5. **AGREEMENT TO USE FACILITIES.** The use of the Premises is defined as follows:

- a. Use of the Premises 24 hours a day for sheltering evacuees and animals; and
- b. Any other use to which the parties mutually agree.

6. **ACCEPTANCE.** On the date that the COUNTY begins providing services at the Premises, the Premises shall be in good condition. COUNTY commencing services on the Premises on the effective date shall constitute COUNTY's acknowledgment that, to the best of their knowledge, the Premises is in good condition.

7. **USE.** COUNTY shall use the Premises and shall not use it in any manner that will constitute waste or nuisance.

8. **MAINTENANCE.**

- a. CITY will provide, at CITY's expense, all ongoing maintenance, preventative maintenance, repair, and upkeep of the Premises, including, but not limited to, the parking areas, sidewalks, grounds, building and improvements, and equipment and fixtures attached thereto.

b. CITY will be responsible for complying with all codes or laws requiring alterations, maintenance or restoration of the Premises and parking areas during the term of the AGREEMENT, at no cost to COUNTY, including all ADA Standards for Accessible Design requirements and codes requiring fire extinguishers or other fire suppression equipment and related signage.

c. CITY will be responsible for cleaning the restrooms. COUNTY will be responsible for any cleaning or sanitization of rooms used, waiting rooms, and door handles.

d. In case of emergency the parties will take immediate steps to protect persons and property, consistent with their respective roles and responsibilities under this AGREEMENT. The CITY maintains responsibility to provide COUNTY with a facility that is fit for the purpose and intent of the AGREEMENT. If necessary repairs are brought to the CITY's attention by COUNTY, CITY will make repairs within the next ten (10) days. If the CITY does not take the necessary steps, COUNTY will have the right to repair and to be reimbursed by CITY.

9. **ALTERATIONS.** COUNTY shall not make any structural or exterior alterations to the Premises without CITY's or the California National Guard's consent; however, COUNTY shall have the right without cost to the CITY to make, with CITY's prior written consent, nonstructural alterations to the interior of the Premises that COUNTY requires in order to conduct its operations on the Premises, so long as those alterations are not prohibited by the terms and conditions of the CITY'S License Agreement with the California Military Department.

Upon termination of the AGREEMENT, if COUNTY is not then in default of any of the provisions of this AGREEMENT, COUNTY shall have the right to remove from the Premises immediately before the termination of the AGREEMENT, or within ten (10) days thereafter, any alterations COUNTY has made to the Premises, as long as the removal will not cause any structural

damage to the Premises, and COUNTY at its cost promptly restores any damage caused by the removal.

10. **UTILITIES.** CITY, in conjunction with the California National Guard, shall make all arrangements for, and pay for, all utilities and services furnished or to be used by COUNTY, including, without limitation, gas, electricity, water, sewer, trash, and for all connection charges, therefore. CITY and the California National Guard shall provide all fire extinguishers and related signs.

11. **INDEMNITY.** To the fullest extent permitted by law, CITY will hold harmless, defend and indemnify COUNTY and its officers, agents, volunteers, contractors, and employees from and against any liability, claims, actions, costs, damages, losses and expenses for injury, including without limitation, death of any person or damage to any property, including damage to animals; enforcement actions under California Prevailing Wage laws with respect to work done by CITY, or under other applicable statute or ordinance; or resulting from CITY's or CITY's agents', employees', contractors', or invitees' negligent or intentionally wrongful acts or omissions with respect to the Premises. CITY's obligation will continue beyond the expiration or termination of this Agreement as to any act or omission which occurred during the term of this AGREEMENT, or any renewal or holdover period. This indemnification provision will survive the termination of this AGREEMENT.

To the fullest extent permitted by law, COUNTY will hold harmless, defend and indemnify CITY and its officers, agents, volunteers, contractors, and employees from and against any liability, claims, actions, costs, damages, losses and expenses for injury, including without limitation, death of any person or damage to any property, including damage to animals; enforcement actions under California Prevailing Wage laws with respect to work done by COUNTY, or under other applicable statute or ordinance; or resulting from COUNTY's or COUNTY's agents', employees', contractors', or invitees' negligent or intentionally wrongful acts or omissions with

respect to the Premises. COUNTY's obligation will continue beyond the expiration or termination of this Agreement as to any act or omission which occurred during the term of this AGREEMENT, or any renewal or holdover period. This indemnification provision will survive the termination of this AGREEMENT.

12. **INSURANCE.** CITY acknowledges and agrees that COUNTY is a self-insured entity and waives any requirement that COUNTY procure and/or maintain insurance of any kind, including liability and/or fire/extended coverage insurance. COUNTY acknowledges and agrees that CITY is a self-insured entity and waives any requirement that CITY procure and/or maintain insurance of any kind, including liability and/or fire/extended coverage insurance.

13. **DESTRUCTION.** In the event the Premises, or the building in which the Premises is located, is totally or partially destroyed by fire, earthquake, flood, or other casualty so as to render such property unfit for occupancy, in whole or in part, and that if it should reasonably appear that CITY cannot or will not restore or repair the Premises within ten (10) days from the date of such damage, either party shall be entitled to terminate the Agreement by giving the other party notice in writing of intention to so terminate ten (5) days before the proposed date of termination.

14. **CONDEMNATION.** If, during the AGREEMENT Term, there is any taking by condemnation of all or part of the building, other improvements, or land of which the Premises are a part, or any interest in the AGREEMENT, the rights and obligations of the parties shall be determined as follows:

a. If the Premises are totally taken by condemnation, the AGREEMENT shall terminate on the date of the taking;

b. If any portion of the Premises is taken by condemnation the AGREEMENT shall remain in effect, except that COUNTY may elect to terminate the AGREEMENT by giving notice of same within five (5) days of the date of the taking.

15. **ASSIGNMENT.** COUNTY shall not assign or encumber its interest in the AGREEMENT, all or any part of the Premises, without the consent of CITY, which consent may be withheld at CITY's absolute discretion.

16. **SIGNS.** COUNTY may not install, or permit any other person to install, any sign, awning, canopy, marquee or other advertising on any exterior wall, door, or window on the Premises.

17. **PARTIES'S ENTRY ON PREMISES.** The parties and their authorized representatives shall have the right to enter the Premises at all reasonable times.

18. **REMOVAL OF PERSONAL PROPERTY.** On expiration or other termination of the AGREEMENT, COUNTY shall remove all its personal property and shall perform all restoration made necessary by the removal of any alterations, fixtures, or signs.

19. **TERMINATION.** Either party may terminate this Agreement for cause upon fifteen (15) days' prior written notice to the other party. For purposes of this section, "cause" shall be defined as the failure of either party to remedy any material breach of the AGREEMENT within three (3) days' written notice of the breach. No material breach will be found for issues that this contract already provides a remedy for, so long as those remedies are timely undertaken.

COUNTY, may immediately terminate this Agreement upon written notice should the expenses associated with the Services be deemed to be non-reimbursable by the Federal Government or California State Government, as COUNTY will not be able to fund the scope of the Services considered in this Agreement without Federal or State reimbursement. Written notice of such determination of non-reimbursability shall be communicated by COUNTY to CITY as soon as possible.

COUNTY may immediately terminate this Agreement upon written notice should operational support from CDSS or the American Red Cross ceases, as COUNTY will not be able to provide such support on its own. This written notice shall be communicated by COUNTY to CITY as soon as possible.

COUNTY, as required by the Federal Emergency Management Agency ("FEMA") contract provisions, may terminate this Agreement without cause and shall provide CITY with seven (7) days written notice of the termination of this Agreement without cause.

20. **SUCCESSORS.** This Agreement shall be binding on, and inure to, the benefit of the parties, their successors and assigns, except as otherwise limited by this Agreement.

21. **NOTICE.** Any notice, demand, request, consent, approval or other communication required or permitted under this Agreement shall be in writing and must be either delivered in person or sent by certified mail, postage prepaid, to the follow addresses:

COUNTY: Board of Supervisors
County of Tulare Administration Building
2800 W. Burrel
Visalia, CA 93291
w/Copy to: Tulare County Office of Emergency Services
Attn: Andrew Lockman
5957 S. Mooney Blvd.
Visalia, CA 93277

CITY: John Lollis
291 N Main St,
Porterville, CA 93257

Notice shall be deemed communicated four (4) days from the time of mailing as provided in this section.

22. **ACCESS TO RECORDS.** The following access to records requirements apply to this AGREEMENT: a. The parties agree to provide each other, the FEMA Administrator, the Comptroller General of the United States, or any of their authorized representatives access to

any books, documents, papers, and records of the CITY and COUNTY which are directly pertinent to this AGREEMENT for the purposes of making audits, examinations, excerpts, and transcriptions.

b. The CITY agrees to permit any of the foregoing parties to reproduce by any means whatsoever or to copy excerpts and transcriptions as reasonably needed.

c. The CITY agrees to provide the FEMA Administrator, or their authorized representatives, access to the Premises or other sites pertaining the scope of this AGREEMENT.

d. In compliance with the Disaster Recovery Act of 2018, the COUNTY and the CITY acknowledge and agree that no language in this AGREEMENT is intended to prohibit audits or internal reviews by the FEMA Administrator or the Comptroller General of the United States.

23. DEBARMENT AND SUSPENSION. CITY certifies, by entering into this AGREEMENT, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from entering into this AGREEMENT by any federal agency or by any department, agency or political subdivision of the State of California. The term "principal" for purposes of this Contract means an officer, director, owner, partner, key employee, or other person with primary management or supervisory responsibilities, or a person who has a critical influence on or substantive control over the operations of CITY. The CITY also further certifies that it has verified the suspension and debarment status for all sub-contractors receiving funds under this AGREEMENT and is solely responsible for any paybacks and or penalties that might arise from non-compliance.

24. CHANGES. CITY and COUNTY, together the "Parties" agree that any changes made to this AGREEMENT must be formal written Agreement in the form of a Change Order to this AGREEMENT. Any Change Order must be submitted by the requesting party by at least seven

(7) days written notice to the other Party. Both the CITY and COUNTY must agree, in writing, to any changes to this AGREEMENT.

25. DEPARTMENT OF HOMELAND SECURITY SEALS/LOGOS. The CITY shall not use the Department of Homeland Security ("DHS") seal(s), logos, crests, or reproduction of flags or likenesses of DHS agency officials without specific FEMA pre-approval.

26. COMPLIANCE WITH FEDERAL LAW, REGULATIONS, AND EXECUTIVE ORDERS. CITY acknowledges that FEMA financial assistance will be used to fund all or a portion of the AGREEMENT. CITY shall comply with all applicable Federal law, regulations, executive orders, FEMA policies, procedures, and directives.

27. NO OBLIGATION BY FEDERAL GOVERNMENT. The Federal Government is not a party to this AGREEMENT and is not subject to any obligation or liabilities to the COUNTY, CITY, or any other party pertaining to any matter resulting from this AGREEMENT.

28. PROGRAM FRAUD AND FALSE OR FRAUDULENT STATEMENTS OR RELATED ACTS. CITY acknowledges that 31 U.S.C. Chap. 38 (Administrative Remedies for False Claims and Statement) applies to the CITY's actions pertaining to this AGREEMENT.

29. DISASTER SERVICE WORKERS. Emergency management personnel provided under this AGREEMENT are public employees, who during disaster situations, are declared under California Government Code section 3100, to be Disaster Service Workers. Work-related injuries will be handled by providing agency/jurisdiction under Worker's Compensation. Emergency management personnel must immediately report any injury suffered while deployed, to their assigned supervisor and home agency. Further, emergency management personnel provided by the CITY under this Agreement are Disaster Service Workers and employees of the CITY, and as such are provided the immunities, protections, and benefits of Disaster Service Workers, as provided in the California Emergency Services Act and other applicable law. Each

party shall defend, indemnify, and hold the other party, its officials, officers, employees, agents, and volunteers, harmless from and against any and all liability, loss, expense (including reasonable attorney's fees), or claims for injury or damage arising out of the performance of this Agreement, but only in proportion to and to the extent such liability, loss, expense (including reasonable attorneys' fees), or claims for injury or damage are caused by or result from the negligent or intentional acts or omissions of the indemnifying party, its officials, officers, employees, agents, or volunteers.

30. **WAIVER.** The failure of either party to insist on strict compliance with any provision of this Agreement will not be considered a waiver of any right to do so, whether for that breach or any subsequent breach. The acceptance by either party of either performance or payment will not be considered to be a waiver of any preceding breach of the Agreement by the other party.

31. **INTEGRATION.** This instrument contains all the Agreements of the parties relating to the Premises and cannot be modified or amended except by a subsequent Agreement in writing.

32. **NO THIRD-PARTY BENEFICIARIES.** Unless specifically set forth, the parties to this Agreement do not intend to provide any third-party benefit or enforceable legal or equitable right or remedy.

33. **GOVERNING LAW.** This Agreement will be interpreted and governed under the laws of the State of California without reference to California conflicts of law principles.

34. **HEADINGS.** Paragraph headings are provided for organizational purposes only and do not in any manner affect the scope, meaning or intent of the provisions under the headings.

35. **INTERPRETATION.** This Agreement reflects the contributions of both parties and accordingly the provisions of Civil Code Section 1654 shall not apply to address and interpret any uncertainty.

36. CONFLICT WITH LAWS OR REGULATIONS; SEVERABILITY. This Agreement is subject to all applicable laws and regulations. If any provision of this Agreement is found by any court or other legal authority, or is agreed by the parties, to be in conflict with any code or regulation governing its subject, the conflicting provision will be considered null and void. If the effect of nullifying any conflicting provision is such that a material benefit of the Agreement to either party is lost, the Agreement may be terminated at the option of the affected party. In all other cases the remainder of the Agreement will continue in full force and effect.

37. AUTHORITY. Each person executing this Agreement on behalf of a party represents and warrants that such person is duly and validly authorized to do so on behalf of the entity it purports to bind, and if such party is a partnership, corporation or trustee, that such partnership, corporation or trustee has full right to enter into this Agreement and perform all of its obligations hereunder.

38. COUNTERPARTS. This Parties to this AGREEMENT may sign this AGREEMENT in counterparts, each of which is an original and all of which taken together form one single document. The counterparts of this AGREEMENT may be executed and delivered by facsimile or other electronic signature (including portable document format) by the Parties and the receiving Party may rely on the receipt of such document so executed and delivered

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electronically or by facsimile as if the original had been received.

THE PARTIES, having read and considered the above provisions, indicate their Agreement by their authorized signatures below.

Date: _____

CITY OF PORTERVILLE

By: _____

John Lollis

City Manager

Approved as to form:

City Attorney

By: _____

**COUNTY
COUNTY OF TULARE**

By: _____

Jason T. Britt

Tulare County Emergency Services Director

Approved as to form:

County Counsel

By: A. Zahseen

Matter No. 2023359



Office of Emergency Services

5957 South Mooney Boulevard, Visalia, California 93277
(559) 624-7495 Telephone (559) 737-4692 Facsimile

April 14, 2023

Ms. Nancy Ward
Director, Governor's Office of Emergency Services
3650 Schriever Avenue
Mather, CA 95655

Dear Director Ward,

Tulare County appreciates the Office of Emergency Services' tireless work to support the response to and recovery from DR-4699 in our County and the surrounding region. Specifically, your negotiation of an ongoing incident period and the expeditious approval of individual assistance programs have been particularly valuable to the affected communities as we continue to recover from storm damages, repair distressed and weakened waterways, and prepare for the impending historic snowmelt runoff.

As current snow moisture content in local watersheds is estimated at over 300% of the historical average, total inflows to local reservoirs through April and July are expected to exceed three times the reservoir capacity. Local reservoir and waterway operators continue to aggressively release water at or near full capacity to make space for the anticipated inflows and prevent a return to spillway flows, while balancing needs of downstream operators to conduct emergency repairs. As a result, a number of homes, agricultural properties, and public spaces remain inundated with floodwater, and more homes may be affected because of the new snowmelt conditions. Specifically, we anticipate similar or worse conditions as a result of the snowmelt.

Tulare County is concerned that current sheltering for individuals affected by inundation and/or evacuation orders, including previously displaced individuals who remain under an evacuation order, may be limited in duration, especially during the current intervening period between storm and snowmelt-induced flooding incidents within the disaster.

Tulare County has entered into an agreement with the City of Porterville to maintain the last remaining emergency evacuation shelter site in the County. The California Department of Social Services and Volunteer Emergency Services Team have pledged support to provide staff and services for only two weeks at this shelter. Forty Tulare County residents who have been displaced due to flood activities are staying at this site. Because the support from CDSS and VEST is limited, the County is concerned that it may not be able to continually fund and staff the ongoing shelter projects. Our concern is the ongoing financial and logistical burden to the County and the incorporated cities therein.

As we are sure that you are aware, emergency protective measures, flood control activities, and damage assessments are being conducted because of the flood conditions in Tulare County. These efforts go hand-in-hand with ensuring that County residents are safe,



Office of Emergency Services

5957 South Mooney Boulevard, Visalia, California 93277
(559) 624-7495 Telephone (559) 737-4692 Facsimile

fed, and warm. The State's cooperation in keeping funding and support from the Department of Social Services and VEST beyond the initial two weeks available for emergency sheltering of Tulare County Residents is vital. Your support in ensuring ongoing funding and logistical support for these critical emergency protective measures is greatly appreciated.

Sincerely,

A handwritten signature in black ink, reading "Andrew Lockman".

Andrew Lockman
Office of Emergency Services Manager



LICENSE NUMBER	1221
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LICENSE TO USE STATE MILITARY PROPERTY

BETWEEN

CALIFORNIA MILITARY DEPARTMENT

AND

The City of Porterville

FOR

USE OF READINESS CENTER IMPROVEMENTS AND GROUNDS

This AGREEMENT, dated for reference the 10th day of April 2023, by and between the California Military Department (CMD), hereinafter called STATE, and the City of Porterville, 291 North Main Street, Porterville, CA 93257, hereinafter called LICENSEE, without distinction as to number or gender, and effective upon execution by STATE. STATE and LICENSEE are sometimes referred to individually as a "party" or collectively as the "parties".

RECITALS

WHEREAS, the STATE has under its jurisdiction, certain real property known as the Porterville armory, located at 29 N. Plano St. Porterville, CA 93257, hereinafter called PREMISES, identified in **Exhibit "B"**, consisting of one (1) page and attached hereto and incorporated herein by this reference.; and,

WHEREAS, it is essential that STATE have a secure facility and surrounding grounds; and,

WHEREAS, PREMISES may be made available to meet the needs of the local civil authority when not required to meet immediate operational requirements;

NOW THEREFORE, STATE and LICENSEE agree as follows:

WITNESSETH

I.

GENERAL PROVISIONS

1. AGREEMENT is for non-exclusive weekday or weekend use throughout the license term.
2. Upon declaration of emergency by the STATE or federal government, STATE reserves the right to reoccupy PREMISES, including all parking areas, with twenty-four (24) hours written or electronic (voice or email) notice to LICENSEE at the notification address/number below in Section III; "Notification".

3. LICENSEE shall comply with all applicable statutes, laws, ordinances and rules or regulations adopted by the Federal, State or any City, City and County, County or other body politic pertaining to use of said premises or any provisions of the License.
4. LICENSEE shall comply with such reasonable rules and regulations as may be prescribed by STATE for the reasonable use and occupation of State Facilities.
5. LICENSEE understands and agrees the California Legislature may impose additional restrictions, limitations or conditions affecting AGREEMENT provisions or terms; however, any such changes become effective no sooner than 30 days after the legislature has acted.
6. This agreement shall not be assigned or sublet or otherwise encumbered, in whole or in part, without STATE'S prior written consent.
7. STATE infrastructure shall supply PREMISES with utilities, but LICENSEE will transfer utility accounts into its name for payment: electric, sewer, water, refuse collection.
8. LICENSEE shall have use of the offices, storage areas, drill floor, latrines, showers, parking areas for placement of storage containers (if required), and kitchen counters solely for food preparation or distribution (no oven or stove top use). All food will be stored and surfaces cleaned on a daily basis when shelter operations are underway.
9. STATE is not responsible for losses or damage to personal property, equipment or materials of LICENSEE, its employees, agents or clients. LICENSEE shall report to STATE all losses immediately upon discovery.
10. LICENSEE shall not drive any nails, tacks, pins or other objects into the walls, ceilings, partitions, windows, woodwork, or any other part of PREMISES, nor in any manner move or change any fixture, nor make any alterations to PREMISES without STATE'S prior written consent.
11. Upon completion of use, LICENSEE shall remove all decorations, display, signs, and equipment on PREMISES.
12. Upon license expiration, LICENSEE will surrender PREMISES to STATE with appurtenances and fixtures in good order, condition, and repair, reasonable use and wear thereof, or Acts of God excepted.
13. LICENSEE shall not permit any alcoholic beverage to be offered for sale, stored, given away or otherwise disposed or consumed on any part of PREMISES, nor shall LICENSEE permit any use of tobacco products on any part of PREMISES or within twenty (20) feet of entrances, doorways or opening windows, except in a sufficiently distanced controlled area under LICENSEE supervision.
14. LICENSEE acknowledges PREMISES may not be fully ADA compliant and agrees to implement or improve, at its sole cost and expense, those necessary compliance measures required for the duration of its use. Furthermore, LICENSEE agrees to provide any and all required temporary emergency lighting required by State, County or City laws or ordinances.

II.

AUTHORIZED ACTIVITIES

1. In order to provide a variety of health, medical or other services to homeless citizens, LICENSEE may provide on-site program management through either LICENSEE employees, agents, volunteers or contracted services.
2. The armory facility will be available twenty-four (24) hours each day unless otherwise amended in writing by the STATE.
3. LICENSEE is solely responsible for protecting employees, patrons, agents, clients, or invitees from acts of third parties, and agrees to notify STATE and appropriate law enforcement agencies as required.
4. LICENSEE agrees to maintain PREMISES in a clean and habitable condition, which includes exterior landscape maintenance and removal of all litter, trash, cans, bottles, etc. from the site not less than once per day.
5. Any damage to PREMISES will be inspected by STATE representatives (CMD Area Coordinator) and LICENSEE to determine the character and extent of damage (with photographs). Repairs should be completed within twenty-four (24) hours if an emergency or seventy-two (72) hours if urgent.
6. The STATE Area Coordinator will contract for necessary repair or restoration services using appropriate state or federal guidance, while coordinating and collaborating closely with LICENSEE. LICENSEE may not undertake repairs or restoration using its own forces or contract services without the prior written consent of STATE'S Area Coordinator.
7. Within thirty (30) days of being presented a demand (invoice) for payment, LICENSEE shall make STATE whole for the cost of repairing or restoring any improvement or utility damaged as a result of PREMISES use.
8. If significant plumbing issues occur due to continued actions of clients, LICENSEE will provide portable latrines, at its sole cost and expense, for the duration of the contract.
9. LICENSEE shall take all necessary steps to ensure clients do not constitute a nuisance in the immediate vicinity of the facility during hours of operation. If at any time the STATE is dissatisfied with the LICENSEE efforts, the LICENSEE and STATE shall meet to explore means and methods of compliance.
10. LICENSEE shall supply consumable sanitary items and paper products, which include, but not limited to: cleaning/sanitizing supplies and equipment, liquid soap, paper towels, and toilet paper. If requested (necessary), the County Health Department shall provide periodic health screenings and consultation on issues pertaining to sanitation
11. Pets of clients occupying PREMISES or participating in provided services are prohibited inside the PREMISES, with the exception of those meeting the definition of "service animal" in Section XV below.
12. LICENSEE shall ensure clients provide valid vehicle registration and insurance BEFORE parking their vehicle in PREMISES parking area.
13. Vehicles parked on PREMISES without appropriate approval shall be towed away by STATE's order and at LICENSEE's risk and expense.

III.

NOTIFICATION

All notices or other communications required or permitted hereunder shall be in writing, and shall be personally delivered (including by means of professional messenger service) or sent by overnight courier, or sent by registered or certified mail, postage prepaid, return receipt requested to the addresses set forth below. All such notices or other communications shall be deemed received upon the earlier of (i) if personally delivered or sent by overnight courier, the date of delivery to the address of the person to receive such notice, (ii) if mailed as provided above, on the date of receipt or rejection, when received by the other party if received Monday through Friday between 6:00 a.m. and 5:00 p.m. Pacific Standard Time, so long as such day is not a State or Federal holiday and otherwise on the next day provided that if the next day is Saturday, Sunday, or a state or federal holiday, such notice shall be effective on the following business day.

To LICENSEE:

City of Porterville
Attn: City Manager
291 North Main Street
Porterville, CA 93257
(559) 782-7466

To STATE:

California Military Department
9800 Goethe Road, Box 18
Sacramento, CA 95826
(916) 854-3788

PROGRAM MANAGER:

SSG Monica Estrada
(916) 541-8160

Notice of change of address or telephone number shall be given by written notice in the manner described in this section. LICENSEE is obligated to notice State offices listed above and the failure to provide notice to do so shall constitute a lack of notice. Nothing contained herein shall preclude the giving of any such notice by personal service.

IV.

INSURANCE REQUIREMENTS

LICENSEE is a public entity, which is self-insured and will be responsible for any damage caused to PREMISES. Additionally, LICENSEE shall indemnify STATE against any injuries caused by use of PREMISES. LICENSEE has furnished the necessary Certificate of Self-Insurance, **Exhibit "D"** attached hereto and incorporated herein by this reference, demonstrating the required insurance coverage will be in effect during the complete term of AGREEMENT, and shall include, but not be limited to:

- Combined single limit liability of \$2,000,000, or
- Special event coverage with a limit of \$2,000,000, and
- A statement naming the United States, State of California, its officers, agents, employees, and servants as additional insured, but only with respect to the activities of the named insured.

V.

HOLD HARMLESS INDEMNIFICATION

The PREMISES are provided in "AS-IS" and "WITH ALL FAULTS" condition, and STATE and its employees, representatives and agents disclaim all warranties, expressed or implied, regarding the PREMISES, including, but not limited to, all implied warranties of merchantability or fitness for a particular purpose or compliance with Applicable Law. LICENSEES acknowledges and agrees that STATE and its employees, representatives and agents have made no representations or warranties for the PREMISES, including, without limitation, any representations or warranties regarding, (a) the condition or repair of the PREMISES, (b) whether such PREMISES are sufficient for the purposes of LICENSEE, or (c) whether the PREMISES comply with Applicable Laws (as defined below), including without limitation the Americans with Disabilities Act (ADA) or other accessibility laws, (d) whether there are any facts or conditions affecting the PREMISES that might, individually or in the aggregate, interfere with the use or occupancy of the PREMISES or any portion thereof by LICENSEE.

The use of the PREMISES by LICENSEE shall be conclusive evidence that LICENSEE accepts the same "AS IS and WITH ALL FAULTS" and that the PREMISES are suited for the use intended by LICENSEE and are in good and satisfactory condition at the time such possession was taken. LICENSEE represents and warrants to STATE that (a) its sole intended use of the PREMISES is for temporary sheltering (the "Permitted Use") and (b) prior to using the PREMISES it has made such investigations as it deems appropriate with respect to the suitability of the PREMISES for its intended use and has determined that the PREMISES are suitable for such intended use.

LICENSEE shall comply with all applicable statutes, laws, ordinances and rules and regulations adopted by the Federal, State or any City, City and County, County or other body politic, including without limitation all building codes, the ADA or other accessibility laws ("Applicable Laws") and which pertains to use of the PREMISES or any provisions of the License, and will indemnify, defend and hold STATE free and harmless from and against any violations thereof and any and all liabilities, suits, causes of action, judgments, demands and claims for damages, including all reasonable costs of any litigation and attorney's fees and expenses, arising out or by reason of any such violation.

LICENSEE shall indemnify, defend and hold STATE its employees, representatives and agents free and harmless from and against any and all suits, causes of action, demands, proceedings, claims, damages, judgments, obligations liabilities, liens, fines, costs, and expenses (including, but not limited to, attorneys' fees and costs) (collectively "Losses") which arise from or are related to (a) use or occupancy of the PREMISES by LICENSEE or its Representatives, including, but not limited to, damage to property of any kind whatsoever and to whomsoever belonging, including LICENSEE, from any cause or causes whatsoever during the term of this License or any occupancy hereunder, holdover periods or any other occupancy of the PREMISES during the term of this License, except (i) those Losses that are ultimately determined by a court or administrative tribunal of competent jurisdiction to be caused by sole gross negligence of the STATE or its employees, or (ii) to the extent any such Losses are ultimately determined by a court or administrative tribunal of competent jurisdiction to be caused by the willful misconduct of the STATE or its employees; provided, however, any condition of the PREMISES that is found to be in violation of any Applicable Law by a court or administrative tribunal of competent jurisdiction shall not be deemed gross negligence or willful misconduct on the

part of the STATE or its employees; (b) breach of LICENSEE'S obligations under the AGREEMENT, (c) negligence or other wrongful act by LICENSEE or its Representatives, (d) violation of Applicable Law by LICENSEE or its Representatives, (e) any allegation that the PREMISES do not comply with Applicable Law. "Representatives" means LICENSEE'S agents, employees, representatives, contractors, or any other person or persons acting within the direct control or authority of such party or its agents, employees, representatives or contractors.

VI.

FEES

1. The use fee is waived based on Services in Kind as per California Army National Guard Regulation 210-2 paragraph 9.
2. Utility accounts will be transferred to LICENSEE, which will directly pay utility costs on an as-incurred basis.

VII.

TERM

License shall take effect no earlier than May 5, 2023 or upon execution by STATE, whichever is later, and shall expire no later than 0800 (8:00 A.M.) May 4, 2024.

VIII.

AMENDMENT AND TERMINATION

AGREEMENT cannot be amended or modified in any way except by a written AGREEMENT duly executed by STATE and LICENSEE. Any proposal for amendment or modification must be delivered for review and approval by the Chief, Realty Operations or her/his delegatee.

AGREEMENT may be terminated by either party upon 30 days' written notification to the other party at the addresses previously given in Section III; "Notification". Upon termination, the activities of the parties shall be governed by the applicable provisions of the Military and Veterans Code. STATE is not obligated to reimburse LICENSEE any fees should it terminate this AGREEMENT before reaching its full term.

IX.

ENTIRE AGREEMENT

AGREEMENT, along with any exhibits attached hereto, constitutes the entire covenant and understanding between STATE and LICENSEE for PREMISES. AGREEMENT supersedes all prior and contemporaneous routine activity agreements, representations or understandings, if any, whether oral or written.

X.

DURATION & RENEWAL

AGREEMENT shall remain in effect through the termination date and will not be extended, but may be renewed annually subsequent to renegotiation required to protect the parties.

XI.

RIGHT TO ENTER

During continuance in force of AGREEMENT, there shall be, and is hereby expressly reserved to STATE and to any of its contractors, agents, employees, representatives, or licensees, the right at any and all reasonable times, and any and all places to temporarily enter upon said PREMISES for inspection or other lawful STATE purposes.

XII.

ENVIRONMENTAL LAWS AND REGULATIONS

LICENSEE must comply with all applicable local, State or Federal environmental

provisions, requirements, ordinances, regulations or laws. AGREEMENT does not constitute any form of authorization, permit, or opinion with respect to the satisfaction thereof. LICENSEE agrees that it shall comply with all laws, federal, state, or local, existing during the term of this license pertaining to the use, storage, transportation, and disposal of any hazardous substance as that term is defined in such applicable law.

1. In the event STATE or any of its affiliates, successors, principals, employees, or agents should incur any liability, cost, or expense, including attorney's fees and costs, as a result of the LICENSEE'S illegal use, storage, transportation, or disposal of any hazardous substance, including any petroleum derivative, the LICENSEE shall indemnify, defend, and hold harmless any of these individuals against such liability.
2. Where the LICENSEE is found to be in breach of this Paragraph due to the issuance of a government order directing the LICENSEE to cease and desist any illegal action in connection with a hazardous substance, or to remediate a contaminated condition caused by the LICENSEE or any person acting under LICENSEE'S direct control and authority, LICENSEE shall be responsible for all costs and expenses of complying with such order, including any and all expenses imposed on or incurred by STATE in connection with or in response to such government order.

XIII.

DEFAULT

LICENSEE shall make all required payments to the STATE without deduction, default or delay. In the event of the failure of LICENSEE to do so, or in the event of a breach of any of the other terms, covenants or conditions herein contained on the part of LICENSEE to be kept and performed, and if such default continues for a period of thirty (30) days after receipt of written notice from STATE to LICENSEE of such default, this License may, at the STATE'S sole discretion, be terminated.

In the event of termination of this License, it shall be lawful for STATE to reenter into and upon the PREMISES and every part thereof and to remove and store at LICENSEE's expense all property therefrom and to repossess and occupy the PREMISES. In the event STATE terminates this License pursuant to this Paragraph, the STATE shall not be required to pay LICENSEE any sum or sums whatsoever.

XIV.

SERVICE ANIMALS

Service Animal Defined by Title II and Title III of the ADA: (from the ADA National Network)

Under Title II and III of the ADA, service animals are **limited to dogs** individually trained to do work or perform tasks for the benefit of an individual with a disability, including a physical, sensory, psychiatric, intellectual, or other mental disability.

Emotional support animals, comfort animals, and therapy dogs are not service animals under Title II and Title III of the ADA. Other species of animals, whether wild or domestic, trained or untrained, are not considered service animals either. The work or tasks performed by a service animal must be directly related to the individual's disability. A doctor's letter does not turn an animal into a service animal.

Examples of animals fitting the ADA's definition of "service animal" because they have been **specifically trained to perform a task for the person with a disability**:

Guide Dog or Seeing Eye® Dog¹ is a carefully trained dog that serves as a travel tool for persons who have severe visual impairments or are blind.

Hearing or Signal Dog is a dog that has been trained to alert a person who has a significant hearing loss or is deaf when a sound occurs, such as a knock on the door.

Psychiatric Service Dog is a dog that has been trained to perform tasks that assist individuals with disabilities to detect the onset of psychiatric episodes and lessen their effects.

SigDOG (sensory signal dogs or social signal dog) is a dog trained to assist a person with autism. The dog alerts the handler to distracting repetitive movements common among those with autism, allowing the person to stop the movement (e.g., hand flapping).

Seizure Response Dog is a dog trained to assist a person with a seizure disorder. The dog may stand guard over the person during a seizure or the dog may go for help. A few dogs have learned to predict a seizure and warn the person in advance to sit down or move to a safe place.

While Emotional Support Animals or Comfort Animals are often used as part of a medical treatment plan as therapy animals, **they are not considered service animals under the ADA**. These support animals provide companionship, relieve loneliness, and sometimes help with depression, anxiety, and certain phobias, but do not have special training to perform tasks that assist people with disabilities and are not covered by federal laws protecting the use of service animals.

A public facility is not allowed to ask for documentation or proof a dog has been certified, trained, or licensed as a service animal. Staff on site may ask the following questions:

1. Is the dog a service animal required because of a disability?
2. What work or task has the dog been trained to perform?

No further questions should be asked regarding the disability or the animal, nor is it permissible to ask that the dog perform the task that grants it to be a service animal.

CONCURRENCE

FOR THE ADJUTANT GENERAL



CITY OF PORTERVILLE

DATE: _____

DATE: 05/17/2023



FEMA

4699-DR-CA Amendment 006



English

Notice Date	July 10, 2023
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Billing Code 9111-23-P

DEPARTMENT OF HOMELAND SECURITY

Federal Emergency Management Agency

[Internal Agency Docket No. FEMA-4699-DR]

[Docket ID FEMA-2023-0001]

California; Amendment No. 6 to Notice of a Major Disaster Declaration

AGENCY: Federal Emergency Management Agency, DHS.

ACTION: Notice.

SUMMARY: This notice amends the notice of a major disaster declaration for the State of California (FEMA-4699-DR), dated April 3, 2023, and related determinations.

DATE: This amendment was issued July 14, 2023.

FOR FURTHER INFORMATION CONTACT: Dean Webster, Office of Response and Recovery, Federal Emergency Management Agency, 500 C Street, SW, Washington, DC 20472, (202) 646-2833.

SUPPLEMENTARY INFORMATION: Notice is hereby given that the incident period for this disaster is closed effective July 10, 2023.

The following Catalog of Federal Domestic Assistance Numbers (CFDA) are to be used for reporting and drawing funds: 97.030, Community Disaster Loans; 97.031, Cora Brown Fund; 97.032, Crisis Counseling; 97.033, Disaster Legal Services; 97.034, Disaster Unemployment Assistance (DUA); 97.046, Fire Management Assistance Grant; 97.048, Disaster Housing Assistance to Individuals and Households In Presidentially Declared Disaster Areas; 97.049, Presidentially Declared Disaster Assistance - Disaster Housing Operations for Individuals and Households; 97.050, Presidentially Declared Disaster Assistance to Individuals and Households - Other Needs; 97.036, Disaster Grants - Public Assistance (Presidentially Declared Disasters); 97.039, Hazard Mitigation Grant.

/s/

Deanne Criswell,

Administrator,

Federal Emergency Management Agency.

Last updated July 14, 2023

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**National
Terrorism
Advisory
System**

RESOLUTION NO. 15 -2023

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY
OF PORTERVILLE AUTHORIZING THE APPROPRIATION OF FUNDS FROM THE
CATASTROPHIC / EMERGENCY RESERVE FOR THE COSTS ASSOCIATED
WITH THE RESPONSE TO THE LOCAL FLOOD EMERGENCY**

WHEREAS: Pursuant to Chapter 9 of the Porterville Municipal Code, Mayor Martha A. Flores declared the existence of a local emergency within the City of Porterville on March 13, 2023 due to the threat to life and property caused by a series of storms impacting Success Lake significantly increasing the Tule River flows; and

WHEREAS: Flood water and water from Success Lake had caused evacuation warnings and mandatory evacuation orders in the month of March for some local residents; and

WHEREAS: Historic water levels and flows of the Tule River have caused erosion to the river banks, prompting City staff to take extraordinary measures to protect the riverbanks and avoid potentially catastrophic flooding;

WHEREAS: The significant threat of local flooding emergency continues to exist with the estimated snow pack in the Sierra Nevada mountains of more than three hundred percent (300%) of normal and the potential for a warm storm or heat wave this Spring; and

WHEREAS: The City of Porterville Municipal Code Section 2-31.2, established the Catastrophic / Emergency Reserve Fund for the purpose of providing funds to mitigate costs associated with unforeseen emergencies, including natural disasters or catastrophic events;

NOW, THEREFORE, BE IT RESOLVED:

1. That the City Council of the City of Porterville make a finding that the local flood emergency is an unforeseen and unavoidable event that require the expenditure of City resources beyond those provided for in the annual budget; and
2. That the City Council of the City of Porterville does hereby approve and authorize the appropriation of funds from the Catastrophic / Emergency Reserve Fund for the costs associated with the response to the local emergency including personnel, equipment, services, and other necessary expenditures; and
3. That the City Council authorize the replacement of funds from any grant funds that may be used to reimburse said costs.

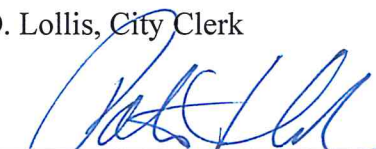
PASSED, APPROVED AND ADOPTED this 4th day of April, 2023.



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 4th day of April, 2023.

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

Council:	FLORES	CARRILLO	WEYHRAUCH	BELTRAN	MEISTER
AYES:	X	X	X	X	X
NOES:					
ABSTAIN:					
ABSENT:					



JOHN D. LOLLIS, City Clerk

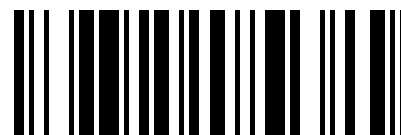
By: 
Fernando Gabriel-Moraga, Deputy City Clerk

Invoice

Calwen Inc. dba Rescue Source & Rescue 3 Intl

Calwen Inc. dba Rescue Source & Rescue 3
P.O. Box 1050
Wilton, CA 95693
Phone: 916-687-6556
Fax: 916-687-6717
Email: info@rescuesource.com

Order #	Date
131282	03/20/2023



Bill To:
PORTERVILLE FIRE DEPARTMENT 40 W CLEVELAND PORTERVILLE, CA 93257 Phone: 559-782-7526 Email: jrodriguez@ci.porterville.ca.us
Customer: PORTERVILLE FIRE DEPARTMENT

Ship To:
PORTERVILLE FIRE DEPARTMENT 40 W CLEVELAND PORTERVILLE, CA 93257
Contact: JANIE RODRIGUEZ PO Number: 23-22733

Sales Rep	Payment Terms	FOB Point	Carrier	Ship Service	Date Scheduled
MELISSA	NET 30	Origin	UPS Next Day Air		03/20/2023

Item #	Type	Number	Description	Unit Price	Qty Ordered	Total Price
1	Kit	KT2210	PFD TYPE V PACKAGE	\$250.00	20 ea	\$ 5,000.00
2	Sale	PF4026R	NRS 2022 RAPID RESCUER RED	\$0.00	20 ea	\$ 0.00
3	Sale	KN2556OR	NRS PILOT KNIFE ORANGE	\$0.00	20 ea	\$ 0.00
4	Sale	WH7905	WHISTLE-RESCUE 3 LOGO WITH COIL	\$0.00	20 ea	\$ 0.00
5	Sale	HL7050HVL/XL	RQ3 STORM PRO HELMET HI VIS LARGE/XLARGE	\$32.00	20 ea	\$ 640.00
6	Shipping	Freight	Freight Out	\$256.00	1 ea	\$ 256.00
7	Sale	Tax Expense	Tax Expense	\$521.70	1 ea	\$ 521.70

Subtotal:	\$6,417.70
Sales Tax:	\$0.00
Total:	\$6,417.70

Thank you for your order.
If you have any questions please call 800-457-3728
or e-mail info@rescuesource.com.

Royal Restrooms

DATE: _____

FOR:

Donnie Moore

(559) 782-7539

Cage Code 5HJ93

DESCRIPTION	T	AMOUNT
1 Single ADA Shower/Restroom Combo	t	\$4,250.00
1 Three Stall Shower/Restroom Combo	t	\$4,850.00
Delivery	t	\$100.00
Installation and Removal		\$2,500.00
Before/After Hours or Same Day Services		\$600.00

Due upon receipt-----For Royal Restrooms of California [W9 Click here.](#)

Make all checks payable to Royal Restrooms of California. If payment is not received per terms of agreement signed, applicable late fees will be applied. If you have any questions concerning this invoice, call Us at 877-922-9980 california@royalrestroomscs.com

THANK YOU FOR YOUR BUSINESS!

TAXABLE SUBTOTAL	\$9,200.00
TAX RATE	9.250%
SALES TAX	\$851.00
NON TAXABLE SUBTOTAL	\$3,100.00
TOTAL	\$13,151.00



INVOICE

24/7 Emergency 800-742-7246
www.rainforrent.com

Rain For Rent
Bakersfield
4001 State Rd
Bakersfield CA 93308
United States
661-399-1724

Your sales person	REMIT PAYMENTS TO:
JESSE PINTOR	Rain for Rent RAIN FOR RENT FILE 52541 LOS ANGELES, CA 90074-2541

CONTRACT # 1169502 CUSTOMER CITY OF PORTERVILLE CUSTOMER # 112354 NAME CITY OF PORTERVILLE ADDRESS 291 N MAIN ST PORTERVILLE CA 93257 PHONE	INVOICE# 1854595	INVOICE DATE 3/30/2023	PO or JOB# 23-22734	PAYMENT DUE 4/29/2023
PLEASE PAY				\$77,396.67
SHIPPED TO JOBSITE:				
NAME CITY OF PORTERVILLE ADDRESS Corporation Yard 555 N Prospect St Porterville CA 93257 PHONE				

Notes:

Requested by: Michael Knight
PO Number: 23-22734

QTY	UOM	DESCRIPTION	PRODUCT #	STATUS	DATE OUT	BILLED THRU	DAYS BILLED	PRICE	AMOUNT	TAXABLE
1.00	EA	Pump BA150E D285 Tlr Mt Diesel Eng Hatz 4H50TIC	1022734		SALES		0.00	\$65,685.06	\$65,685.06	Y
1.00	EA	Shipping/Handling Freight	M240			SERVICES	0.00	\$5,158.57	\$5,158.57	Y

TOTAL SALES:	\$65,685.06
TOTAL RENTALS:	\$0.00
TOTAL SERVICES:	\$5,158.57
TOTAL OTHER:	\$0.00
SUBTOTAL:	\$70,843.63
TAX:	\$6,553.04

TOTAL:	\$77,396.67
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FOR PROPER CREDIT, PLEASE INCLUDE INVOICE NUMBER ON YOUR PAYMENT.
PAST DUE AMOUNTS ARE SUBJECT TO A SERVICE CHARGE OF 1.50%
CUSTOMER, (RENTEE OR BUYER as context requires), shall be deemed to accept
all terms, conditions and provisions hereof upon execution of this agreement;
ordering; or delivery of equipment to customer, whichever comes first.

PAYMENT TERMS: NET 30

SIGNATURE: _____ DATE: _____

Mike Clark Trucking
19385 Avenue 144
Porterville, CA 93257 US
+1 5597845486
mct3desk1@yahoo.com



INVOICE

BILL TO

City of Porterville
Street Superintendent, Field
Service Div.
555 N. Prospect
Porterville, Ca 93257

INVOICE # 2637**DATE** 03/23/2023**DUE DATE** 04/25/2023**TERMS** Net 30

DATE	FREIGHT	ACTIVITY	FREIGHT BILL	RATE	AMOUNT
03/23/2023	8.80	Super 10	7383117 - Luque	120.00	1,056.00
03/23/2023	9.70	Super 10	7383219 - Luque	120.00	1,164.00
03/23/2023	9.70	Super 10	7383046 - Luque	120.00	1,164.00
03/23/2023	9.80	Super 10	8432857 - Luque	120.00	1,176.00
03/23/2023	7.30	Super 10	9281272 - Luque	120.00	876.00

Thank you for your business!

SUBTOTAL	5,436.00
TAX	0.00
TOTAL	5,436.00
BALANCE DUE	\$5,436.00

A finance charge of 1.5% monthly/18% annually will be charged on accounts over 30 days past due. In the event a suit is brought to enforce collection, the customer shall be liable for responsible attorneys fees and costs of the suit.



Name of person in charge: Amy Greybehl

Event Date: Start 5/5/23 month to month Price Per Guard: _____

Event Time: 8pm-8am How many guests: open

(Overtime is billed at \$35 per hour) _____ Invite Only: Y/N

Event Location: 29 ~~44~~ Plano St

City: Porterville State: CA

Zip: 93257 Special Instructions/ Directions for Event:

2 guards, check-in Guest by 8pm, lock gates, lights off by 10pm.

Balance Due for guaranteed hours \$: 18,000 - updated

Third Party Information- Please Print Clearly

Financially Responsible Party (Client):

City of Porterville - Army National Guard

Clients Contact Phone

Number: 559-782-7521

Client Email

Address: agreybehl@ci.porterville.ca.us

Clients Home

Address: City

City: Porterville State: CA Zip: 93257

Wedding/Prom/ Anniversary? Other: _____

Payment Information:

The parties have read all pages of this Agreement & the attached Terms and Conditions, agree to all its terms, and acknowledge receipt of a complete copy of the Agreement and Terms & Conditions. Each person signing as the Client below shall be responsible for ensuring that full payment is made as stated in this document. Client agrees that a 30% non-refundable retainer will be due immediately to reserve date and time as listed on contract.

Venmo: _____ @Chris-Morton-80 Zelle: _____ (559)756-4570

Cashapp: _____ \$maddym90 Check: X* Cash: _____

*Payment to be issued upon completion of a City of Porterville Business License Application

Client Initials: AG

Date: 5/5/23

You are a valued customer of Topknotch Security INC, and we want you to enjoy our guards' services. To ensure that the integrity of our officers is maintained for you and all of our customers, the following Terms & Conditions apply to all services provided by Topknotch Security INC, under all circumstances and without exception.

The purchaser (client) on the front of this contract is 100% responsible for his or her guests.

Topknotch Security INC will strictly enforce State and Federal Laws and will maintain a zero-tolerance compliance policy that no alcoholic beverages can be consumed or used by any person not of legal drinking age. All U.S. law enforcement agencies have absolute power to stop any event for administrative search. If contraband is found, even in negligible quantities without the officers knowledge, they can seize and forfeit the contraband to a local government agency. All law enforcement agencies are aggressively enforcing this policy.

Topknotch Security INC will not be responsible for injuries that may occur due to fighting while the event is ongoing. Topknotch Security INC will do their best to defuse any situation verbally, if Topknotch Security INC feels as if our officers cannot control the situation, we will be forced to contact the local law enforcement.

At the officer's discretion, the Client agrees to be fully liable for any damages / charges that may be incurred.

The Client accepts full responsibility for any and all damage, and for any loss of income due to negligence or carelessness caused by any member of the client's group at any time during the event. The Client authorizes Topknotch Security INC to charge for the expenses regardless of and in addition to any prior agreements or understandings. These charges are necessary due to the high cost of insurance, health insurance, uniforms, and due to the revenue and time lost during the time that the officer cannot work.

Please initial here to acknowledge the charges should any damages occur. AG

- Topknotch Security INC recommends that all and any personal valuables be removed from the vehicle when unattended. We will not be held responsible for any lost, stolen, or damaged articles.

- Topknotch Security INC reserves the right to terminate this or any other contract for noncompliance of the above requests, especially if responsible party does not follow Topknotch Security INC, requests to obey the rules in this contract.

Any deposits (cash, checks or course of payment) will be non-refundable for any reason, if any cancellation occurs from the responsible party's side. If for any reason the local law enforcements shuts the event down for any reasons, payment is non-refundable. The open balance is due immediately the day before the agreed job. The renter authorizes the immediate 30% non-refundable retainer & the final payment, states that she/he is the authorized purchaser for this rental contract, the authorized party for the given payment, responsible and liable for payment of the total amount, per cash or other payments. As with all contracts, the rental contract between the mentioned person as renter (Client) and Topknotch Security INC is made with the information and the terms given to us. I am satisfied with the terms and conditions above and fully understand and agree to everything stated in the contract.

Client Initials: AG Date 5/5/23

All of the given information from the Client is binding and cannot be changed without Topknotch Security INC acceptance. If the contract is cancelled after it is signed, Topknotch Security INC is still authorized to collect the remaining balance in full, if the officers does not go out again on the cancelled date for the same or higher amount. We will reserve the set date upon the approval of the purchaser's preferred payment as per telephone conversation. The responsible party gives authorization to use the payment information over the phone / fax / Internet in combination with a signed contract. It is agreed that it is not necessary to obtain a signed slip, as the reservation is made over the phone / fax / Internet. Proof of identity of the purchaser using said credit card must be supported by the signed contract or in person. At time of event we need the full payment, state identification of the purchaser that authorizes the transaction for the signed contract. If the purchaser cannot provide all of the above items at the time of event, Topknotch Security INC will not start the job, as we have no proof of the legal possession of payment. Therefore the risk of not getting paid will give us the right to cancel. The purchaser is still fully responsible to pay the total amount as he failed to provide the above requirements.

Topknotch Security INC cannot guarantee the availability of overtime. It is of particular importance that the purchaser makes allowances for anticipated delays and adheres to the agreed time schedule. In the event that the purchaser wants to change the time of the itinerary, they may do so, only if Topknotch Security INC can accommodate other clients that booked with Topknotch Security INC prior to or after the said time. The purchaser further agrees to pay additional charges incurred such as overtime and or more officers. The overtime will be billed by hourly rate at \$35.00 per hour, unless negotiated otherwise. If customer fails to cancel at the last minute, the full amount of contracted time will be charged.

The purchaser authorizes Topknotch Security INC to charge any additional charges after they have rendered services to the purchasers' as supplemental charge. If cash payment is selected, the payment is due no later than the close of the next business day in full. Customer agrees to have Topknotch Security INC get an authorization for the above course of payment and amount, for the event stated above.

If any payment due hereunder is unpaid (10) ten days after the due date, hereon Topknotch Security INC will have the right to add and collect late charges with interest at the maximum rate allowed by law. All such sums are due and owing with any other expenses, (filing fees, court cost, and reasonable attorney fees, etc.)

I fully understand and agree to everything stated in the contract and the Terms & Conditions. If, for any reasons, I am not fully satisfied with the services I receive, I have 24 hours after the completion of the job to file a complaint in writing. If Topknotch Security INC, does not receive my written complaint in the above stated timeframe, I agree that there is no valid complaint, and I am fully satisfied with the services I received. Filing a written complaint insures both parties that it is fully understood what the problem was and will help Topknotch Security INC to assist the responsible parties in any kind of resolution to the complaint. The purchaser will be contacted within a week of the complaint to settle the matter. I understand that this is a separate case from the main contract and therefore have no dispute in general against Topknotch Security INC and the payment I authorized.

Since Topknotch Security INC offers high-tech-equipment, sometimes heat and excessive use of all power-operated equipment might be subject to having more breaks for our officers. This will, of course, not interfere with the safety of the party itself and therefore will have no effect on continuing or paying of the contracted event. Topknotch Security INC guarantees that all our officers are constantly trained to keep the highest possible standards and eliminate such failures as much as possible. We have the right to add more officers in case of emergency or the event is getting bigger than contracted. As stated, this will only happen in emergencies, and to upgrade, never downgrade. If the upgrade is needed, Topknotch Security INC gives the customer the right to downsize the event and receive additional charges. Additional charges will occur on the customer's side if an upgrade is made. Topknotch Security INC will notify the responsible party if more officers and hours are needed, as well as how much more the cost will be.

If any of our above guarantees or contracted terms cannot be met due to conditions outside of our control, including weather, accidents, and any other acts of incidents, we will use our best efforts to notify the customer of these conditions and resulting delays or changes.

I am satisfied with the terms and conditions above and fully understand and agree to everything stated in the contract and the Terms & Conditions.

Client Signature Amy Graybehl Date 5/5/23
Topknotch Security Representative Signature Madeline M. Foster Date 5/3/25

ADDITIONAL REMARKS:

- 1 officer roaming & 1 officer checking in guest
- Roaming grounds and making sure lights out at 10 pm
- Making sure no guest leave after 8pm
- Roaming the whole grounds and the animals



SECURITY SERVICES AGREEMENT

AGREEMENT PREPARED FOR: **City of Porterville: Shelter**
July 15, 2023



Good Guard Security, Inc.

21622 Plummer St, Suite 200, Chatsworth, CA 91311

1-800-651-0491 ext 1061

info@goodguardsecurity.com

www.GoodGuardSecurity.com

SERVICE DETAILS

Client Service Address:	29 N Plano St, Porterville, CA 93257
Client Billing Address:	29 N Plano St, Porterville, CA 93257
Service Hours:	7 Day(s) / 07:30 PM - 08:30 AM / 13 Hours / Monday - Sunday
Location Contact & Telephone Number:	Amy Graybehl 559-782-7521
Email:	agraybehl@ci.porterville.ca.us
Rate (U.S. Dollars):	\$28.95 (Per Hour Per Guard)
Holiday Rate	\$43.45 (Per Hour Per Guard)
Service Commencement Date:	07/17/2023 @ 07:30 PM
Payment Terms:	Bi-weekly
Permanent/Temporary:	Permanent 3 Month Minimum (30 Day Cancellation Notice)
Uniform:	Professional Security Uniform
Additional Charges:	N/a
Security Service Description:	2 Professional Unarmed Guard(s) 1 Guard will be intaking clients and the other guard will be patrolling the facility. Note: Providing a visual deterrent to any outside danger. Security officers will make sure there isn't anyone vandalizing the premises, or trying to break into the property. Loss prevention.

This SECURITY SERVICES AGREEMENT ("Agreement") is entered into upon mutual execution hereof by and between GOOD GUARD SECURITY, a California corporation, Private Patrol Operator (PPO) License #120362 (hereinafter, "Company") and **City of Porterville** (hereinafter, "Client"), with respect to the following:

- RATES:** Service Rates are subject to adjustment for any change in any law, causing a change in work hours, wage rates, working conditions or other costs to Company.
- PAYMENT:** Invoices will be submitted either bi-weekly or monthly, upon mutual agreement between Company and Client, and are payable on receipt at the address on the invoice. A late charge of 1 ½ % per month will be added to balances not paid within seven days.
- EMPLOYEES:** (a) Personnel supplied by Company are its employees and not Client's. Company is solely responsible for social security, unemployment and similar taxes applicable to its employees.
(b) Company is a Federal Government Contractor and complies with Executive Order 11246, as amended: Section 503 of the Rehabilitation Act of 1973, as amended: Section 402 of Vietnam era Veterans' Readjustment Assistance Act of 1974 and related regulations. Company's employees will be assigned without regard to race, color, creed, sex, and national origin, handicap conditions that do not impair job performance or veteran status.
(c) Client may reasonably remove any employee assigned provided such removal is not in violation of law. In the event any employee is removed at Client's request, Client agrees to indemnify and hold Company harmless from any claims, demands, liabilities, judgments, losses, suits, damages, fines, penalties, and expenses including reasonable attorney's fees and defense costs (hereinafter collectively "Claim(s)") that may arise there from.
- OVERTIME:** Overtime rates shall apply to work on New Year's Day, President's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas; work on any additional holidays listed and any extra hours exceeding 8-hours a day or 40-hours per week. Coverage for labor disputes, civil disorders or natural disaster, or special assignment or agreement is not included except as described in the Service Rate Classification. Additional overtime rates shall not apply to situations where an employee of Company already on-duty covers hours for a "called-off" employee and thus works over 8-hours in his/her shift.
- PROPERTY/EQUIPMENT:** All property and equipment furnished by Company for performance of its services under this Agreement, regardless of whether portable or stationary, shall be considered the personal property of Company, and shall remain the personal property of Company after termination of this Agreement. Upon the termination of this Agreement, the Company shall have reasonable access and time to remove its property from Client's property. Client shall not be responsible for any of Company's personal property which is stolen, damaged or missing from the property in the absence of Company's supervision.
- KEYS/ACCESS:** Company shall not be provided a master key (or its equivalent) to the property or any portion thereof, except for such location(s) that are to be exclusively used by Company's guards or other personnel. Notwithstanding anything to the contrary in this Agreement, Company shall not be responsible for any damages including, without limitation, any costs incurred in re-keying or changing locks caused by the loss or theft of such key(s).
- NON-COMPETITION:** Client, its affiliates, agents, and other related persons or entities hereby agree not to hire any Company staff, employees, or personnel for a period of at least one (1) year after such person has terminated his/her employment with Company. Client further agrees not to prepare to engage in competition with Company, solicit,

divert, poach, or encourage any of the Company staff, employees, or personnel to stop working with Company, or to solicit, divert, poach, encourage, or facilitate them to work with Client, any affiliate of Client, or any related person or entity of Client. Client recognizes that Company has a significant investment in the recruitment and training of its employees and guards to be providing services under this Agreement, and that these personnel are a valuable asset to Company. As it is impractical and extremely difficult to fix the actual damages which may result from the loss of such employees and guards, Client agrees that if Client (or its affiliates, agents, and other related persons or entities) is in breach of this section of the Agreement, then Client shall be required to pay to Company for each such employee (or former employee employed by Company) the sum of \$7,500.00. Such fee is expressly agreed to be considered liquidated damages, and not a penalty.

8. **LIABILITY AND INDEMNITIES:** (a) Client agrees that Company is not an insurer and that the amounts payable hereunder are based upon the value of service offered and not the value of Client's interests being protected or the property of Client or others located on Client's premises. Accordingly, Company undertakes no liability to Client and makes no representation, express or implied, that its service will prevent occurrences or their consequences, which result in loss or damage. (b) Client agrees that Company shall not be liable for any claims incurred or asserted by Client, irrespective of origin, to persons or property, whether directly or indirectly caused by performance or nonperformance of obligations imposed by this agreement or by negligent acts or omissions, including those relating to the hiring, training, supervision or retention of personnel, of Company, its agents or employees. (c) The services provided under this Agreement are solely for the benefit of Client and neither this Agreement nor any services rendered hereunder confer any rights on any other party as a third-party beneficiary or otherwise and Client agrees to indemnify and hold Company harmless from and against any claims made by a third party(s), including, but not limited to, injury, death or damage or loss of property, arising from the negligent acts or omissions, including those relating to the hiring, training, supervision or retention of personnel, of Company, its agents or employees. (d) If, at Client's request, Company employees undertake duties or are requested to use equipment or vehicles other than as agreed to in writing by Company, Client shall be solely responsible for and shall indemnify and hold Company harmless from and against any claims arising there from, including, but not limited to, claims arising from the negligent acts or omissions including those relating to the hiring, training, supervision or retention of personnel, of Company, its agents or employees. (e) Client hereby waives any and all rights of subrogation that any insurer of Client may have against Company. (f) Where Company is entitled to indemnification, Company shall have the right to tender defense of the claim to Client.
9. **FORCE MAJEURE:** The obligations of Company hereunder may be suspended during any period where performance is prevented by acts of God, civil or labor disturbances, or events beyond Company's reasonable economic control.
10. **HAZARDOUS OR DEFECTIVE CONDITIONS/MATERIALS:** (a) Client agrees that it will comply with OSHA Hazard Communication Standards and will indemnify and hold Company harmless from all claims, including injuries to Company's employees arising out of a condition existing at Client's premises or Client's violation of any safety or health related law or regulation. (b) Client further agrees to: (1) make available to Company the Material Safety Data Sheet for each hazardous chemical to which Company's employees may be exposed at Client's premises; (2) inform company of (A) precautionary measures that need to be taken to protect Company's employees and (B) Client's hazardous material labeling system.
11. **INSURANCE:** Client agrees to assume all risk of loss or damage to its premises, business and property of others on Client's premises occurring as a result of fire, theft or other casualty and Client agrees that it will maintain insurance to fully protect Client against such loss or damage. Accordingly, Client waives its right of recovery against Company of any such loss or damage, however caused.
12. **TERMINATION OF SERVICES:** Except as otherwise provided in this Agreement, this Agreement may be terminated for non-performance by either party, provided that such party has given the others reasonable time to correct any instances of such non- performance. If either party fails to correct such non-performance, the Agreement may be terminated, provided that such party has given the others at least thirty (30) days advance written notice of such intention. Notwithstanding the foregoing and for all other intentions, termination of services by Client must be preceded by at least thirty (30) days advance written notice of such intention to terminate services. Minimum 3-Month Service Agreement from start date.
13. **ENTIRE AGREEMENT AND INTERPRETATION:** This Agreement constitutes the entire agreement and understanding between the parties, and no representations, inducements, promises or agreements not embodied herein shall be of any force or effect. This Agreement shall be governed under the law of the State of its performance and if any provision shall conflict therewith, such provision shall be interpreted to remove such conflict, so that this Agreement and all its other provisions shall remain in full force and effect.
14. **DEFAULT:** Company may terminate this Agreement immediately and exercise such other rights and remedies as permitted by law, if Client fails to pay any amount when due or if any proceeding is commenced or threatened by or against Client under the Bankruptcy Code or any other Debtor's law, or if Client makes or threatens to make an assignment for the benefit of creditors.

IN WITNESS WHEREOF, the parties by their duly authorized representatives have signed this Agreement as of the date first above written:

By GOOD GUARD SECURITY:

Brady Osorto

(Authorized Representative Signature)

Brady Osorto / Business Development Manager

(Print Name & Title)

By CLIENT:

(Authorized Representative Signature)

(Print Name & Title)

CHAPTER 9

CIVIL DEFENSE AND DISASTER

SECTION:

9-1: Purpose Of Chapter

9-2: Definitions

9-3: Emergency Council

9-4: Officers Of Emergency Council

9-5: Emergency Council Meetings

9-6: Duties Of Emergency Council

9-7: Powers Of Chairman Of Emergency Council

9-8: Exercises Or Drills

9-9: Acts Authorized Under Certain Conditions

9-10: Emergency Services Coordinator

9-11: Powers And Duties Of Coordinator

9-12: Emergency Powers Of Coordinator

9-13: Emergency Services Organization

9-14: Functions And Duties Of Emergency Service Organization

9-15: Acts Unlawful During Disasters

9-16: Penalty For Violation Of Chapter

9-1: PURPOSE OF CHAPTER:

The purposes of this chapter are to provide for the preparation and carrying out of plans for disaster and emergency services, the protection of persons and property within the city of Porterville in the event of a disaster, and to provide for the coordination of the disaster and emergency functions of the city with all other affected persons and agencies, both public and private. Any expenditures made in connection with such disaster or emergency services, including mutual aid activities, shall be deemed conclusively to be for the direct protection and benefit of the inhabitants and property in the city. (Ord. 987 § A, 10-6-1970)

9-2: DEFINITIONS:

Except where the context otherwise requires, the following definitions shall govern the construction of this chapter:

DISASTER: Actual or threatened enemy attack, sabotage, extraordinary fire, flood, storm, epidemic, riot, earthquake or other public calamity. It shall not include, nor does any provision of this chapter apply to, any condition relating to a labor controversy.

EMERGENCY SERVICES: The preparation for carrying out disaster functions, other than functions for which military forces are primarily responsible, and to prevent, minimize and repair injury and damage resulting from disasters. It shall not include, nor does any provision of this chapter apply to, any condition relating to a labor controversy.

EMERGENCY SERVICES OFFICE: The physical facilities constituting the Tulare operational area's primary emergency operating center, and the necessary staff and personnel to operate such facilities on a day to day or disaster emergency basis.

TULARE OPERATIONAL AREA: The unincorporated area of the county, and the cities of Dinuba, Exeter, Farmersville, Lindsay, Porterville, Tulare, Visalia and Woodlake. (Ord. 987 § A, 10-6-1970)

9-3: EMERGENCY COUNCIL:

The emergency council of the Tulare operational area is hereby created and shall consist of the following members:

A. The chairman of the board of supervisors of the county. Said board of supervisors shall appoint an additional member of said board to serve as an alternate member of the emergency council when the chairman is absent from the county or is not immediately available to perform his duties.

B. The mayors of the cities of Dinuba, Exeter, Farmersville, Lindsay, Porterville, Tulare, Visalia and Woodlake, or alternates appointed by the respective city councils.

C. Two (2) persons residing in the unincorporated area of the county who shall be appointed by the other members of the emergency council.

D. The emergency services coordinator of the county, who shall be an ex officio member and who shall not be entitled to a vote at the meetings of the emergency council. (Ord. 987 § A, 10-6-1970)

9-4: OFFICERS OF EMERGENCY COUNCIL:

The officers of the emergency council shall be a chairman, and such other officers as the council may deem necessary. The chairman of the board of supervisors shall serve as chairman of the council. When he is absent from the county or is not immediately available to perform his duties, the other member of the board of supervisors who is a member of the council shall serve as chairman. (Ord. 987 § A, 10-6-1970)

9-5: EMERGENCY COUNCIL MEETINGS:

The emergency council may hold regular meetings at a time and place established by the council. Special meetings of the council shall be called in accordance with section 54950 et seq., of the Government Code of the state of California. Special meetings may be called by the chairman or the alternate chairman designated pursuant to section 9-4 of this chapter. The council shall meet at least four (4) times each year. The council shall have the power to adopt rules and regulations governing the conduct of its meetings. (Ord. 987 § A, 10-6-1970)

9-6: DUTIES OF EMERGENCY COUNCIL:

It shall be the duty of the emergency council to review and recommend for adoption by the board of supervisors and the respective city councils, disaster and mutual aid plans and agreements, and such ordinances, resolutions, rules, regulations and budgets as are necessary to implement such plans and agreements. (Ord. 987 § A, 10-6-1970)

9-7: POWERS OF CHAIRMAN OF EMERGENCY COUNCIL:

The chairman of the emergency council is hereby empowered to perform the following acts:

A. Serve as the emergency services director of the Tulare operational area.

B. Request the city council of the city of Porterville to proclaim the existence or threatened existence of a local emergency and the termination thereof, if the city council is in session, or to issue such a proclamation if the city council is not in session, subject to confirmation by the city council at the earliest practicable time.

C. Request the mayor to request the governor to proclaim a state of disaster when in the opinion of the chairman the resources of the area are inadequate to cope with the disaster on a local basis. (Ord. 987 § A, 10-6-1970)

9-8: EXERCISES OR DRILLS:

The chairman of the emergency council shall order an exercise or drill of the entire emergency services organization at least once each year, and a minimum of two (2) exercises or drills for selected portions of the emergency operating center staff each year. Participation in required state or federal exercises, special drills for communications, radiological, fire, law enforcement or other specific services shall be in addition to the exercises or drills required hereinabove. (Ord. 987 § A, 10-6-1970)

9-9: ACTS AUTHORIZED UNDER CERTAIN CONDITIONS:

In the event of the proclamation of a local emergency as herein provided, or the proclamation of a state of disaster by the governor or the director of the California disaster office, or in the event of a war caused state of

extreme emergency, the chairman, as the emergency services director of the Tulare operational area, is hereby empowered to perform the following acts:

A. Make and issue rules and regulations on matters reasonably related to the protection of life and property as affected by such disaster; provided, however, that such rules and regulations must be confirmed at the earliest practicable time by the emergency council.

B. Subject to the approval of the city council, to obtain vital supplies, equipment and such other properties found lacking and needed for the protection of life and property of the people, and to bind the city for the fair value thereof and, if required, to commandeer the same immediately for public use.

C. Require emergency services of any city officer or employee, and in the event of the proclamation of a state of disaster or extreme emergency by the governor in the region in which the city is located, to commandeer the aid of as many citizens as he thinks necessary in the execution of his duties. Such persons shall be entitled to all privileges, benefits and immunities which are provided by state law for registered civil defense and disaster volunteer workers.

D. Requisition any necessary equipment or materials from any city department or agency.

E. Execute all of the special powers conferred upon him by this chapter or by resolution adopted pursuant thereto, all powers conferred upon him by any statute, by any agreement approved by city council, or by any other lawful authority. (Ord. 987 § A, 10-6-1970)

9-10: EMERGENCY SERVICES COORDINATOR:

There is hereby created the position of emergency services coordinator of the Tulare operational area who may be referred to as the coordinator. He shall serve as the executive officer of the Tulare operational area and his staff shall serve as the staff of the emergency services office. The board of supervisors of the county of Tulare shall consider the recommendations of the emergency council in the appointment or dismissal of the coordinator. (Ord. 987 § A, 10-6-1970)

9-11: POWERS AND DUTIES OF COORDINATOR:

The coordinator shall have the following general powers and duties:

A. Represent the emergency council and its chairman as their executive officer for the purpose of coordinating all efforts within the Tulare operational area for the accomplishment of the purposes of this chapter.

B. Identify and define questions of authority and responsibility that may arise between persons and agencies referred to in section 9-13 of this chapter and submit recommendations for resolving such matters to the chairman.

C. Represent the Tulare operational area in all dealings with public or private agencies pertaining to disaster or civil defense, when authorized by the chairman.

D. Prepare an operational plan with necessary service annexes and standing operating procedures to provide administrative guides for the Tulare operational area.

E. Plan and conduct exercises and drills, as ordered by the chairman, for the emergency services organization or for the emergency operating center staff. (Ord. 987 § A, 10-6-1970)

9-12: EMERGENCY POWERS OF COORDINATOR:

In the event of the proclamation of a local emergency as herein provided, or the proclamation of a state of disaster by the governor, or in the event of a war caused state of extreme emergency, the coordinator is hereby empowered to perform the following acts:

A. Activate the emergency operating center including calling in, as necessary, service chiefs, standby staff and service dispatchers.

B. Cause the dissemination of appropriate warning signals and issue suitable advisory information to the emergency council, the emergency services organization and the public.

C. Advise the California disaster office of the local situation.

D. Request mutual aid through the California disaster office if local deficiencies of personnel and/or equipment are indicated by the service chiefs.

E. Order the provision of security for the emergency operating center and communications staff. (Ord. 987 § A, 10-6-1970)

9-13: EMERGENCY SERVICES ORGANIZATION:

All officers and employees of the county and the cities included in the Tulare operational area, together with those volunteer forces enrolled to aid them during a disaster and all groups, organizations and persons, including persons commandeered under the provision of subsection 9-9C of this chapter who by operation of law or agreement may be charged with duties incident to the protection of life and property in the city during such disaster, shall constitute the emergency service organization of the Tulare operational area. (Ord. 987 § A, 10-6-1970)

9-14: FUNCTIONS AND DUTIES OF EMERGENCY SERVICE ORGANIZATION:

The functions and duties of the emergency services organization shall be distributed among such divisions, services and special staff as the emergency council shall prescribe by resolution, subject to the approval of the board of supervisors of the county and the respective city councils. Insofar as possible, the form of organization, titles and terminology shall conform to the recommendations of the federal government and the California disaster office. (Ord. 987 § A, 10-6-1970)

9-15: ACTS UNLAWFUL DURING DISASTERS:

It shall be unlawful for any person to perform any of the following acts during a disaster:

A. Wilfully obstruct, hinder or delay any member of the emergency services organization in the enforcement of any lawful rule or regulation issued pursuant to this chapter or in the performance of any duty imposed upon him by virtue of this chapter.

B. To do any act forbidden by any lawful rules or regulations issued pursuant to this chapter, if such act is of such a nature as to give, or be likely to give, assistance to the enemy, or to imperil the lives or property of inhabitants of the city, or to prevent or delay the defense or protection thereof.

C. To wear, carry or display, without authority, any means of identification specified by the civil defense and disaster agency of the federal government or the state of California. (Ord. 987 § A, 10-6-1970)

9-16: PENALTY FOR VIOLATION OF CHAPTER:

Any person violating any of the provisions of this chapter which are declared to be unlawful shall be deemed guilty of a misdemeanor and, upon conviction thereof, shall be punished by a fine of not more than five hundred dollars (\$500.00) or by imprisonment in the Tulare County jail for not more than six (6) months, or by both such fine and imprisonment. (Ord. 987 § A, 10-6-1970)

State of California

GOVERNMENT CODE

Section 8558

8558. Three conditions or degrees of emergency are established by this chapter:

(a) “State of war emergency” means the condition that exists immediately, with or without a proclamation thereof by the Governor, whenever this state or nation is attacked by an enemy of the United States, or upon receipt by the state of a warning from the federal government indicating that an enemy attack is probable or imminent.

(b) “State of emergency” means the duly proclaimed existence of conditions of disaster or of extreme peril to the safety of persons and property within the state caused by conditions such as air pollution, fire, flood, storm, epidemic, riot, drought, cyberterrorism, sudden and severe energy shortage, electromagnetic pulse attack, plant or animal infestation or disease, the Governor’s warning of an earthquake or volcanic prediction, or an earthquake, or other conditions, other than conditions resulting from a labor controversy or conditions causing a “state of war emergency,” which, by reason of their magnitude, are or are likely to be beyond the control of the services, personnel, equipment, and facilities of any single county, city and county, or city and require the combined forces of a mutual aid region or regions to combat, or with respect to regulated energy utilities, a sudden and severe energy shortage requires extraordinary measures beyond the authority vested in the Public Utilities Commission.

(c) (1) “Local emergency” means the duly proclaimed existence of conditions of disaster or of extreme peril to the safety of persons and property within the territorial limits of a county, city and county, or city, caused by conditions such as air pollution, fire, flood, storm, epidemic, riot, drought, cyberterrorism, sudden and severe energy shortage, deenergization event, electromagnetic pulse attack, plant or animal infestation or disease, the Governor’s warning of an earthquake or volcanic prediction, or an earthquake, or other conditions, other than conditions resulting from a labor controversy, which are or are likely to be beyond the control of the services, personnel, equipment, and facilities of that political subdivision and require the combined forces of other political subdivisions to combat, or with respect to regulated energy utilities, a sudden and severe energy shortage or deenergization event that requires extraordinary measures beyond the authority vested in the Public Utilities Commission.

(2) A local emergency proclaimed as the result of a deenergization event does not trigger the electric utility obligations set forth in Public Utilities Commission Decision 19-07-015 or its successor decisions as related to deenergization events. A local emergency proclaimed as the result of a deenergization event does not alter the electric

utilities' Public Utilities Commission-approved cost-recovery mechanisms for their own costs associated with deenergization events.

(Amended by Stats. 2022, Ch. 537, Sec. 1. (SB 468) Effective January 1, 2023.)

Porterville Army National Guard Armory
Temporary Evacuation Point and Shelter

Daily Census

<u>Date:</u>	<u>Adults:</u>	<u>Youth:</u>	<u>Dogs:</u>
Friday, May 5, 2023	12	0	1
Saturday, May 6, 2023	10	0	0
Sunday, May 7, 2023	10	0	0
Monday, May 8, 2023	15	0	1
Tuesday, May 9, 2023	12	0	0
Wednesday, May 10, 2023	8	0	0
Thursday, May 11, 2023	9	0	0
Friday, May 12, 2023	9	0	0
Saturday, May 13, 2023	7	0	0
Sunday, May 14, 2023	6	0	0
Monday, May 15, 2023	13	0	0
Tuesday, May 16, 2023	11	3	4
Wednesday, May 17, 2023	11	3	4
Thursday, May 18, 2023	16	3	4
Friday, May 19, 2023	11	0	3
Saturday, May 20, 2023	14	0	5
Sunday, May 21, 2023	12	0	4
Monday, May 22, 2023	14	0	3
Tuesday, May 23, 2023	14	5	3
Wednesday, May 24, 2023	16	3	3
Thursday, May 25, 2023	13	1	6
Friday, May 26, 2023	18	4	3
Saturday, May 27, 2023	16	5	5
Sunday, May 28, 2023	16	1	3
Monday, May 29, 2023	18	1	3

Tuesday, May 30, 2023	19	1	6
Wednesday, May 31, 2023	17	1	3
Thursday, June 1, 2023	19	1	7
Friday, June 2, 2023	17	1	7
Saturday, June 3, 2023	16	1	4
Sunday, June 4, 2023	20	1	8
Monday, June 5, 2023	20	1	6
Tuesday, June 6, 2023	22	1	10
Wednesday, June 7, 2023	23	1	9
Thursday, June 8, 2023	22	1	7
Friday, June 9, 2023	22	1	10
Saturday, June 10, 2023	15	1	6
Sunday, June 11, 2023	26	1	9
Monday, June 12, 2023	18	1	7
Tuesday, June 13, 2023	24	1	4
Wednesday, June 14, 2023	21	1	7
Thursday, June 15, 2023	20	1	4
Friday, June 16, 2023	28	1	6
Saturday, June 17, 2023	20	1	7
Sunday, June 18, 2023	24	1	4
Monday, June 19, 2023	21	0	8
Tuesday, June 20, 2023	28	0	6
Wednesday, June 21, 2023	28	0	4
Thursday, June 22, 2023	22	0	4
Friday, June 23, 2023	27	0	4
Saturday, June 24, 2023	26	0	4
Sunday, June 25, 2023	24	0	3
Monday, June 26, 2023	23	0	4
Tuesday, June 27, 2023	30	0	5

Wednesday, June 28, 2023	26	0	6
Thursday, June 29, 2023	27	0	5
Friday, June 30, 2023	25	0	5
Saturday, July 1, 2023	27	0	9
Sunday, July 2, 2023	25	3	3
Monday, July 3, 2023	24	3	3
Tuesday, July 4, 2023	20	3	4
Wednesday, July 5, 2023	28	2	6
Thursday, July 6, 2023	28	2	5
Friday, July 7, 2023	27	2	6
Saturday, July 8, 2023	28	2	5
Sunday, July 9, 2023	36	2	3
Monday, July 10, 2023	28	2	3
Tuesday, July 11, 2023	34	2	4
Wednesday, July 12, 2023	35	2	2
Thursday, July 13, 2023	47	2	7
Friday, July 14, 2023	27	2	0
Saturday, July 15, 2023	24	2	2
Sunday, July 16, 2023	24	2	3
Monday, July 17, 2023	26	2	1
Tuesday, July 18, 2023	26	2	2
Wednesday, July 19, 2023	21	2	1
Thursday, July 20, 2023	21	2	1
Friday, July 21, 2023	22	0	0
Saturday, July 22, 2023	22	0	0
Sunday, July 23, 2023	22	0	0
Monday, July 24, 2023	21	0	0
Tuesday, July 25, 2023	22	0	0
Wednesday, July 26, 2023	20	0	0

Thursday, July 27, 2023	27	0	0
Friday, July 28, 2023	25	0	0
Saturday, July 29, 2023	22	0	0
Sunday, July 30, 2023	22	0	0
Monday, July 31, 2023	24	0	0
Tuesday, August 1, 2023	21	0	0
Wednesday, August 2, 2023	19	0	0
Thursday, August 3, 2023	20	0	0
Friday, August 4, 2023	19	0	0
Saturday, August 5, 2023	26	0	0
Sunday, August 6, 2023	22	0	0
Monday, August 7, 2023	20	0	0
Tuesday, August 8, 2023	25	0	3
Wednesday, August 9, 2023	23	0	3
Thursday, August 10, 2023	20	0	3
Friday, August 11, 2023	23	0	5
Saturday, August 12, 2023	22	0	5
Sunday, August 13, 2023	29	0	6
Monday, August 14, 2023	25	0	5
Tuesday, August 15, 2023	21	0	5
Wednesday, August 16, 2023	23	0	6
Thursday, August 17, 2023	23	0	5
Friday, August 18, 2023	22	0	5
Saturday, August 19, 2023	23	0	5
Sunday, August 20, 2023	21	0	4
Monday, August 21, 2023	25	0	5
Tuesday, August 22, 2023	22	0	5
Wednesday, August 23, 2023	27	0	5
Thursday, August 24, 2023	22	0	5

Friday, August 25, 2023	25	0	5
Saturday, August 26, 2023	23	0	4
Sunday, August 27, 2023	25	0	5
Monday, August 28, 2023	23	1	5
Tuesday, August 29, 2023	24	1	6
Wednesday, August 30, 2023	22	2	6
Thursday, August 31, 2023	18	2	5
Friday, September 1, 2023	17	2	5
Saturday, September 2, 2023	20	2	5
Sunday, September 3, 2023	20	2	5
Monday, September 4, 2023	21	2	5
Tuesday, September 5, 2023	22	2	5
Wednesday, September 6, 2023	15	2	3
Thursday, September 7, 2023	16	2	4
Friday, September 8, 2023	18	2	4
Saturday, September 9, 2023	19	2	4
Sunday, September 10, 2023	20	2	5
Monday, September 11, 2023	20	2	5
Tuesday, September 12, 2023	24	2	5
Wednesday, September 13, 2023	24	2	5
Thursday, September 14, 2023	21	2	5
Friday, September 15, 2023	26	2	5
Saturday, September 16, 2023	28	2	5
Sunday, September 17, 2023	26	2	5
Monday, September 18, 2023	22	2	5
Tuesday, September 19, 2023	24	2	5
Wednesday, September 20, 2023	26	2	5
Thursday, September 21, 2023	30	2	5

Friday, September 22, 2023	23	2	5
Saturday, September 23, 2023	20	2	5
Sunday, September 24, 2023	26	2	5
Monday, September 25, 2023	20	2	4
Tuesday, September 26, 2023	20	2	4
Wednesday, September 27, 2023	24	2	4
Thursday, September 28, 2023	22	2	4
Friday, September 29, 2023	17	2	4
Saturday, September 30, 2023	20	2	4
Sunday, October 1, 2023	23	2	4
Monday, October 2, 2023	20	2	4
Tuesday, October 3, 2023	18	2	4
Wednesday, October 4, 2023	22	2	4
Thursday, October 5, 2023	24	2	7
Friday, October 6, 2023	21	2	5
Saturday, October 7, 2023	18	2	5
Sunday, October 8, 2023	19	2	5
Monday, October 9, 2023	20	2	5
Tuesday, October 10, 2023	19	2	5
Wednesday, October 11, 2023	22	2	5
Thursday, October 12, 2023	27	2	5
Friday, October 13, 2023	21	2	5
Saturday, October 14, 2023	21	2	5
Sunday, October 15, 2023	19	2	5
Monday, October 16, 2023	24	2	5
Tuesday, October 17, 2023	22	2	5
Wednesday, October 18, 2023	22	2	5
Thursday, October 19, 2023	30	2	5
Friday, October 20, 2023	17	2	5

Saturday, October 21, 2023	15	2	5
Sunday, October 22, 2023	22	2	5
Monday, October 23, 2023	22	2	5
Tuesday, October 24, 2023	20	2	5
Wednesday, October 25, 2023	19	2	5
Thursday, October 26, 2023	21	1	5
Friday, October 27, 2023	21	1	3
Saturday, October 28, 2023	21	1	3
Sunday, October 29, 2023	18	1	3
Monday, October 30, 2023	24	1	3
Tuesday, October 31, 2023	20	1	3
Wednesday, November 1, 2023	25	1	3
Thursday, November 2, 2023	24	1	3
Friday, November 3, 2023	22	1	3
Saturday, November 4, 2023	22	1	3
Sunday, November 5, 2023	19	1	3
Monday, November 6, 2023	23	1	3
Tuesday, November 7, 2023	27	1	3
Wednesday, November 8, 2023	22	1	3
Thursday, November 9, 2023	22	1	3
Friday, November 10, 2023	23	1	3
Saturday, November 11, 2023	21	1	3
Sunday, November 12, 2023	24	1	3
Monday, November 13, 2023	27	1	3
Tuesday, November 14, 2023	24	1	3
Wednesday, November 15, 2023	29	1	3
Thursday, November 16, 2023	29	0	3
Friday, November 17, 2023	25	0	3
Saturday, November 18, 2023	29	0	3

Sunday, November 19, 2023	29	0	3
Monday, November 20, 2023	29	0	3
Tuesday, November 21, 2023	29	0	3
Wednesday, November 22, 2023	29	0	3
Thursday, November 23, 2023	21	0	3
Friday, November 24, 2023	29	0	3
Saturday, November 25, 2023	27	0	3
Sunday, November 26, 2023	27	0	3
Monday, November 27, 2023	26	0	3
Tuesday, November 28, 2023	27	0	3
Wednesday, November 29, 2023	29	0	3
Thursday, November 30, 2023	27	0	3
Friday, December 1, 2023	22	0	3
Saturday, December 2, 2023	25	0	3
Sunday, December 3, 2023	25	0	3
Monday, December 4, 2023	20	0	3
Tuesday, December 5, 2023	25	0	3
Wednesday, December 6, 2023	30	0	3
Thursday, December 7, 2023	30	0	3
Friday, December 8, 2023	29	0	3
Saturday, December 9, 2023	25	0	3
Sunday, December 10, 2023	31	0	3
Monday, December 11, 2023	30	0	3
Tuesday, December 12, 2023	32	0	3
Wednesday, December 13, 2023	32	0	3
Thursday, December 14, 2023	35	0	3
Friday, December 15, 2023	30	0	3
Saturday, December 16, 2023	31	0	3
Sunday, December 17, 2023	29	0	3

Monday, December 18, 2023	26	0	3
Tuesday, December 19, 2023	25	1	3
Wednesday, December 20, 2023	31	0	3
Thursday, December 21, 2023	28	0	3
Friday, December 22, 2023	32	0	3
Saturday, December 23, 2023	29	0	3
Sunday, December 24, 2023	30	0	3
Monday, December 25, 2023	28	0	3
Tuesday, December 26, 2023	23	0	3
Wednesday, December 27, 2023	24	0	3
Thursday, December 28, 2023	28	0	3
Friday, December 29, 2023	23	0	3
Saturday, December 30, 2023	25	0	3
Sunday, December 31, 2023	28	0	3
Monday, January 1, 2024	24	0	3
Tuesday, January 2, 2024	24	0	3
Wednesday, January 3, 2024	29	0	3
Thursday, January 4, 2024	21	0	3
Friday, January 5, 2025	22	0	3
Saturday, January 6, 2024	32	0	3
Sunday, January 7, 2024	29	0	3
Monday, January 8, 2024	26	0	3
Tuesday, January 9, 2024	27	0	3
Wednesday, January 10, 2024	34	0	3
Thursday, January 11, 2024	33	0	3
Friday, January 12, 2025	36	0	3
Saturday, January 13, 2024	35	0	3
Sunday, January 14, 2024	34	0	3
Monday, January 15, 2024	39	0	3

Tuesday, January 16, 2024	38	0	4
Wednesday, January 17, 2024	33	0	4
Thursday, January 18, 2024	33	0	4
Friday, January 19, 2025	33	0	4
Saturday, January 20, 2024	36	0	4
Sunday, January 21, 2024	38	0	4
Monday, January 22, 2024	36	1	4
Tuesday, January 23, 2024	34	1	4
Wednesday, January 24, 2024	32	1	4
Thursday, January 25, 2024	38	1	4
Friday, January 26, 2025	35	1	4
Saturday, January 27, 2024	32	1	4
Sunday, January 28, 2024	36	1	4
Monday, January 29, 2024	34	1	4
Tuesday, January 30, 2024	40	1	5
Wednesday, January 31, 2024	36	1	5
Thursday, February 1, 2024	36	1	5
Friday, February 2, 2024	36	1	5
Saturday, February 3, 2024	27	1	5
Sunday, February 4, 2024	33	1	5
Monday, February 5, 2024	29	1	5
Tuesday, February 6, 2024	33	1	5
Wednesday, February 7, 2024	37	1	5
Thursday, February 8, 2024	34	1	5
Friday, February 9, 2024	37	0	5
Saturday, February 10, 2024	38	0	5
Sunday, February 11, 2024	39	0	5
Monday, February 12, 2024	35	0	5
Tuesday, February 13, 2024	38	0	5

Wednesday, February 14, 2024	37	0	5
Thursday, February 15, 2024	35	0	5
Friday, February 16, 2024	38	0	5
Saturday, February 17, 2024	40	0	5
Sunday, February 18, 2024	38	0	5
Monday, February 19, 2024	41	0	5
Tuesday, February 20, 2024	43	0	5
Wednesday, February 21, 2024	36	0	5
Thursday, February 22, 2024	39	0	5
Friday, February 23, 2024	36	0	5
Saturday, February 24, 2024	36	0	5
Sunday, February 25, 2024	38	0	5
Monday, February 26, 2024	37	0	5
Tuesday, February 27, 2024	41	0	5
Wednesday, February 28, 2024	41	0	9
Thursday, February 29, 2024	33	0	9
Friday, March 1, 2024	34	0	9
Saturday, March 2, 2024	33	0	9
Sunday, March 3, 2024	33	0	9
Monday, March 4, 2024	35	0	9
Tuesday, March 5, 2024	38	0	9
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Thursday, March 7, 2024	36	0	9
Friday, March 8, 2024	37	0	9
Saturday, March 9, 2024	37	0	9
Sunday, March 10, 2024	41	0	9
Monday, March 11, 2024	41	0	9
Tuesday, March 12, 2024	42	0	9
Wednesday, March 13, 2024	40	0	9

Thursday, March 14, 2024	40	0	9
Friday, March 15, 2024	42	0	9
Saturday, March 16, 2024	39	0	9
Sunday, March 17, 2024	39	0	9
Monday, March 18, 2024	40	0	9
Tuesday, March 19, 2024	42	0	9
Wednesday, March 20, 2024	38	0	9
Thursday, March 21, 2024	35	0	9
Friday, March 22, 2024	37	0	9
Saturday, March 23, 2024	42	0	9
Sunday, March 24, 2024	42	0	9
Monday, March 25, 2024	41	0	9
Tuesday, March 26, 2024	41	0	9
Wednesday, March 27, 2024	44	0	9
Thursday, March 28, 2024	40	0	9
Friday, March 29, 2024	45	0	9
Saturday, March 30, 2024	46	0	9
Sunday, March 31, 2024	34	0	9
Monday, April 1, 2024	46	0	9
Tuesday, April 2, 2024	34	0	9
Wednesday, April 3, 2024	38	0	9
Thursday, April 4, 2024	38	0	9
Friday, April 5, 2024	31	0	9
Saturday, April 6, 2024	28	0	9
Sunday, April 7, 2024	33	0	9
Monday, April 8, 2024	38	0	9
Tuesday, April 9, 2024	41	0	9
Wednesday, April 10, 2024	39	0	9
Thursday, April 11, 2024	34	0	9

Friday, April 12, 2024	33	0	9
Saturday, April 13, 2024	38	0	9
Sunday, April 14, 2024	36	0	9
Monday, April 15, 2024	31	0	9
Tuesday, April 16, 2024	34	0	9
Wednesday, April 17, 2024	34	0	9
Thursday, April 18, 2024	33	0	9
Friday, April 19, 2024	29	0	9
Saturday, April 20, 2024	28	0	9
Sunday, April 21, 2024	29	0	9
Monday, April 22, 2024	28	0	9
Tuesday, April 23, 2024	28	0	9
Wednesday, April 24, 2024	28	0	9
Thursday, April 25, 2024	29	0	9
Friday, April 26, 2024	32	0	9
Saturday, April 27, 2024	30	0	9
Sunday, April 28, 2024	34	0	9
Monday, April 29, 2024	29	0	9
Tuesday, April 30, 2024	28	0	8
Wednesday, May 1, 2024	27	0	9
Thursday, May 2, 2024	26	0	9
Friday, May 3, 2024	29	0	9
Saturday, May 4, 2024	29	0	9
Sunday, May 5, 2024	34	0	9
Monday, May 6, 2024	30	0	9
Tuesday, May 7, 2024	30	0	9
Wednesday, May 8, 2024	30	0	9
Thursday, May 9, 2024	35	0	9
Friday, May 10, 2024	32	0	9

Saturday, May 11, 2024	30	0	9
Sunday, May 12, 2024	30	0	9
Monday, May 13, 2024	32	0	9
Tuesday, May 14, 2024	32	0	9
Wednesday, May 15, 2024	32	0	9
Thursday, May 16, 2024	33	0	9
Friday, May 17, 2024	36	0	9
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Saturday, May 25, 2024	35	0	9
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Wednesday, May 29, 2024	32	0	7
Thursday, May 30, 2024	31	0	7
Friday, May 31, 2024	29	0	8
Saturday, June 1, 2024	30	0	9
Sunday, June 2, 2024	34	0	10
Monday, June 3, 2024	33	0	9
Tuesday, June 4, 2024	27	0	8
Wednesday, June 5, 2024	32	0	9
Thursday, June 6, 2024	31	0	9
Friday, June 7, 2024	30	0	8
Saturday, June 8, 2024	33	0	9

Sunday, June 9, 2024	36	0	9
Monday, June 10, 2024	35	0	9
Tuesday, June 11, 2024	34	0	8
Wednesday, June 12, 2024	25	0	8
Thursday, June 13, 2024	30	0	10
Friday, June 14, 2024	39	0	10
Saturday, June 15, 2024	34	0	8
Sunday, June 16, 2024	34	0	8
Monday, June 17, 2024	32	0	9
Tuesday, June 18, 2024	34	0	10
Wednesday, June 19, 2024	33	0	9
Thursday, June 20, 2024	33	0	11
Friday, June 21, 2024	30	0	9
Saturday, June 22, 2024	27	0	8
Sunday, June 23, 2024	33	0	10
Monday, June 24, 2024	16	0	7
Tuesday, June 25, 2024	20	0	7
Wednesday, June 26, 2024	30	0	9
Thursday, June 27, 2024	30	0	9
Friday, June 28, 2024	33	0	10
Saturday, June 29, 2024	34	0	10
Sunday, June 30, 2024	34	0	10
Monday, July 1, 2024	30	0	10
Tuesday, July 2, 2024	35	0	11
Wednesday, July 3, 2024	27	0	9
Thursday, July 4, 2024	27	0	9
Friday, July 5, 2024	30	0	9
Saturday, July 6, 2024	29	0	9
Sunday, July 7, 2024	32	0	10

Monday, July 8, 2024	36	0	11
Tuesday, July 9, 2024	34	0	10
Wednesday, July 10, 2024	35	0	9
Thursday, July 11, 2024	35	0	9
Friday, July 12, 2024	26	0	8
Saturday, July 13, 2024	31	0	9
Sunday, July 14, 2024	35	0	10
Monday, July 15, 2024	36	0	11
Tuesday, July 16, 2024	33	0	10
Wednesday, July 17, 2024	29	0	9
Thursday, July 18, 2024	19	0	7
Friday, July 19, 2024	20	0	7
Saturday, July 20, 2024	22	0	8
Sunday, July 21, 2024	22	0	8
Monday, July 22, 2024	24	0	8
Tuesday, July 23, 2024	26	0	8
Wednesday, July 24, 2024	23	0	7
Thursday, July 25, 2024	24	0	8
Friday, July 26, 2024	22	0	7
Saturday, July 27, 2024	22	0	7
Sunday, July 28, 2024	23	0	7
Monday, July 29, 2024	23	0	7
Tuesday, July 30, 2024	21	0	7
Wednesday, July 31, 2024	21	0	7
Thursday, August 1, 2024	20	0	7
Friday, August 2, 2024	22	0	7
Saturday, August 3, 2024	18	0	7
Sunday, August 4, 2024	21	0	7
Monday, August 5, 2024	20	0	7

Tuesday, August 6, 2024	22	0	5
Wednesday, August 7, 2024	25	0	6
Thursday, August 8, 2024	25	0	8
Friday, August 9, 2024	20	0	4
Saturday, August 10, 2024	16	0	4
Sunday, August 11, 2024	23	0	5
Monday, August 12, 2024	31	0	7
Tuesday, August 13, 2024	23	0	5
Wednesday, August 14, 2024	24	0	4
Thursday, August 15, 2024	20	0	3
Friday, August 16, 2024	18	0	3
Saturday, August 17, 2024	23	0	4
Sunday, August 18, 2024	23	0	3
Monday, August 19, 2024	21	0	4
Tuesday, August 20, 2024	24	0	3
Wednesday, August 21, 2024	23	0	3
Thursday, August 22, 2024	24	0	3
Friday, August 23, 2024	29	0	3
Saturday, August 24, 2024	18	0	2
Sunday, August 25, 2024	30	0	3
Monday, August 26, 2024	16	0	2
Tuesday, August 27, 2024	21	0	3
Wednesday, August 28, 2024	23	0	2
Thursday, August 29, 2024	24	0	3
Friday, August 30, 2024	23	0	3
Saturday, August 31, 2024	27	0	2
Sunday, September 1, 2024	27	0	3
Monday, September 2, 2024	27	0	2
Tuesday, September 3, 2024	21	0	3

Wednesday, September 4, 2024	22	0	3
Thursday, September 5, 2024	27	0	3
Friday, September 6, 2024	33	0	4
Saturday, September 7, 2024	37	0	4
Sunday, September 8, 2024	28	0	3
Monday, September 9, 2024	32	0	4
Tuesday, September 10, 2024	33	0	3
Wednesday, September 11, 2024	22	0	3
Thursday, September 12, 2024	27	0	3
Friday, September 13, 2024	37	0	4
Saturday, September 14, 2024	33	0	4
Sunday, September 15, 2024	38	0	4
Monday, September 16, 2024	33	0	4
Tuesday, September 17, 2024	34	0	4
Wednesday, September 18, 2024	30	0	3
Thursday, September 19, 2024	33	0	4
Friday, September 20, 2024	20	0	2
Saturday, September 21, 2024	21	0	2
Sunday, September 22, 2024	22	0	3
Monday, September 23, 2024	35	0	4



CITY COUNCIL AGENDA – OCTOBER 1, 2024

SUBJECT: Consideration of General Plan Amendment, Rezone, Master Plan, and Environmental Impact Report Pertaining to the South of Tule River District Master Plan

SOURCE: Community Development

BACKGROUND: The **SoTu Master Plan** was initiated by the City of Porterville with the overall purpose of guiding the development of the 447-acre SoTu District as it transitions from a predominantly agricultural and rural residential area to an innovative mixed-use multi-modal district that is attractive to residents and visitors alike to live, work, explore, and shop. The development of the Master Plan was made possible by LEAP grant funding awarded to the City of Porterville by the California Department of Housing and Community Development (HCD) in 2021.

The Master Plan serves as the planning tool and process to provide the big-picture vision for land use and development of the Plan Area. Although no physical development is currently proposed as part of the Master Plan, it outlines the overall vision and identifies concepts that would be implemented in the area. The Master Plan serves as the dynamic and long-term planning document to conceptually lay out future development and growth for the Plan Area.

The Master Plan is organized by chapters, or key elements, that cover land uses, circulation systems, open space, utilities, infrastructure, and public service systems within the District. Each element includes goals and policies to identify how future development will be carried out. Ultimately, the Master Plan will ensure that future development of the Plan Area is consistent with the vision and intent for the area as well as the Guiding Policies and regulations of the Porterville 2030 General Plan and Porterville Development Ordinance. The Master Plan is organized as follows.

- Introduction
- Vision, Goals, and Objectives
- Land Use
- Circulation Plan
- Open Space and Landscape
- Infrastructure and Public Utilities

- Administration and Implementation

The Land Use element of the Master Plan outlines the mix of land uses that are proposed and addresses the requirements outlined for land uses in Article 206 of the Porterville Development Ordinance. Residential uses are provided at densities that are consistent with the Porterville 2030 General Plan, and public parks and non-residential uses are provided at ratios and locations consistent with the requirements of Article 206. The neighborhood center of the Plan Area is proposed in a centrally located area and is planned for mixed uses as required by Article 206.

The Circulation Element outlines the street systems and pedestrian and bike networks for the Plan Area. The element depicts a continuous street system which provides pedestrian and bicycle facilities and connects to all adjacent planned neighborhoods within the Plan Area. This is further explained in Chapter 4 of the Master Plan.

The Infrastructure and Public Utilities Element provide discussion and metrics for all future and planned public utility infrastructure of the Plan Area including, but not limited to, location and placement of utility lines that will be necessary to provide for the residents of the Plan Area.

COMMENT: The South of Tule River (SoTu) District Master Plan Area (Plan Area) comprises approximately 447 acres (gross) and 19 parcels located directly southwest of the city limits, bound to the north by the Tule River, south by State Route 190, east by State Route 65, and west by Westwood Street.

ANALYSIS: PROJECT LOCATION: The SoTu Master Plan Area (Plan Area) is comprised of approximately 447 acres (gross) and 19 parcels located directly southwest of the city limits, bound to the north by the Tule River, south by State Route 190, east by State Route 65, and west by Westwood Street. The regional location of the Plan Area is shown in the Regional Location Map and in the APN Map of the Plan Area.

The parcels are identified as Assessors' Parcel Numbers:

259-150-001	259-040-043
259-030-011	259-040-042
259-030-031	259-040-045
259-270-004	259-040-046
259-040-041	259-040-010
259-040-044	259-040-039
259-040-028	259-320-001
259-040-027	259-320-002
259-040-026	259-370-058
259-040-025	

The Plan Area is located outside city limits, but is within Porterville’s General Plan Planning Area, or the “Urban Area Boundary” (UAB) and the LAFCo-adopted sphere of influence. The eastern half of the Plan Area is within the City’s Urban Development Boundary (UDB); the western half of the Plan Area is outside the UDB.

SPECIFIC REQUEST: The project includes General Plan Amendment 2024-002, Rezone 2024-001, Master Plan 2024-001, and Environmental Impact Report (SCH #2024030738).

CURRENT GENERAL PLAN: The existing Porterville 2030 General Plan land use designations within the Plan Area are contained in the **General Plan Maps**. The acreage of each land use designation is shown in the table below. The Plan Area is predominately planned for Low Density Residential land uses (60.9%), followed by Parks and Recreation (23.6%), Retail Center (8.7%), and Public Institutional (2.3%).

General Plan Land Use Designation	Total Acreage	
	Acres (#)	Percent of Total (%)
Low Density Residential	272.41	60.9
Parks and Recreation	105.63	23.6
Public Institutional	10.16	2.3
Retail Center	38.89	8.7
Tule River (No Assigned Use)	20.16	4.5
Total	447.25	100

CURRENT ZONING: The Plan Area is currently zoned as a mix A-1, AE-20, and R-1-20 by the County of Tulare. Although the Plan Area is outside the city limits, the City has pre-zoned the area consistent with the General Plan land uses. The existing pre-zoning within the Plan Area is shown in the attached Zoning District Maps. The acreage of each zone district is shown in the table below. The Plan Area is predominantly zoned RS-2 (Low Density Residential) (56.5%), followed by RS-1 (Very Low Density Residential) (41.2%), PK (Parks and Public Recreation Facilities) (1.17%), and CR (Retail Centers) (0.9%).

Zoning District	Total Acreage	
	Acres (#)	Percent of Total (%)
RS-1 (Very Low Density Residential)	184.48	41.2
RS- 2 (Low Density Residential)	253.22	56.6
PK (Parks and Public Recreation Facilities)	5.25	1.17
CR (Retail Centers)	4.3	0.9
Total	447.25	100

PRESENT USE: Most of the Plan Area has historically been used for agriculture, including orchard and row crops, for at least the past 50 years. The Plan Area is predominantly occupied by agricultural operations with a few single-family residential dwellings. Aerial imagery of the Plan Area is shown in the attached **Aerial Map**.

SURROUNDING LAND USE AND ZONING: The predominant existing land uses within the Plan Area are agriculture and rural residences. Existing land uses to the north of the Plan Area beyond the Tule River and to the east are single-family residential uses. Existing land uses to the south and west include a mix of residential, services, vacant, and agriculture uses. As referenced in the table below, all properties to the north, east, and west are planned and zoned for residential and public uses, and properties to the south are planned and zoned with a mix of industrial, retail, residential, and office uses.

Direction from the Project Site	Existing Land Use	Planned Land Use	Zone District
North	Tule River, Single-Family Residential	Parks, Low Density Residential	RS-1 - Very Low Density Residential, RS-2- Low Density Residential PD- Planned Development, PK-Parks and Public Recreation Facilities

South	SR 190, Agriculture, Residential, Healthcare Center	Industrial Park, Retail Center, Low Density Residential, Professional Office	IP-Industrial Park, CR-Retail Centers, RS-1- Very Low Residential, PO-Professional Office
East	SR 65, Single Family Residential	Low Density Residential, Public Institution	Pk- Parks and Public Recreation Facilities, PD- Planned Development
West	Agriculture, Single Family Residential	Very Low Density Residential, Parks	RS-1- Very Low Density Residential

PROJECT PROPOSAL: The project components include General Plan Amendment 2024-002, Rezone 2024-001, and Master Plan 2024-001, described as follows.

1. General Plan Amendment 2024-002: The Master Plan proposes to amend the General Plan Land Use Map and Circulation Map. The proposed General Plan Amendment would amend the General Plan Land Use Map to change the planned land use designations as described below and shown in the **General Plan Maps**. The General Plan Amendment would also amend the Circulation Map to include two (2) collectors, A Street and B Street, to improve connectivity of the Plan Area to Westwood Street and Newcomb Street as shown in the **General Plan Maps**.

The proposed land use changes are shown in the General Plan Maps and summarized in the table below. The Master Plan would result in reductions in acreage of Low Density Residential and Retail Centers, and modest increases in Medium Density Residential, High Density Residential, Commercial Mixed-Use, Neighborhood Commercial, Professional Office, Industrial Park, Park and Recreation, and Public Institutional. The land use changes are proposed to facilitate the transition of the Plan Area from a predominately agricultural and rural residential area to a mixed-use district, allowing varying uses at varying densities and intensities.

General Plan Land Use Designation	Current Acreage by General Plan	Proposed Acreage by Master Plan	Net Change in Acreage
Low Density Residential	272.41	51.88	-220.53
Medium Density Residential	--	43.94	+43.94
High Density Residential	--	31.18	+31.18
Commercial Mixed-Use	--	33.11	+33.11
Neighborhood Commercial	--	8.53	+8.53
Retail Centers	38.89	24.64	-14.25
Professional Office	--	32.57	+32.57
Industrial Park	--	59.51	+59.51
Parks and Recreation	105.63	112.47	+6.84
Public Institutional	10.16	15.89	+5.73
Tule River (No Assigned Land Use)	20.16	20.16	0
Right-of-Way	--	33.61	+33.61
Total	447.30	447.30	0

2. Rezone 2024-001: The Master Plan proposes to change the underlying zoning districts to the RN (Residential Neighborhood) zone district to implement the neighborhood centers as shown on the **General Plan Maps**, as proposed to be amended by General Plan Amendment 2024-002. The proposed zoning within the Plan Area is shown in the attached **Zoning Maps**.

As detailed in the Master Plan, although the Plan Area will be zoned RN, the uses permitted, and the development standards required for future development will be those contained within the corresponding zone district in accordance with the land use and zoning consistency table identified below.

General Plan Land Use Designation	Implementing Zoning District
Low Density Residential	RS-2 – Low Density Residential
Medium Density Residential	RM-2 – Medium Density Residential
High Density Residential	RM-3 – High Density Residential
Commercial Mixed-Use	CMX – Commercial Mixed Use
Neighborhood Commercial	CN – Neighborhood Commercial
Retail Centers	CR – Retail Centers
Professional Office	PO – Professional Office
Industrial Park	IG – General Industrial
Parks and Recreation	PK – Parks & Public Recreation Facilities
Public Institutional	PS – Public and Semi-Public

3. Master Plan 2024-001: The Master Plan is being implemented by the Residential Neighborhood (RN) zone district. Article 206 of the Porterville Development Ordinance provides the purpose of the Residential Neighborhood District and the required elements for a master plan for a Residential Neighborhood District. The elements of a Master Plan must include, but are not limited to, land use, street system, pedestrian and bike network, and utilities. Each required element has additional requirements that must be met for compliance with Article 206.

The Master Plan is consistent with Article 206, including the following:

- Consistency with the Porterville 2030 General Plan: Land uses reflect the required land use mix in the General Plan Land Use Diagram as amended. Amendments maintain consistency with the General Plan. The mix of land uses that are proposed are provided at densities and intensities that are consistent with the General Plan.
- Residential Uses: Residential uses are provided at densities consistent with the proposed General Plan designations for the Plan Area. The proposed mix of land uses allows for a minimum of 20% of units to be small-lot, detached homes, townhouse, or multi-family units within walking distance of the neighborhood center.
- Public Parks: The Plan Area will accommodate a minimum of 112.47 acres of open space concentrated along the Tule River, which would be accessible to future homes in the Plan Area. Additional pocket and neighborhood parks could be provided as residential development occurs. Future development may require

dedicating parkland per Quimby Act requirements.

- **Non-Residential Uses:** At least four (4) percent of land area is designated for non-residential uses, including public and semi-public uses and neighborhood-serving commercial uses.
- **Neighborhood Centers:** The Plan Area includes a defined, centrally located, neighborhood center composed of a mix of retail, civic, and service-oriented uses, in addition to a dedicated future school site.
- **Park Design:** The Master Plan Park and Open Space Plan establishes requirements, classifications, and goals and policies to ensure future development meets minimum park size, park frontage and accessibility, landscaped area, and detention basin requirements.
- **Street/Transportation System Requirements:** The Master Plan Circulation Element establishes policies related to continuous street system, connection to adjacent areas, dead-end streets, intersections, maximum block length, sidewalks, pedestrian and bicycle paths, traffic calming, and street trees. The Master Plan Circulation Map also proposes include two (2) collectors, A Street and B Street, to improve connectivity of the Plan Area to Westwood Street and Newcomb Street as shown in the General Plan Maps.
- **Variety in Housing Design:** The Master Plan Land Use Element establishes a policy requiring variety in housing design, including characteristics such as building envelope, front porch, window pattern, or roof shape.

GENERAL PLAN CONSISTENCY: The Porterville 2030 General Plan provides the framework to guide future land use development in the City of Porterville. It addresses state-mandated topics, or elements, that have legal standing and provides the foundation and vision for how a community will grow. The elements in the 2030 Porterville General Plan include Land Use, Economic Development, Circulation, Parks/Schools/Community Facilities, Open Space and Conservation, Public Health & Safety, Public Utilities, and Noise.

The intent of the Master Plan is to build upon and compliment several guiding land use policies of the Porterville 2030 General Plan including:

- **Policy LU-G-1:** *Promote a sustainable, balanced land use pattern that responds to existing needs and future needs of the City.*
- **Policy LU-G-9:** *Provide sufficient land with appropriate parcel sizes to support a full range of housing types and prices.*
- **Policy LU-G-10:** *Foster viable, pedestrian-oriented neighborhood centers with vertically and horizontally mixed-use development.*

The proposed Master Plan would help facilitate future development of the Plan area with residential, employment, and public uses. Future residential development will provide needed housing in conformance with the City's General Plan Land Use and Housing Elements, as well as help meet the

City's Regional Housing Needs Allocation.

ENVIRONMENTAL REVIEW: The proposed project has been reviewed for compliance with the California Environmental Quality Act (CEQA). The City prepared an Environmental Impact Report **EIR (SCH #2024030738)**. Key components of the requested action related to the environmental review include the following.

ENVIRONMENTAL IMPACT REPORT: An EIR is the highest level of environmental review under CEQA, which describes and analyzes the significant environmental effects of a project and discussing ways to mitigate or avoid the effects. The term "EIR" may mean either a draft or a final EIR, depending on the context. As further described in **EIR & MMRP**, the Final EIR consists of the Draft EIR plus the Response to Comments document, in which the City must address all comments received and propose changes to the Draft EIR if needed.

RESPONSE TO COMMENT: This document provides responses to comments received on the Draft EIR and revises the Draft EIR, as necessary, in response to those comments or to make clarifications in the Draft EIR. This document, together with the Draft EIR, constitutes the Final EIR for the proposed project. Four (4) comment letters were received, and the letters and responses are contained in the response to comment (RTC), which is provided in the Final EIR (**EIR & MMRP**).

MITIGATION MONITORING AND REPORTING PROGRAM: The MMRP contains a table with the required mitigation measures, the responsible party or parties for implementing the measure, and the timing of implementation. The MMRP is contained in the **EIR & MMRP**.

FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS: When an EIR has been certified that identifies one or more significant environmental impacts, the approving agency must make one or more findings, accompanied by a brief explanation of the rationale, pursuant to CEQA Guidelines Section 15091, for each identified significant impact, refer to the **Findings of Fact and Statement of Overriding Considerations**.

CERTIFICATION OF THE EIR: The City Council will hold a public hearing to consider the adequacy and completeness of the EIR under CEQA and will make a determination regarding certifying the EIR and adopting the necessary Findings of Fact and Statement of Overriding Considerations. The City Council will consider adopting a resolution regarding its determination of the proposed project (**EIR SCH# 2024030738**).

EIR PROCESS/PUBLIC INPUT AND NOTICING: The City, as the lead agency under CEQA, has engaged in extensive public input and noticing including:

1. Notice of Preparation and Scoping Meeting: The environmental

review process began with a brief notice, “Notice of Preparation” or “NOP”, sent by the City to notify the responsible agencies, trustee agencies, the Office of Planning and Research, and the public that the City plans to prepare an EIR for the proposed Project. The purpose of the NOP was to solicit guidance from those agencies as to the scope and content of the environmental information to be included in the EIR. The NOP was distributed on March 20, 2024, to responsible agencies, trustee agencies, the Office of Planning and Research, and private organizations and individuals that may have interest in the Project. The NOP was made available at Porterville City Hall and online. Responses to the NOP have been incorporated into the Draft EIR. A public scoping meeting was held virtually on April 3, 2024, at 5:30 pm. Zero (0) members of the public attended the scoping meeting.

2. Draft EIR: The Draft EIR (“DEIR”) was circulated for a forty-five-day (45) public review and comment period commencing on July 26, 2024, a copy of the DEIR was circulated through the State Clearinghouse (SCH #2024030738), posted on the City’s website, and was available at the Porterville City Hall.
3. Final EIR/Response to Comments: The Final EIR (“FEIR”) consists of the DEIR plus the Response to Comments document in which the City must address all comments and possibly propose changes to the DEIR, if needed. After the close of the public review period for the DEIR, the City prepared formal responses to the written comments received. CEQA Guidelines, Section 15088(b), requires the City’s responses to comments to be provided to commenting public agencies ten (10) days prior to final certification of the FEIR. As noted above, four (4) comment letters were received, and the letters are contained in the Response to Comments, which are provided in the FEIR.

STATEMENT OF OVERRIDING CONSIDERATIONS: As detailed in the EIR, there are some significant and unavoidable impacts associated with this project related to certain components of air quality. In this regard, CEQA requires decision makers to balance the benefits of the proposed project against its unavoidable environmental risks when determining whether to approve the project. If the benefits of the project outweigh the unavoidable adverse effects, those effects may be considered "acceptable" (CEQA Guidelines Section 15093[a]). CEQA requires the lead agency to support, in writing, the specific reasons for considering a project acceptable when significant impacts are infeasible to mitigate. Such reasons must be based on substantial evidence in the FEIR or elsewhere in the administrative record (CEQA Guidelines Section 15093[b]). The agency's statement is referred to as a Statement of Overriding Considerations, and would be recommended as part of the approval of the resolution. Refer to **Findings of Fact and Statement of Overriding Considerations**.

TRIBAL CONSULTATION: 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 a 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 the NAHC, the City notified five tribal contacts about the project on March 31, 2023. Comment from the Tule River Tribe was received on April 27, 2023, requesting continued consultation.

PUBLIC NOTICE: Public notice of this hearing was provided in accordance with Government Code Sections 65090 and 65091 and Development Ordinance, Article 604.3(b). The procedures prescribed therein are the standard for hearings involving amendments to the General Plan or zoning and for conditional use permits.

RECOMMENDATION: That the City Council:

1. Hold the public hearing to receive comments on the South of Tule River District Master Plan project, and then:
2. Adopt the Draft Resolution to adopt the findings required by CEQA, certify the EIR, adopt the Mitigation Monitoring and Reporting Program, and adopt a Statement of Overriding Considerations; and
3. Adopt the Draft Resolution to approve General Plan Amendment 2024-002; and
4. Introduce by title only an Ordinance to amend the Zoning Map to rezone the SoTu Master Plan Area; and
5. Adopt the Draft Resolution to approve Master Plan 2024-001, adopting the South of Tule River District Master Plan.

ATTACHMENTS:

1. Regional Location Map
2. APN Map
3. Aerial Map
4. Draft Resolution - EIRSCH #2024030738
5. EIR & MMRP
6. Findings of Fact and Statement of Overriding Considerations
7. General Plan Maps
8. Draft Resolution - General Plan Amendment 2024-002n
9. Zoning Maps
10. Draft Ordinance - Rezone 2024-001
11. SoTu Master Plan
12. Draft Resolution - Master Plan 2024-001

Appropriated/Funded:

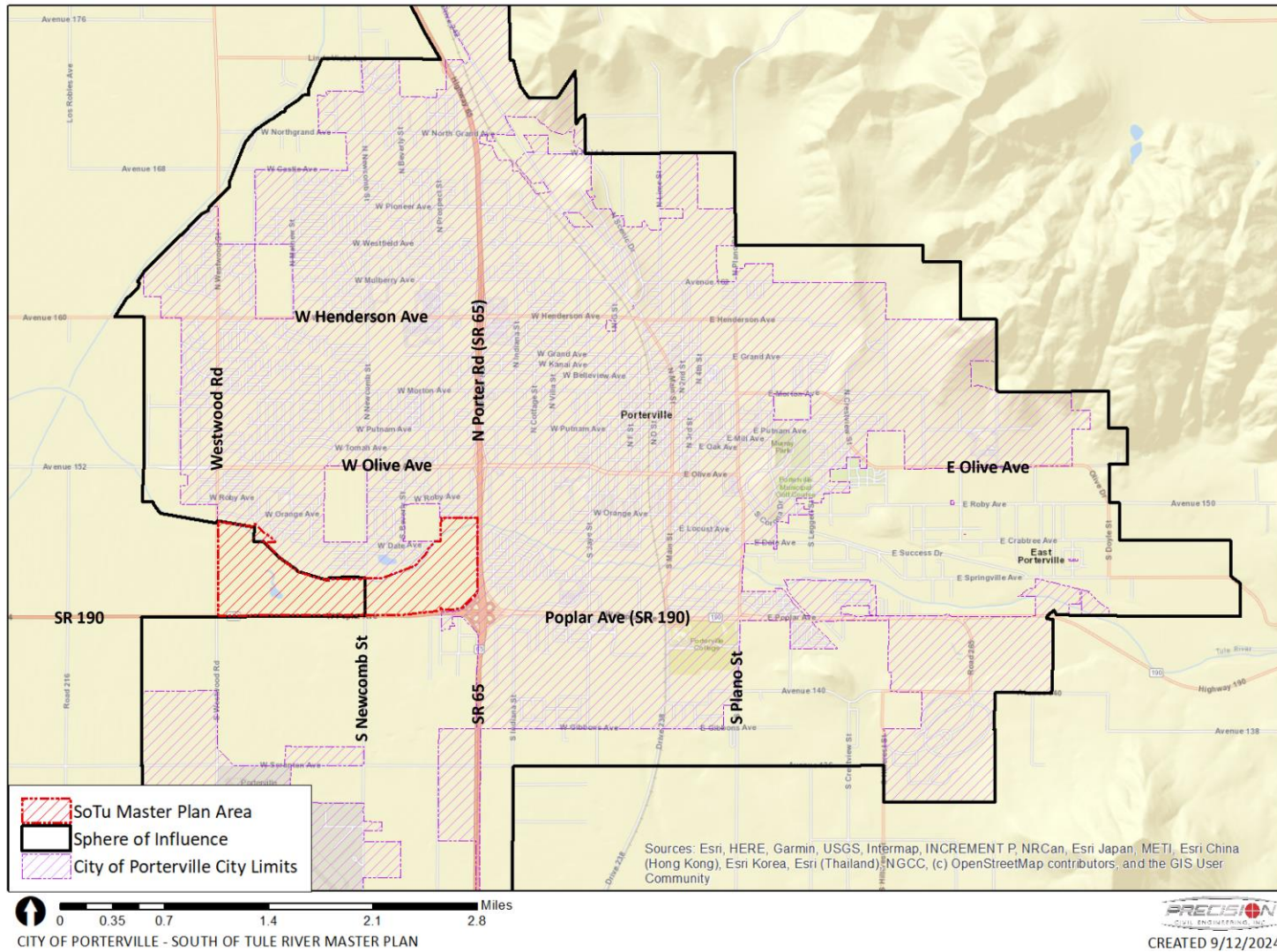
Review By:

Department Director:

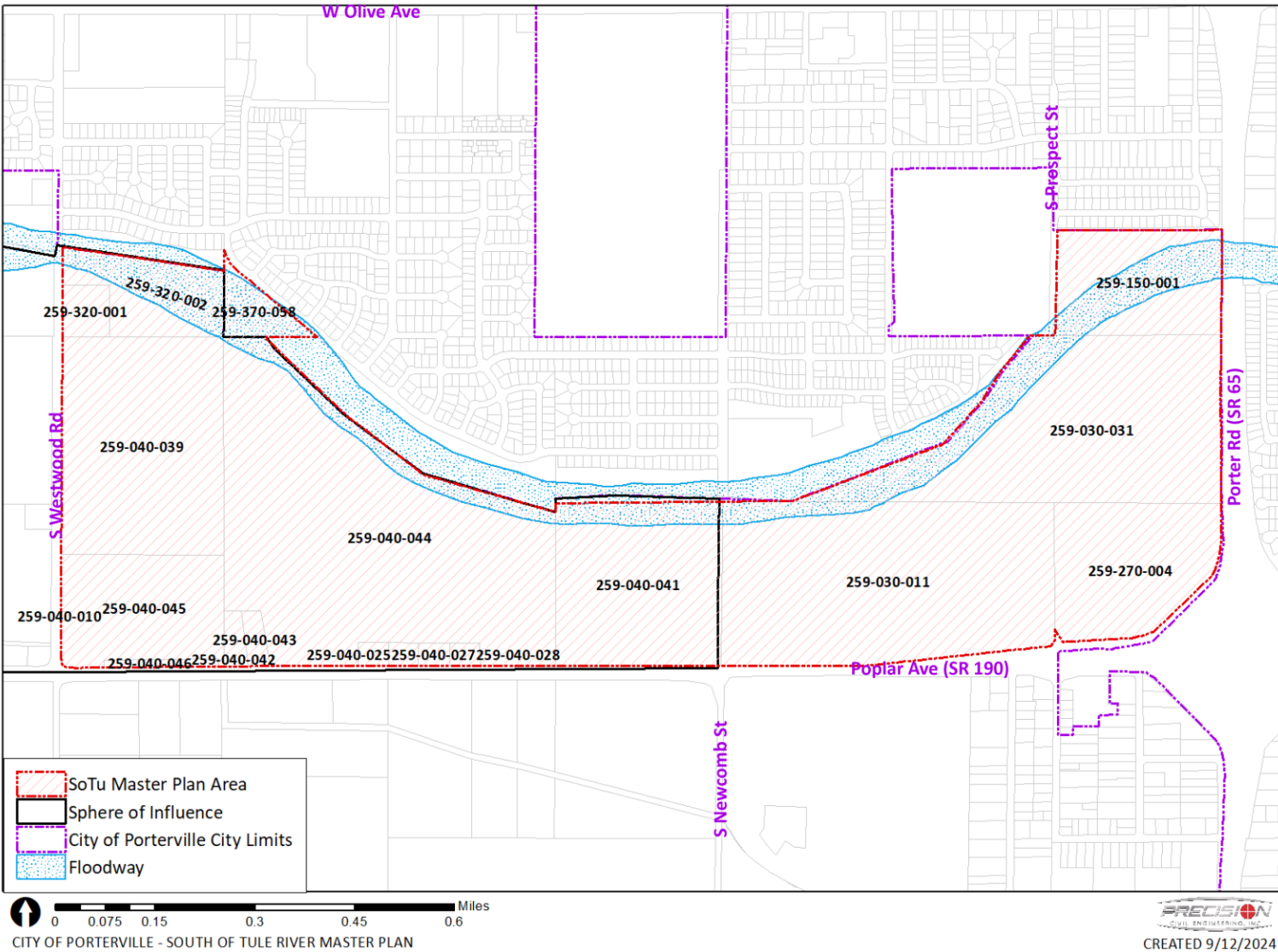
Claudia Calderon, Community Development Director

Final Approver: Patrice Hildreth, City Manager

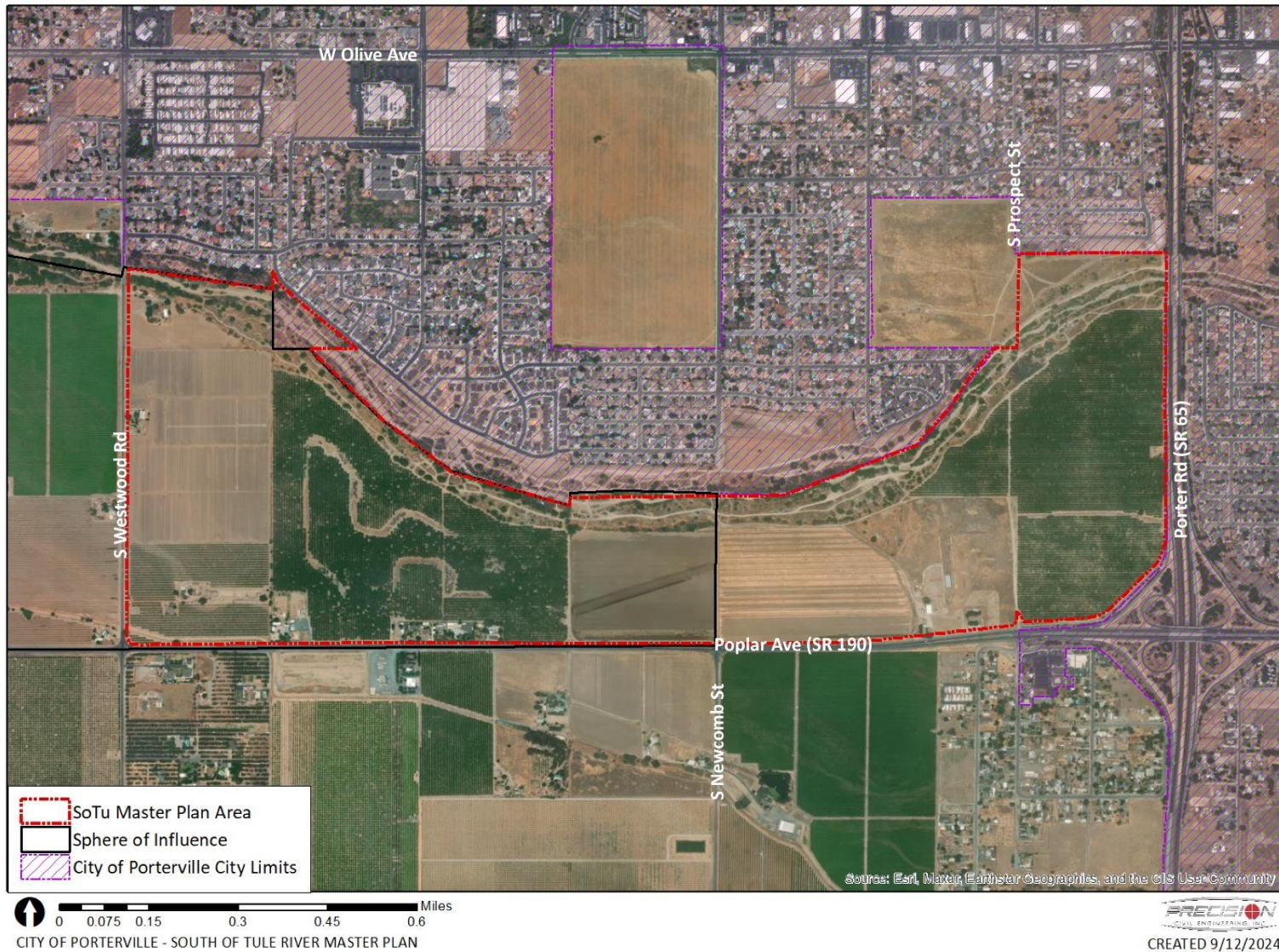
REGIONAL LOCATION MAP



APN MAP



AERIAL MAP



RESOLUTION NO. __2024

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PORTERVILLE TO 1)
ADOPT THE FINDINGS REQUIRED BY CALIFORNIA ENVIRONMENTAL QUALITY
ACT (CEQA) GUIDELINES, SECTION 15091;2) CERTIFY THE FOCUSED
ENVIRONMENTAL IMPACT REPORT (SCH #2024030738) FOR THE PROPOSED
SOTU MASTER PLAN;3) ADOPT THE PROPOSED MITIGATION MONITORING AND
REPORTING PROGRAM AND 4) ADOPT A STATEMENT OF OVERRIDING
CONSIDERATIONS PURSUANT TO CEQA**

WHEREAS: the City of Porterville has initiated the project known as the South of Tule River District Master Plan (“SoTu Master Plan”), a master plan, located on approximately 447.30 acres and 19 parcels (APNs 259-150-001, 259-030-011, -031, 259-270-004, 259-040-041, -044, -028, -027, -026, -025, -043, -042, -045, -046, -010, -039, 259-320-001, -002, and 259-370-058) directly southwest of city limits generally bound to the north by the Tule River, to the south by State Route 190, to the east by State Route 65, and to the west by Westwood Street (“Plan Area”); and

WHEREAS: approval of the master plan would require approval of General Plan Amendment 2024-002, Rezone 2024-001, and Master Plan 2024-001 (adopting the Master Plan); and

WHEREAS: pursuant to the authority and criteria contained in the California Environmental Quality Act of 1970 (“CEQA”), the City, as the Lead Agency, has analyzed the proposed Project, including the General Plan Amendment, Rezone, and Master Plan, and has prepared an Environmental Impact Report (SCH #2024030738) (as further defined below, the “EIR”) in order to evaluate the proposed Project; and

WHEREAS: in compliance with CEQA Section 21080.4, a Notice of Preparation (“NOP”) was prepared by the City and distributed for public comment to the State Clearinghouse, Office of Planning and Research, responsible agencies, and other interested parties for a 30-day public review and comment period commencing on March 20, 2024, after which a public scoping meeting was held during the NOP review period on April 3, 2024; and,

WHEREAS: the Draft EIR (“DEIR”) was circulated for a 45-day public review and comment period commencing on July 26, 2024, a copy of the Draft EIR (DEIR) was circulated through the State Clearinghouse (SCH #2024030738), posted on the City’s website, and was available at the Porterville City Hall; and

WHEREAS: the public review period for the DEIR ended on September 9, 2024; and

WHEREAS: a Final EIR (FEIR) was prepared on the proposed Project consistent with CEQA Guidelines Section 15088(b), which addressed comments received on the DEIR, responses to those comments, as well as any appropriate revisions and clarifications to the DEIR; and

WHEREAS: the City of Porterville published a legal notice in compliance with State law concerning City Council consideration of the EIR in the local newspaper of general circulation, which included the date and time of the City Council consideration of certification of the EIR. In addition, a public hearing notice was mailed to each property owner within at least 300 feet of the Plan Area, as well as to all property owners within the Plan Area, indicating the date and time of the public hearing regarding the proposed Project (including the EIR) in accordance with State law; and

WHEREAS: on October 1, 2024, the City Council conducted a duly noticed public hearing on the EIR as defined below, at which time it received input from City Staff; public comment portion was opened, and public testimony and evidence, both written and oral, was considered by the City Council, after which public testimony was closed; and

WHEREAS: the City Council has reviewed the EIR and all associated documents prepared for the project, the staff reports pertaining to the EIR, and all of the evidence received by the City Council; and

WHEREAS: Section 21000 of the Public Resources Code and Section 15000 et. seq. of Title 14 of the California Code of Regulations (“CEQA Guidelines”) which govern the preparation, content, and processing of EIRs, have been fully implemented in the preparation of the EIR; and

WHEREAS: the EIR identified certain significant and potentially significant adverse effects on the environment caused by the Master Plan; and

WHEREAS: the City Council declares that, despite the occurrence of significant environmental effects that cannot be substantially lessened or avoided through adoption of feasible mitigation measures or feasible alternatives, there exist certain overriding economic, social, technical, and other considerations for approving the project that the Council believes justify the occurrence of those impacts; and

WHEREAS: CEQA Guidelines Section 15043 affirms the City Council’s authority to approve a project even though it may cause significant effects on the environment so long as the Council makes a fully informed and publicly disclosed decision that there is no feasible way to lessen or avoid the significant effects (CEQA Guidelines Section 15091) and that there are specifically identified expected benefits from the project that outweigh the policy of reducing or avoiding significant environmental impacts of the project (CEQA Guidelines Section 15093); and

WHEREAS: after deliberation and consideration of all relevant items, the City Council desires to (1) adopt the findings required by CEQA Guidelines, section 15091; (2) certify the EIR; (3) adopt the proposed mitigation monitoring and reporting program (“MMRP”), and (4) adopt a statement of overriding considerations, pursuant to CEQA; and

WHEREAS: all legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE, IT IS RESOLVED that the City Council of the City of Porterville resolves as follows:

1. Recitals. The City Council hereby specifically finds that all the facts set forth in the recitals above are true and correct and incorporated herein.
2. EIR Contents. The EIR consists of the Final EIR including any attached appendices, the Draft EIR including attached appendices, the Notice of Preparation and comments received in response to the Notice of Preparation, the Mitigation Monitoring and Reporting Program, additions and corrections in the remaining portions of the Draft EIR that have been made pursuant to public comments and Draft EIR review including all appendices attached thereto, comments received on the Draft EIR with responses to each of the comments made, the Notice of Completion and Notice of Availability of the Draft EIR for public review, and any other information added by the Lead Agency, all hereafter collectively referred to as the “EIR” and attached hereto as Exhibit A of this Resolution.
3. Accompanying Documents to the EIR. Documents that shall accompany and be part of the EIR are the Mitigation Monitoring and Reporting Program (Exhibit A) and Findings of Fact and Statement of Overriding Considerations (Exhibit B).
4. Certification of Compliance with CEQA. The City Council does hereby find that the EIR (Exhibit A), the Mitigation Monitoring and Reporting Program (Exhibit A), and Findings of Fact and Statement of Overriding Considerations (Exhibit B) have been prepared in accordance with the requirements of CEQA.
5. CEQA Findings of Fact, Mitigation Monitoring and Reporting Program, and Statement of Overriding Considerations.
 - a. Adopt Findings of Fact. The City Council approves, accepts as its own, incorporates as if set forth in full herein, and makes each and every one of the findings contained in the Findings of Fact (Exhibit B).

- b. Certify Environmental Impact Report. The City Council certifies that 1) the EIR has been completed in accordance with CEQA, 2) the City Council reviewed and considered information contained in the EIR prior to approving the project, and 3) the EIR reflects the City Council's independent judgment and analysis.
- c. Feasible and Binding Effect of Mitigation Monitoring and Reporting Program. The City Council finds that the mitigation measures described and specifically identified in the attached Mitigation Monitoring and Reporting Program are feasible and shall become binding upon the entity (such as the project proponent or the City) assigned thereby to implement the particular mitigation measures as identified in the Mitigation Monitoring and Reporting Program.
- d. Adopt Statement of Overriding Considerations. Even after the adoption of all feasible mitigation measures, certain significant or potentially significant environmental effects caused by the proposed modified Project directly, or cumulatively, will remain. The proposed Project has been carefully reviewed and the policies included in the proposed Project along with the mitigation measures identified in the EIR have avoided or substantially lessened several environmental impacts, to the extent feasible. Nonetheless, the proposed Project may have certain environmental effects which cannot be avoided or substantially lessened. The City has carefully considered all the environmental impacts that have not been mitigated to an insignificant level. Therefore, the City Council issues and approves the attached Statement of Overriding Considerations which identifies the specific economic, legal, social, technological and other considerations that render the unavoidable significant adverse environmental effects acceptable.
- e. Adopt Mitigation Monitoring and Reporting Program. The City Council adopts the Mitigation Monitoring and Reporting Program. The City Council finds that the Mitigation Monitoring and Reporting Program is designed to ensure that during Project implementation, the City and any other responsible parties implement the Project components and comply with the mitigation measures identified in the Findings of Fact and the Mitigation Monitoring and Reporting Program.

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PASSED, APPROVED, AND ADOPTED this October 1st, 2024.

ATTEST:
Patrice Hildreth, City Clerk

Martha A. Flores, Mayor

By: _____
Fernando Gabriel-Moraga,
Acting Chief Deputy City Clerk

South of Tule River Master Plan

FINAL ENVIRONMENTAL IMPACT REPORT

(SCH # 202403738)

SEPTEMBER 2024



City of Porterville

Community Development Department

291 N. Main Street

Porterville, CA 93257

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1 INTRODUCTION

1.1 Purpose of the Final EIR

This Final Environmental Impact Report (Final EIR) has been prepared to respond to comments received during the public review period for the Draft Environmental Impact Report (Draft EIR) prepared for the City of Porterville's South of the Tule River ("SoTu") Master Plan.

The Draft 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 SoTu Master Plan or one of the alternatives to the Project, which are described in the Draft EIR.

The Final EIR contains the public and agency comments received on the Draft 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 21000-21177).

1.2 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 CEQA Guidelines Section 15132, which states that a Final EIR must consist of the following:

1. The Draft EIR or a revision of the Draft EIR
2. Comments and recommendations received on the Draft EIR either verbatim or in summary
3. A list of persons, organizations, and public agencies commenting on the Draft EIR
4. The responses of the Lead Agency to significant environmental points raised in the review and consultation process
5. 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.

Consistent with CEQA Guidelines Section 15132, the Final EIR incorporates the following documents and information by reference:

- The Draft EIR and its appendices.
- The Notice of Preparation and Comments on the NOP.
- The Notice of Completion and Notice of Availability of the Draft EIR.
- Any other information added by the Lead Agency.

1.3 Environmental Review Process

1.3.1 Notice of Preparation

In accordance with CEQA, the City released a Notice of Preparation (NOP) on March 20, 2024, for a review period that closed on April 19, 2024. 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. The City received three (3) comment letters during the NOP review period. NOP letters were received from:

- **California Department of Conservation - Division of Land Resource Protection** (April 12, 2024): providing general comments and recommendations regarding mitigating agricultural land loss or conversion
- **California Department of Transportation – Aeronautics Program** (April 18, 2024): Providing general comments and recommendations regarding the portions of the Project site identified as being with the Tulare County Comprehensive Airport Land Use Plan (CALUP).
- **Native American Heritage Commission** (March 21, 2024): Provided applicable tribal consultation guidelines and requirements associated with the Project.

1.3.2 Draft EIR

The Draft EIR was properly noticed and circulated for public review and comment for 45 days, from July 26, 2024, to September 9, 2024. The Notice of Availability was published on July 26, 2024. The Draft EIR and appendices were sent to the State Clearinghouse for distribution. Copies of the Draft EIR were made available on the City's website and at City Hall. The webpage is located at, www.ci.porterville.ca.us/departments/community_development/planning.php.

All written comments received during the 45-day public review period (July 26, 2024 to September 9, 2024) of the Draft EIR are addressed in this Final EIR. The City received four (4) comment letters. Copies of comments received are included in Chapter 3 of this Final EIR, with responses shown after each letter. The full letters are provided in the Appendix. The 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 decision makers of the City of Porterville.

1.4 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 EIRs 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 CEQA Guidelines Sections 15090(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, 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 judgement and analysis.

As required by CEQA Guidelines Section 15091, 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 CEQA Guidelines Section 15093(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.

If the City approves the project, and as part of that action adopts mitigation measures, the City will also adopt a Mitigation Monitoring and Reporting Program (see Public Resources Code Section 21081.6).

1.5 Organization of Document

The Final EIR contains the following chapters:

- **Chapter 1:** Introduction
- **Chapter 2:** Draft EIR Commenters
- **Chapter 3:** Comments and Responses
- **Chapter 4:** Draft EIR Text Revisions
- **Chapter 5:** Mitigation Monitoring and Reporting Program
- **Chapter 6:** Attachments to the Final EIR

2 DRAFT EIR COMMENTERS

2.1 Organization of Comment Letters and Responses

A response to comments received during the 45-day public review period on the Draft EIR is contained in Chapter 3. Comment letters are provided in the [Appendix](#). Comments are organized in alphabetical order and numbered consecutively and hyphenated (e.g., 1-, 2-, 3-), with each individual comment numbered consecutively after the hyphen (e.g., 1-1, 1-2).

2.2 List of Commenters

The list of agencies, organizations, and interested parties that commented on the Draft EIR within the 45-day public review period are listed below.

No.	Person, Firm, or Agency (A-Z)	Letter Dated
1	California Department of Fish and Wildlife	September 9, 2024
2	California Department of Toxic Substances Control	August 9, 2024
3	California Department of Transportation, Division of Aeronautics	September 9, 2024
4	Central Valley Flood Protection Board	September 9, 2024

3 DRAFT EIR COMMENTS AND RESPONSES

In accordance with CEQA Guidelines Section 15088, the Final EIR contains written responses to comments on the environmental issues received during the public review period of the Draft EIR. The table on the following page includes all CEQA-related comments received on the Draft EIR and a response to each comment. The text of each comment has been provided in **Table 1**. The comment letters in their entirety are provided in the Appendix. Text revisions to the Draft EIR are summarized in Chapter 4.

Table 1. Draft EIR Comments and Responses

Letter/Comment No.	Comment	Response
1- California Department of Fish and Wildlife		
1-1	The California Department of Fish and Wildlife (CDFW) received a focused DEIR from the City of Porterville for the above-referenced Plan pursuant the California Environmental Quality Act (CEQA) and CEQA Guidelines.	This comment introduces the comment letter and does not address the adequacy or completeness of the Draft EIR, does not raise environmental issues, and does not request the incorporation or additional information relevant to environmental issues. Further response is not necessary.
1-2	Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Plan that may affect California fish and wildlife. Likewise, CDFW appreciates the opportunity to provide comments regarding those aspects of the Plan 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.	This comment describes the review authority of CDFW and does not address the adequacy or completeness of the Draft EIR, does not raise environmental issues, and does not request the incorporation or additional information relevant to environmental issues. Further response is not necessary.
1-3	After reviewing the provided focused DEIR and associated Initial Study (IS), CDFW has determined that the survey recommendations and mitigation measures proposed are sufficient to identify and/or mitigate for impacts to fish and wildlife (biological) resources. As such, CDFW recommends that the biological resource survey and mitigation measures in the IS and Table 1-2 of the DEIR be included within the Final Environmental Impact Report (FEIR) for the Plan. Please note that changes to the Plan and/or Plan description and/or modification of the measures proposed in the focused DEIR may necessitate the need to include additional measures to identify and mitigate for potential impacts to biological resources.	This comment provides a determination by CDFW that the survey recommendations and mitigation measures are sufficient to identify and/or mitigate impacts to biological resources. In this comment, CDFW recommends that the biological survey, mitigation measures, and Table 1-2 of the DEIR be included in the Final EIR, and specifies that any changes to the Plan, project description, or mitigation measures may necessitate the need to include additional measures. No changes have been

		made to the Plan, project description, or mitigation measures. The biological survey, mitigation measures, and Table 1-2 of the DEIR are included in the Final EIR.
1-4	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 surveys to the California Natural Diversity Database (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.	This comment provides information related to reporting requirements and requests that any species detected during surveys are reported accordingly. The Mitigation Monitoring and Reporting Program contains mitigation measures requiring protocol-level surveys. However, to ensure that special-status species and natural communities that are detected through the surveys are reported to the CNDDDB, Mitigation Measure BIO-1, BIO-2, BIO-3, and BIO-4 have been edited to include the following statement, “Any special-status species and natural communities detected during surveys shall be reported to the California Natural Diversity Database (CNDDDB) using the field survey form or mailed electronically.” Compliance with these mitigation measures will be verified by the City. This revision does not constitute a substantial revision. No new, avoidable significant effect is identified, and no mitigation measures or project revisions are added to reduce the effect to insignificance.
1-5	If it is determined that the Plan has the potential to impact biological resources, an assessment of filing fees is necessary. Fees are payable	This comment provides information related to the filing fee requirement. This

	upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order 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).	requirement will be met by the Lead Agency. This comment does not address the adequacy or completeness of the Draft EIR, does not raise environmental issues, and does not request the incorporation of additional information relevant to environmental issues.
1-6	CDFW appreciates the opportunity to comment on the DEIR to assist the City of Porterville in identifying and mitigating Plan impacts on biological resources. More information on survey and monitoring protocols for sensitive species can be found at CDFW's website (https://www.wildlife.ca.gov/Conservation/Survey-Protocols). If you have any questions regarding this letter or need further coordination, please contact Marile Colindres, Environmental Scientist, at the address provided on this letterhead, by telephone at (559) 974-3452, or by electronic mail at marile.colindres@wildlife.ca.gov .	This comment provides a closing to the comment letter and describes where more information can be found. This comment does not address the adequacy or completeness of the Draft EIR, does not raise environmental issues, and does not request the incorporation of additional information relevant to environmental issues. Further response is not necessary.
2- California Department of Toxic Substances Control		
2-1	The Department of Toxic Substances Control (DTSC) received a Draft Environmental Impact Report (DEIR) for the South of Tule River Master Plan (SoTu MP). The proposed SoTu MP and the associated entitlements, including General Plan Amendment (GPA) No. 2024001, and Prezone/Rezone (RZ) No. 2024001, and Master Plan No. 202401, is filed by the City of Porterville (Applicant) and pertains to 19 parcels that are located directly southwest of the city limits of the City of Porterville. The SoTu MP site is bound to the north by the Tule River, to the south by State Route 190, to the east by State Route 65, and to the west by Westwood Street The site totals approximately 447.30 gross acres. GPA No. 2024001 requests amendment of the existing land use designations to the mix of 10 different land uses proposed in the SoTu MP. RZ No. 2024001 requests a rezone from the existing zoning districts to zoning districts that are	This comment introduces the comment letter and provides a project description. This comment does not address the adequacy or completeness of the Draft EIR, does not raise environmental issues, and does not request the incorporation or additional information relevant to environmental issues. Further response is not necessary.

	consistent with the proposed land use designation. No physical development is proposed.	
2-2	DTSC recommends and requests consideration of the following comments: When agricultural crops and/or land uses are proposed or rezoned for residential use, a number of contaminants of concern (COCs) can be present. The Lead Agency shall identify the amounts of Pesticides and Organochlorine Pesticides (OCPs) historically used on the property. If present, OCPs requiring further analysis are dichlorodiphenyltrichloroethane, toxaphene, and dieldrin. Additionally, any level of arsenic present would require further analysis and sampling and must meet HHRA NOTE NUMBER 3, DTSC SLs approved thresholds. If they are not, remedial action must take place to mitigate them below those thresholds.	This comment provides a request to the City of Porterville to consider the presence of contaminants of concern for agricultural crops and/or land uses, when residential uses are proposed. The Porterville General Plan includes an implementing policy (Policy PHS-I-23) that requires applicants to perform comprehensive soil and groundwater contamination assessments in accordance with regulatory agency testing standards and if contamination exceeds regulatory action levels, project applicants are required to take remediation procedures under the supervision of appropriate agencies including DTSC. This policy is included in the IS. Because this issue is addressed at the policy level in the General Plan, which future projects are required to comply with, revisions to the Draft EIR and ISMND are not necessary.
2-3	Additional COCs may be found in mixing/loading/storage areas, drainage ditches, farmhouses, or any other outbuildings and should be sampled and analyzed. If smudge pots had been routinely utilized, additional sampling for Polycyclic Aromatic Hydrocarbons and/or Total Petroleum Hydrocarbons maybe required.	This comment provides a request to the City of Porterville to consider the presence of additional contaminants of concern for specific areas. The Porterville General Plan includes an implementing policy (Policy PHS-I-23) that requires applicants to perform comprehensive soil and groundwater contamination assessments in accordance

		with regulatory agency testing standards and if contamination exceeds regulatory action levels, project applicants are required to take remediation procedures under the supervision of appropriate agencies including DTSC. This policy is included in the IS. Because this issue is addressed at the policy level in the General Plan, which future projects are required to comply with, revisions to the Draft EIR and IS are not necessary.
2-4	DTSC recommends that all imported soil and fill material should be tested to assess any contaminants of concern meet screening levels as outlined in DTSC's Preliminary Endangerment Assessment (PEA) Guidance Manual. Additionally, DTSC advises referencing the DTSC Information Advisory Clean Imported Fill Material Fact Sheet if importing fill is necessary. To minimize the possibility of introducing contaminated soil and fill material there should be documentation of the origins of the soil or fill material and, if applicable, sampling be conducted to ensure that the imported soil and fill material are suitable for the intended land use. The soil sampling should include analysis based on the source of the fill and knowledge of the prior land use. Additional information can be found by visiting DTSC's Human and Ecological Risk Office (HERO) webpage.	This comment provides a recommendation that imported soil and fill material be tested to assess contaminants of concern in accordance with DTSC's guidance materials. The SoTu Master Plan includes a development requirement conditioned during planning entitlements that implements Policy PHS-I-23 and requires applicants to verify through documentation that the fill source is appropriate and/or has been analyzed for potential contaminants of concern in accordance with DTSC's PEA Guidance Manual. Because this issue is addressed at the policy level in the Master Plan, which future projects are required to comply with, further revisions to the Draft EIR and ISMND are not necessary.
2-5	DTSC appreciates the opportunity to comment on the DIER for the South of Tule River Master Plan. Thank you for your assistance in protecting	This comment provides a closing to the comment letter and describes where more

	California's people and environment from the harmful effects of toxic substances. If you have any questions or would like clarification on DTSC's comments, please respond to this letter or via email for additional guidance.	information can be found. This comment does not address the adequacy or completeness of the Draft EIR, does not raise environmental issues, and does not request the incorporation of additional information relevant to environmental issues. Further response is not necessary.
3 - California Department of Transportation, Division of Aeronautics		
3-1	The California Department of Transportation (Caltrans), Division of Aeronautics (Division), has reviewed the Draft Environmental Impact Report (EIR) for the South of Tule River Master Plan (Project). The Division of Aeronautics collaborates with cities, counties, and Airport Land Use Commissions (ALUC) to ensure compliance with the State Aeronautics Act (California Public Utilities Code Section 21001 et seq.). We appreciate the opportunity to participate in the EIR review process.	This comment introduces the comment letter and the authority of the Division of Aeronautics and does not address the adequacy or completeness of the Draft EIR, does not raise environmental issues, and does not request the incorporation or additional information relevant to environmental issues. Further response is not necessary.
3-2	The City of Porterville is proposing a master plan, titled the South of Tule River (SoTu) Master Plan, on approximately 447.30 acres adjacent to City limits to facilitate future growth. The Porterville Municipal Airport is located approximately 1.1 miles south of the Project site.	This comment introduces the project, project area, and location of the Porterville Municipal Airport. This comment does not address the adequacy or completeness of the Draft EIR, does not raise environmental issues, and does not request the incorporation or additional information relevant to environmental issues. Further response is not necessary.
3-3	The Project site lies entirely within the Airport Influence Area of the Porterville Municipal Airport, with a portion of the southwest corner of the Project site located within Safety Zone 6 (Traffic Pattern Zone). Therefore, it must adhere to the safety criteria and restrictions outlined	This comment explains where the Project site is in relation to the Airport Influence Area of the Porterville Municipal Airport and the applicable requirements and authority of the

	in the 2012 Tulare County Comprehensive Airport Land Use Plan (ALUCP), adopted by the ALUC pursuant to the PUC, Section 21674. The ALUCP is crucial for minimizing noise nuisance and safety hazards around airports while promoting orderly development. The ALUC is responsible for assessing potential risks to aircraft, airspace users, and people on the ground near the airport.	Tulare County Comprehensive Airport Land Use Plan. This comment does not address the adequacy or completeness of the Draft EIR, does not raise environmental issues, and does not request the incorporation or additional information relevant to environmental issues. Further response is not necessary.
3-4	In accordance with PUC Section 21676 et seq., prior to the amendment of a general plan or specific plan, or the adoption or approval of a zoning ordinance or building regulation within the planning boundary established by the ALUC, the local agency shall first refer the proposed action to the ALUC.	This comment explains the requirements for referral of a project to the ALUC. Through the process of developing the Master Plan, Tulare County and the ALUC have been consulted with to ensure consistency and compliance with the 2012 Tulare County Comprehensive Airport Land Use Plan. The Master Plan has been deemed consistent with the Plan. Therefore, revisions and further response are not necessary.
3-5	Compatibility concerns regarding airport obstructions and hazards to flight (such as wildlife attractants, lighting, or glare i.e., solar, etc.) should also be considered for further review upon site specific updates or projects. Proposed structures that exceed FAA Regulations Part 77 height criteria are subject to an Obstruction Evaluation/Airspace Analysis for determination. Please refer to the FAA website (https://oeaaa.faa.gov/oeaaa/external/portal.jsp) for further information or a copy of the form.	This comment explains compatibility concerns with FAA height regulations. The Master Plan does not propose or approve development. Future development proposed within the AIA would be required to be reviewed for consistency with the Tulare County Comprehensive Airport Land Use Plan criteria, such as FAA Regulations Part 77. Therefore, revisions and further response are not necessary.
3-6	Thank you for the opportunity to review and comment. If you have any questions, please contact me by email at tiffany.martinez@dot.ca.gov .	This comment provides a close to the comment letter. This comment does not

		address the adequacy or completeness of the Draft EIR, does not raise environmental issues, and does not request the incorporation of additional information relevant to environmental issues. Further response is not necessary.
4 – Central Valley Flood Protection Board		
4-1	The Central Valley Flood Protection Board (Board) appreciates the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the proposed South of Tule River Master Plan (proposed project).	This comment introduces the comment letter and does not address the adequacy or completeness of the Draft EIR, does not raise environmental issues, and does not request the incorporation or additional information relevant to environmental issues. Further response is not necessary.
	The proposed project area, referred to as SoTu Master Plan Area in the DEIR, encompasses a portion of the Tule River, a regulated stream and designated floodway that is within the Board's permitting authority. Thus, an encroachment permit may be required for individual projects within or adjacent to the Tule River and Tule River designated floodway.	This comment introduces the project area and regulatory authority of the CVFPC related to an encroachment permit. This comment does not address the adequacy or completeness of the Draft EIR, does not raise environmental issues, and does not request the incorporation or additional information relevant to environmental issues. Further response is not necessary.
	Section 2.11 of the Draft EIR lists potential approvals from other agencies for future redevelopment of the project site. Board staff recommend including an encroachment permit from the Board in this list. Board permit information is available on the Permitting at the Central Valley Flood Protection Board website.	This comment recommends that Section 2.11 of the Draft EIR be modified to include an encroachment permit from the CVFPC. Through the Final EIR, revisions have been made to the Draft EIR to include an encroachment permit in Section 2.11.

	California Code of Regulations, Title 23 provides standards that govern the design and construction of projects that affect the flood control works and floodways. Board staff recommends that you review Title 23 Standards, including Sections 112 (Streams Regulated and Nonpermissible Work Periods), 116 (Borrow and Excavation Activities – Land and Channel), 121 (Erosion Control), 122 (Irrigation and Drainage Ditches, Tile Drains, and Septic Systems), 123 (Pipelines, Conduits, and Utility Lines), 124 (Abandoned Pipelines and Conduits), 128 (Bridges), 129 (Water, Oil, and Gas Wells), 131 (Vegetation), and 132 (Bicycle Trails). Any deviation or variation from these standards will require approval from the Board.	This comment describes board approval of encroachment permits per the California Code of Regulations and recommends that the Lead Agency review these standards. This comment does not address the adequacy or completeness of the Draft EIR, does not raise environmental issues, and does not request the incorporation or additional information relevant to environmental issues. Further response is not necessary.
	The Board is the State’s regulatory agency responsible for enforcing appropriate standards for the construction, maintenance, and operation of the flood control system that protects life, property, and habitat in California’s Central Valley. The Board serves as the State coordinator between local flood management agencies and the federal government, with the goal of providing the highest level of flood protection possible to California’s Central Valley. The Board operates under authorities as described in California Water Code (Water Code), which requires the Board to oversee future modifications or additions to facilities of the State Plan of Flood Control (SPFC).	This comment describes the responsibility of the CVFPC. This comment does not address the adequacy or completeness of the Draft EIR, does not raise environmental issues, and does not request the incorporation or additional information relevant to environmental issues. Further response is not necessary.
	Per California Code of Regulations, Title 23, Waters, Division 1 (Title 23), Section 6, approval by the Board is required for all proposed work or uses, including the alteration of levees within any area for which there is an Adopted Plan of Flood Control within the Board’s jurisdiction. In addition, Board approval is required for all proposed encroachments within a floodway, on adjacent levees, and within any Regulated Stream identified in Title 23, Table 8.1. Specifically, Board jurisdiction includes the levee section, the waterward area between project levees, a minimum 10-foot-wide strip adjacent to the landward levee toe, the area within 30 feet	This comment describes the responsibility of the CVFPC as it relates to encroachment permits. This comment does not address the adequacy or completeness of the Draft EIR, does not raise environmental issues, and does not request the incorporation or additional information relevant to environmental issues. Further response is not necessary.

	from the top of bank(s) of Regulated Streams, and inside Board's Designated Floodways. Activities outside of these limits which could adversely affect Federal-State flood control facilities, as determined by Board staff, are also under the Board's jurisdiction. Permits may also be required for existing unpermitted encroachments or where it is necessary to establish the conditions normally imposed by permitting, including where responsibility for the encroachment has not been clearly established or ownership or uses have been changed.	
	Pursuant to Section 15 of Title 23, the Board may deny an encroachment permit if the proposed project could: • Jeopardize directly or indirectly the physical integrity of levees or other works • Obstruct, divert, redirect, or raise the surface level of design floods or flows, or the lesser flows for which protection is provided • Cause significant adverse changes in water velocity or flow regimen • Impair the inspection of floodways or project works • Interfere with the maintenance of floodways or project works • Interfere with the ability to engage in flood fighting, patrolling, or other flood emergency activities • Increase the damaging effects of flood flows • Be injurious to, or interfere with, the successful execution, functioning, or operation of any adopted plan of flood control • Adversely affect the State Plan of Flood Control, as defined in the California Water Code	This comment describes the reasons for board denial of encroachment permits. This comment does not address the adequacy or completeness of the Draft EIR, does not raise environmental issues, and does not request the incorporation or additional information relevant to environmental issues. Further response is not necessary.
	The potential risks to public safety, including increased flood risks, need to be considered when developing proposed projects that seek to modify flood control works or the hydrology of the water ways. Board staff is available to discuss any questions you have regarding the above comments. Please contact Jordan Robbins at (916) 524-3454, or via email at Jordan.Robbins@CVFlood.ca.gov if you have any questions.	This comment provides a closing to the comment letter and describes where more information can be found. This comment does not address the adequacy or completeness of the Draft EIR, does not raise environmental issues, and does not request

		the incorporation of additional information relevant to environmental issues. Further response is not necessary.
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4 FEIR REVISIONS TO THE DEIR

The following revisions to the IS and Draft EIR are made because of comments and/or responses to those comments as identified in Chapter 2 of the Final EIR. Added text is indicated with underlined text. The revisions clarify, amplify, or make minor modifications. No significant changes have been made to the information contained in the IS and Draft EIR as a result of the comments received, and no significant new information has been added that would require recirculation of the Draft EIR pursuant to CEQA Guidelines Section 15088.5. These revisions do not result in a greater number of impacts or impacts of a greater severity than those set forth in the Draft EIR, nor do the revisions constitute significant new information requiring recirculation.

2.11 Other Public Agencies Whose Approval is Required

The Project would require approval by the City of Porterville City Council, including approval of a Conditional Use Permit, General Plan Amendment, and Rezone/Pre-zone. No permits would be required from other agencies for approval of the Project. However, future redevelopment of the Project site would require annexation by Tulare County Local Agency Formation Commission (LAFCo), as well as review, permits, and/or approvals, such as grading, building, encroachment, and sign permits, and flood control works and floodway related permits such as an encroachment permit from the Central Valley Flood Protection Board. Other approvals may be required as identified through the entitlement review and approval process. In addition, other agencies may have the authority to issue permits prior to implementation including but not limited to:

- California Department of Fish and Wildlife, Central Region 4 (CDFW)
- California Regional Water Quality Control Board, Central Valley Fresno Region 5 (RWQCB)
- Porterville Unified School District
- San Joaquin Valley Air Pollution Control District
- Army Corps of Engineers
- Tulare County LAFCo
- Central Valley Flood Protection Board

4.4 BIOLOGICAL RESOURCES

Mitigation Measure BIO-1: Special-Status Species Surveys and Avoidance. The Project shall implement the following measures to avoid and minimize for impacts on special-status species due to construction activities.

- **Pre-Construction Surveys.** The Project shall conduct parcel species biological evaluation(s) to determine the project-specific impacts. The evaluation(s) may require foot surveys and detailed habitat mapping, wetland delineation, special status plant survey(s), and protocol-level surveys for species of concern, including American badger, Northern California legless lizard, Vernal pool fairy shrimp, and San Joaquin adobe sunburst. Any special-status species and natural communities detected during surveys shall be reported to the California Natural Diversity Database (CNDBB) using the field survey form or mailed electronically.

- **Environmental Awareness Training.** A qualified biologist shall conduct tailgate meeting to train construction staff on special status species that occur/may occur on the project site.
- **Biological Monitoring During Construction:** In case of the accidental death or injury of a special-status species during construction-related activities, USFWS and CDFW will be contacted immediately by phone and notified in writing within three working days.

Mitigation Measure BIO-2: Nesting Bird Surveys and Avoidance. The Project shall implement the following measures to mitigate for loss of nesting habitat of the Project in compliance with the federal Migratory Bird Treaty Act and relevant Fish and Game Codes:

- **Avoidance.** In order to avoid impacts to nesting raptors and migratory birds, the Project will be constructed, if feasible, from September 16th and January 31st, which is outside the avian nesting season.
- **Preconstruction Surveys.** If Project activities must occur during the nesting season (February 1-September 15), a qualified biologist will conduct preconstruction surveys for active raptor and migratory bird nests within 10 days prior to the start of these activities. The qualified biologist will conduct pre-construction surveys per the Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley (2000). The survey will include the proposed work area(s) and surrounding lands within 500 feet, where accessible, for all nesting raptors and migratory birds. If no active nests are found within the survey area, no further mitigation is required. Any special-status species and natural communities detected during surveys shall be reported to the California Natural Diversity Database (CNDBB) using the field survey form or mailed electronically.
- **Establish Buffers.** Should any active nests be discovered near proposed work areas, no disturbance buffers of 250 feet around active nests of non-listed bird species and 500 feet around active nests of non-listed raptors will be established. If work needs to occur within these no disturbance buffers, a qualified biologist will monitor the nest daily for one week, and thereafter once a week, throughout the duration of construction activity. Should the nature of construction activity significantly change, such that a higher level of disturbance will be generated, monitoring will occur daily for one week and then resume the once-a-week regime. If, at any time, the biologist determines that construction activity may be compromising nesting success, construction activity within the designated buffer will be altered or suspended until the biologist determines that the nest site is no longer susceptible to deleterious disturbance.

Mitigation Measure BIO-3: Swainson's Hawk Surveys and Avoidance. If Project activities must occur during the Swainson's hawk nesting season (February 15 to August 31), pre-construction surveys shall be conducted for Swainson's hawk nests in accordance with the Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley, Swainson's Hawk Technical Advisory Committee (CDFG, 2000). The surveys would be conducted on the Project site plus a 0.5-mile buffer. To meet the minimum level of protection for the species, surveys shall be conducted during at least two survey periods.

1. If no Swainson's hawk nests are found, no further action is required.

2. If an active Swainson's hawk nest is discovered at any time within 0.5 miles of active construction, a qualified biologist shall complete an assessment of the potential for current construction activities to impact the nest. The assessment would consider the type of construction activities, the location of construction relative to the nest, the visibility of construction activities from the nest location, and other existing disturbances in the area that are not related to the construction activities of this Project. Based on this assessment, the biologist will determine if construction activities can proceed and the level of nest monitoring required. Construction activities shall not occur within 500 feet of an active nest, but this distance may be reduced depending upon conditions at the site. Full-time monitoring to evaluate the effects of construction activities on nesting Swainson's hawks may be required. The qualified biologist shall have the authority to stop work if it is determined that Project construction is disturbing the nest. These buffers may need to increase depending on the sensitivity of the nesting Swainson's hawk to disturbances and at the discretion of the qualified biologist. Any special-status species and natural communities detected during surveys shall be reported to the California Natural Diversity Database (CNDDB) using the field survey form or mailed electronically.

Mitigation Measure BIO-4: San Joaquin Kit Fox Surveys and Avoidance. Pre-construction surveys shall be conducted by a qualified biologist within 10 days prior to the start of any construction activities. Qualified biologist shall conduct pre-construction surveys in accordance with USFWS Standard Recommendations for Protection of the Endangered San Joaquin Kit Fox Prior to or During Ground Disturbance (2011).

1. If no active or potential den is detected in or adjacent to work area during the survey, no further action is required.
2. If active or potential den is detected in or adjacent to work area during the pre-construction survey, the den shall not be disturbed or destroyed. Compliance with USFWS Recommendations for Protection of the Endangered San Joaquin Kit Fox Prior to or During Ground Disturbance (2011) required. USFW and CDFW will be immediately contacted to determine best course of action. Construction activities shall be carried out in a manner that minimizes disturbance to kit foxes.
3. In case of the accidental death or injury of a San Joaquin kit fox during construction-related activities, USFWS and CDFW will be contacted immediately by phone and notified in writing within three working days.

Any special-status species and natural communities detected during surveys shall be reported to the California Natural Diversity Database (CNDDB) using the field survey form or mailed electronically.

Note: the same revisions have been carried over into the Mitigation Monitoring and Reporting Program contained in the ISand Table 1-2 of the Draft EIR, and the MMRP in this Final EIR.

5 MITIGATION MONITORING AND REPORTING PROGRAM

CEQA Guidelines Section 15097 requires 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.

**SOUTH OF THE TULE RIVER MASTER PLAN
MITIGATION MONITORING AND REPORTING PROGRAM
SEPTEMBER 2024**

This mitigation measure monitoring and reporting checklist was prepared pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15097 and Section 21081.6 of the Public Resources Code (PRC). The timing of implementing each mitigation measure is identified in in the checklist, as well as identifies the entity responsible for verifying that the mitigation measures applied to a project are performed. Project applicants are responsible for providing evidence that mitigation measures are implemented. As lead agency, the City of Porterville is responsible for verifying that mitigation is performed/completed.

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initials
Air Quality					
Mitigation Measure AIR-2a: The following measure shall be applied to all development under the proposed Master Plan to reduce emissions from construction. Prior to the issuance of a grading permit for the proposed project, the project applicant, project sponsor, or construction contractor shall provide reasonably detailed compliance with the following requirements to the City of Porterville Planning Department: Where portable diesel engines are used during construction, all off-road equipment with engines greater than 75 horsepower shall have engines that meet either EPA or ARB Tier 4 Final off-road emission standards except as otherwise specified herein. If engines that comply with Tier 4 Final off-road emission standards are not commercially available, then the construction contractor shall use the next cleanest piece of off-road equipment (e.g., Tier 4 Interim) that					

is commercially available. For purposes of this mitigation measure, “commercially available” shall mean the equipment at issue is available taking into consideration factors such as (i) critical-path timing of construction; and (ii) geographic proximity to the project site of equipment. If the relevant equipment is determined by the project applicant to not be commercially available, the contractor can confirm this conclusion by providing letters from at least two rental companies for each piece of off-road equipment that is at issue.					
Mitigation Measure AIR-2b: Prior to issuance of building permits for non-single-family residential and mixed-use residential development projects in the proposed Master Plan planning area, the project applicant shall indicate on the building plans that the following features have been incorporated into the design of the building(s). Proper installation of these features shall be verified by the City of Porterville prior to the issuance of a Certificate of Occupancy. • Electric vehicle charging shall be provided as specified in Section A4.106.8.2 (Residential Voluntary Measures) of the California Green Building Standards Code (CALGreen). • Bicycle parking shall be provided as specified in Section A4.106.9 (Residential Voluntary Measures) of the CALGreen Code. • Retrofit off-road diesel equipment with Verified Diesel Emissions Control Strategy (VDECS) like Diesel Particulate Filters (DPF). Particulate Matter level 3					

VDECS can provide at least an 85 percent reduction (CARB 2015). • Use alternatively fueled (e.g., natural gas) diesel construction equipment, including all off-road and portable diesel-powered equipment. • Use electrically driven equipment that is not powered by a portable generator set. • Limit the hours of operation for heavy-duty equipment and/or limit the quantity of heavy-duty equipment operating at the same time.					
Mitigation Measure AIR-2c: Prior to the issuance of building permits for nonresidential development projects in the planning area, project applicants shall indicate on the building plans that the following features have been incorporated into the design of the building(s). Proper installation of these features shall be verified by the City of Porterville prior to the issuance of a Certificate of Occupancy. • For buildings with more than 10 tenant-occupants, changing/shower facilities shall be provided as specified in Section A5.106.4.3 (Nonresidential Voluntary Measures) of the California Green Building Standards Code (CALGreen). • Preferential parking for low-emitting, fuel-efficient, and carpool/van vehicles shall be provided as specified in Section A5.106.5.1 (Nonresidential Voluntary Measures) of the CALGreen Code. • Facilities shall be installed to support future electric vehicle charging at each nonresidential building with 30 or more parking spaces. Installation shall be					

consistent with Section A5.106.5.3 (Nonresidential Voluntary Measures) of the CALGreen Code.					
Mitigation Measure AIR-2d: The following measure shall be applied to all development under the proposed Master Plan during construction to facilitate the use of electric landscaping equipment during project operations: • Provide electrical outlets on the outside of buildings or in other accessible areas to facilitate the use of electrically powered landscape equipment.					
Mitigation Measure AIR-3a: Prior to future discretionary approval for proposed implementing development projects, the City of Porterville shall evaluate potential impacts from localized emissions of criteria pollutants. The project applicant, project sponsor, or construction contractor shall submit an analysis demonstrating that the project would not result in a localized impact from criteria pollutants that follows SJVAPCD guidance. Options for relevant analyses to fulfill this mitigation measure are provided below: • Provide a localized screening analysis demonstrating the project would not exceed 100 pounds per day of any criteria pollutant. • Provide an Ambient Air Quality Analysis (AAQA) for the proposed project. An AAQA uses air dispersion modeling to determine if emission increases from a project will cause or contribute to a violation of State or National Ambient Air Quality Standards. The SJVAPCD recommends an AAQA be performed for the					

Project if emissions exceed 100 pounds per day of any pollutant. Supporting documentation approved by the SJVAPCD demonstrating that the proposed project would not have the potential to result in a significant impact from localized criteria pollutant emissions.					
Mitigation Measure AIR-3b: Prior to future discretionary approval for commercial or commercial mixed-use projects, the City of Porterville shall evaluate potential health risk impacts from new development proposals for any individual development projects within 1,000 feet of an existing or planned sensitive land use (e.g., residential, schools, day cares, hospitals, or nursing homes), as measured from the property line of the project to the property line of the nearest sensitive use. Such projects shall submit the following to the City of Porterville Planning Department: A Health Risk Prioritization Screening Analysis or a Health Risk Assessment for the project's potential to expose sensitive receptors to elevated levels of Toxic Air Contaminants during project construction and operations prepared in accordance with SJVAPCD guidance. If the Health Risk Assessment shows that the incremental health risks exceed their respective thresholds, as established by the SJVAPCD at the time a project is considered, the project applicant shall be required to identify and incorporate commercially feasible mitigation including appropriate enforcement mechanisms to reduce risks to an acceptable level. The City of Porterville shall submit each Health Risk					

Screening Analysis or Health Risk Assessment to the SJVAPCD for review. Development projects that exceed the applicable thresholds established by the SJVAPCD shall implement mitigation sufficient to reduce potential impacts to the extent feasible.					
Mitigation Measure AIR-3c: To identify potential implementing development project-specific impacts resulting from the use of diesel trucks, proposed implementing development projects that include an excess of 10 dock doors for a single building, a minimum of 100 truck trips per day, 40 truck trips with Transport Refrigeration Units (TRUs) per day, or TRU operations exceeding 300 hours per week, and that are with 1,000 feet from existing or planned sensitive land uses; shall have a facility-specific Health Risk Assessment performed to assess the diesel particulate matter impacts from mobile source traffic generated by that implementing development project. If applicable, the results of the Health Risk Assessment shall be included in the CEQA documentation for each implementing development project. Development projects that exceed the applicable thresholds established by the SJVAPCD shall implement mitigation sufficient to reduce potential impacts to the extent feasible.					
Biological Resources					
Mitigation Measure BIO-1: Special-Status Species Surveys and Avoidance. The Project shall implement the following measures to avoid and minimize for impacts on special-status species due to construction activities.					

• Pre-Construction Surveys. The Project shall conduct parcel species biological evaluation(s) to determine the project-specific impacts. The evaluation(s) may require foot surveys and detailed habitat mapping, wetland delineation, special status plant survey(s), and protocol-level surveys for species of concern, including American badger, Northern California legless lizard, Vernal pool fairy shrimp, and San Joaquin adobe sunburst. Any special-status species and natural communities detected during surveys shall be reported to the California Natural Diversity Database (CNDDB) using the field survey form or mailed electronically. • Environmental Awareness Training. A qualified biologist shall conduct tailgate meeting to train construction staff on special status species that occur/may occur on the project site. • Biological Monitoring During Construction: In case of the accidental death or injury of a special-status species during construction-related activities, USFWS and CDFW will be contacted immediately by phone and notified in writing within three working days.					
Mitigation Measure BIO-2: Nesting Bird Surveys and Avoidance. The Project shall implement the following measures to mitigate for loss of nesting habitat of the Project in compliance with the federal Migratory Bird Treaty Act and relevant Fish and Game Codes: • Avoidance. In order to avoid impacts to nesting raptors and migratory birds, the Project will be constructed, if					

feasible, from September 16th and January 31st, which is outside the avian nesting season. • Preconstruction Surveys. If Project activities must occur during the nesting season (February 1-September 15), a qualified biologist will conduct preconstruction surveys for active raptor and migratory bird nests within 10 days prior to the start of these activities. The qualified biologist will conduct pre-construction surveys per the Recommended Timing and Methodology for Swainson’s Hawk Nesting Surveys in California’s Central Valley (2000). The survey will include the proposed work area(s) and surrounding lands within 500 feet, where accessible, for all nesting raptors and migratory birds. If no active nests are found within the survey area, no further mitigation is required. Any special-status species and natural communities detected during surveys shall be reported to the California Natural Diversity Database (CNDDB) using the field survey form or mailed electronically. • Establish Buffers. Should any active nests be discovered near proposed work areas, no disturbance buffers of 250 feet around active nests of non-listed bird species and 500 feet around active nests of non-listed raptors will be established. If work needs to occur within these no disturbance buffers, a qualified biologist will monitor the nest daily for one week, and thereafter once a week, throughout the duration of construction activity. Should the nature of construction activity significantly change, such that a					
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higher level of disturbance will be generated, monitoring will occur daily for one week and then resume the once-a-week regime. If, at any time, the biologist determines that construction activity may be compromising nesting success, construction activity within the designated buffer will be altered or suspended until the biologist determines that the nest site is no longer susceptible to deleterious disturbance.					
Mitigation Measure BIO-3: Swainson's Hawk Surveys and Avoidance. If Project activities must occur during the Swainson's hawk nesting season (February 15 to August 31), pre-construction surveys shall be conducted for Swainson's hawk nests in accordance with the Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley, Swainson's Hawk Technical Advisory Committee (CDFG, 2000). The surveys would be conducted on the Project site plus a 0.5-mile buffer. To meet the minimum level of protection for the species, surveys shall be conducted during at least two survey periods. 1. If no Swainson's hawk nests are found, no further action is required. 2. If an active Swainson's hawk nest is discovered at any time within 0.5 miles of active construction, a qualified biologist shall complete an assessment of the potential for current construction activities to impact the nest. The assessment would consider the type of construction activities, the location of construction relative to the nest, the visibility of construction					

activities from the nest location, and other existing disturbances in the area that are not related to the construction activities of this Project. Based on this assessment, the biologist will determine if construction activities can proceed and the level of nest monitoring required. Construction activities shall not occur within 500 feet of an active nest, but this distance may be reduced depending upon conditions at the site. Full-time monitoring to evaluate the effects of construction activities on nesting Swainson's hawks may be required. The qualified biologist shall have the authority to stop work if it is determined that Project construction is disturbing the nest. These buffers may need to increase depending on the sensitivity of the nesting Swainson's hawk to disturbances and at the discretion of the qualified biologist. Any special-status species and natural communities detected during surveys shall be reported to the California Natural Diversity Database (CNDBB) using the field survey form or mailed electronically.					
Mitigation Measure BIO-4: San Joaquin Kit Fox Surveys and Avoidance. Pre-construction surveys shall be conducted by a qualified biologist within 10 days prior to the start of any construction activities. Qualified biologist shall conduct pre-construction surveys in accordance with USFWS Standard Recommendations for Protection of the Endangered San Joaquin Kit Fox Prior to or During Ground Disturbance (2011).					

1. If no active or potential den is detected in or adjacent to work area during the survey, no further action is required. 2. If active or potential den is detected in or adjacent to work area during the pre-construction survey, the den shall not be disturbed or destroyed. Compliance with USFWS Recommendations for Protection of the Endangered San Joaquin Kit Fox Prior to or During Ground Disturbance (2011) required. USFW and CDFW will be immediately contacted to determine best course of action. Construction activities shall be carried out in a manner that minimizes disturbance to kit foxes. 3. In case of the accidental death or injury of a San Joaquin kit fox during construction-related activities, USFWS and CDFW will be contacted immediately by phone and notified in writing within three working days. Any special-status species and natural communities detected during surveys shall be reported to the California Natural Diversity Database (CNDDB) using the field survey form or mailed electronically.					
Mitigation Measure BIO-5: Wetland Delineation. Prior to the start of ground disturbance activities on APN 256-040-044, the applicant shall consult with the California Department of Fish and Wildlife (CDFW) and/or the U.S. Department of Fish and Wildlife Service (USFWS) to conduct a formal Wetland Delineation.					

The NWI maps also show the area along the Tule River as freshwater forested shrub wetland and riverine wetland, which supports the river, adjacent wetlands, and riparian habitat. As discussed in criteria b), the Master Plan designates the riparian habitat area along the Tule River as Open Space land use to protect the riparian habitat from urban development, tree preservation, clustered development, and establishes wildlife movement corridors through the Project Site. As such, the NWI-identified wetlands along Tule River would have a less than significant impact from future development of the proposed Project.					
Cultural Resources					
Mitigation Measure CUL-1: Prior to permit approval for development on sites with existing buildings and/or structures that are 45 years or older, a historical resources evaluation shall be completed for that individual site to confirm if the existing buildings and/or structures within these sites qualify as historical resources as defined by Section 15064.5(a) of CEQA Guidelines. The evaluation shall be prepared by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualifications Standards (PQS) in architectural history or history. The qualified architectural historian or historian shall conduct an intensive-level evaluation in accordance with the guidelines and best practices promulgated by the State Office of Historic Preservation to identify any potential historical resources within the proposed project area. All properties 45 years of age or older shall be evaluated within their historic context and documented in a report meeting the State Office of Historic					

Preservation guidelines. All evaluated properties shall be documented on Department of Parks and Recreation Series 523 Forms. The report shall be submitted to the City for review and concurrence. Any relocation, rehabilitation, or alteration of the resource shall be implemented consistent with the Secretary of the Interior's Standards for the Treatments of Historic Properties (Standards). In accordance with CEQA, a project that has been determined to conform with the Standards generally would not cause a significant adverse direct or indirect impact to historical resources (14 CCR Section 15126.4[b][1]). Application of the Standards shall be overseen by a qualified architectural historian or historic architect meeting the PQS. In conjunction with any development application that may affect the historical resource, a report identifying and specifying the treatment of character-defining features and construction activities shall be provided to the City for review and concurrence, in addition to the historical resources evaluation. If significant historical resources are identified on a development site and compliance with the Standards and or avoidance is not feasible, the applicant or developer shall provide a report explaining why compliance with the Standards and or avoidance is not feasible for the city's review and approval. Site-specific mitigation measures shall be established and undertaken, including, but not limited to, documentation of the historical resource in the form of a Historic American Buildings Survey-Like report. The report shall be commissioned by the project applicant or their consultant to comply with the Secretary of the Interior's					
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Standards for Architectural and Engineering Documentation and shall generally follow the Historic American Buildings Survey Level III requirements, including digital photographic recordation, detailed historic narrative report, and compilation of historic research. The documentation shall be completed by a qualified architectural historian or historian who meets the PQS and submitted to the City prior to issuance of any permits for demolition or alteration of the historical resource.					
Mitigation Measure CUL-2: In order to avoid the potential for impacts to historic and prehistoric archaeological resources, the following measures shall be implemented, as necessary, in conjunction with the construction of each phase of the Project: a. Cultural Resources Alert on Project Plans. The project proponent shall note on any plans that require ground disturbing excavation that there is a potential for exposing buried cultural resources. b. Stop Work Near any Discovered Cultural Resources. Should previously unidentified cultural resources be discovered during construction of the project, the project proponent shall cease work within 50 feet of the resources, and City of Porterville shall be notified immediately. The project archaeologist meeting the SOI's PQS for archeology shall immediately to evaluate the find pursuant to Public Resources Code Section 21083.2. c. Mitigation for Discovered Cultural Resources. If the professional archaeologist determines that any cultural					

resources exposed during construction constitute a historical resource and/or unique archaeological resource, he/she shall notify the project proponent and other appropriate parties of the evaluation and recommended mitigation measures to mitigate the impact to a less-than-significant level. If the archaeologist and, if applicable, a Native American monitor or other interested tribal representative determine it is appropriate, cultural materials collected from the site shall be processed and analyzed in a laboratory according to standard archaeological procedures. The age of the materials shall be determined using radiocarbon dating and/or other appropriate procedures; lithic artifacts, faunal remains, and other cultural materials shall be identified and analyzed according to current professional standards. The significance of the site(s) shall be evaluated according to the criteria of the CRHR and if applicable, NRHP. The results of the investigations shall be presented in a technical report following the standards of the California Office of Historic Preservation publication "Archaeological Resource Management Reports: Recommended Content and Format (1990 or latest edition)." Mitigation measures may include avoidance, preservation in-place, recordation, additional archaeological testing and data recovery, among other options. Treatment of any significant cultural resources shall be undertaken with the approval of the City of Porterville. The archaeologist shall document the resources using DPR 523 forms and file said forms with the California Historical Resources Information System, Northwest Information Center (NWIC). The resources shall be photo documented and collected by the archaeologist for submittal to the City of Porterville. The archaeologist shall be required to					
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submit to the City of Porterville for review and approval a report of the findings and method of curation or protection of the resources. This report shall be submitted to the NWIC after completion. Recommendations contained therein shall be implemented throughout the remainder of ground disturbance activities. Further grading or site work within the area of discovery shall not be allowed until the preceding steps have been taken. d. Data Recovery. Should the results of item c. yield resources that meet CRHR significance standards and if the resource cannot be avoided by project construction, the project applicant shall ensure that all feasible recommendations for mitigation of archaeological impacts are incorporated into the final design and approved by the City prior to construction. Any necessary data recovery excavation, conducted to exhaust the data potential of significant archaeological sites, shall be carried out by a qualified archaeologist meeting the SOI's PQS for archeology. Data recovery shall be conducted in accordance with a research design reviewed and approved by the City, prepared in advance of fieldwork, and using the appropriate archaeological field and laboratory methods consistent with the California Office of Historic Preservation Planning Bulletin 5, Guidelines for Archaeological Research Design, or the latest edition thereof. If the archaeological resource(s) of concern are Native American in origin, the qualified archaeologist shall confer with the City and local California Native American tribe(s). As applicable, the final Data Recovery reports shall be submitted to the City prior to issuance of any grading or construction permit.					
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Recommendations contained therein shall be implemented throughout all ground disturbance activities. Recommendations may include, but would not be limited to, Cultural Resources Monitoring, and/or measures for unanticipated discoveries. The final report shall be submitted to the NWIC upon completion. e. Disposition of Cultural Resources. Upon coordination with the City of Porterville, any pre-historic archaeological artifacts recovered shall be donated to an appropriate Tribal custodian or a qualified scientific institution where they would be afforded applicable cultural resources laws and guidelines. f. Cultural Resources Monitoring. If mitigation measures are recommended by reports written under item c. or d., the project applicant shall retain a qualified archaeologist to monitor project-related, ground-disturbing activities which may include the following but not limited to: grubbing, vegetation removal, trenching, grading, and/or excavations. The archaeological monitor shall coordinate with any Native American monitor as required. Monitoring logs must be completed by the archaeologist daily. Cultural resources monitoring may be reduced for the project if the qualified archaeologist finds it appropriate to reduce the monitoring efforts. Upon completion of ground disturbance for the project, a final report must be submitted to the City for review and approval documenting the monitoring efforts, cultural resources find, and resource disposition. The final report shall be submitted to the NWIC.					
Geology and Soils					
Mitigation Measure GEO-1: If any paleontological resources are encountered during ground-disturbance activities, all work within 25 feet of the find shall halt until a qualified					

paleontologist as defined by the Society of Vertebrate Paleontology Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources (2010), can evaluate the find and make recommendations regarding treatment. Paleontological resource materials may include resources such as fossils, plant impressions, or animal tracks preserved in rock. The qualified paleontologist shall contact the Natural History Museum of Los Angeles County or another appropriate facility regarding any discoveries of paleontological resources. If the qualified paleontologist determines that the discovery represents a potentially significant paleontological resource, additional investigations, and fossil recovery may be required to mitigate adverse impacts from Project implementation. If avoidance is not feasible, the paleontological resources shall be evaluated for their significance. If the resources are not significant, avoidance is not necessary. If the resources are significant, they shall be avoided to ensure no adverse effects or such effects must be mitigated. Construction in that area shall not resume until the resource-appropriate measures are recommended or the materials are determined to be less than significant. If the resource is significant and fossil recovery is the identified form of treatment, then the fossil shall be deposited in an accredited and permanent scientific institution. Copies of all correspondence and reports shall be submitted to the City of Kerman, Community Development Department.					
Mineral Resources					

Mitigation Measure MIN-1: If development is proposed within the Project site designated as MRZ-3a, a soils reports and investigation shall be prepared prior to the approval of building permits to ensure that availability of valuable aggregate deposit will not decrease.					
Noise					
Mitigation Measure NOI-1: Prior to project approval of residential development within the SoTu Master Plan, the City of Porterville shall ensure that proposed residential structures are located at least 157 feet from the centerline of Westwood Street, 409 feet from the centerline of SR 190 (Poplar Avenue), 137 feet from the centerline of Newcomb Street, and 674 feet from SR 65. If the project does not provide the listed setback for residential structures, sound walls shall be proposed to ensure that exterior noise of the residential site would not exceed 60 dB L _{dn} . If the project proposes sound walls in place of setbacks from roadway centerlines, a noise study shall be conducted as evidence that the sound wall is sufficient to maintain an exterior noise of 60 dB L _{dn} or 70 dB L _{dn} .					
Mitigation Measure NOI-2: Prior to ground disturbing activities for projects within the SoTu Master Plan, the City of Porterville shall ensure the following with the Project proponent: Per the City of Porterville Municipal Code, construction activities should not occur outside the hours of 6:00 a.m. to 9:00 p.m. during weekdays and 7:00 a.m. to 5:00 p.m. on weekends. Construction activities that occur outside these hours would be subject to the stationary noise standards as set forth					

in the City of Porterville Municipal Code Section 18-90.4. • All construction equipment shall be properly maintained and muffled as to minimize noise generation at the source. • Noise-producing equipment shall not be operating, running, or idling while not in immediate use by a construction contractor. • All noise-producing construction equipment shall be located and operated, to the extent possible, at the greatest possible distance from any noise-sensitive land uses. • Locate construction staging areas, to the extent possible, at the greatest possible distances from any noise-sensitive land uses. • Signs shall be posted at the construction site and near adjacent sensitive receptors displaying hours of construction activities and providing the contact phone number of a designated noise disturbance coordinator.					
Tribal Cultural Resources					
See Cultural Resources					

6 ATTACHMENTS TO THE FINAL EIR



State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Central Region
1234 East Shaw Avenue
Fresno, CA 93710
(559) 243 - 4005
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director



September 9, 2024

Claudia Calderon, Community Development Director
City of Porterville Community Development Department
291 N. Main Street
Porterville, California 93257
ccalderon@ci.porterville.ca.us

**Subject: South of the Tule River Master Plan (Plan)
Draft Environmental Impact Report (DEIR)
State Clearinghouse No.: 2024030738**

Dear Claudia Calderon:

The California Department of Fish and Wildlife (CDFW) received a focused DEIR from the City of Porterville for the above-referenced Plan 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 Plan that may affect California fish and wildlife. Likewise, CDFW appreciates the opportunity to provide comments regarding those aspects of the Plan 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.

After reviewing the provided focused DEIR and associated Initial Study (IS), CDFW has determined that the survey recommendations and mitigation measures proposed are sufficient to identify and/or mitigate for impacts to fish and wildlife (biological) resources. As such, CDFW recommends that the biological resource survey and mitigation measures in the IS and Table 1-2 of the DEIR be included within the Final Environmental Impact Report (FEIR) for the Plan. Please note that changes to the Plan and/or Plan description and/or modification of the measures proposed in the focused DEIR may necessitate the need to include additional measures to identify and mitigate for potential impacts to biological resources.

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.

Claudia Calderon, Community Development Director
City of Porterville Community Development Department
September 9, 2024
Page 2

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 surveys to the California Natural Diversity Database (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>.

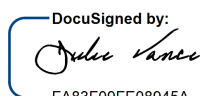
FILING FEES

If it is determined that the Plan has the potential to impact biological resources, an 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. Payment of the fee is required in order 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 DEIR to assist the City of Porterville in identifying and mitigating Plan impacts on biological resources. More information on survey and monitoring protocols for sensitive species can be found at CDFW's website (<https://www.wildlife.ca.gov/Conservation/Survey-Protocols>). If you have any questions regarding this letter or need further coordination, please contact Marile Colindres, Environmental Scientist, at the address provided on this letterhead, by telephone at (559) 974-3452, or by electronic mail at marile.colindres@wildlife.ca.gov.

Sincerely,

DocuSigned by:

FA83F09FE08945A...
Julie A. Vance
Regional Manager

ec: State Clearinghouse
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Secretary for
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Department of Toxic Substances Control

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Gavin Newsom
Governor

SENT VIA ELECTRONIC MAIL

August 09, 2024

Claudia Calderon
Acting Community Development Director
City of Porterville
291 N. Main Street
Porterville, CA 93257
ccalderon@ci.porterville.ca.us

RE: DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE SOUTH OF TULE RIVER
MASTER PLAN DATED JULY 26, 2024, STATE CLEARINGHOUSE NUMBER
[2024030738](#)

Dear Claudia Calderon,

The Department of Toxic Substances Control (DTSC) received a Draft Environmental Impact Report (DEIR) for the South of Tule River Master Plan (SoTu MP). The proposed SoTu MP and the associated entitlements, including General Plan Amendment (GPA) No. 2024-001, and Pre-zone/Rezone (RZ) No. 2024-001, and Master Plan No. 2024-01, is filed by the City of Porterville (Applicant) and pertains to 19 parcels that are located directly southwest of the city limits of the City of Porterville. The SoTu MP site is bound to the north by the Tule River, to the south by State Route 190, to the east by State Route 65, and to the west by Westwood Street. The site totals approximately 447.30 gross acres. GPA No. 2024-001 requests amendment of the existing land use designations to the mix of 10 different land uses proposed in the SoTu MP. RZ No. 2024-001 requests a rezone from the existing zoning districts to zoning districts that are

consistent with the proposed land use designation. No physical development is proposed.

DTSC recommends and requests consideration of the following comments:

1. When agricultural crops and/or land uses are proposed or rezoned for residential use, a number of contaminants of concern (COCs) can be present. The Lead Agency shall identify the amounts of Pesticides and Organochlorine Pesticides (OCPs) historically used on the property. If present, OCPs requiring further analysis are dichloro-diphenyl-trichloroethane, toxaphene, and dieldrin. Additionally, any level of arsenic present would require further analysis and sampling and must meet [HHRA NOTE NUMBER 3, DTSC-SLs](#) approved thresholds. If they are not, remedial action must take place to mitigate them below those thresholds.
2. Additional COCs may be found in mixing/loading/storage areas, drainage ditches, farmhouses, or any other outbuildings and should be sampled and analyzed. If smudge pots had been routinely utilized, additional sampling for Polycyclic Aromatic Hydrocarbons and/or Total Petroleum Hydrocarbons may be required
3. DTSC recommends that all imported soil and fill material should be tested to assess any contaminants of concern meet screening levels as outlined in [DTSC's Preliminary Endangerment Assessment \(PEA\) Guidance Manual](#). Additionally, DTSC advises referencing the [DTSC Information Advisory Clean Imported Fill Material Fact Sheet](#) if importing fill is necessary. To minimize the possibility of introducing contaminated soil and fill material there should be documentation of the origins of the soil or fill material and, if applicable, sampling be conducted to ensure that the imported soil and fill material are suitable for the intended land use. The soil sampling should include analysis based on the source of the fill and knowledge of the prior land use. Additional information can be found by visiting [DTSC's Human and Ecological Risk Office \(HERO\) webpage](#).

Claudia Calderon

August 09, 2024

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DTSC appreciates the opportunity to comment on the DIER for the South of Tule River Master Plan. Thank you for your assistance in protecting California's people and environment from the harmful effects of toxic substances. If you have any questions or would like clarification on DTSC's comments, please respond to this letter or via [email](#) for additional guidance.

Sincerely,



Tamara Purvis

Associate Environmental Planner

HWMP - Permitting Division – CEQA Unit

Department of Toxic Substances Control

Tamara.Purvis@dtsc.ca.gov

cc: (via email)

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September 9, 2024

Claudia Calderon
Acting Community Development Director
City of Porterville
291 N. Main Street
Porterville, CA 93257

Electronically Sent <ccalderon@ci.porterville.ca.us>

Re: SCH #2024030738 - South of Tule River Master Plan

Dear Ms. Calderon:

The California Department of Transportation (Caltrans), Division of Aeronautics (Division), has reviewed the Draft Environmental Impact Report (EIR) for the South of Tule River Master Plan (Project). The Division of Aeronautics collaborates with cities, counties, and Airport Land Use Commissions (ALUC) to ensure compliance with the State Aeronautics Act (California Public Utilities Code Section 21001 et seq.). We appreciate the opportunity to participate in the EIR review process.

The City of Porterville is proposing a master plan, titled the South of Tule River (SoTu) Master Plan, on approximately 447.30 acres adjacent to City limits to facilitate future growth. The Porterville Municipal Airport is located approximately 1.1 miles south of the Project site.

The Project site lies entirely within the Airport Influence Area of the Porterville Municipal Airport, with a portion of the southwest corner of the Project site located within Safety Zone 6 (Traffic Pattern Zone). Therefore, it must adhere to the safety criteria and restrictions outlined in the 2012 Tulare County Comprehensive Airport Land Use Plan (ALUCP), adopted by the ALUC pursuant to the PUC, Section 21674. The ALUCP is crucial for minimizing noise nuisance and safety hazards around airports while promoting orderly development. The ALUC is responsible for assessing potential risks to aircraft, airspace users, and people on the ground near the airport.

In accordance with PUC Section 21676 et seq., prior to the amendment of a general plan or specific plan, or the adoption or approval of a zoning ordinance or building regulation within the planning boundary established by the ALUC, the local agency shall first refer the proposed action to the ALUC.

"Provide a safe and reliable transportation network that serves all people and respects the environment"

Ms. Claudia Calderon, Acting Community Development Director

September 9, 2024

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Compatibility concerns regarding airport obstructions and hazards to flight (such as wildlife attractants, lighting, or glare i.e., solar, etc.) should also be considered for further review upon site specific updates or projects. Proposed structures that exceed FAA Regulations Part 77 height criteria are subject to an Obstruction Evaluation/Airspace Analysis for determination. Please refer to the FAA website (<https://oeaaa.faa.gov/oeaaa/external/portal.jsp>) for further information or a copy of the form.

Thank you for the opportunity to review and comment. If you have any questions, please contact me by email at tiffany.martinez@dot.ca.gov.

Sincerely,

A handwritten signature in black ink that reads "Tiffany Martinez". The signature is written in a cursive, flowing style.

Tiffany Martinez
Associate Transportation Planner
Division of Aeronautics

c: State Clearing House <state.clearinghouse@opr.ca.gov>,
Matthew Friedman, Chief Office of Aviation Planning, <matthew.friedman@dot.ca.gov>,
Nirupama Stalin, Senior Transportation Planner <nirupama.stalin@dot.ca.gov>

CENTRAL VALLEY FLOOD PROTECTION BOARD

3310 El Camino Ave., Ste. 170
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(916) 574-0609



September 9, 2024

Claudia Calderon
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City of Porterville
291 N. Main Street
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Subject: Comments for the Draft Environmental Impact Report, South of Tule River Master Plan, SCH# 2024030738, Tulare County

Dear Claudia Calderon,

The Central Valley Flood Protection Board (Board) appreciates the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the proposed South of Tule River Master Plan (proposed project).

The proposed project area, referred to as SoTu Master Plan Area in the DEIR, encompasses a portion of the Tule River, a regulated stream and designated floodway that is within the Board's permitting authority. Thus, an encroachment permit may be required for individual projects within or adjacent to the Tule River and Tule River designated floodway.

Section 2.11 of the Draft EIR lists potential approvals from other agencies for future redevelopment of the project site. Board staff recommend including an encroachment permit from the Board in this list. Board permit information is available on the [Permitting at the Central Valley Flood Protection Board website](#).

California Code of Regulations, Title 23 provides standards that govern the design and construction of projects that affect the flood control works and floodways. Board staff recommends that you review Title 23 Standards, including Sections 112 (Streams Regulated and Nonpermissible Work Periods), 116 (Borrow and Excavation Activities – Land and Channel), 121 (Erosion Control), 122 (Irrigation and Drainage Ditches, Tile Drains, and Septic Systems), 123 (Pipelines, Conduits, and Utility Lines), 124 (Abandoned Pipelines and Conduits), 128 (Bridges), 129 (Water, Oil, and Gas Wells), 131 (Vegetation), and 132 (Bicycle Trails). Any deviation or variation from these standards will require approval from the Board.

Responsibility of the Central Valley Flood Protection Board

The Board is the State's regulatory agency responsible for enforcing appropriate standards for the construction, maintenance, and operation of the flood control system that protects life, property, and habitat in California's Central Valley. The Board serves as the State coordinator between local flood management agencies and the federal government, with the goal of providing the highest level of flood protection possible to California's Central Valley.

City of Porterville
September 9, 2024
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The Board operates under authorities as described in California Water Code (Water Code), which requires the Board to oversee future modifications or additions to facilities of the State Plan of Flood Control (SPFC).

Encroachment Permit

Per California Code of Regulations, Title 23, Waters, Division 1 (Title 23), Section 6, approval by the Board is required for all proposed work or uses, including the alteration of levees within any area for which there is an Adopted Plan of Flood Control within the Board's jurisdiction. In addition, Board approval is required for all proposed encroachments within a floodway, on adjacent levees, and within any Regulated Stream identified in Title 23, Table 8.1. Specifically, Board jurisdiction includes the levee section, the waterward area between project levees, a minimum 10-foot-wide strip adjacent to the landward levee toe, the area within 30 feet from the top of bank(s) of Regulated Streams, and inside Board's Designated Floodways. Activities outside of these limits which could adversely affect Federal-State flood control facilities, as determined by Board staff, are also under the Board's jurisdiction. Permits may also be required for existing unpermitted encroachments or where it is necessary to establish the conditions normally imposed by permitting, including where responsibility for the encroachment has not been clearly established or ownership or uses have been changed.

Flood Impacts Analysis

Pursuant to Section 15 of Title 23, the Board may deny an encroachment permit if the proposed project could:

- Jeopardize directly or indirectly the physical integrity of levees or other works
- Obstruct, divert, redirect, or raise the surface level of design floods or flows, or the lesser flows for which protection is provided
- Cause significant adverse changes in water velocity or flow regimen
- Impair the inspection of floodways or project works
- Interfere with the maintenance of floodways or project works
- Interfere with the ability to engage in flood fighting, patrolling, or other flood emergency activities
- Increase the damaging effects of flood flows
- Be injurious to, or interfere with, the successful execution, functioning, or operation of any adopted plan of flood control
- Adversely affect the State Plan of Flood Control, as defined in the California Water Code

Closing

The potential risks to public safety, including increased flood risks, need to be considered when developing proposed projects that seek to modify flood control works or the hydrology of the water ways. Board staff is available to discuss any questions you have regarding the above

City of Porterville
September 9, 2024
Page 3

comments. Please contact Jordan Robbins at (916) 524-3454, or via email at Jordan.Robbins@CVFlood.ca.gov if you have any questions.

Sincerely,

Jamie Silva

Jamie Silva
Environmental Program Manager

cc: Office of Planning and Research
State.Clearinghouse@opr.ca.gov

South of Tule River Master Plan

FOCUSED ENVIRONMENTAL IMPACT REPORT

JULY 2024

Prepared for



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

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1 EXECUTIVE SUMMARY

The following executive summary is provided pursuant to CEQA Guidelines Section 15123. According to Section 15123, an EIR shall contain a brief summary of the proposed actions and its consequences, and identify: 1) each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect; 2) areas of controversy known to the Lead Agency including issues raised by agencies and the public; and 3) issues to be resolved including the choice among alternatives and whether or how to mitigate the significant effects.

1.1 Summary Project Description

1.1.1 Project Location and Setting

The South of Tule River (“SoTu”) Master Plan Area (“Plan Area”) comprises approximately 447 acres (gross) and 19 parcels located directly southwest of the City Limits, bound to the north by the Tule River, south by State Route 190, east by State Route 65, and west by Westwood Street. The predominant existing land uses within the Plan Area are agriculture and rural residences.

1.1.2 Background and Need for the Project

The City of Porterville (“City”) is proposed to adopt the SoTu Master Plan (“Master Plan”). The Master Plan is intended to facilitate the development of the Plan Area as it transitions from agricultural and rural residential land into a new district with a mix of residential, commercial, public uses, and open spaces. The Master Plan would not only provide overarching guidance and broad policy concepts, but also provide information of the type, location, and intensity of uses; define capacity and design for necessary public improvements; and determine the resources necessary to finance and implement infrastructure needed to support the development of the Plan Area.

1.1.3 Project Objectives

The overarching vision of the Master Plan is to guide development of the 447-acre Plan Area as it transitions from a predominately agricultural and rural residential area to an innovative, mixed-use, multi-modal district that is attractive to residents and visitors alike to live, work, explore, and shop. The objectives that would help realize this vision are as follows.

Goal 1: *Implement mixed-use zoning to encourage residential, commercial, industrial, and open space in the plan area to foster a more diverse and balanced development pattern.*

Objective 1.1. Designate lands to allow for mixed-use developments incorporating residential, commercial, office, and open space components.

Objective 1.2. Identify key areas within the plan area suitable for mixed-use development based on accessibility to existing and planned infrastructure.

Goal 2: *Promote alternative modes of transportation and transit-oriented development that create walkable communities to reduce traffic and air quality impacts.*

Objective 2.1. Create complete streets to increase the connectivity of pedestrian and bicycle infrastructure to encourage non-motorized transportation options

Objective 2.2. Create compact neighborhoods with a defined, mixed-use center including public open space, a school or other community facilities, and neighborhood commercial.

Objective 2.3. Create a street system that is well-aligned with and connected to streets in adjacent neighborhoods and allows residents to walk, bike, or drive safely to parks, schools, and neighborhood shopping via a continuous system of streets, sidewalks, and bike routes.

Goal 3: *Provide a wide variety of housing types, designs, and lot sizes to serve a range of household types and incomes. The housing mix will be a combination of housing types rather than a combination of residential densities.*

Objective 3.1. Develop a land use plan that includes a mix of single-family homes, townhouses, apartments at all affordability levels.

Objective 3.2. Create neighborhood centers with a mix of retail, civic, and service-oriented uses to support local transit and provide places for social interaction for neighborhood residents.

Goal 4: *Incorporate policies and partnerships with local conservation groups to protect and enhance the open space areas surrounding the Tule River.*

Objective 4.1. Develop and implement land use policies that prioritize the preservation of natural habitats and scenic landscapes.

Objective 4.2. Enhance public access to open space areas through the development of trails and recreational facilities.

Objective 4.3. Educate residents and stakeholders about the ecological value of open spaces and the importance of conservation efforts.

Goal 5: *Reduce carbon emissions and prioritize pedestrians through a well-connected trail network and neighborhood supporting commercial uses and development.*

Objective 5.1. Develop a comprehensive trail network that connects residential areas, commercial districts, and recreational spaces.

Objective 5.2. Promote mixed-use developments that encourage walking and cycling as primary modes of transportation.

Objective 5.3. Implement green building standards and energy-efficient practices in new developments to reduce carbon footprint.

1.1.4 Project Characteristics

The Master Plan proposes land use designation changes in certain areas within the Plan Area, which requires a General Plan Amendment and concurrent rezoning. The Master Plan would result in reductions in acreage of Low Density Residential and Retail Centers, and modest increases in Medium Density Residential, High Density Residential, Commercial Mixed-Use, Neighborhood Commercial, Professional Office, Industrial Park, Park and Recreation, and Public Institutional.

Overall, build under the Master Plan could yield 2,213 residential units (516 single-family and 1,697 multi-family units), 3,357,864 square feet (sf.) of commercial space, 1,337,717 sf. of employment space (i.e., office uses and industrial uses), and 15.81 acres of public and institutional uses, and 112.14 acres of park and recreational lands. Housing production and mixed-use development (i.e., mix of residential and non-residential uses) is a primary motivation for the Master Plan. For comparison, build out under the proposed land use designations (assumed density) within the Master Plan would facilitate an additional 579 residential units with a substantial increase in commercial and employment uses as compared to build out under the existing land use designations (maximum density).

1.2 Permits and Approval Required

The Master Plan would require approval by the City of Porterville City Council, including approval of a General Plan Amendment, Rezone/Pre-zone, and Conditional Use Permit, in addition to adoption of the Master Plan and certification of the Final EIR. No permits would be required from other agencies for approval of the Project.

Table 1-1 Required Project Approvals

Project Approval	Final Decision
General Plan Amendment 2024-001	City Council
Pre-Zone/Rezone 2024-001	City Council
Master Plan Adoption 2024-001*	City Council
EIR Certification	City Council

**Per Article 206, Residential Neighborhood District of the Porterville Municipal Code (PMC), a Master Plan shall be accepted and processed in the same manner as a Conditional Use Permit application, pursuant to Chapter 601, Common Procedures, and Chapter 604, Conditional Use Permit.*

1.3 Summary of Alternatives

Pursuant to CEQA, alternatives are optional ways that a project could achieve most of its objectives, while also reducing or eliminating the environmental impacts of the proposed project (Public Resources Code (“PRC”) Section 21002). The Lead Agency is required to evaluate and compare the environmental impacts of alternatives to the proposed project in an EIR (CEQA Guidelines Section 15126.6(d)). The alternatives evaluated in this Draft Focused EIR are briefly described as follows:

- **No Project (No Build) Alternative.** This alternative assumes that the Master Plan would not be implemented and no redevelopment of the Project Area would occur. Existing uses would remain.
- **No Project (Existing General Plan Land Use) Alternative.** This alternative assumes that the Master Plan would not be implemented and redevelopment of the Project Area would occur under the existing General Plan land use designations and zoning districts.
- **Reduced Density Alternative.** This alternative assumes that the Master Plan would be implemented, but at a lower or reduced density. The assumed buildout of residential, commercial, and industrial uses within the Project Area would be reduced by 25%. There would be no reduction to the proposed park and recreational lands and public and institutional uses.

1.3.1 Environmentally Superior Alternative

According to CEQA Guidelines Section 15126.6(e), if the No Project Alternative is the “environmentally superior alternative,” then the EIR must also identify an environmentally superior alternative among the

other alternatives. As described above, the No Project (No Build) alternative would reduce significant impacts but would not meet the Project objectives. The No Project (Existing General Plan Land Use) Alternative would not avoid or significantly reduce the significant impacts of the Project and would not meet most of the Project objectives. The Reduced Density alternative would not avoid or significantly reduce the significant impacts of the Project, nor would this alternative meet several of the Project objectives.

1.4 Areas of Controversy and Issues to be Resolved

The environmental review process began with a brief notice (“Notice of Preparation” or “NOP”) sent by the City to notify the responsible agencies, trustee agencies, the Office of Planning and Research, and the public that the City plans to prepare an EIR for the proposed Project. The purpose of the NOP was to solicit guidance from those agencies as to the scope and content of the environmental information to be included in the EIR. The NOP was distributed on March 20, 2024, to responsible agencies, trustee agencies, the Office of Planning and Research, and private organizations and individuals that may have interest in the Project. The NOP was made available at Porterville City Hall and online. A public scoping meeting was held virtually on April 3, 2024, at 5:30 pm. No members of the public attended the scoping meeting.

Based on the comments received during the NOP comment period, potential areas of controversy associated with the Master Plan are:

- Agricultural Resources

The issue identified by the California Department of Conservation in a letter dated April 12, 2024, is related to the potential for the proposed Project to convert farmland to urban uses. Although the project does have this potential, as discussed in the Related Initial Study, this proposed Focused EIR tiers off of the Porterville 2030 General Plan Environmental Impact Report (EIR SCH #2006011033) and related Findings, and Statement of Overriding Considerations. The EIR acknowledged that farmland conversion would occur at full buildout of the General Plan, including approximately 3,050 acres of Prime Farmland soils (of which 2,880 acres are unincorporated lands) and approximately 4,200 acres of Farmland of Statewide Importance and Unique Farmland soils. While the General Plan provides policies to minimize the extent of sprawl associated with future development, the EIR recognizes that the conversion of agricultural lands is still considered significant and unavoidable. To certify the EIR, the City adopted Findings of Fact related to Significant and Unavoidable Impacts as well as Statements of Overriding Considerations pursuant of Section 15093 of CEQA Guidelines which requires the lead agency to balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve the project.

Since development of the Project site with urban uses was already contemplated and evaluated by the General Plan EIR and subsequent Statements of Overriding Considerations and Findings of Significant and Unavoidable Impacts, the proposed Master Plan does not result in additional impacts to farmland not previously analyzed.

As Lead Agency, the City has the options to resolve the major issues by: 1) recommending mitigation measures to be adopted or modified, 2) applying additional mitigation measures, or 3) determining whether the Project should or should not be approved, or whether an alternative should be approved instead.

CEQA Guidelines Section 15123(b)(2) mandates that an Environmental Impact Report (EIR) addresses issues to be resolved, including the selection of alternatives and strategies for mitigating significant impacts. The primary issues to be addressed for the Project involve the Lead Agency determining whether:

- The Draft EIR sufficiently outlines the Project's environmental impacts.
- The proposed mitigation measures should be accepted or adjusted.
- Further mitigation measures are necessary.

1.5 Summary of Environmental Impacts and Recommended Mitigation Measures

The City prepared an Initial Study to analyze the proposed Project. The Initial Study identified the potential for significant environmental effects in certain resource areas. As defined by CEQA Guidelines Section 15382, “significant effect on the environment” means a substantial, or potentially substantial, adverse change in any of physical conditions within the area affected by the project including land, air, water, minerals, flora, ambient noise, and objectives of historic or aesthetic significance.

According to CEQA Guidelines Section 15064(f)(1), preparation of an EIR is required if the Lead Agency determines there is substantial evidence in the record that the project may have a significant effect on the environment. Environmental impacts, including cumulative impacts, that would result from Project implementation are described in **Chapter 4**. Environmental impacts, their level of significance without mitigation, mitigation measures, and level of significance following implementation of mitigation measures are summarized in **Table 1-2**.

1.5.1 Effects Found Not to be Significant

CEQA allows a Lead Agency to limit the detail of discussion of the environmental effects that are not considered potentially significant (PRC Section 21100, CEQA Guidelines Section 15126.2(a) and 15128). Effects dismissed in the Initial Study as clearly insignificant and unlikely to occur need not be discussed further in the EIR unless the Lead Agency subsequently receives information inconsistent with the finding in the Initial Study (CEQA Guidelines Section 15143). Environmental issues that are “scoped out” of the Focused EIR are listed below. Supporting evidence for this determination is provided in the Initial Study. The Focused EIR also includes an explanation for why these issues would not result in significant environmental effects and are not required to be evaluated further. The Initial Study is provided in **Appendix A**.

- | | |
|--------------------------------------|---------------------------------|
| • Aesthetics | • Land Use and Planning |
| • Agriculture and Forestry Resources | • Mineral Resources |
| • Biological Resources | • Noise |
| • Cultural Resources | • Population and Housing |
| • Energy | • Public Services |
| • Geology and Soils | • Recreation |
| • Greenhouse Gas Emissions | • Transportation |
| • Hazards and Hazardous Materials | • Tribal and Cultural Resources |
| • Hydrology and Water Quality | • Utilities and Service Systems |
| | • Wildfire |

Table 1-2 Impact Summary and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Air Quality			
Impact AIR-1. Conflict with or obstruct implementation of the applicable air quality plan	PS	AIR-2a through AIR-2d (See AIR-2 below)	SU
Impact AIR-2. 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.	PS	MM AIR-2a: <i>The following measure shall be applied to all development under the proposed Master Plan to reduce emissions from construction.</i> <i>Prior to the issuance of a grading permit for the proposed project, the project applicant, project sponsor, or construction contractor shall provide reasonably detailed compliance with the following requirements to the City of Porterville Planning Department:</i> <i>Where portable diesel engines are used during construction, all off-road equipment with engines greater than 75 horsepower shall have engines that meet either EPA or CARB Tier 4 Final off-road emission standards except as otherwise specified herein. If engines that comply with Tier 4 Final off-road emission standards are not commercially available, then the construction contractor shall use the next cleanest piece of off-road equipment (e.g., Tier 4 Interim) that is commercially available. For purposes of this mitigation measure, “commercially available” shall mean the equipment at issue is available taking into consideration factors such as (i) critical-path timing of construction; and (ii) geographic proximity to the project site of equipment. If the relevant equipment is determined by the project applicant to not be commercially available, the contractor can confirm this conclusion by providing letters from at least two rental companies for each piece of off-road equipment that is at issue.</i> MM AIR-2b: <i>Prior to issuance of building permits for non-single-family residential and mixed-use residential development projects in the proposed Master Plan planning area, the project applicant shall indicate on the building plans that the following features have been incorporated into the design of the building(s). Proper installation of these features shall be verified by the City of Porterville prior to the issuance of a Certificate of Occupancy.</i> <i>Electric vehicle charging shall be provided as specified in Section A4.106.8.2 (Residential Voluntary Measures) of the California Green Building Standards Code (CALGreen).</i> <i>Bicycle parking shall be provided as specified in Section A4.106.9 (Residential Voluntary Measures) of the CALGreen Code.</i>	SU

		MM AIR-2c: Prior to the issuance of building permits for nonresidential development projects in the planning area, project applicants shall indicate on the building plans that the following features have been incorporated into the design of the building(s). Proper installation of these features shall be verified by the City of Porterville prior to the issuance of a Certificate of Occupancy. For buildings with more than 10 tenant-occupants, changing/shower facilities shall be provided as specified in Section A5.106.4.3 (Nonresidential Voluntary Measures) of the California Green Building Standards Code (CALGreen). Preferential parking for low-emitting, fuel-efficient, and carpool/van vehicles shall be provided as specified in Section A5.106.5.1 (Nonresidential Voluntary Measures) of the CALGreen Code. Facilities shall be installed to support future electric vehicle charging at each nonresidential building with 30 or more parking spaces. Installation shall be consistent with Section A5.106.5.3 (Nonresidential Voluntary Measures) of the CALGreen Code. MM AIR-2d: The following measure shall be applied to all development under the proposed Master Plan during construction to facilitate the use of electric landscaping equipment during project operations: Provide electrical outlets on the outside of buildings or in other accessible areas to facilitate the use of electrically powered landscape equipment.	
Impact AIR-3. Expose sensitive receptors to substantial pollutant concentrations	PS	MM AIR-3a: Prior to future discretionary approval for proposed implementing development projects, the City of Porterville shall evaluate potential impacts from localized emissions of criteria pollutants. The project applicant, project sponsor, or construction contractor shall submit an analysis demonstrating that the project would not result in a localized impact from criteria pollutants that follows SJVAPCD guidance. Options for relevant analyses to fulfill this mitigation measure are provided below: Provide a localized screening analysis demonstrating the project would not exceed 100 pounds per day of any criteria pollutant. Provide an Ambient Air Quality Analysis (AAQA) for the proposed project. An AAQA uses air dispersion modeling to determine if emission increases from a project will cause or contribute to a violation of State or National Ambient Air Quality Standards. The SJVAPCD recommends an AAQA be performed for the Project if emissions exceed 100 pounds per day of any pollutant. Supporting documentation approved by the SJVAPCD demonstrating that the proposed project would not have the potential to result in a significant impact from localized criteria pollutant emissions.	SU

		MM AIR-3b: Prior to future discretionary approval for commercial or commercial mixed-use projects, the City of Porterville shall evaluate potential health risk impacts from new development proposals for any individual development projects within 1,000 feet of an existing or planned sensitive land use (e.g., residential, schools, day cares, hospitals, or nursing homes), as measured from the property line of the project to the property line of the nearest sensitive use. Such projects shall submit the following to the City of Porterville Planning Department: A Health Risk Prioritization Screening Analysis or a Health Risk Assessment for the project's potential to expose sensitive receptors to elevated levels of Toxic Air Contaminants during project construction and operations prepared in accordance with SJVAPCD guidance. If the Health Risk Assessment shows that the incremental health risks exceed their respective thresholds, as established by the SJVAPCD at the time a project is considered, the project applicant shall be required to identify and incorporate commercially feasible mitigation including appropriate enforcement mechanisms to reduce risks to an acceptable level. The City of Porterville shall submit each Health Risk Screening Analysis or Health Risk Assessment to the SJVAPCD for review. Development projects that exceed the applicable thresholds established by the SJVAPCD shall implement mitigation sufficient to reduce potential impacts to the extent feasible. MM AIR-3c: To identify potential implementing development project-specific impacts resulting from the use of diesel trucks, proposed implementing development projects that include an excess of 10 dock doors for a single building, a minimum of 100 truck trips per day, 40 truck trips with Transport Refrigeration Units (TRUs) per day, or TRU operations exceeding 300 hours per week, and that are within 1,000 feet from existing or planned sensitive land uses; shall have a facility-specific Health Risk Assessment performed to assess the diesel particulate matter impacts from mobile source traffic generated by that implementing development project. If applicable, the results of the Health Risk Assessment shall be included in the CEQA documentation for each implementing development project. Development projects that exceed the applicable thresholds established by the SJVAPCD shall implement mitigation sufficient to reduce potential impacts to the extent feasible.	
Biological Resources			
Impact BIO-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	PS	Mitigation Measure BIO-1: Special-Status Species Surveys and Avoidance. The Project shall implement the following measures to avoid and minimize for impacts on special-status species due to construction activities. Pre-Construction Surveys. The Project shall conduct parcel species biological evaluation(s) to determine the project-specific impacts. The	LTS

regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service		<i>evaluation(s) may require foot surveys and detailed habitat mapping, wetland delineation, special status plant survey(s), and protocol-level surveys for species of concern, including American badger, Northern California legless lizard, Vernal pool fairy shrimp, and San Joaquin adobe sunburst.</i> • Environmental Awareness Training. <i>A qualified biologist shall conduct tailgate meeting to train construction staff on special status species that occur/may occur on the project site.</i> • Biological Monitoring During Construction: <i>In case of the accidental death or injury of a special-status species during construction-related activities, USFWS and CDFW will be contacted immediately by phone and notified in writing within three working days.</i> Mitigation Measure BIO-2: Nesting Bird Surveys and Avoidance. <i>The Project shall implement the following measures to mitigate for loss of nesting habitat of the Project in compliance with the federal Migratory Bird Treaty Act and relevant Fish and Game Codes:</i> • Avoidance. <i>In order to avoid impacts to nesting raptors and migratory birds, the Project will be constructed, if feasible, from September 16th and January 31st, which is outside the avian nesting season.</i> • Preconstruction Surveys. <i>If Project activities must occur during the nesting season (February 1-September 15), a qualified biologist will conduct preconstruction surveys for active raptor and migratory bird nests within 10 days prior to the start of these activities. The qualified biologist will conduct pre-construction surveys per the Recommended Timing and Methodology for Swainson’s Hawk Nesting Surveys in California’s Central Valley (2000). The survey will include the proposed work area(s) and surrounding lands within 500 feet, where accessible, for all nesting raptors and migratory birds. If no active nests are found within the survey area, no further mitigation is required.</i> • Establish Buffers. <i>Should any active nests be discovered near proposed work areas, no disturbance buffers of 250 feet around active nests of non-listed bird species and 500 feet around active nests of non-listed raptors will be established. If work needs to occur within these no disturbance buffers, a qualified biologist will monitor the nest daily for one week, and thereafter once a week, throughout the duration of construction activity. Should the nature of construction activity significantly change, such that a higher level of disturbance will be generated, monitoring will occur daily for one week and then resume the once-a-week regime. If, at any time, the</i>	
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		biologist determines that construction activity may be compromising nesting success, construction activity within the designated buffer will be altered or suspended until the biologist determines that the nest site is no longer susceptible to deleterious disturbance. Mitigation Measure BIO-3: Swainson's Hawk Surveys and Avoidance. If Project activities must occur during the Swainson's hawk nesting season (February 15 to August 31), pre-construction surveys shall be conducted for Swainson's hawk nests in accordance with the Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley, Swainson's Hawk Technical Advisory Committee (CDFG, 2000). The surveys would be conducted on the Project site plus a 0.5-mile buffer. To meet the minimum level of protection for the species, surveys shall be conducted during at least two survey periods. 1. If no Swainson's hawk nests are found, no further action is required. 2. If an active Swainson's hawk nest is discovered at any time within 0.5 miles of active construction, a qualified biologist shall complete an assessment of the potential for current construction activities to impact the nest. The assessment would consider the type of construction activities, the location of construction relative to the nest, the visibility of construction activities from the nest location, and other existing disturbances in the area that are not related to the construction activities of this Project. Based on this assessment, the biologist will determine if construction activities can proceed and the level of nest monitoring required. Construction activities shall not occur within 500 feet of an active nest, but this distance may be reduced depending upon conditions at the site. Full-time monitoring to evaluate the effects of construction activities on nesting Swainson's hawks may be required. The qualified biologist shall have the authority to stop work if it is determined that Project construction is disturbing the nest. These buffers may need to increase depending on the sensitivity of the nesting Swainson's hawk to disturbances and at the discretion of the qualified biologist. Mitigation Measure BIO-4: San Joaquin Kit Fox Surveys and Avoidance. Pre-construction surveys shall be conducted by a qualified biologist within 10 days prior to the start of any construction activities. Qualified biologist shall conduct pre-construction surveys in accordance with USFWS Standard Recommendations for Protection of the Endangered San Joaquin Kit Fox Prior to or During Ground Disturbance (2011). 1. If no active or potential den is detected in or adjacent to work area during the survey, no further action is required.	
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		2. <i>If active or potential den is detected in or adjacent to work area during the pre-construction survey, the den shall not be disturbed or destroyed. Compliance with USFWS Recommendations for Protection of the Endangered San Joaquin Kit Fox Prior to or During Ground Disturbance (2011) required. USFW and CDFW will be immediately contacted to determine best course of action. Construction activities shall be carried out in a manner that minimizes disturbance to kit foxes.</i> In case of the accidental death or injury of a San Joaquin kit fox during construction-related activities, USFWS and CDFW will be contacted immediately by phone and notified in writing within three working days.	
Impact BIO-3. 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?	PS	Mitigation Measure BIO-5: Wetland Delineation. <i>Prior to the start of ground disturbance activities on APN 256-040-044, the applicant shall consult with the California Department of Fish and Wildlife (CDFW), the U.S. Department of Fish and Wildlife Service (USFWS), and U.S. Army Corps of Engineers to conduct a formal Wetland Delineation.</i>	LTS
Cultural Resources			
Impact CUL-1. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5	PS	Mitigation Measure CUL-1: <i>Prior to permit approval for development on sites with existing buildings and/or structures that are 45 years or older, a historical resources evaluation shall be completed for that individual site to confirm if the existing buildings and/or structures within these sites qualify as historical resources as defined by Section 15064.5(a) of CEQA Guidelines. The evaluation shall be prepared by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualifications Standards (PQS) in architectural history or history. The qualified architectural historian or historian shall conduct an intensive-level evaluation in accordance with the guidelines and best practices promulgated by the State Office of Historic Preservation to identify any potential historical resources within the proposed project area. All properties 45 years of age or older shall be evaluated within their historic context and documented in a report meeting the State Office of Historic Preservation guidelines. All evaluated properties shall be documented on Department of Parks and Recreation Series 523 Forms. The report shall be submitted to the City for review and concurrence.</i> <i>Any relocation, rehabilitation, or alteration of the resource shall be implemented consistent with the Secretary of the Interior's Standards for the Treatments of Historic Properties (Standards). In accordance with CEQA, a project that has been determined to conform with the Standards generally would not cause a significant adverse direct or indirect impact to historical resources (14 CCR Section 15126.4[b][1]). Application of the Standards shall be overseen by a qualified</i>	LTS

		<i>architectural historian or historic architect meeting the PQS. In conjunction with any development application that may affect the historical resource, a report identifying and specifying the treatment of character-defining features and construction activities shall be provided to the City for review and concurrence, in addition to the historical resources evaluation.</i> <i>If significant historical resources are identified on a development site and compliance with the Standards and or avoidance is not feasible, the applicant or developer shall provide a report explaining why compliance with the Standards and or avoidance is not feasible for the city's review and approval. Site-specific mitigation measures shall be established and undertaken, including, but not limited to, documentation of the historical resource in the form of a Historic American Buildings Survey-Like report. The report shall be commissioned by the project applicant or their consultant to comply with the Secretary of the Interior's Standards for Architectural and Engineering Documentation and shall generally follow the Historic American Buildings Survey Level III requirements, including digital photographic recordation, detailed historic narrative report, and compilation of historic research. The documentation shall be completed by a qualified architectural historian or historian who meets the PQS and submitted to the City prior to issuance of any permits for demolition or alteration of the historical resource.</i> Mitigation Measure CUL-2: <i>In order to avoid the potential for impacts to historic and prehistoric archaeological resources, the following measures shall be implemented, as necessary, in conjunction with the construction of each phase of the Project:</i> <i>a. Cultural Resources Alert on Project Plans. The project proponent shall note on any plans that require ground disturbing excavation that there is a potential for exposing buried cultural resources.</i> <i>b. Stop Work Near any Discovered Cultural Resources. Should previously unidentified cultural resources be discovered during construction of the project, the project proponent shall cease work within 50 feet of the resources, and City of Porterville shall be notified immediately. The project archaeologist meeting the SOI's PQS for archeology shall immediately evaluate the find pursuant to Public Resources Code Section 21083.2.</i> <i>c. Mitigation for Discovered Cultural Resources. If the professional archaeologist determines that any cultural resources exposed during construction constitute a historical resource and/or unique archaeological resource, he/she shall notify the project proponent and other appropriate parties of the evaluation and recommended mitigation measures to mitigate the impact to a less-than-significant level. If the archaeologist and, if applicable, a Native American monitor or other interested tribal representative determine it is appropriate, cultural materials</i>	
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		<i>collected from the site shall be processed and analyzed in a laboratory according to standard archaeological procedures. The age of the materials shall be determined using radiocarbon dating and/or other appropriate procedures; lithic artifacts, faunal remains, and other cultural materials shall be identified and analyzed according to current professional standards. The significance of the site(s) shall be evaluated according to the criteria of the CRHR and if applicable, NRHP. The results of the investigations shall be presented in a technical report following the standards of the California Office of Historic Preservation publication "Archaeological Resource Management Reports: Recommended Content and Format (1990 or latest edition)." Mitigation measures may include avoidance, preservation in-place, recordation, additional archaeological testing and data recovery, among other options. Treatment of any significant cultural resources shall be undertaken with the approval of the City of Porterville. The archaeologist shall document the resources using DPR 523 forms and file said forms with the California Historical Resources Information System, Southern San Joaquin Valley Information Center (SSJVIC). The resources shall be photo documented and collected by the archaeologist for submittal to the City of Porterville. The archaeologist shall be required to submit to the City of Porterville for review and approval a report of the findings and method of curation or protection of the resources. This report shall be submitted to the SSJVIC after completion. Recommendations contained therein shall be implemented throughout the remainder of ground disturbance activities. Further grading or sitework within the area of discovery shall not be allowed until the preceding steps have been taken.</i> <i>d. Data Recovery. Should the results of item c. yield resources that meet CRHR significance standards and if the resource cannot be avoided by project construction, the project applicant shall ensure that all feasible recommendations for mitigation of archaeological impacts are incorporated into the final design and approved by the City prior to construction. Any necessary data recovery excavation, conducted to exhaust the data potential of significant archaeological sites, shall be carried out by a qualified archaeologist meeting the SOI's PQS for archeology. Data recovery shall be conducted in accordance with a research design reviewed and approved by the City, prepared in advance of fieldwork, and using the appropriate archaeological field and laboratory methods consistent with the California Office of Historic Preservation Planning Bulletin 5, Guidelines for Archaeological Research Design, or the latest edition thereof. If the archaeological resource(s) of concern are Native American in origin, the qualified archaeologist shall confer with the City and local California Native American tribe(s). As applicable, the final Data Recovery reports shall be submitted to the City prior to issuance of any grading or construction permit.</i>	
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		<i>Recommendations contained therein shall be implemented throughout all ground disturbance activities. Recommendations may include, but would not be limited to, Cultural Resources Monitoring, and/or measures for unanticipated discoveries. The final report shall be submitted to the SSJVIC upon completion.</i> <i>e. Disposition of Cultural Resources. Upon coordination with the City of Porterville, any pre-historic archaeological artifacts recovered shall be donated to an appropriate Tribal custodian or a qualified scientific institution where they would be afforded applicable cultural resources laws and guidelines.</i> <i>f. Cultural Resources Monitoring. If mitigation measures are recommended by reports written under item c. or d., the project applicant shall retain a qualified archaeologist to monitor project-related, ground-disturbing activities which may include the following but not limited to: grubbing, vegetation removal, trenching, grading, and/or excavations. The archaeological monitor shall coordinate with any Native American monitor as required. Monitoring logs must be completed by the archaeologist daily. Cultural resources monitoring may be reduced for the project if the qualified archaeologist finds it appropriate to reduce the monitoring efforts. Upon completion of ground disturbance for the project, a final report must be submitted to the City for review and approval documenting the monitoring efforts, cultural resources find, and resource disposition. The final report shall be submitted to the SSJVIC.</i>	
Impact CUL-2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5	PS	Mitigation Measure CUL-2 (See above)	LTS
Geology and Soils			
Impact GEO-6. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature	LTS	Mitigation Measure GEO-1: <i>If any paleontological resources are encountered during ground-disturbance activities, all work within 25 feet of the find shall halt until a qualified paleontologist as defined by the Society of Vertebrate Paleontology Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources (2010), can evaluate the find and make recommendations regarding treatment. Paleontological resource materials may include resources such as fossils, plant impressions, or animal tracks preserved in rock. The qualified paleontologist shall contact the Natural History Museum of Los Angeles County or another appropriate facility regarding any discoveries of paleontological resources. If the qualified paleontologist determines that the discovery represents a potentially significant paleontological resource, additional investigations, and fossil recovery may be required to mitigate adverse impacts from Project implementation. If</i>	LTS

		avoidance is not feasible, the paleontological resources shall be evaluated for their significance. If the resources are not significant, avoidance is not necessary. If the resources are significant, they shall be avoided to ensure no adverse effects or such effects must be mitigated. Construction in that area shall not resume until the resource-appropriate measures are recommended or the materials are determined to be less than significant. If the resource is significant and fossil recovery is the identified form of treatment, then the fossil shall be deposited in an accredited and permanent scientific institution. Copies of all correspondence and reports shall be submitted to the City of Porterville, Community Development Department.	
Mineral Resources			
Impact MIN-1. 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	PS	Mitigation Measure MIN-1: If development is proposed within the Project site designated as MRZ-3a, a soils reports and investigation shall be prepared prior to the approval of building permits to ensure that availability of valuable aggregate deposit will not decrease.	LTS
Noise			
Impact NOI-1. 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 in other applicable local, state, or federal standards	PS	Mitigation Measure NOI-1: Prior to project approval of residential development within the SoTu Master Plan, the City of Porterville shall ensure that proposed residential structures are located at least 157 feet from the centerline of Westwood Street, 409 feet from the centerline of SR 190 (Poplar Avenue), 137 feet from the centerline of Newcomb Street, and 674 feet from SR 65. If the project does not provide the listed setback for residential structures, sound walls shall be proposed to ensure that exterior noise of the residential site would not exceed 60 dB L_{dn}. If the project proposes sound walls in place of setbacks from roadway centerlines, a noise study shall be conducted as evidence that the sound wall is sufficient to maintain an exterior noise of 60 dB L_{dn} or 70 dB L_{dn}. Mitigation Measure NOI-2: Prior to ground disturbing activities for projects within the SoTu Master Plan, the City of Porterville shall ensure the following with the Project proponent: - Per the City of Porterville Municipal Code, construction activities should not occur outside the hours of 6:00 a.m. to 9:00 p.m. during weekdays and 7:00 a.m. to 5:00 p.m. on weekends. Construction activities that occur outside these hours would be subject to the stationary noise standards as set forth in the City of Porterville Municipal Code Section 18-90.4. - All construction equipment shall be properly maintained and muffled as to minimize noise generation at the source. - Noise-producing equipment shall not be operating, running, or idling while not in immediate use by a construction contractor.	LTS

		• All noise-producing construction equipment shall be located and operated, to the extent possible, at the greatest possible distance from any noise-sensitive land uses. • Locate construction staging areas, to the extent possible, at the greatest possible distances from any noise-sensitive land uses. • Signs shall be posted at the construction site and near adjacent sensitive receptors displaying hours of construction activities and providing the contact phone number of a designated noise disturbance coordinator.	
Tribal Cultural Resources			
Impact TRI-1. 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	PS	Mitigation Measure CUL-1 and MM CUL-2 (See Above)	LTS
Impact TRI-2. 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	PS	(See Above)	LTS
LTS = Less than Significant PS = Potentially Significant SU = Significant and Unavoidable			

2 INTRODUCTION

This Focused Environmental Impact Report (“Focused EIR”) has been prepared on behalf of the City of Porterville to evaluate the environmental impacts of the South of the Tule River (“SoTu”) Master Plan (“Project” or “proposed Project”). The City of Porterville (“City”) is the Lead Agency responsible for ensuring that the proposed Project complies with CEQA. It is the intent of this EIR to provide the City of Porterville, decision makers, and the general public with the relevant environmental information to use in considering the required approval for the proposed Project.

2.1 Purpose and Intended Uses of this Focused EIR

This EIR has been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code (PRC) Section 21000, et seq.) and the CEQA Guidelines (California Code of Regulations (CCR), Title 14, Chapter 3, Section 15000, et seq.) as amended. The City of Porterville (“City”) is the Lead Agency responsible for ensuring the Project complies with CEQA and for approving the Project.

The environmental analysis contained in the Initial Study and this Focused EIR is tiered from the Porterville 2030 General Plan Environmental Impact Report (EIR SCH #2006011033). A copy of the EIR may be reviewed at Porterville City Hall.

Pursuant to PRC Section 21094 and CEQA Guidelines Section 15168(d), this Project has been evaluated in the Initial Study with respect to each item on the environmental checklist to determine whether this project may cause any additional significant effect on the environment which was not previously examined in the General Plan EIR.

Based upon the evaluation guided by the environmental checklist form, it was determined that there are no foreseeable substantial impacts from the Project that are additional to those identified in the General Plan EIR, after the incorporation of project-specific mitigation measures in the Mitigation Monitoring and Reporting Program, except for impacts related to Air Quality.

The City prepared an Initial Study to analyze the proposed Project. The Initial Study identified the potential for significant environmental effects in certain resource areas. As defined by CEQA Guidelines Section 15382, “significant effect on the environment” means a substantial, or potentially substantial, adverse change in any of physical conditions within the area affected by the project including land, air, water, minerals, flora, ambient noise, and objectives of historic or aesthetic significance. According to CEQA Guidelines Section 15064(f)(1), preparation of an EIR is required if the Lead Agency determines there is substantial evidence in the record that the project may have a significant effect on the environment.

Pursuant to CEQA Guidelines Section 15126.2(a), the discussion of potential environmental impacts in the EIR shall be focused on those impacts that the Lead Agency has determined may be potentially significant. In the Initial Study prepared for the proposed Project, the City has determined that the Project could result in potentially significant impacts in the following topic area, which will therefore be further analyzed in the Focused EIR:

- **Air Quality:** operational emissions for full buildout of the SoTu Master Plan in the earliest operational year exceed the significance thresholds for non-permitted sources, including ROG, NO_x,

CO, PM₁₀, and PM_{2.5}; and development contemplate under the proposed Project would result in emissions of several Toxic Air Contaminants and health risk impacts that could impact existing and future sensitive receptors.

When an EIR identifies one or more significant effects, the Lead Agency shall make a finding under Section 15091 for each significant effect and may need to make a Statement of Overriding Considerations under Section 15093. The Lead Agency must articulate and adopt findings to issue a Statement of Overriding Considerations, which explains in writing the specific economic, social, or other considerations that they believe, based on substantial evidence, make those significant effects acceptable.

CEQA allows a Lead Agency to limit the detail of discussion of the environmental effects that are not considered potentially significant (PRC Section 21100, CEQA Guidelines Sections 15126.2(a) and 15128). Effects dismissed in the Initial Study as clearly insignificant and unlikely to occur need not be discussed further in the EIR unless the Lead Agency subsequently receives information inconsistent with the finding in the Initial Study (CEQA Guidelines Section 15143). Environmental issues that are “scoped out” of the Focused EIR are listed below. Supporting evidence for this determination is provided in the Initial Study. The Focused EIR also includes an explanation for why these issues would not result in significant environmental effects and are not required to be evaluated further. The Initial Study is provided in [Appendix A](#).

- Aesthetics
- Agriculture and Forestry Resources
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal and Cultural Resources
- Utilities and Service Systems
- Wildfire

The purpose of this Focused EIR is to evaluate the potential environmental impacts associated with implementing the Project ; examine methods of reducing adverse environmental impacts; identify any significant and unavoidable adverse impacts that cannot be mitigated; identify reasonable and feasible alternatives to the proposed project that would eliminate any significant adverse environmental effects or reduce the impacts to a less than significant level; and inform the public and decision makers. The Lead Agency is required to consider the information in the EIR, along with any other relevant information, in making decisions on the proposed Project. This analysis, in and of itself, does not determine whether a project will be approved, but aids the planning and decision-making process by disclosing the potential for significant and adverse impacts.

2.2 Environmental Review Process

The environmental review process began with a brief notice, “Notice of Preparation” or “NOP”, sent by the City to notify the responsible agencies, trustee agencies, the Office of Planning and Research, and the public

that the City plans to prepare an EIR for the proposed Project. The purpose of the NOP was to solicit guidance from those agencies as to the scope and content of the environmental information to be included in the EIR. The NOP was distributed on March 20, 2024, to responsible agencies, trustee agencies, the Office of Planning and Research, and private organizations and individuals that may have interest in the Project. The NOP was made available at Porterville City Hall and online. A public scoping meeting was held virtually on April 3, 2024, at 5:30 pm. Responses to the NOP are provided in [Appendix B](#).

The CEQA Guidelines encourage public participation in the planning and environmental review processes. The City will provide opportunities for the public to present comments and concerns regarding the CEQA document and planning processes. These opportunities will occur during the Draft Focused EIR public review and comment period.

This Focused EIR and Notice of Availability are posted electronically, printed, and are being circulated for agency and public review and comment for 45 days. Comments may be submitted to the Lead Agency within this timeframe. Copies of the Draft Focused EIR, Notice of Availability, and proposed Master Plan may be downloaded at, www.ci.porterville.ca.us/departments/community_development/planning.php, or reviewed at the following location during normal business hours:

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

-AND-

Porterville Public Library
50 W. Olive Avenue, Suite B
Porterville, CA 93257

Responsible agencies, trustee agencies, the Office of Planning and Research, and the public can comment on this Draft Focused EIR during the 45-day public review period. Written comments on this Draft Focused EIR should be addressed to:

Claudia Calderon, Community Development Director
City of Porterville, Community Development Department
291 N. Main Street
Porterville, CA 93257
Email: ccalderon@ci.porterville.ca.us or planning@ci.porterville.ca.us

Upon completion of the public review and comment period, a Final Focused EIR will be prepared that includes the Draft Focused EIR, comments and recommendations received on the Draft Focused EIR either verbatim or in summary, a list of commenting persons, organizations, and public agencies, and responses to comments received. The Draft Focused EIR and Final Focused EIR will comprise the EIR for the proposed Project. Prior to adopting the proposed Project, the Lead Agency shall certify that the Focused EIR has been prepared in compliance with CEQA, that the decision-making body (i.e., City Council) has reviewed and

considered the information in the Focused EIR, and that the Focused EIR reflects the independent judgment of the Lead Agency.

2.3 Scope of the Draft EIR

The City prepared an Initial Study to analyze the proposed Project. In the Initial Study prepared for the proposed Project, the City has determined that the Project could result in potentially significant impacts in the following topic area, which will therefore be further analyzed in the Focused EIR: Air Quality. Effects dismissed in the Initial Study as clearly insignificant and unlikely to occur are not discussed further in the EIR unless the Lead Agency subsequently receives information inconsistent with the finding in the Initial Study (CEQA Guidelines Section 15143). This Draft Focused EIR includes an evaluation of Air Quality, as well as other CEQA-mandated issues including cumulative impacts, growth-inducing impacts, significant unavoidable impacts, and alternatives. All other topics that were evaluated in the Initial Study were determined to be less than significant, and mitigation measures were included as required to reduce potentially significant impacts. These topics will not be addressed in detail in this document but can be found in [Appendix A](#). The NOP and comment letters received are included in [Appendix B](#).

2.4 Draft EIR Organization

This Draft Focused EIR is organized into the following chapters:

- **Chapter 1. Executive Summary:** Provides a summary of the impacts that would result from implementation of the Project, describes mitigation measures recommended to reduce or avoid significant impacts, and describes the alternatives to the Project.
- **Chapter 2. Introduction:** Discusses the overall EIR purpose, provides a summary of the Project, describes the EIR scope, and summarizes the organization of the EIR.
- **Chapter 3. Project Description:** Provides a description of the Project, the Project objectives, and uses of this EIR.
- **Chapter 4. Setting, Impacts, and Mitigation Measures:** Describes the following for Air Quality: existing conditions (setting), potential environmental impacts and their level of significance, and mitigation measures recommended to mitigate identified impacts. Potential adverse impacts are identified by levels of significance, as follows: less than significant impact, significant impact, and significant and unavoidable impact. The significance of each impact is categorized before and after implementation of any recommended mitigation measures(s).
- **Chapter 5. CEQA-Required Conclusions:** Provides an analysis of effects found not to be significant, growth-inducing impacts, unavoidable significant environmental impacts, significant irreversible changes, and cumulative impacts.
- **Chapter 6. Alternatives:** Provides an evaluation of alternatives to the Project, including the No Project (No Build) Alternative, the No Project (Existing General Plan Land Use) Alternative, and the Reduced Density Alternative.
- **Chapter 7. Report Preparation:** Identifies preparers of the EIR, primary contacts, and the persons and organizations contacted.
- **Appendices:** The appendices contain the Initial Study, Notice of Preparation, and other documentation prepared in conjunction with this EIR.

3 PROJECT DESCRIPTION

The following Project description serves as the basis for the environmental analysis contained in this Focused EIR . A description of the Plan Area, Project background, Master Plan objectives, and existing land use designations and zoning districts are followed by the characteristics of the Project, potential permits and approval required, and subsequent entitlements and approvals. The City of Porterville is the Project proponent and Lead Agency for evaluation of the Project pursuant to CEQA and has final authority to approve the Project.

3.1 Project Area

3.1.1 Location

The Plan Area comprises approximately 447 acres (gross) and 19 parcels located directly southwest of the City Limits, bound to the north by the Tule River, south by State Route 190, east by State Route 65, and west by Westwood Street. The Plan Area currently lies within unincorporated Tulare County, with approximately 53% of the Plan Area within the Sphere of Influence (SOI). The Plan Area lies within Sections 33 and 24, Township 21 South, Range 27 East, Mount Diablo Base and Meridian. The regional location of the Plan Area is shown in [Figure 3-1](#) and an APN Map of the Plan Area is shown in [Figure 3-2](#).

While the Plan Area is located outside City Limits, it is within Porterville’s General Plan Planning Area, or the “Urban Area Boundary” (UAB). The UAB is an administrative boundary created by the City that establishes where the County and City coordinate plans and policies relating to street and highway construction, public utility systems, and future right of way preservation. The eastern half of the Plan Area is within the City’s Urban Development Boundary (UDB); the western half of the Plan Area is outside the UDB. The UDB is an administrative boundary created by the City that defines urban edges to reflect a commitment to focus future growth within the city to prevent urban sprawl and protect environmentally sensitive areas.

Development of the Plan Area would require amending the LAFCo-adopted SOI, annexation to the City of Porterville, in addition to “pre-zoning” the lands to be developed within a zoning district that is consistent with the planned land use designation identified in the Porterville General Plan.

3.1.2 Setting and Surrounding Uses

The predominant existing land uses within the Plan Area are agriculture and rural residences. Existing land uses to the north of the Plan Area beyond the Tule River and to the east are single-family residential uses. Existing land uses to the south and west include a mix of residential, services, vacant, and agriculture uses. Aerial imagery of the Plan Area is shown in [Figure 3-3](#). As referenced in [Table 3-1](#), all properties to the north, east, and west are planned and zoned for residential and public uses, and properties to the south are planned and zoned with a mix of industrial, retail, residential, and office uses.

Table 3-1 Existing Uses, General Plan Designations, and Zone Districts of Surrounding Properties

Direction from the Project site	Existing Land Use	Planned Land Use	Zone District
North	Tule River, Single-Family Residential	Parks, Low Density Residential	RS-1 – Very Low Density Residential, RS-2 – Low Density Residential, PD – Planned Development, PK – Parks and Public Recreation Facilities

South	SR 190, Agriculture, Residential, Healthcare center	Industrial Park, Retail Center, Low Density Residential, Professional Office	IP – Industrial Park, CR – Retail Centers, RS-1 – Very Low Density Residential, PO – Professional Office
East	SR 65, Single-Family Residential	Low Density Residential, Public Institution	PK- Parks and Public Recreation Facilities, PD – Planned Development
West	Agriculture, Single-Family Residential	Very Low Density Residential, Parks	RS-1 – Very Low Density Residential

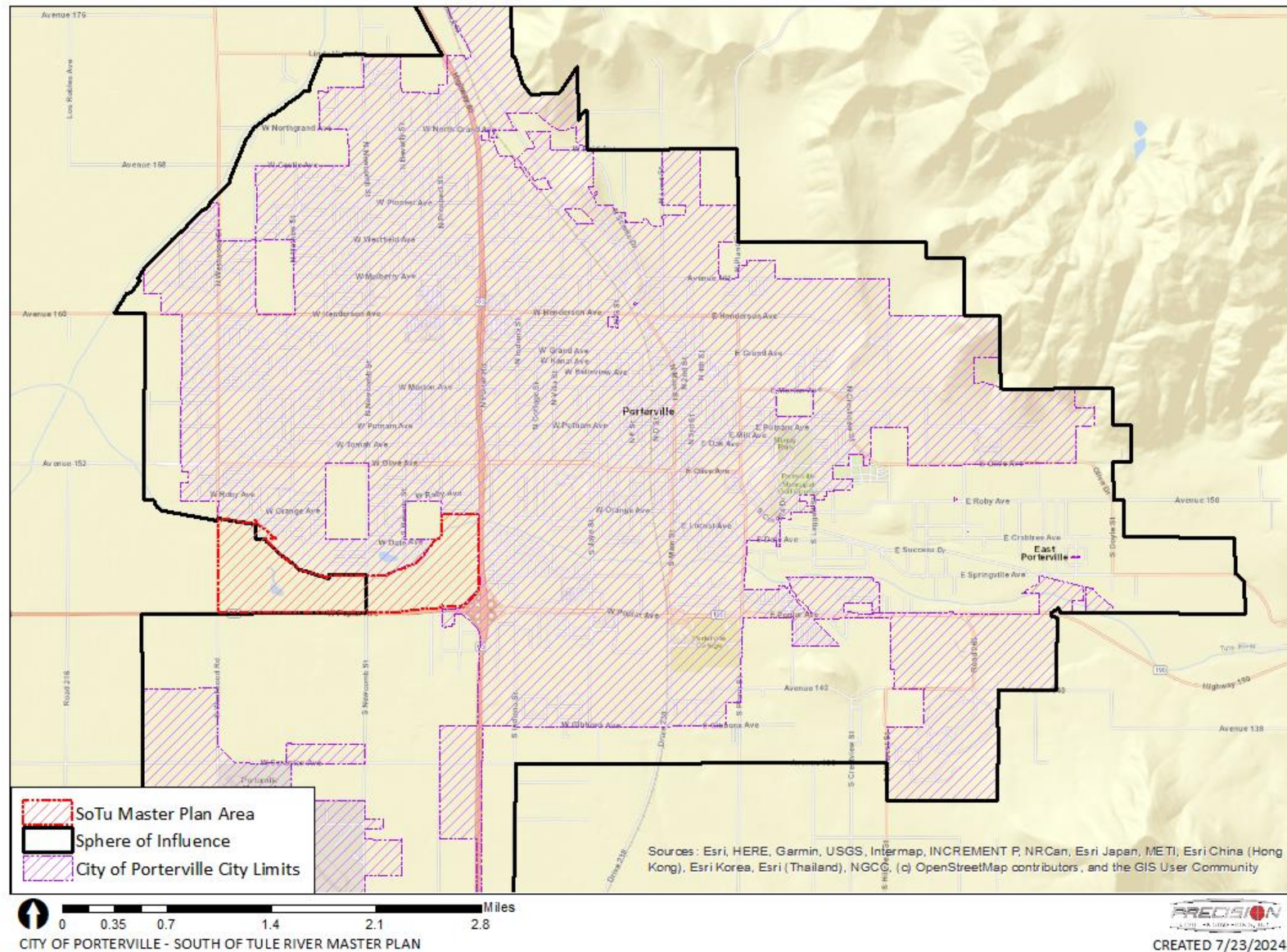


Figure 3-1 Regional Location

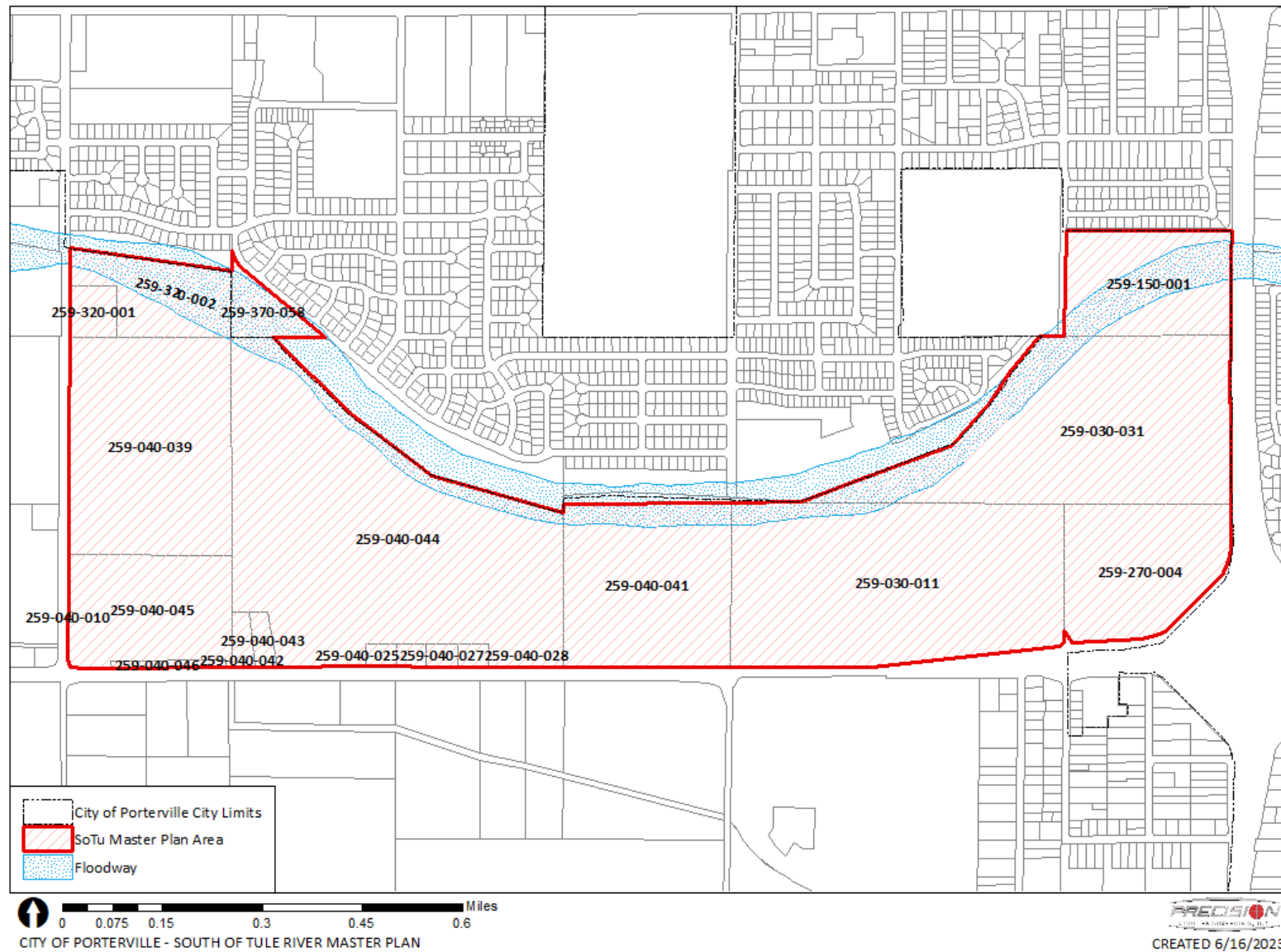


Figure 3-2 APN Map

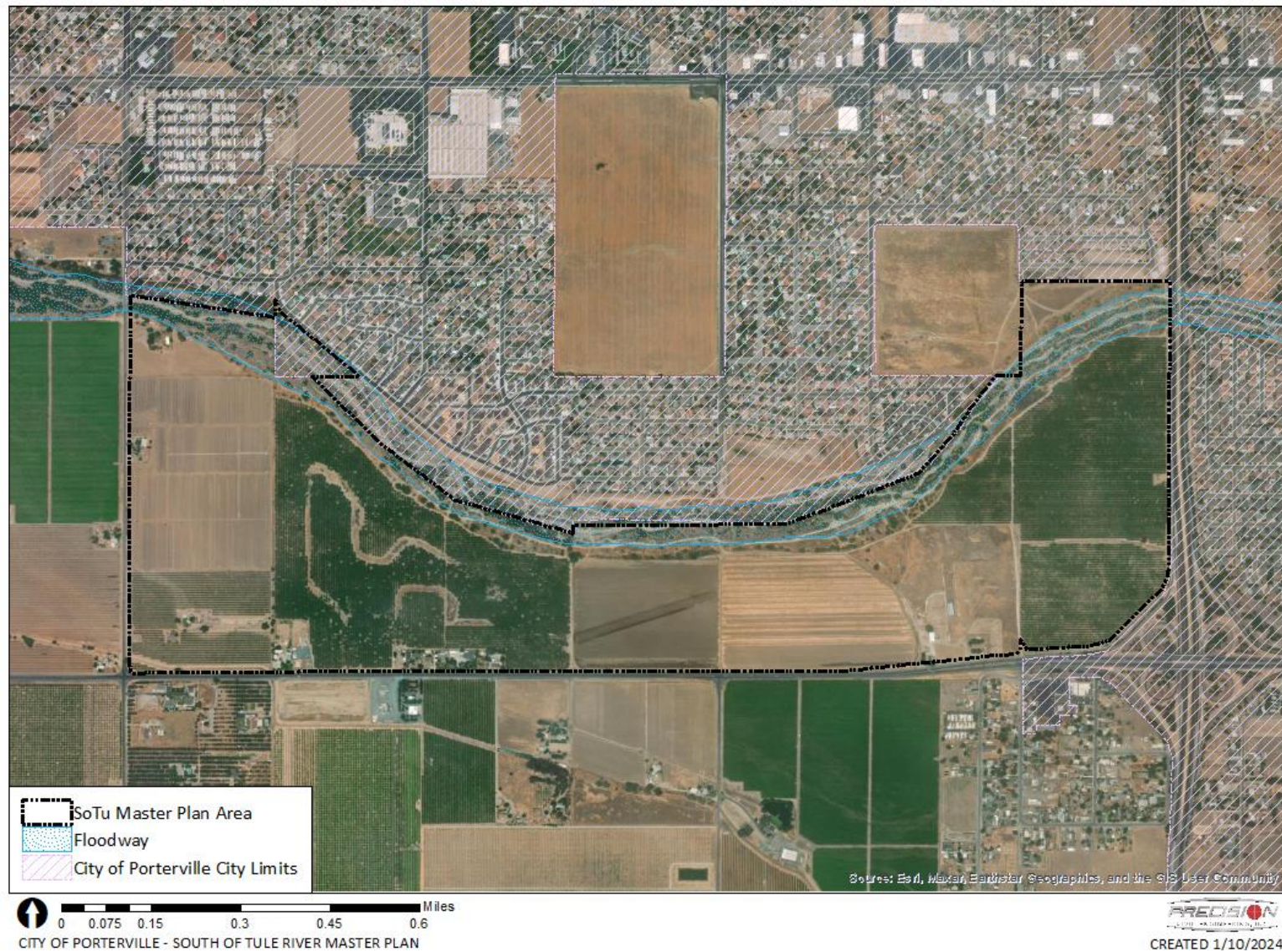


Figure 3-3 Aerial Image of Plan Area

3.1.3 Existing Circulation Network

The Plan Area has little to no existing circulation network. Street frontage includes State Route 190 adjacent south, State Route 65 adjacent east, and South Westwood Street adjacent west to the Plan Area. The highways (south, east, west) and the Tule River (north) have prevented any major circulation improvements.

The General Plan calls for Newcomb Street to be a four (4)-lane north-south major arterial to extend south with a bridge over the Tule River to access the site and a grade separation (overpass) at State Route 190. Additionally, the General Plan has a collector planned for the east-west direction that eventually turns north to connect at the Prospect Street alignment with another planned bridge over the Tule River.

3.1.4 Existing Land Uses

Most of the Plan Area has historically been used for agriculture including orchard and row crops, continuously for at least the past 50 years. The Plan Area is predominantly occupied by agricultural operations with a few single-family residential dwellings. Aerial imagery of the Plan Area is shown in **Figure 3-3**. Existing land uses in the Plan Area are summarized in **Figure 3-3** and described in **Table 3-2** and **Table 3-3**. The types of crops in the Plan Area are shown in **Figure 3-4**.

Table 3-2 Summary of Existing Land Uses

Use Type	Total	Unit
Active agriculture and agricultural related uses (e.g., well, ditch)	365.41	acres
Open space/vacant/undeveloped (no active uses)	70.92	acres
Single-family residential uses	10	units

Table 3-3 Existing Land Use on the Project site

APN	Acreage	Address	Existing Land Use
259-030-011	75.84	1260 W Poplar Ave Porterville, CA 93257	Agriculture (field and seed)
259-030-031	66.62	-	Agriculture (orchard)
259-040-010	0.06	-	Well Site
259-040-025	1.02	2040 W Poplar Ave Porterville, CA 93257	1,945 sf. single-family dwelling built in 1990, a storage shed, and two (2) metal structures.
259-040-026	1.00	2002 W Poplar Ave Porterville, CA 93257	1,716 sf. single-family dwelling built in 1995
259-040-027	1.05	1960 W Poplar Ave Porterville, CA 93257	2,797 sf. single-family dwelling built in 2006
259-040-028	1.00	1918 W Poplar Ave Porterville, CA 93257	A single-family dwelling and a storage shed.
259-040-039	50.94	512 S Westwood Rd Porterville, CA 93257	Mostly vacant land, 1,008 sf. single-family dwelling, and 2,580 sf. and 625 sf. metal structures.
259-040-041	39.34	-	Agriculture (field and seed)

259-040-042	1.65	2186 W Poplar Ave Porterville, CA 93257	1,536 sf. single-family dwelling with 6 metal structures
259-040-043	1.65	2176 W Poplar Ave Porterville, CA 93257	one mobile home and one metal structure
259-040-044	103.53	-	Agriculture (orchard)
259-040-045	25.13	730 S Westwood Rd #B Porterville, CA 93257	Agriculture (orchard) with a single-family dwelling and 10 accessory structures
259-040-046	1.25	-	Poplar Ditch (owned by Lower Tule River Irrigation District)
259-150-001	25.03	-	Agriculture (orchard), vacant land north of Tule River
259-270-004	28.67	-	Agriculture (orchard)
259-320-001	3.55	362 S Westwood Rd Porterville, CA 93257	2 single-family dwellings
259-320-002	14.67	362 S Westwood Rd Porterville, CA 93257	3 structures, mostly vacant land
259-370-058	5.31	-	Tule River floodplain (owned by City of Porterville)
Total	447.30	-	-

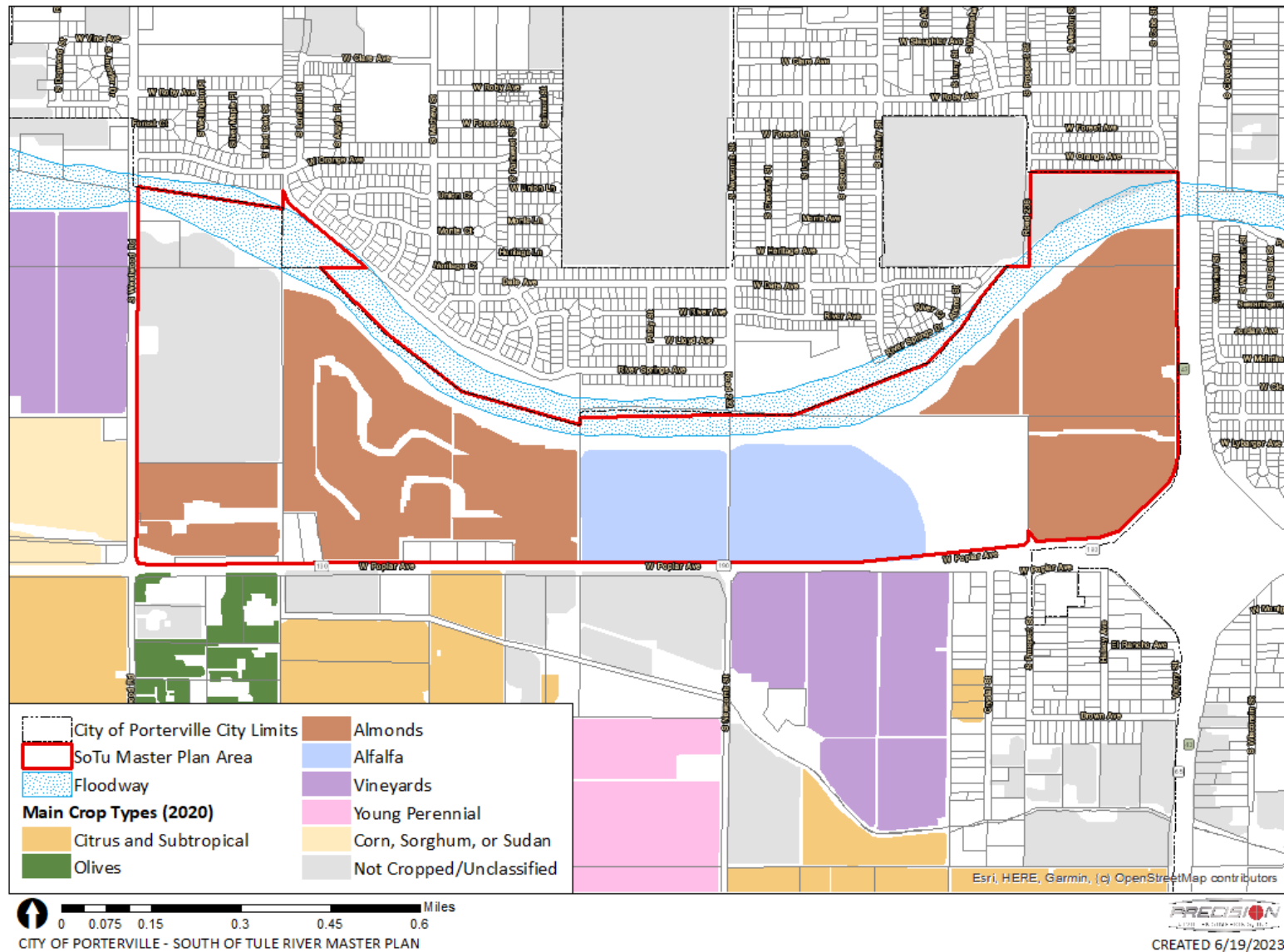


Figure 3-4 Crop Mapping of the Plan Area

Source: Statewide Crop Mapping on California Natural Resources Agency (CRNA) Open Data Portal: <https://data.cnra.ca.gov/dataset/statewide-crop-mapping>

3.2 Project Background

Due to historical trends in development, a significant portion of Porterville's housing stock consists of traditional, detached, single-family dwelling units, making up nearly 75% of all residential units. While these single-family homes are integral to the City's character, several factors have combined to necessitate a broader range of housing options. These factors include increasing housing costs, diminishing availability of suitable land for development, and evolving State housing requirements in the local community and larger region.

Although there is undeveloped land within the City Limits, most of the available land is located on the eastern side of the city. That area contains expansive adobe clay soils which tend to increase construction costs and can therefore be cost prohibitive. Other physical factors impacting development of available land within City Limits include intersecting state highways and expressways, the Tule River, Porter Slough, the former Santa Fe Railroad, Friant-Kern Canal, Scenic Heights, East Porterville, current and active farmland, and Rocky Hill and surrounding slopes. The City has taken these constraints into consideration to identify new growth areas that are suitable for development.

The southwestern edge of the City, south of the Tule River, has been identified by the City as an area with favorable soil conditions, topography, and access to urban services including utility and roadway infrastructure. The City has identified this area, south of the Tule River or "SoTu," as a logical new growth area that will be geographically balanced with existing and planned growth in the northwest and eastern portions of the city. More than 447 acres of land is available in this area with an immense opportunity to plan for residential growth with employment-generating land uses.

Under the 6th Cycle of the Regional Housing Needs Allocation, the City of Porterville was allocated 4,064 units, up from the 3,196 units allocated in the 5th Cycle. As of January 2022, the City still had 2,800 units remaining to meet its 5th Cycle allocation. At present, the Plan Area is approximately 447 acres of unincorporated, undeveloped, agricultural land with pockets of single-family residences, abutting the City Limits. Concurrently with the preparation of the Master Plan, the City is also undergoing a multi-jurisdictional Housing Element Update. The SoTu Master Plan will be integral to the City's efforts to meet housing production goals in the coming years.

The SoTu Master Plan is intended to facilitate the development of the Plan Area as it transitions from agricultural and rural residential land into a new district with a mix of residential, commercial, public, and open spaces. The Master Plan would not only provide overarching guidance and broad policy concepts, but also provide information of the type, location, and intensity of uses; define capacity and design for necessary public improvements; and determine the resources necessary to finance and implement infrastructure needed to support the development of the Plan Area.

The two most critical components of the Master Plan are the 1) Circulation Element policies and implementation framework to ensure connectivity (evaluating the proposed bridge at Tule River and Newcomb Street and proposed roundabout at State Route 190 and Newcomb Street) and integration into established areas of the City while also emphasizing active transportation, and 2) the Land Use Element for establishment of mixed-use development and a mix of densities and residential districts to facilitate housing production and feasibility of the Plan Area which is envisioned to be a "district," where a district means an

urbanized area with multiple activities (i.e., housing, employment, education, recreation, etc.) that are interconnected and support a unique character, identity, and sense of place for its users, residents, and visitors.

The goal of the Master Plan is to facilitate development as it occurs in the Plan Area in a way that is logical and active transportation focused. As part of this concept, there is an emphasis on reducing trips taken by automobiles in favor of active transportation options for intra-district trips. The 2030 General Plan currently designates approximately 237 acres of the Plan Area as Low Density Residential with no additional residential designations. This creates the potential to build 991 dwelling units at a maximum density of 6.0 dwelling units per acre. By allowing for mixed-use development at a mix of densities, connected by a multi-modal transportation network, the Plan Area could accommodate 2,213 residential units at an assumed density while balancing the need for commercial areas and ample dedicated public spaces throughout the Plan Area (See Section 3.5.2 Features of the Master Plan for assumed development density and calculations).

3.3 Project Objectives

The SoTu District is envisioned to be a neighborhood with an innovative, sustainable, and balanced land use pattern offering a large variety of housing opportunities and job opportunities. The District will include viable, pedestrian-oriented neighborhood centers and a mix of uses that is attractive to residents and visitors alike to live, work, explore, and shop. The SoTu Master Plan is designed and intended to implement a series of goals that will promote quality mixed use development in the District. The Master Plan is intended to meet the vision of the Porterville General Plan and further refine the guiding and implementation policies. The objectives identified below have been incorporated throughout the Master Plan.

Goal 1: *Implement mixed use zoning to encourage residential, commercial, industrial, and open space in the plan area to foster a more diverse and balanced development pattern.*

Objective 1.1. Designate lands to allow for mixed-use developments incorporating residential, commercial, office, and open space components.

Objective 1.2. Identify key areas within the plan area suitable for mixed-use development based on accessibility to existing and planned infrastructure.

Goal 2: *Promote alternative modes of transportation and transit-oriented development that create walkable communities to reduce traffic and air quality impacts.*

Objective 2.1. Create complete streets to increase the connectivity of pedestrian and bicycle infrastructure to encourage non-motorized transportation options

Objective 2.2. Create compact neighborhoods with a defined, mixed-use center including public open space, a school or other community facilities, and neighborhood commercial.

Objective 2.3. Create a street system that is well-aligned with and connected to streets in adjacent neighborhoods and allows residents to walk, bike, or drive safely to parks, schools, and neighborhood shopping via a continuous system of streets, sidewalks, and bike routes.

Goal 3: Provide a wide variety of housing types, designs, and lot sizes to serve the range of household types and incomes. The housing mix will be a combination of housing types rather than a combination of residential densities.

Objective 3.1. Develop a land use plan that includes a mix of single-family homes, townhouses, apartments, and affordable housing units.

Objective 3.2. Create neighborhood centers with a mix of retail, civic, and service-oriented uses to support local transit and provide places for social interaction for neighborhood residents.

Goal 4: Incorporate policies and partnerships with local conservation groups to protect and enhance the open space areas surrounding the Tule River.

Objective 4.1. Develop and implement land use policies that prioritize the preservation of natural habitats and scenic landscapes.

Objective 4.2. Enhance public access to open space areas through the development of trails and recreational facilities.

Objective 4.3. Educate residents and stakeholders about the ecological value of open spaces and the importance of conservation efforts.

Goal 5: Reduce carbon emissions and prioritize pedestrians through a well-connected trail network and neighborhood supporting commercial uses and development.

Objective 5.1. Develop a comprehensive trail network that connects residential areas, commercial districts, and recreational spaces.

Objective 5.2. Promote mixed-use developments that encourage walking and cycling as primary modes of transportation.

Objective 5.3. Implement green building standards and energy-efficient practices in new developments to reduce carbon footprint.

3.4 Land Use and Zoning

3.4.1 Existing Land Use Designations

The existing City of Porterville 2030 General Plan land use designations within the Plan Area are shown in **Figure 3-5**. The acreage of each land use designation is shown in **Table 3-4**. The Plan Area is predominately planned for Low Density Residential land uses (60.9%), followed by Parks and Recreation (23.6%), Retail Center (8.7%), and Public Institutional (2.3%).

Table 3-4 Existing General Plan Land Use Designations of Plan Area

General Plan Land Use Designation	Total Acreage	
	Acres (#)	Percent of Total (%)
Low Density Residential	272.41	60.9
Parks and Recreation	105.63	23.6

Public Institutional	10.16	2.3
Retail Center	38.89	8.7
Tule River (No Assigned Land Use)	20.16	4.5
Total	447.25	100

3.4.2 Existing Zoning Districts

Although the Plan Area is outside the City Limits, the City has pre-zoned the area consistent with the General Plan land uses. The existing pre-zoning within the Plan Area is shown in **Figure 3-6**. The acreage of each zone district is shown in **Table 3-5**. The Plan Area is predominately zoned RS-2 (Low Density Residential) (56.5%), followed by RS-1 (Very Low Density Residential) (41.2%), PK (Parks and Public Recreation Facilities) (1.17%), and CR (Retail Centers) (0.9%).

Table 3-5 Existing Zoning Districts within Plan Area

Zoning District	Total Acreage	
	Acres (#)	Percent of Total (%)
RS-1 (Very Low Density Residential)	184.48	41.2
RS-2 (Low Density Residential)	253.22	56.6
PK (Parks and Public Recreation Facilities)	5.25	1.17
CR (Retail Centers)	4.3	0.9
Total	447.25	100

3.4.3 Development Capacity

Based on the maximum allowed density/intensity per the General Plan (6.0 dwelling units (du)/acre for Low Density Residential and 0.35 floor-area ratio (FAR) for Retail Center), buildout under the existing land use designations could yield a maximum 1,634 single-family units and 592,916 square feet of non-residential uses, in addition to 105.63 acres of parks and recreational lands and 10.16 acres of public and institutional uses.

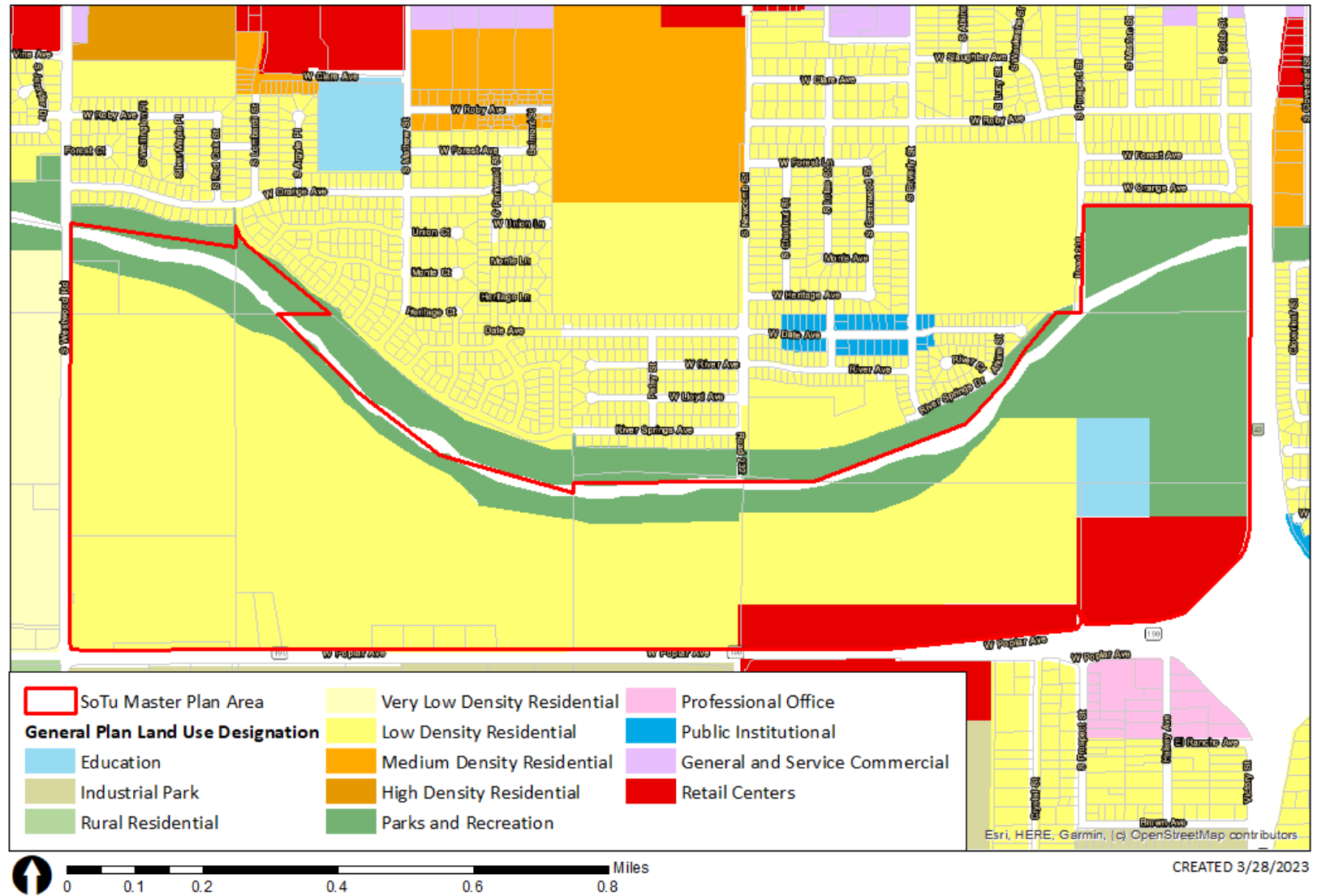


Figure 3-5 City of Porterville General Plan Land Use Designation Map of Plan Area (Existing)

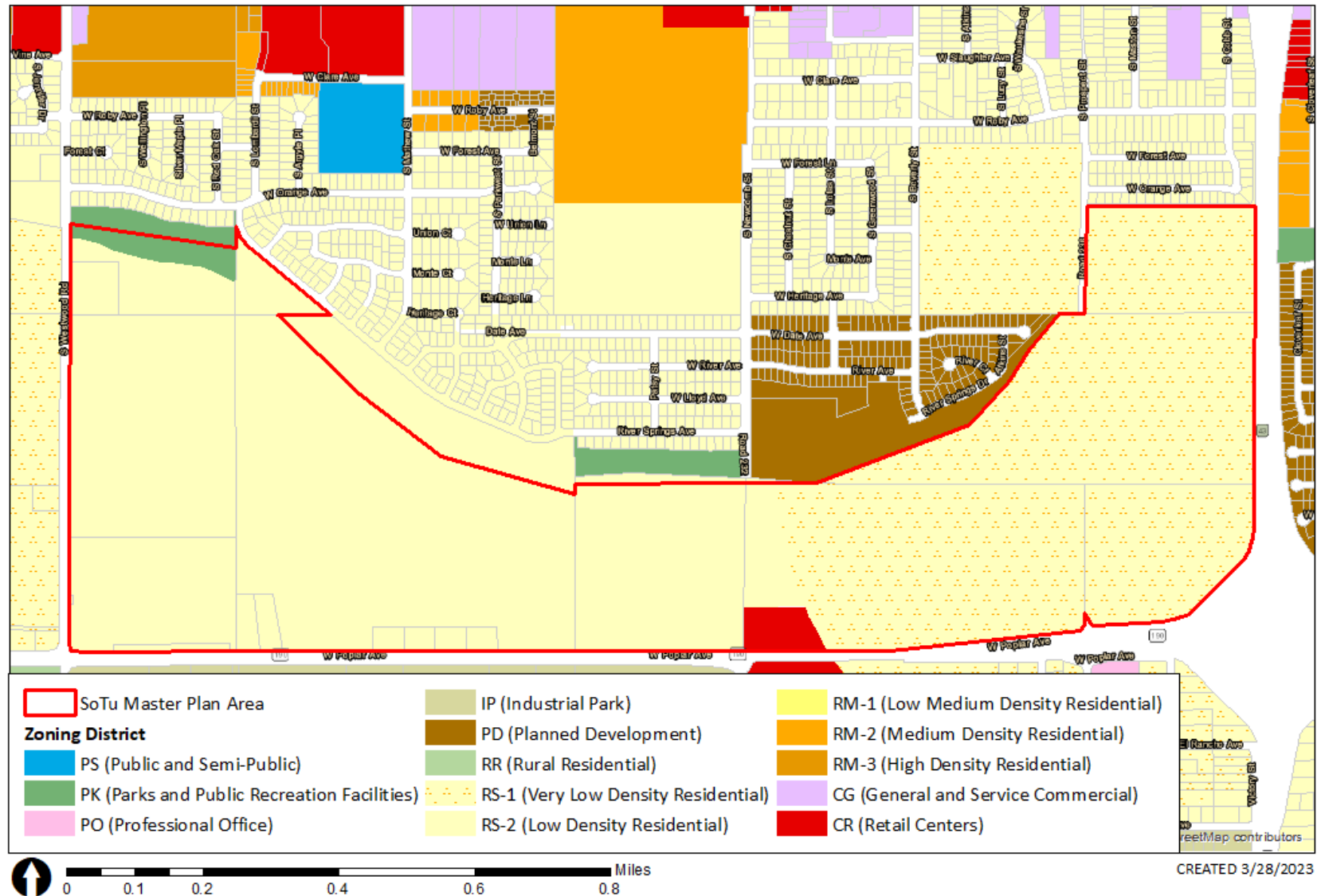


Figure 3-6 City of Porterville Zoning District Map of Plan Area (Existing Pre-Zoning)

3.5 Project Characteristics

3.5.1 Organization of the Master Plan

The Master Plan will build on the policy framework established by the City of Porterville 2030 General Plan. The Master Plan will serve as the planning tool and process that provides the high-level vision for development of the Plan Area. Although no physical development is proposed by the Master Plan, the Master Plan will outline the overall vision and identify concepts that will be implemented in the Plan Area as future development is proposed. The Master Plan will serve as the dynamic and long-term planning document to conceptually plan future growth and development.

The Master Plan document consists of seven sections, as follows:

- **Section 1 – Introduction.** The SoTu Master Plan begins by providing the purpose of the SoTu Master Plan, the existing conditions of the SoTu District, and the Master Plan’s consistency with the General Plan.
- **Section 2 – Vision, Goals, and Objectives.** This section sets the vision, goals, and objectives for the SoTu District.
- **Section 3 – Land Use.** This section discusses the Land Use Plan and land use goals and policies for the Master Plan, which will serve as the framework for all land use activities. The District includes ten (10) land uses including residential, mixed-use, commercial, employment, public, and recreational designations to accommodate efficient land use.
- **Section 4 – Circulation Plan.** This section establishes a Circulation Plan to establish various roadway levels such as highways, arterials, collectors, and local roads within the District. A network of bicycle and pedestrian paths and facilities are also planned for multi-modal transportation. The Circulation Plan is designed with an objective of promoting alternative means of transportation through bikeways, trails, and public transit.
- **Section 5 – Open Space and Landscape.** This section introduces and illustrates the planned parks and open spaces and describes goals and policies for the SoTu District on the provision of parks and recreation spaces. The SoTu Master Plan accommodates a minimum of 112.47 acres of open space, concentrated along the Tule River in the northern portion of the District. The park and open space areas will be linked by a network of bicycle and pedestrian facilities.
- **Section 6 – Infrastructure and Public Utilities.** This section addresses stormwater and drainage, water supply and usage, wastewater generation and disposal, dry utilities, and public services within the District.
- **Section 7 – Administration and Implementation.** This section addresses the process and entitlements required to adopt the SoTu Master Plan and provides guidance on implementation processes for future developments within the District.

3.5.2 Features of the Master Plan

3.5.2.1 Land Use Designations

The Master Plan proposes land use designation changes in certain areas within the Plan Area, which requires a General Plan Amendment and-concurrent rezoning. The changes are proposed to facilitate the transition of the Plan Area from a predominately agricultural and rural residential area to a mixed-use district, allowing varying uses at varying densities and intensities.

As shown in **Table 3-6**, the Master Plan would result in reductions in acreage of Low Density Residential and Retail Centers, and modest increases in Medium Density Residential, High Density Residential, Commercial Mixed-Use, Neighborhood Commercial, Professional Office, Industrial Park, Park and Recreation, and Public Institutional. The proposed land use designations are shown in **Figure 3-7**. The descriptions of each land use designation, as defined by the General Plan, are shown in **Table 3-7**.

Table 3-6 Proposed Changes to Land Use Designations

General Plan Land Use Designation	Current Acreage by General Plan	Proposed Acreage by Master Plan	Net Change in Acres
Low Density Residential	272.41	51.88	-220.53
Medium Density Residential	--	43.94	+43.94
High Density Residential	--	31.18	+31.18
Commercial Mixed-Use	--	33.11	+33.11
Neighborhood Commercial	--	8.53	+8.53
Retail Centers	38.89	24.64	-14.25
Professional Office	--	32.57	+32.57
Industrial Park	--	59.51	+59.51
Parks and Recreation	105.63	112.47	+6.84
Public Institutional	10.16	15.89	+5.73
Tule River (No Assigned Land Use)	20.16	20.16	0
Right-of-Way	--	33.61	+33.61
Total	447.30	447.30	0

Table 3-7 General Plan Land Use Designation Descriptions

General Plan Land Use Designation	Description	Density/Intensity
Low Density Residential	This density represents typical single-family subdivisions.	maximum residential density of 6.0 units per gross acre
Medium Density Residential	This density range would accommodate a variety of housing types, such as small-lot single-family homes, detached zero lot line developments, duplexes, townhouses, and garden apartments. Pedestrian-oriented design and clustered development can support higher levels of density.	maximum residential density of 12.0 units per gross acre
High Density Residential	This classification is intended to accommodate attached homes, two-to fourplexes, and apartment buildings.	maximum residential density of 24.0 units per gross acre
Commercial Mixed Use	This designation allows for either horizontal or vertical mixed-use development. Commercial, service, office, and residential uses are allowed. Buildings more than one story are strongly encouraged.	maximum FAR of 2.0 and maximum residential density of 24.0 units per gross acre
Retail Centers	Design and use standards will be established for regional shopping centers located at major circulation intersections. Large format or “big box” retail and auto sales as well as travel related services, such as hotels and gas stations are allowed.	maximum FAR of 0.35
Neighborhood Commercial	This designation is intended for small-scale commercial development that primarily provides office space and convenience retail for local neighborhoods.	maximum FAR of 0.30
Professional Office	This designation is intended for office complex development, including professional and medical offices, as well as research and development activities. Small restaurants, support services,	maximum FAR of 0.50

	convenience retail and limited medium and high density residential are also allowed.	
Industrial Park	This designation comprises a mix of light industrial, secondary office, bulk retail, and service uses. Typical uses include warehouse, mini-storage, research and development, wholesale, bulk retail, and office space with limited customer access. Other uses may be allowed, such as commercial recreation, distribution centers, or other uses that require large, warehouse-style buildings. Small-scale retail and service uses serving local employees and visitors are permitted as secondary uses.	maximum FAR of 0.40
Public/Institutional	This designation is intended for lands owned by public entities, including the Municipal Airport, City Hall, County buildings, and the hospital. At the Municipal Airport, industrial park uses will be allowed. It will provide for needed public facilities, including, but not limited to, recycling centers, sewage treatment ponds, and police and fire stations.	maximum FAR of 0.25
Park	This designation applies to both public and private recreation sites and facilities.	maximum FAR of 0.10

Source: City of Porterville 2030 General Plan

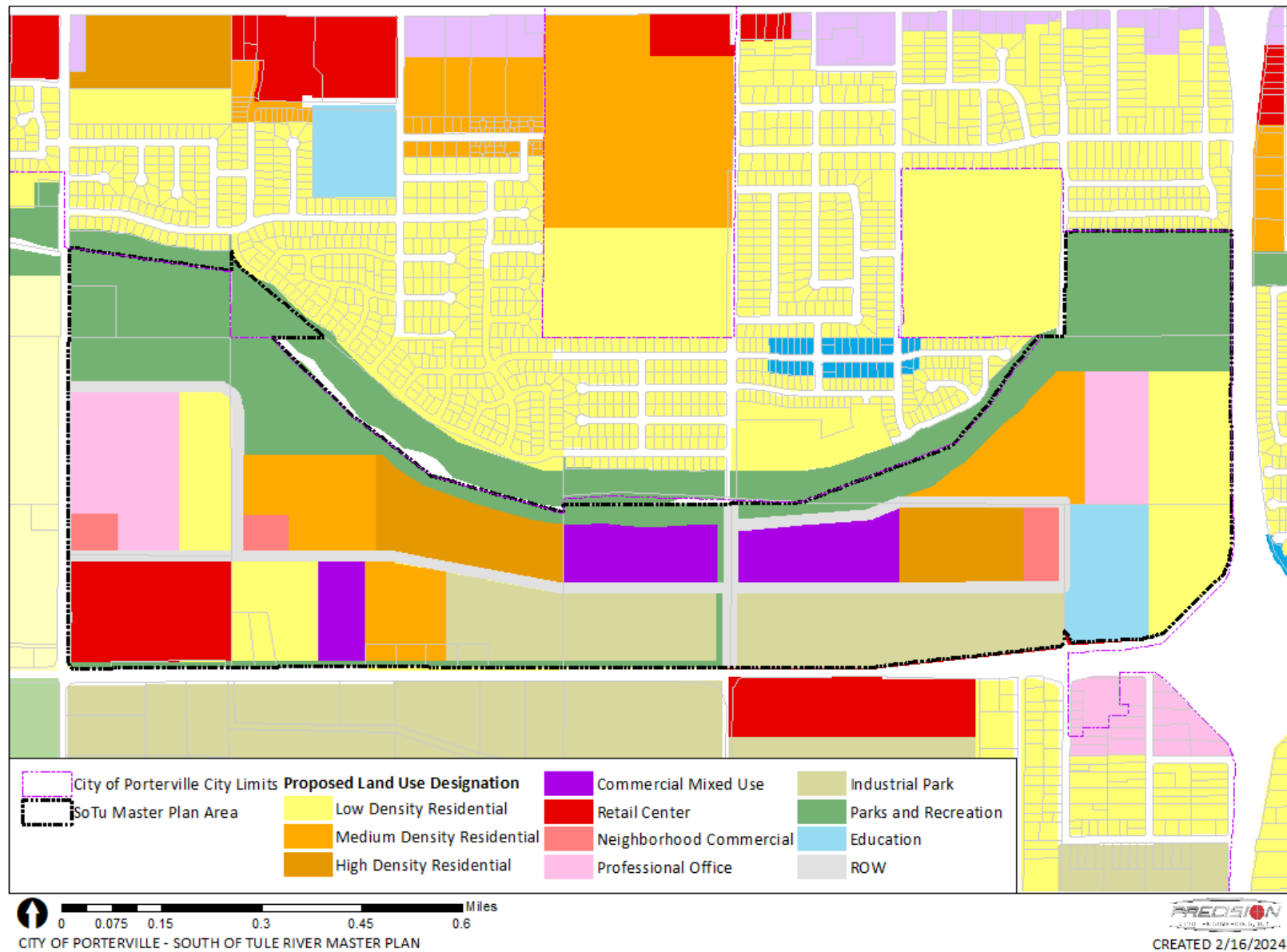


Figure 3-7 City of Porterville General Plan Land Use Designation Map/ SoTu Land Use Map (Proposed)

3.5.2.2 Zoning Districts

The Master Plan proposes changes in zoning districts within the Plan Area, which requires a Rezone. The changes would be consistent with the proposed land use designations described in [Section 3.5.2.1](#). As shown in [Table 3-8](#), the Master Plan would result in reductions in acreage of RS-1 and RS-2, and increases in RM-2, RM-3, CMX, CR, PO, IP, PK, and PS zoning districts. The proposed zoning districts are shown in [Figure 3-8](#). The descriptions of each zoning district, as defined by the Porterville Municipal Code, are shown in [Table 3-9](#).

Table 3-8 Proposed Changes to Zoning Districts

Zoning District	Current Acreage by Zoning District	Proposed Acreage by Master Plan	Net Change in Acres
RS-1 (Very Low Density Residential)	184.48	--	-184.48
RS-2 (Low Density Residential)	253.22	51.88	-201.34
RM-2 (Medium Density Residential)	--	43.94	+43.72
RM-3 (High Density Residential)	--	31.18	+35.08
CMX (Commercial Mixed Use)	--	33.11	+32.99
CR (Retail Centers)	4.3	8.53	+4.23
CN (Neighborhood Commercial)	--	24.64	+24.35
PO (Professional Office)	--	32.57	+32.83
IP (Industrial Park)	--	59.51	+59.61
PK (Parks and Public Recreation Facilities)	5.25	112.47	+107.22
PS (Public and Semi-Public)	--	15.89	+15.81
Right-of-Way	--	33.61	+30.79
Total	447.30	447.30	0

Table 3-9 Zoning District Descriptions

Zoning District	Description	Consistent Land Use Designation
RS-2 (Low Density Residential)	To provide areas for attached or detached single family homes with a maximum residential density of 7.5 units per net acre. This district also allows for limited uses such as day care homes, parks, and religious facilities that are appropriate in a low density residential environment.	Low Density Residential
RM-2 (Medium Density Residential)	To accommodate a variety of housing types, such as small-lot single-family homes, detached zero lot line developments, duplexes, townhouses, and garden apartments with a maximum residential density of 15.0 units per net acre. This district is intended to be located closer to community and retail services, mixed use areas, parks, and areas where greater access can be provided. In addition to residential uses, this district allows for a variety of public and semi-public uses such as cultural institutions and religious facilities that are appropriate in a medium-density residential environment. This district provides for a transition from lower-density residential neighborhoods to higher-density multi-family development and commercial areas.	Medium Density Residential
RM-3 (High Density Residential)	This classification is intended to accommodate attached homes, two- to four-plexes, and apartment buildings with a maximum residential density 30.0 units per net acre. This district allows for a variety of public and semi-public uses such as clubs and lodges, cultural institutions, and religious facilities that are appropriate in a high-density residential environment.	High Density Residential

CMX (Commercial Mixed Use)	To provide areas for either horizontal or vertical mixed-use development consisting of commercial, service, office, and residential uses. Buildings more than one story are strongly encouraged. The maximum FAR is 2.0 and the maximum residential density is 30.0 units per acre.	Commercial Mixed Use
CR (Retail Centers)	To maintain areas for regional shopping centers located at major circulation intersections. Large format or “big box” retail and auto sales as well as travel related services, such as hotels and gas stations are allowed. The maximum FAR is 0.35.	Retail Centers
CN (Neighborhood Commercial)	To encourage convenience and neighborhood shopping areas providing day-to-day retail goods and services and to prohibit auto-oriented uses in order to maintain a pedestrian environment. This district also provides office space for local neighborhoods. The maximum FAR is 0.30.	Neighborhood Commercial
PO (Professional Office)	To allow for areas of office complex development, including professional and medical offices, personal services, as well as research and development activities, small restaurants, support services, and convenience retail. The maximum FAR is 0.50.	Professional Office
IP (Industrial Park)	To provide areas for a mix of light industrial, secondary office, bulk retail, and service uses. This district allows for uses such as, warehouse, personal storage (mini-storage), distribution centers, research and development, wholesale, and office space with limited customer access. This district also allows for other uses, such as commercial recreation, small-scale retail, and service uses serving local employees and visitors	Industrial Park

	are permitted as secondary uses. The maximum FAR is 0.40.	
PS (Public and Semi-Public)	To provide areas for needed public facilities, including, but not limited to, recycling centers, sewage treatment ponds, police and fire stations, and schools, colleges, vocational training facilities, school administrative offices, fairgrounds, and similar facilities. This designation is intended for lands owned by public entities, including City Hall, County buildings, and the hospital. This designation allows for a maximum FAR of 0.25.	Public and Institutional
PK (Parks and Public Recreation Facilities)	To maintain areas for public parks and recreation sites and facilities on city owned properties. The maximum FAR is 0.10.	Parks and Recreation

Source: Porterville Municipal Code

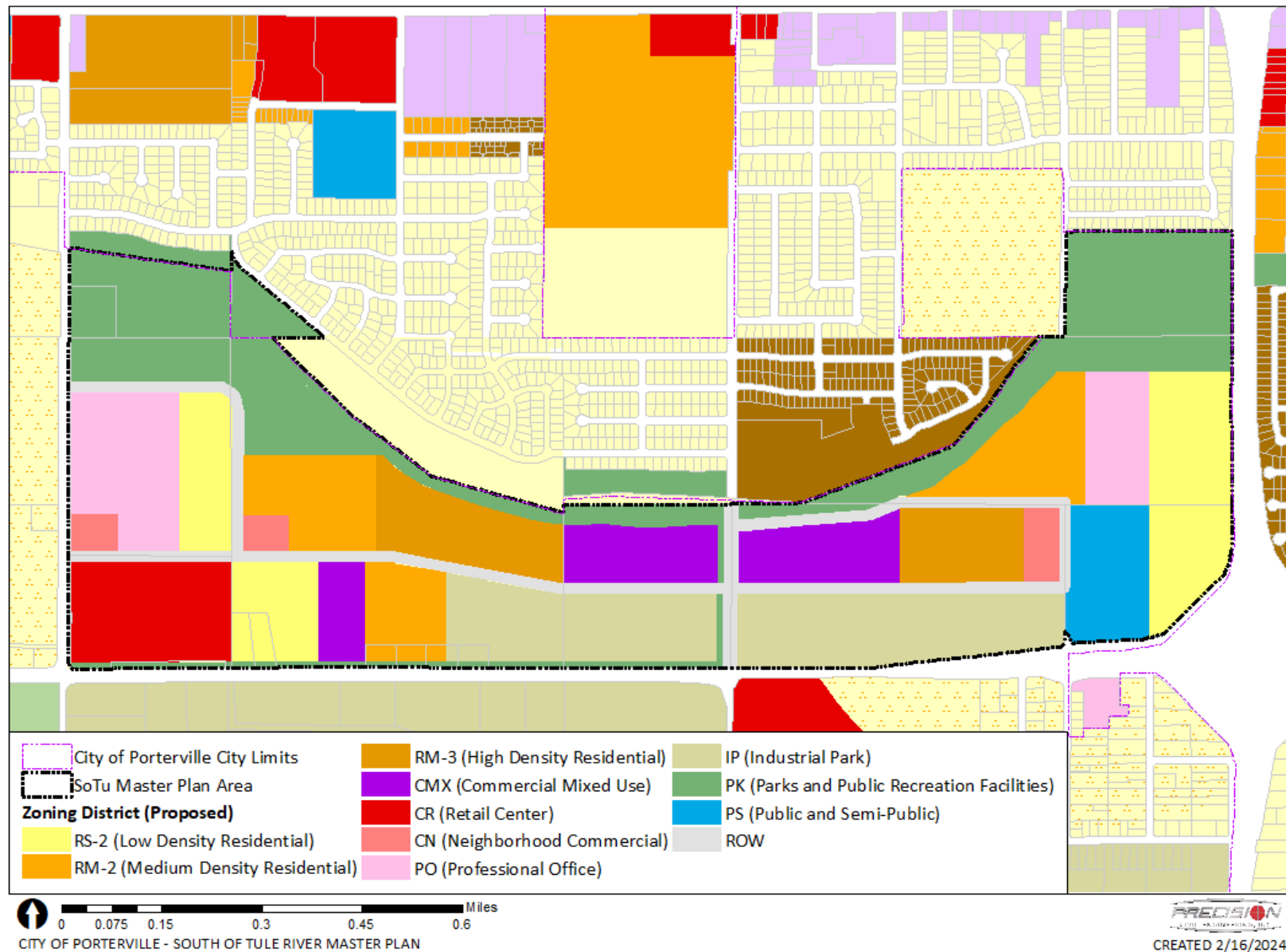


Figure 3-8 City of Porterville Zoning District Map (Proposed)

3.5.2.3 Development Density

As described above, the Master Plan proposes changes to land use designations and zoning districts within the Plan Area, consistent with the City's vision and intent to facilitate the transition of the Plan Area from a predominately agricultural and rural residential area to a mixed-use district, allowing varying uses at varying densities and intensities.

The buildout assumptions under the Master Plan are shown in **Table 3-10**. These assumptions are based on an assumed density (dwelling units per acre) or intensity (floor area ratio), which was determined by reviewing the density and intensity of similarly zoned and developed property in the city of Porterville. Overall, build under the Master Plan could yield 2,213 residential units (516 single-family and 1,697 multi-family units), 3,357,864 square feet (sf.) of commercial space, 1,337,717 sf. of employment space (i.e., office uses and industrial uses), and 15.81 acres of public and institutional uses, and 112.14 acres of park and recreational lands.

Table 3-10 Buildout Assumptions under Master Plan

Land Use Designation	Residential Uses		Non-Residential Uses	
	Assumed Density/Intensity	Assumed Buildout	Assumed Density/Intensity	Non-Residential Square Footage or Acreage
Low Density Residential	5.35 du/ac	385 single-family	--	--
Medium Density Residential	6.0 du/ac (single-family) 11.3 du/ac (multi-family)	131 single-family 247 multi-family	--	--
High Density Residential	22.55 du/ac	791 multi-family	--	--
Commercial Mixed Use	20.0 du/ac	659 multi-family	2.0 FAR	2,874,089
Retail Centers	--	--	0.35 FAR	112,475
Neighborhood Commercial	--	--	0.30 FAR	371,300
Professional Office	--	--	0.30 FAR	428,976
Industrial Park	--	--	0.25 FAR	908,741
Public Institutional	--	--	--	15.81
Parks and Recreation	--	--	--	112.14
Total	2,213 units <i>516 single-family and 1,697 multi-family</i>		4,695,293 square feet <i>3,357,864 sf. of commercial space 1,337,717 sf. of employment space</i>	

The Plan Area currently supports approximately 10 single-family units, 365 acres of agricultural uses, and 70.92 acres of open, vacant, and undeveloped lands (See **Section 3.4.2**). Under Master Plan build out assumptions, it is estimated that an additional 1,554 residential units and 4,695,293 square feet of non-residential uses would be developed (**Table 3-11**). It is reasonable to assume that the existing open space, farmland, and vacant areas would be developed, except for lands proposed for parks and recreational uses or lands within the Tule River floodplain.

Table 3-11 Assumed Development under Master Plan Compared to Existing Conditions

Land Use Designation	Existing Development (Existing Conditions)	Proposed Development (Master Plan Assumptions)
Low Density Residential	10 units	385 units

Medium Density Residential	--	378 units
High Density Residential	--	791 units
Commercial Mixed Use	--	2,874,089 sf.
Retail Centers	0 sf.	112,475 sf.
Neighborhood Commercial	--	371,300 sf.
Professional Office	--	428,976 sf.
Industrial Park	--	908,741 sf.
Public and Institutional	0 acres	15.81 acres
Parks and Recreation	0 acres	112.14 acres

Housing production and mixed-use development (i.e., mix of residential and non-residential uses) is a primary motivation for the Master Plan (See [Section 3.2](#)). For comparison, buildout under existing land use designations (maximum density) versus under the proposed land use designations (assumed density) per the Master Plan are shown in [Table 3-12](#). With the proposed Master Plan, the City would facilitate an additional 579 residential units with a substantial increase in commercial and employment uses.

Table 3-12 Comparison of Build Out under General Plan (Existing) and Master Plan (Proposed)

Use Type	Buildout Under Existing Land Use Designations (Max. Density)	Buildout Under Proposed Land Use Designations (Assumed Density)	Net Difference
Residential Units	1,634	2,213	+579
<i>Single-Family</i>	1,634	516	-1,118
<i>Multi-Family</i>	--	1,697	+1,697
Commercial Space (sf.)	592,916	3,357,864	+2,764,948
Employment Space (sf.)	--	1,337,717	+1,337,717
Public and Institutional (ac)	10.16	15.81	+5.65
Parks and Recreation(ac)	105.63	112.14	+6.51

3.5.2.4 Circulation

The circulation plan for the Plan Area is described in Chapter 4 of the Master Plan. Circulation connecting to and within the Plan Area is planned to accommodate multiple modes of transportation, including bike and pedestrian trails, passenger vehicles, and public transit. Street classifications are proposed in accordance with the General Plan and City Standards. A network of trails, including Class I, Class II, and Class III bikeways, are proposed to provide active transportation and connection to open space and recreation

Two bridges, in addition to the existing Westwood Street, would provide access between the Plan Area and the area north of the Tule River. These bridges include the south Prospect Street pedestrian bridge, connecting single-family residences north and south of the river, and the Newcomb Street bridge, providing vehicular and pedestrian access from north of the river to State Route 190 to the south of the Plan Area. Improvements to the circulation network would be carried out by individual, private development projects.

3.5.2.5 Utilities and Service Systems

Utilities and service systems for the Plan Area are described in Chapter 6 of the Master Plan. The City's existing water and sewer systems extend to the Plan Area. There are existing water mains in the Newcomb Street Alignment, the Springville Avenue Alignment, and the Prospect Avenue Alignment. There are also

existing sewer mains in Westwood Street, the Newcomb Street Alignment, and the Springville Avenue Alignment. Development of the Plan Area will require onsite water and sewer main extensions, which would be installed when individual, private development projects are carried out. In addition, future development would be required to size and build storm basins and a conveyance system to collect stormwater runoff. Solid waste, gas, electric, and communication services would be provided by private companies.

3.5.2.6 Master Plan Goals and Policies

Land Use

Goal LU-1 Foster smart growth principles that enhance infrastructure, connectivity, and community resilience while ensuring efficient use of resources and promoting economic vitality.

Policy LU-1 Zoning classifications within the SoTu Master Plan boundary shall be consistent with the General Plan in accordance with Table: Land Use Designation and Zoning Consistency.

Policy LU-2 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.

Policy LU-3 Promote architectural diversity by prohibiting more than three (3) homes within the same block face from having the same front elevation.

Policy LU-4 Enforce zoning and development regulations through project review, construction inspections, and code enforcement, with fees to enable full-cost recovery for providing these services.

Policy LU-5 Encourage pedestrian-oriented design in mixed-use neighborhoods.

Policy LU-6 Prohibit new strip commercial developments.

For purposes of this policy, strip development is defined as a row of at least three stores, where each has direct access to a street with a surface parking lot between the building and the street. There may or may not be an anchor tenant.

Policy LU-7 Prohibit, where possible, block lengths longer than 600 feet. Where block length greater than 600 feet are necessary, provide pedestrian connections no more than 350 feet apart.

Policy LU-8 Actively promote the annexation of industrial designated lands to accommodate planned job growth.

Policy LU-9 Foster high-quality design and allow secondary uses, such as childcare and other employee-serving amenities in Industrial Parks, if they complement primary use without compromising public health and safety.

Policy LU-10 Provide sufficient land for parks and open space to meet current and future demand.

Policy LU-11 Offer incentives for industrial development projects that contribute to the pedestrian, bicycle and transit networks, and/or parks and public open space.

Goal LU-2 Promote sustainable and integrated development practices that prioritize environmental conservation, community health, and safety.

Policy LU-12 Encourage green building techniques and materials in residential development.

Policy LU-13 Require that all new subdivisions preserve natural, cultural, and biological resources, including stands of large trees and rock outcroppings, to the maximum extent feasible.

Policy LU-14 Protect existing residential neighborhoods from the encroachment of incompatible activities and land uses, and environmental hazards.

Policy LU-15 Discourage residential development within the Airport Safety Zone. If residential development is approved in the County within the Airport Safety Zone, it must comply with Tulare County Airport Land Use Commission's land-use compatibility standards and density restrictions.

Policy LU-16 Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day. Sensitive land uses include residences, schools, day care centers, playgrounds, and medical facilities.

Policy LU-17 Ensure that schools are buffered 0.25 miles from hazardous sites, such as distribution centers, chrome platers, gasoline dispensing facilities, etc., in accordance with CARB's Air Quality and Land Use Handbook: A Community Health Perspective (<https://ww2.CARB.ca.gov/our-work/programs/resource-center/strategy-development/land-use-resources>).

Circulation

Goal C-1: Enhance transportation infrastructure and mobility options across the District by integrating safe and accessible bicycle lanes and complete streets design, ensuring equitable access for all users.

Policy C-1 Require all new developments to provide right-of-way and improvements consistent with the Master Plan street designations and street section standards.

Policy C-2 Establish bicycle lanes, bike routes and bike paths consistent with the SoTu Master Plan.

Policy C-2 Increase bicycle safety by:

- Sweeping and repairing bicycle lanes and paths on a regular basis;
- Ensuring that bikeways are delineated and signed in accordance with Caltrans' and the City of Porterville's standards, and lighting is provided, where needed;
- Providing bicycle paths or lanes on bridges and overpasses;
- Ensuring that all new and improved streets have bicycle-safe drainage grates and are free of hazards such as uneven pavement and gravel;
- Provide adequate signage and markings warning vehicular traffic of the existence of merging or crossing bicycle traffic where bike routes and paths make transitions into or across roadways;
- Work with the school districts to promote classes on bicycle safety in the schools; and
- Include way-finding signage at trail entrances and junctions.

Policy C-3 Provide bikes equal treatment in terms of safety and comfort on arterials and collectors as motor vehicles.

Policy C-4 Develop a series of continuous walkways within new office parks, commercial districts, and residential neighborhoods so they connect to one another.

Policy C-5 Ensure that pedestrian facilities are accessible to physically disabled persons, and that roadway improvement projects address mobility or accessibility for bicyclists or pedestrians.

Policy C-6 Install traffic calming devices, such as signage and bulbs, as needed and appropriate in existing neighborhoods.

Policy C-7 Provide for pedestrian-friendly zones in conjunction with the development, redevelopment, and design of mixed-use areas, commercial areas, schools, parks, and other high use areas by:

- Providing intersection “bump outs” to reduce walking distances across streets within mixed-use areas and other high use areas;
- Providing pedestrian facilities at all signalized intersections;
- Providing shade by planting large canopy shade trees adjacent to the trail;
- Providing sidewalks of adequate width to encourage pedestrian use; and
- Constructing adequately lit and safe access through subdivision sites.

Policy C-8 Designate specific truck routes to provide for movement of goods throughout the City, ensure that adequate pavement depth, lane widths, and turn radii are maintained on the designated truck routes, and prohibit commercial trucks from non-truck routes except for deliveries. These routes should avoid residential neighborhoods.

Goal C-2: Promote sustainable development practices that minimize environmental impact, enhance urban aesthetics, and support efficient transportation systems.

Policy C-9 Require the installation of landscaping in center medians and at major intersections to minimize summer heat and enhance the character of the streetscapes.

Policy C-10 Require the installation of street trees on all public street frontages between the curb and sidewalk.

Policy C-11 Require traffic impact studies for all Master Plan amendments that will generate more than 100 peak hour trips.

Policy C-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.

Policy C-13 Use city-wide traffic impact fees to provide additional funding for transportation improvements needed to serve new development.

Policy C-14 Require new development that will have an impact on regional transportation facilities to pay a regional transportation impact fee.

Policy C-15 Allow shared parking for mixed uses where peak parking demands do not overlap.

Policy C-16 Promote passive solar on parking structures to generate energy for parking lot lighting

Policy C-17 Promote pervious parking paving to improve groundwater recharge.

Policy C-18 Promote an efficient, connected street system by requiring new development adjacent to undeveloped land provide street stubs where future adjacent development shall connect.

Policy C-19 Prohibit, where possible, culs-de-sac and dead end streets in residential areas.

Policy C-20 Prohibit, where possible, block lengths longer than 600 feet. Where block length greater than 600 feet are necessary, provide pedestrian connections no more than 350 feet apart.

Parks and Open Space

Goal OCS-1 Preserve natural features that promote biodiversity and planned open spaces as development occurs to enhance the ecological integrity and aesthetic value of the community.

Policy OSC-1 Establish a secure funding source for open space acquisition and management.

Policy OSC-2 Use native vegetation, drought tolerant plants, recycled water irrigation, other water-saving devices drainage swales and water percolation systems, and recycled building materials in public open spaces for ease of maintenance and environmental sustainability.

Goal OCS-2 Ensure that parks and open space are an efficient use of land, are designed for the enjoyment, health, and well-being of all residents, and represent positive social infrastructure.

Policy OSC-3 Work with property owners, law enforcement officials, and the public to protect open space resources. These efforts will include, but are not limited to:

- Soliciting volunteers to remove invasive vegetation;
- Removing abandoned items and trash; and
- Ensuring no illegal encampments occur on open space areas

Policy OSC-4 Provide a variety of outdoor recreation opportunities through improvements to open space and parks, construction of facilities, and sponsoring of programs that stimulate active resident participation.

Policy OCS-5 The design and development of new residential subdivisions shall preserve the following open space areas to the maximum extent feasible: trail corridors, streams, natural vegetation.

Policy OCS-6 Promote the inclusion of common open space, such as pocket park, neighborhood park, greenway or trails, and recreational facilities in residential and mixed use developments.

Policy OCS-7 Design parks such that at least fifty percent of the horizontal park area is landscaped with pervious surfaces, such as turf, gravel, sand, and bark, and no more than fifty percent of the area is paved.

Infrastructure and Public Utilities

Goal PU-1 Ensure an adequate supply of water to serve the needs of the District and promote conservation of water uses.

Policy PU-1 Require that necessary water supply infrastructure and storage facilities are in place coincident with new development and approve development plans only when a dependable and adequate water supply to serve the development is assured. A water assessment study may be required for individual projects.

Policy PU-2 Continue to require water meters in all new developments.

Policy PU-3 Require that agricultural water rights be assigned to the City when agricultural land is annexed to the City for urban development, consistent with this General Plan.

If a landowner with surface water rights requests annexation to the City, the City will require the landowner to assign those water rights to the City to help offset the water demands for the new development.

Policy PU-4 Encourage the use of alternative water sources to achieve a water balance, including reclaimed water for irrigation and landscaping purposes.

Goal PU-2 Ensure the provision of wastewater collection and treatment services and reclamation area acreages meet the needs of the District.

Policy PU-5 Prevent illegal wastewater disposal or chemical disposal practices.

Goal PU-3 Provide a comprehensive storm drainage system to protect life and property.

Policy PU-6 Require new development to provide storm drainage facilities and/or pay a storm drainage impact fee, consistent with the Storm Drain Master Plan.

3.6 Permits and Approvals Required

The Master Plan would require approval by the City of Porterville City Council, including approval of a General Plan Amendment, Rezone/Pre-zone, and Conditional Use Permit, in addition to adoption of the Master Plan and certification of the Final EIR. No permits would be required from other agencies for approval of the Project.

Table 3-13 Required Project Approvals

Project Approval	Final Decision
General Plan Amendment 2024-001	City Council
Pre-Zone/Rezone 2024-001	City Council
Conditional Use Permit	City Council
Master Plan Adoption	City Council
EIR Certification	City Council

3.7 Subsequent Entitlements and Approvals

The Master Plan is a policy document and planning tool that does not include any specific development proposals. This Focused EIR does not fully evaluate the impacts of future specific, individual development that may be facilitated through implementation of the Master Plan. When future development projects are proposed within the Plan Area, the Zoning Administrator, Parcel Map Committee, or City Council would have authority to review and approve such projects. Future projects within the Plan Area that are found to be

consistent with this Focused EIR may tier from this EIR in accordance with CEQA Guidelines Section 15162-15168, and 15183, and/or may require additional, project-specific environmental and discretionary review.

Future development of the Plan Area would also require approval of one or more annexations by the Tulare County Local Agency Formation Commission (LAFCo), as well as review, permits, and/or approvals, such as grading, building, encroachment, and sign permits. Other approvals may be required as identified through the entitlement review and approval process. In addition, other agencies may have the authority to issue permits prior to implementation including but not limited to:

- California Department of Fish and Wildlife, Central Region 4 (CDFW)
- California Regional Water Quality Control Board, Central Valley Fresno Region 5 (RWQCB)
- Porterville Unified School District
- San Joaquin Valley Air Pollution Control District
- Army Corps of Engineers
- Tulare County LAFCo

4 SETTINGS, IMPACTS, AND MITIGATION MEASURES

This chapter identifies and evaluates the environmental impacts associated with the Master Plan in accordance with CEQA, including the potentially significant environmental impacts and feasible mitigation measures. As defined by CEQA, a significant impact is a substantial or potentially substantial adverse change to the physical environment resulting from implementation of a project.

4.1 Baseline Conditions

According to CEQA Guidelines Section 15125(a), an EIR must include a description of the physical environmental conditions in the vicinity of the project. The environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant. Generally, the lead agency should describe physical environmental conditions as they exist at the time the notice of preparation is published. As described in [Chapter 2 Introduction](#), the City issued a notice of preparation on March 20, 2024. Conditions of the Plan Area have not changed substantially since March 2024. Therefore, for the purposes of this analysis, the baseline conditions for this Draft EIR are generally the conditions that existed in March 2024. These existing conditions are described in [Chapter 3. Project Description](#).

4.2 Determination of Significance

CEQA Guidelines Section 15382 defines a significant effect on the environment as a substantial or potentially substantial adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant. The standards used to determine the level of significance of the environmental impacts are identified in the following section, specific to the resource area. The thresholds are based on Appendix G of the CEQA Guidelines and applicable regulatory standards.

4.3 Air Quality

This section analyzes the potential direct and cumulative air quality impacts of the proposed Project and determines whether implementation of the proposed Project would result in air emissions that exceed applicable air quality standards, cause cumulatively considerable increases in criteria pollutants, significantly impact sensitive receptors, or create objectionable odors.

4.3.1 Environmental Setting

Air quality impacts are both local and regional. Local and regional air quality is impacted by topography, dominant airflows, atmospheric inversions, location, and season. The Project is located in the San Joaquin Valley Air Basin (Air Basin), which experiences some of the most challenging environmental conditions for air quality in the nation. The following section describes these conditions as they pertain to the Air Basin. The information in this section is primarily from San Joaquin Valley Air Pollution Control District's (SJVAPCD) Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI).

Topography

The topography of a region is important for air quality because mountains can block airflow that would help disperse pollutants and can channel air from upwind areas that transports pollutants to downwind areas. The SJVAPCD covers the entirety of the Air Basin. The Air Basin 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).

Climate

The climate is important for air quality because of differences in the atmosphere's ability to trap pollutants close to the ground, which creates adverse air quality; inversely, the atmosphere's ability to rapidly disperse pollutants over a wide area prevents high concentrations from accumulating under different climatic conditions. The Air Basin 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 Air Basin averages over 260 sunny days per year. Inversion layers, or a layer in the atmosphere in which air temperature increases with height, are significant in determining pollutant concentrations. Concentration levels can be related to the amount of mixing space below the inversion. Temperature inversions that occur on the summer days are usually encountered 2,000 to 2,500 feet above the valley floor. In winter months, overnight inversions occur 500 to 1,500 feet above the valley floor. Dominant airflows provide the driving mechanism for transport and dispersion of air pollution. The mountains surrounding the Air Basin 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 Mojave Desert Air Basin portion of Kern County. As the wind moves through the Air Basin, it mixes with the air pollution generated locally, generally transporting air pollutants from the north to the south in the summer and in a reverse flow in the winter.

The winds and unstable air conditions experienced during the passage of winter storms result in periods of low pollutant concentrations and excellent visibility. Between winter storms, high pressure and light winds allow cold moist air to pool on the San Joaquin Valley floor. This creates strong, low level temperature inversions and very stable air conditions, which can lead to Tule fog. Wintertime conditions favorable to fog formation are also conditions favorable to high concentrations of PM_{2.5} and PM₁₀.

4.3.2 Regulatory Setting

Air pollutants are regulated to protect human health and for secondary effects such as visibility and building soiling. The Clean Air Act (CAA) of 1970 tasks the United States Environmental Protection Agency (EPA) with setting air quality standards. The State of California also sets air quality standards, which are in some cases more stringent than federal standards, in addition to addressing additional pollutants. The following section describes these federal and state standards and the health effects of the regulated pollutants.

Clean Air Act

Congress established much of the basic structure of the CAA in 1970 and made major revisions in 1977 and 1990. Six common air pollutants (also known as criteria pollutants) are addressed in the CAA: particulate matter, ground-level ozone, carbon monoxide, sulfur oxides, nitrogen oxides, and lead. The EPA labels these

pollutants as criteria air pollutants because they are regulated by developing human health-based and/or environmentally based criteria (science-based guidelines), which set permissible levels. The set of limits based on human health are called primary standards. Another set of limits intended to prevent environmental and property damage are called secondary standards.

The federal standards are called National Ambient Air Quality Standards (NAAQS). The air quality standards provide benchmarks for determining whether air quality is healthy at specific locations and whether development activities will cause or contribute to a violation of the standards. The criteria pollutants are:

- Ozone
- Particulate matter (PM₁₀ and PM_{2.5})
- Nitrogen dioxide (NO₂)
- Carbon monoxide (CO)
- Lead
- Sulfur dioxide

The federal standards were set to protect public health, including that of sensitive individuals; thus, the EPA is tasked with updating the standards as more medical research is available regarding the health effects of the criteria pollutants. Primary federal standards are the levels of air quality necessary, with an adequate margin of safety, to protect public health.

California Clean Air Act

The California Legislature enacted the California Clean Air Act (CCAA) in 1988 to address air quality issues of concern not adequately addressed by the federal CAA at the time. California's air quality problems were and continue to be some of the most severe in the nation and require additional actions beyond the federal mandates. The California Air Resources Board (CARB) administers California Ambient Air Quality Standards (CAAQS) for the 10 air pollutants designated in the CCAA. The 10 state air pollutants are the six federal standards listed above as well visibility-reducing particulates, hydrogen sulfide, sulfates, and vinyl chloride. The EPA authorized California to adopt its own regulations for motor vehicles and other sources that are more stringent than similar federal regulations implementing the CAA.

Toxic Air Contaminants

A toxic air contaminant (TAC) is defined as an air pollutant that may cause or contribute to an increase in mortality or serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations. There are no ambient air quality standards for TAC emissions. TACs are regulated in terms of health risks to individuals and populations exposed to the pollutants. The 1990 Clean Air Act Amendments significantly expanded the EPA's authority to regulate hazardous air pollutants (HAP). Section 112 of the Clean Air Act lists 187 hazardous air pollutants to be regulated by source category. Authority to regulate these pollutants was delegated to individual states. CARB and local air districts regulate TACs and HAPs in California.

Air Pollutant Description and Health Effects

The federal and State ambient air quality standards, relevant effects, properties, and sources of the pollutants are summarized in **Table 4-1**. Several pollutants listed are not addressed in this analysis. Analysis of lead, hydrogen sulfide, sulfates, and vinyl chloride are not included in this report because no new sources of these pollutant emissions are anticipated with the Project. Visibility-reducing particles are not explicitly addressed in this analysis because particulate matter is addressed as PM₁₀ and PM_{2.5}.

Toxic Air Contaminants Health Effects

Exposures to TACs emissions can have both chronic long-term (over a year or longer) and acute short-term (over a period of hours) health impacts. The TACs of greatest concern are those that cause serious health problems or affect many people. Health problems can include cancer, respiratory irritation, nervous system problems, and birth defects. Some health problems occur very soon after a person inhales a TAC. These immediate effects may be minor, such as watery eyes, or they may be serious, such as life-threatening lung damage. Other health problems may not appear until many months or years after a person's first exposure to the TAC. Cancer is one example of a delayed health problem.

The California Almanac of Emissions and Air Quality—2009 Edition¹ presents the relevant concentration and cancer risk data for the ten TACs that pose the most substantial health risk in California based on available data. The ten TACs are acetaldehyde, benzene, 1,3-butadiene, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, perchloroethylene, and diesel particulate matter (DPM).

¹ California Air Resources Board. (2009). The California Almanac of Emissions and Air Quality – 2009 Edition. Chapter 4, Air Basin Trends and Forecasts – Criteria Pollutants. Accessed May 2024, <https://www.cityofdavis.org/home/showdocument?Id=4101>

Table 4-1 Description of Air Pollutants

Air Pollutant	Averaging Time	California Standard	Federal Standard ^a	Most Relevant Effects from Pollutant Exposure	Properties	Sources
Ozone	1-Hour	0.09 ppm	—	Irritate respiratory system; reduce lung function; breathing pattern changes; reduction of breathing capacity; inflame and damage cells that line the lungs; make lungs more susceptible to infection; aggravate asthma; aggravate other chronic lung diseases; cause permanent lung damage; some immunological changes; increased mortality risk; vegetation and property damage.	Ozone is a photochemical pollutant as it is not emitted directly into the atmosphere, but is formed by a complex series of chemical reactions between volatile organic compounds (VOC), NO _x , and sunlight. Ozone is a regional pollutant that is generated over a large area and is transported and spread by the wind.	Ozone is a secondary pollutant; thus, it is not emitted directly into the lower level of the atmosphere. The primary sources of ozone precursors (VOC and NO _x) are mobile sources (on-road and off-road vehicle exhaust).
	8-Hour	0.070 ppm	0.070 ppm ^f			
Carbon monoxide (CO)	1-Hour	20 ppm	35 ppm	Ranges depending on exposure: slight headaches; nausea; aggravation of angina pectoris (chest pain) and other aspects of coronary heart disease; decreased exercise tolerance in persons with peripheral vascular disease and lung disease; impairment of central nervous system functions; possible increased risk to fetuses; death.	CO is a colorless, odorless, toxic gas. CO is somewhat soluble in water; therefore, rainfall and fog can suppress CO conditions. CO enters the body through the lungs, dissolves in the blood, replaces oxygen as an attachment to hemoglobin, and reduces available oxygen in the blood.	CO is produced by incomplete combustion of carbon-containing fuels (e.g., gasoline, diesel fuel, and biomass). Sources include motor vehicle exhaust, industrial processes (metals processing and chemical manufacturing), residential wood burning, and natural sources.
	8-Hour	9.0 ppm	9 ppm			
Nitrogen dioxide ^b (NO ₂)	1-Hour	0.18 ppm	0.100 ppm	Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; contribution to atmospheric discoloration; increased visits to hospital for respiratory illnesses.	During combustion of fossil fuels, oxygen reacts with nitrogen to produce nitrogen oxides—NO _x (NO, NO ₂ , NO ₃ , N ₂ O, N ₂ O ₃ , N ₂ O ₄ , and N ₂ O ₅). NO _x is a precursor to ozone, PM ₁₀ , and PM _{2.5} formation. NO _x can react with compounds to form nitric acid and related small particles and result in PM-related health effects.	NO _x is produced in motor vehicle internal combustion engines and fossil fuel-fired electric utility and industrial boilers. Nitrogen dioxide (NO ₂) forms quickly from NO _x emissions. NO ₂ concentrations near major roads can be 30 to 100 percent higher than those at monitoring stations.
	Annual	0.030 ppm	0.053 ppm			
Sulfur dioxide ^c (SO ₂)	1-Hour	0.25 ppm	0.075 ppm	Bronchoconstriction accompanied by symptoms which may include wheezing, shortness of breath and chest tightness, during exercise or	Sulfur dioxide is a colorless, pungent gas. At levels greater than 0.5 ppm, the gas has a strong odor, similar to rotten eggs. Sulfur oxides	Human-caused sources include fossil-fuel combustion, mineral ore processing, and chemical manufacturing. Volcanic emissions
	3-Hour	—	0.5 ppm			
	24-Hour	0.04 ppm	0.14			

			(for certain areas)	physical activity in persons with asthma. Some population-based studies indicate that the mortality and morbidity effects associated with fine particles show a similar association with ambient sulfur dioxide levels. It is not clear whether the two pollutants act synergistically or one pollutant alone is the predominant factor.	(SO _x) include sulfur dioxide and sulfur trioxide. Sulfuric acid is formed from sulfur dioxide, which can lead to acid deposition and can harm natural resources and materials. Although sulfur dioxide concentrations have been reduced to levels well below state and federal standards, further reductions are desirable because sulfur dioxide is a precursor to sulfate and PM ₁₀ .	are a natural source of sulfur dioxide. The gas can also be produced in the air by dimethylsulfide and hydrogen sulfide. Sulfur dioxide is removed from the air by dissolution in water, chemical reactions, and transfer to soils and ice caps. The sulfur dioxide levels in the State are well below the maximum standards.
	Annual	—	0.030 ppm (for certain areas)			
Particulate matter (PM ₁₀)	24-Hour	50 µg/m ³	150 µg/m ³	- Short-term exposure (hours/days): irritation of the eyes, nose, throat; coughing; phlegm; chest tightness; shortness of breath; aggravates existing lung disease, causing asthma attacks and acute bronchitis; those with heart disease can suffer heart attacks and arrhythmias. - Long-term exposure: reduced lung function; chronic bronchitis; changes in lung morphology; death.	Suspended particulate matter is a mixture of small particles that consist of dry solid fragments, droplets of water, or solid cores with liquid coatings. The particles vary in shape, size, and composition. PM ₁₀ refers to particulate matter that is between 2.5 and 10 microns in diameter (1 micron is one-millionth of a meter). PM _{2.5} refers to particulate matter that is 2.5 microns or less in diameter, about one-thirtieth the size of the average human hair.	Stationary sources include fuel or wood combustion for electrical utilities, residential space heating, and industrial processes; construction and demolition; metals, minerals, and petrochemicals; wood products processing; mills and elevators used in agriculture; erosion from tilled lands; waste disposal; and recycling. Mobile or transportation-related sources are from vehicle exhaust and road dust. Secondary particles form from reactions in the atmosphere.
	Mean	20 µg/m ³	—			
Particulate matter (PM _{2.5})	24-Hour	—	35 µg/m ³			
	Annual	12 µg/m ³	12.0 µg/m ³			
Visibility-reducing particles	8-Hour	See note below ^d				
Sulfates	24-Hour	25 µg/m ³	—	(a) Decrease in ventilatory function; (b) aggravation of asthmatic symptoms; (c) aggravation of cardio-pulmonary disease; (d) vegetation damage; (e) degradation of visibility; (f) property damage.	The sulfate ion is a polyatomic anion with the empirical formula SO ₄ ²⁻ . Sulfates occur in combination with metal and/or hydrogen ions. Many sulfates are soluble in water.	Sulfates are particulates formed through the photochemical oxidation of sulfur dioxide. In California, the main source of sulfur compounds is combustion of gasoline and diesel fuel.
Lead ^e	30-day	1.5 µg/m ³	—	Lead accumulates in bones, soft tissue, and blood and can affect the kidneys,	Lead is a solid heavy metal that can exist in air pollution as an aerosol	Lead ore crushing, lead-ore smelting, and battery manufacturing are
	Quarter	—	1.5 µg/m ³			

	Rolling 3-month average	—	0.15 $\mu\text{g}/\text{m}^3$	liver, and nervous system. It can cause impairment of blood formation and nerve conduction, behavior disorders, mental retardation, neurological impairment, learning deficiencies, and low IQ.	particle component. Leaded gasoline was used in motor vehicles until around 1970. Lead concentrations have not exceeded state or federal standards at any monitoring station since 1982.	currently the largest sources of lead in the atmosphere in the United States. Other sources include dust from soils contaminated with lead-based paint, solid waste disposal, and crustal physical weathering.
Vinyl chloride ^e	24-Hour	0.01 ppm	—	Short-term exposure to high levels of vinyl chloride in the air causes central nervous system effects, such as dizziness, drowsiness, and headaches. Epidemiological studies of occupationally exposed workers have linked vinyl chloride exposure to development of a rare cancer, liver angiosarcoma, and have suggested a relationship between exposure and lung and brain cancers.	Vinyl chloride, or chloroethene, is a chlorinated hydrocarbon and a colorless gas with a mild, sweet odor. In 1990, CARB identified vinyl chloride as a toxic air contaminant and estimated a cancer unit risk factor.	Most vinyl chloride is used to make polyvinyl chloride plastic and vinyl products, including pipes, wire and cable coatings, and packaging materials. It can be formed when plastics containing these substances are left to decompose in solid waste landfills. Vinyl chloride has been detected near landfills, sewage plants, and hazardous waste sites.
Hydrogen sulfide	1-Hour	0.03 ppm	—	High levels of hydrogen sulfide can cause immediate respiratory arrest. It can irritate the eyes and respiratory tract and cause headache, nausea, vomiting, and cough. Long exposure can cause pulmonary edema.	Hydrogen sulfide (H_2S) is a flammable, colorless, poisonous gas that smells like rotten eggs.	Manure, storage tanks, ponds, anaerobic lagoons, and land application sites are the primary sources of hydrogen sulfide. Anthropogenic sources include the combustion of sulfur-containing fuels (oil and coal).
Volatile organic compounds (VOC)		There are no state or federal standards for VOCs because they are not classified as criteria pollutants.		Although health-based standards have not been established for VOCs, health effects can occur from exposures to high concentrations because of interference with oxygen uptake. In general, concentrations of VOCs are suspected to cause eye, nose, and throat irritation; headaches; loss of coordination; nausea; and damage to the liver, the kidneys, and the central nervous system. Many VOCs have been classified as toxic air contaminants.	Reactive organic gases (ROG), or VOCs, are defined as any compound of carbon—excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate—that participates in atmospheric photochemical reactions. Although there are slight differences in the definition of ROG and VOCs, the two terms are often used interchangeably.	Indoor sources of VOCs include paints, solvents, aerosol sprays, cleansers, tobacco smoke, etc. Outdoor sources of VOCs are from combustion and fuel evaporation. A reduction in VOC emissions reduces certain chemical reactions that contribute to the formulation of ozone. VOCs are transformed into organic aerosols in the atmosphere, which contribute to higher PM_{10} and lower visibility.

Diesel particulate matter (DPM)	There are no ambient air quality standards for DPM.	Some short-term (acute) effects of DPM exposure include eye, nose, throat, and lung irritation, coughs, headaches, light-headedness, and nausea. Studies have linked elevated particle levels in the air to increased hospital admissions, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems. Human studies on the carcinogenicity of DPM demonstrate an increased risk of lung cancer, although the increased risk cannot be clearly attributed to diesel exhaust exposure.	DPM is a source of PM _{2.5} —diesel particles are typically 2.5 microns and smaller. Diesel exhaust is a complex mixture of thousands of particles and gases that is produced when an engine burns diesel fuel. Organic compounds account for 80 percent of the total particulate matter mass, which consists of compounds such as hydrocarbons and their derivatives, and polycyclic aromatic hydrocarbons and their derivatives. Fifteen polycyclic aromatic hydrocarbons are confirmed carcinogens, a number of which are found in diesel exhaust.	Diesel exhaust is a major source of ambient particulate matter pollution in urban environments. Typically, the main source of DPM is from combustion of diesel fuel in diesel-powered engines. Such engines are in on-road vehicles such as diesel trucks, off-road construction vehicles, diesel electrical generators, and various pieces of stationary construction equipment.
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Notes:

ppm = parts per million (concentration) $\mu\text{g}/\text{m}^3$ = micrograms per cubic meter Annual = Annual Arithmetic Mean 30-day = 30-day average Quarter = Calendar quarter

- ^a Federal standard refers to the primary national ambient air quality standard, or the levels of air quality necessary, with an adequate margin of safety to protect the public health. All standards listed are primary standards except for 3 Hour SO₂, which is a secondary standard. A secondary standard is the level of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
- ^b To attain the 1-hour NO₂ national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 parts per billion (ppb) (0.100 ppm).
- ^c On June 2, 2010, a new 1-hour SO₂ standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO₂ national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.
- ^d Visibility-reducing particles: In 1989, the CARB 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.
- ^e The CARB has identified lead and vinyl chloride as “toxic air contaminants” with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
- ^f The EPA Administrator approved a revised 8-hour ozone standard of 0.07 ppb on October 1, 2015. The new standard went into effect 60 days after publication of the Final Rule in the Federal Register. The Final Rule was published in the Federal Register on October 26, 2015 and became effective on December 28, 2015.

DPM

Some studies indicate that DPM poses the greatest health risk among the TACs listed above. A 10-year research program² demonstrated that DPM from diesel-fueled engines is a human carcinogen and that chronic (long-term) inhalation exposure to DPM poses a chronic health risk. In addition to increased risk of lung cancer, exposure to diesel exhaust can have other health effects. Diesel exhaust can irritate the eyes, nose, throat, and lungs, and it can cause a cough, headaches, lightheadedness, and nausea. Diesel exhaust is a major source of fine particulate pollution as well, and studies have linked elevated particle levels in the air to increased hospital admissions, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems.

DPM differs from other TACs in that it is not a single substance, but a complex mixture of hundreds of substances. Although DPM is emitted by diesel-fueled internal combustion engines, the composition of the emissions varies, depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emission control system is present. Unlike the other TACs, however, no ambient monitoring data are available for DPM because no routine measurement method currently exists. CCARB has made preliminary concentration estimates based on a DPM exposure method. This method uses the CARB emissions inventory's PM₁₀ database, ambient PM₁₀ monitoring data, and the results from several studies to estimate concentrations of DPM.

Health risks attributable to the top 10 TACs listed above are available from CARB as part of its California Almanac of Emissions and Air Quality. As shown therein for data collected at air monitoring stations in urban areas of the San Joaquin Valley Air Basin, cancer risks attributable to all of the listed TACs above with the exception of DPM have declined about 70 percent from the mid-1990s to 2007. Risks associated with DPM emissions are provided only for the year 2000 and have not been updated in the Almanac. Although more recent editions of the Almanac do not provide estimated risk, they do provide emission inventories for DPM for later years. The 2013 Almanac provides emission inventory trends for DPM from 2000 through 2035. The same Almanac reports that DPM emissions were reduced in the SJVAB from 16 tons per day in 2000 to 11 tons per day in 2010, a 31 percent decrease. DPM emissions in the San Joaquin Valley are projected to decrease to 6 tons per day by 2015, a 62 percent reduction from year 2000 levels. CARB predicts a reduction to three tons per day by 2035, which would be an 81 percent reduction from year 2000 levels. Continued implementation of the CARB's Diesel Risk Reduction Plan is expected to provide continued reductions in DPM well into the future.³

Benzene

Out of the toxic compounds emitted from gasoline stations, benzene, ethylbenzene, and naphthalene have cancer toxicity values. However, benzene is the TAC that drives the risk, accounting for approximately 85

²California Air Resources Board. (1998). The Toxic Air Contaminant Identification Process: Toxic Air Contaminant Emissions from Diesel-fueled Engines. Accessed May 2024, <http://www.CARB.ca.gov/toxics/dieseltac/factsht1.pdf>

³ California Air Resources Board. (2013). The California Almanac of Air Quality and Emissions—2013 Edition. Accessed May 2024, <http://www.CARB.ca.gov/aqd/almanac/almanac13/almanac13.htm>

percent of cancer risk from gasoline vapors. Furthermore, benzene constitutes more than three to four times the weight of gasoline than ethylbenzene and naphthalene, respectively.⁴

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 that were constructed prior to the 1977 ban on asbestos for use in buildings. Exposure to naturally occurring asbestos can occur during soil-disturbing activities in areas with deposits present. No natural-occurring asbestos is located near the Plan Area.

4.3.3 Existing Air Quality Conditions

The EPA developed the Air Quality Index (AQI) as an easy-to-understand measure of health impacts compared with concentrations in the air. **Table 4-2** provides a description of the health impacts of ozone at different concentrations.

Table 4-2 Air Quality Index and Health Effects from Ozone

Air Quality Index/ 8-hour Ozone Concentration	Health Effects Description
AQI 51–100—Moderate	Sensitive Groups: Children and people with asthma are the groups most at risk.
Concentration 55–70 ppb	Health Effects Statements: Unusually sensitive individuals may experience respiratory symptoms.
	Cautionary Statements: Unusually sensitive people should consider limiting prolonged outdoor exertion.
AQI 101–150—Unhealthy for Sensitive Groups	Sensitive Groups: Children and people with asthma are the groups most at risk.
Concentration 71–85 ppb	Health Effects Statements: Increasing likelihood of respiratory symptoms and breathing discomfort in active children and adults and people with respiratory disease, such as asthma.
	Cautionary Statements: Active children and adults, and people with respiratory disease, such as asthma, should limit prolonged outdoor exertion.
AQI 151–200—Unhealthy	Sensitive Groups: Children and people with asthma are the groups most at risk.
Concentration 86–105 ppb	Health Effects Statements: Greater likelihood of respiratory symptoms and breathing difficulty in active children and adults and people with respiratory disease, such as asthma; possible respiratory effects in general population.

⁴ South Coast Air Quality Management District (SCAQMD). (2015). Risk Assessment Procedures for Rules 1401, 1401.1, and 212. Accessed May 2024, http://www.aqmd.gov/docs/default-source/rule-book/Proposed-Rules/1401/appx_1401riskassessproc_071517nw.pdf

	Cautionary Statements: Active children and adults, and people with respiratory disease, such as asthma, should avoid prolonged outdoor exertion; everyone else, especially children, should limit prolonged outdoor exertion.
AQI 201–300—Very Unhealthy	Sensitive Groups: Children and people with asthma are the groups most at risk.
Concentration 106–200 ppb	Health Effects Statements: Increasingly severe symptoms and impaired breathing likely in active children and adults and people with respiratory disease, such as asthma; increasing likelihood of respiratory effects in general population.
	Cautionary Statements: Active children and adults, and people with respiratory disease, such as asthma, should avoid all outdoor exertion; everyone else, especially children, should limit outdoor exertion.

Source: Air Now. 2021. AQI Calculator: AQI to Concentration. Website: <https://www.airnow.gov/aqi/aqi-calculator-concentration/>. Accessed July 2023.

The other nonattainment pollutant of concern is PM_{2.5}. An AQI of 100 or lower is considered moderate and would be triggered by a 24-hour average concentration of 12.1 to 35.4 µg/m³. The relationship of the AQI to health effects is shown **Table 4-3**.

Table 4-3 Air Quality Index and Health Effects of Particulate Pollution

Air Quality Index/ PM _{2.5} Concentration	Health Effects Description
AQI 51–100—Moderate	Sensitive Groups: Some people who may be unusually sensitive to particle.
Concentration 12.1–35.4 µg/m ³	Health Effects Statements: Unusually sensitive people should consider reducing prolonged or heavy exertion.
	Cautionary Statements: Unusually sensitive people: Consider reducing prolonged or heavy exertion. Watch for symptoms such as coughing or shortness of breath. These are signs to take it easier.
AQI 101–150—Unhealthy for Sensitive Groups	Sensitive Groups: Sensitive groups include people with heart or lung disease, older adults, children, and teenagers.
Concentration 35.5–55.4 µg/m ²	Health Effects Statements: Increasing likelihood of respiratory symptoms in sensitive individuals, aggravation of heart or lung disease and premature mortality in persons with cardiopulmonary disease, and the elderly.
AQI 151–200—Unhealthy	Sensitive Groups: Everyone
Concentration 55.5–150.4 µg/m ³	Health Effects Statements: Increased aggravation of heart or lung disease and premature mortality in persons with cardiopulmonary disease and the elderly; increased respiratory effects in general population.
	Cautionary Statements: Sensitive groups: Avoid prolonged or heavy exertion. Consider moving activities indoors or rescheduling. Everyone else: Reduce prolonged or heavy exertion. Take more breaks during outdoor activities.
AQI 201–300—Very Unhealthy	Sensitive Groups: Everyone
Concentration 150.5–250.4 µg/m ³	Health Effects Statements: Significant aggravation of heart or lung disease and premature mortality in persons with cardiopulmonary disease and the elderly; significant increase in respiratory effects in general population.
	Cautionary Statements: Sensitive groups: Avoid all physical activity outdoors. Move activities indoors or reschedule to a time when air quality is better. Everyone else: Avoid prolonged or heavy exertion. Consider moving activities indoors or rescheduling to a time when air quality is better.

Source: Air Now. 2021. AQI Calculator: AQI to Concentration. Website: <https://www.airnow.gov/aqi/aqi-calculator-concentration/>. Accessed July 2023.

Attainment Status

The EPA and the CARB designate air basins where ambient air quality standards are exceeded as “nonattainment” areas. If standards are met, the area is designated 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 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 PM_{2.5} standard is met if the three-year average of the annual average PM_{2.5} concentration is less than or equal to the standard.

The current attainment designations for the Air Basin are shown in **Table 4-4**. The Air Basin is designated nonattainment for ozone, PM₁₀, and PM_{2.5}.

Table 4-4 San Joaquin Valley Air Basin Attainment Status

Pollutant	State Status	National Status
Ozone—1-Hour	Nonattainment/Severe	No Standard
Ozone—8-Hour	Nonattainment	Nonattainment/Extreme
Carbon monoxide	Attainment/Unclassified	Merced, Madera, and Kings Counties are unclassified; others are in Attainment
Nitrogen dioxide	Attainment	Attainment/Unclassified
Sulfur dioxide	Attainment	Attainment/Unclassified
PM ₁₀	Nonattainment	Attainment
PM _{2.5}	Nonattainment	Nonattainment
Lead	Attainment	No Designation/Classification

Source of State status: California Air Resources Board (CARB 2013).⁵

Source of National status: U.S. Environmental Protection Agency (EPA 2021).⁶

Source of additional status information (SJVAPCD 2017).⁷

4.3.4 Impacts and Mitigation Measures

This section calculates the expected emissions from construction and operation of the Project as a necessary requisite for assessing the regulatory significance of Project emissions on a regional and localized level.

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 air quality, the type, level, and impact of emissions generated by the project must be evaluated.

⁵ California Air Resources Board. (2013). Area Designation Maps/State and National. 2012 State Area Designations. Accessed May 2024, <https://ww2.CARB.ca.gov/resources/documents/maps-state-and-federal-area-designations>

⁶ U.S. Environmental Protection Agency. (2021). Green Book Nonattainment Areas for Criteria Pollutants as of September 30, 2021. Accessed May 2024, <https://www.epa.gov/green-book>

⁷ San Joaquin Valley Air Pollution Control District (SJVAPCD). 2017. Ambient Air Quality Standards & Valley Attainment Status. Accessed May 2024, <https://www.valleyair.org/aqinfo/attainment.htm>

The following air quality significance thresholds are contained in Appendix G of the current CEQA Guidelines. A significant impact would occur if the project would:

- 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 nonattainment under an applicable national or state ambient air quality standard;
- c. Expose sensitive receptors to substantial pollutant concentrations; or
- d. Result in other emissions (such as those leading to odors adversely affecting a substantial number of people).

While the final determination of whether a project is significant is within the purview of the lead agency pursuant to CEQA Guidelines Section 15064(b), the SJVAPCD recommends that its quantitative air pollution thresholds 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. The applicable SJVAPCD thresholds and methodologies are contained under each impact statement below.

The following section describes the Project's potential impacts to Air Quality. As warranted, feasible mitigation measures are identified to avoid or reduce the severity of such impacts.

4.3.4.1 AIR-1 Conflict with or obstruct implementation of the applicable air quality plan?

Impacts

Significant and Unavoidable. 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 indicates that projects that do not exceed SJVAPCD regional criteria pollutant emissions quantitative thresholds would not conflict with or obstruct the applicable air quality plan (AQP). An additional criterion regarding the project's implementation of control measures was assessed to provide further evidence of the project's consistency with current AQPs. This document proposes the following criteria for determining project consistency with the current AQPs:

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 emission reductions specified in the AQPs?
2. Will the project comply with applicable control measures in the AQPs? The primary control measures applicable to development projects include Regulation VIII—Fugitive PM₁₀ Prohibitions and Rule 9510 Indirect Source Review.

Contribution to Air Quality Violations

A measure for determining whether 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, 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. Regional air quality impacts and attainment of standards are the result of the cumulative impacts of all emission sources within the air basin. Individual projects are generally not large enough to contribute measurably to an existing violation of air quality standards. Therefore, the

cumulative impact of the Project is based on its cumulative contribution. 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 contribute to violations of the applicable standards and conflict with the attainment plans.

As discussed in Impact AIR-2 below, emissions of ROG, NO_x, CO, PM₁₀, and PM_{2.5} associated with the operations of buildout under the proposed Master Plan would exceed the SJVAPCD's regional significance thresholds. As a mixed-use Project located adjacent to developed areas of a built-up city, the proposed Master Plan would create a considerable amount of internal capture among its components to reduce VMT compared to the same level of development built with land uses geographically separated from each other. Nonetheless, the impact would remain significant and unavoidable under this criterion.

Compliance with Applicable Control Measures

The AQP contains a number of control measures, which are enforceable requirements through the adoption of rules and regulations. A description of rules and regulations that apply to this Project is provided below.

- **SJVAPCD Rule 9510—Indirect Source Review (ISR)** is a control measure in the 2006 PM₁₀ Plan that requires NO_x and PM₁₀ emission reductions from development projects in the San Joaquin Valley. The NO_x emission reductions help reduce the secondary formation of PM₁₀ in the atmosphere (primarily ammonium nitrate and ammonium sulfate) and also reduce the formation of ozone. Reductions in directly emitted PM₁₀ reduce particles such as dust, soot, and aerosols. Rule 9510 is also a control measure in the 2016 Plan for the 2008 8-Hour Ozone Standard. Developers of projects subject to Rule 9510 must reduce emissions occurring during construction and operational phases through on-site measures, or pay off-site mitigation fees. The project is required to comply with Rule 9510.
- **Regulation VIII—Fugitive PM₁₀ Prohibitions** is a control measure that is one of the main strategies from the 2006 PM₁₀ plan for reducing the PM₁₀ emissions that are part of fugitive dust. Residential projects over 10 acres and non-residential projects over 5 acres are required to file a Dust Control Plan (DCP) containing dust control practices sufficient to comply with Regulation VIII. The project, or individual developments contemplated under the proposed Master Plan, will be required to prepare a DCP to comply with Regulation VIII.

Other control measures that apply to the Project are Rule 4641—Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operation that requires reductions in VOC emissions during paving and Rule 4601—Architectural Coatings that limits the VOC content of all types of paints and coatings sold in the San Joaquin Valley. These measures apply at the point of sale of the asphalt and the coatings, so project compliance is ensured without additional mitigation measures.

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 attainment plan under this criterion.

Conclusion

The Project's emissions are significant for ROG, NO_x, CO, PM₁₀, and PM_{2.5} and would be considered inconsistent with the AQP for this criterion. The Project complies with applicable control measures of the AQP. Because the combined emissions from operations of development under the proposed Master Plan would continue to exceed at least one regional threshold after compliance with regulations and incorporation of mitigation, the impact would be **significant**.

Mitigation Measures

Implement MM AIR-2a through AIR-2d (see AIR-2)

Significance after Mitigation

The potential air quality impacts cannot be mitigated to less than significant. Therefore, the impact would be **significant and unavoidable**.

4.3.4.2 AIR-2 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?

Impacts

Significant and Unavoidable. To result in a less than significant impact, emissions of nonattainment pollutants must be below the SJVAPCD's regional significance thresholds. This is an approach recommended by the SJVAPCD in its GAMAQI.

To result in a less than significant impact, the following criteria must be met:

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 quality attainment plans including control measures and regulations. This is an approach consistent with Section 15130(b) of the CEQA Guidelines.

Criterion 1: Regional Emissions

Air pollutant emissions have both regional 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 assessed under Impact AIR-3.

The primary pollutants of concern during construction and operation of implementation of the proposed Master Plan are ROG, NO_x, PM₁₀, and PM_{2.5}. The SJVAPCD GAMAQI adopted in 2015 contains thresholds for CO, NO_x, ROG, SO_x, PM₁₀, and PM_{2.5}.

Ozone is a secondary pollutant that can be formed miles 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 Air Basin 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 Air Basin 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 the substantial contribution for both operational and construction emissions as follows:

- 100 tons per year CO
- 10 tons per year NO_x
- 10 tons per year ROG
- 27 tons per year SO_x
- 15 tons per year PM₁₀
- 15 tons per year PM_{2.5}

The Project does not contain sources that would produce substantial quantities of SO_x emissions during construction and operation. Modeling conducted for the Project shows that SO_x emissions are well below the SJVAPCD GAMAQI thresholds. The summary of the modeling results are shown in [Table 4-5](#) and [Table 4-6](#) and the raw output information is contained in [Appendix A](#). No further analysis of SO_x is required.

Construction Emissions

Construction emissions were modeled using the CalEEMod version 2022.1. The summary of the results of the modeling are presented in [Table 4-5](#) and [Table 4-6](#). For large plan areas, individual residential tracts and commercial projects are constructed gradually with the various construction activities happening throughout the buildout period. The specific timing of individual development projects contemplated under the proposed Master Plan is unknown and are dependent on market demand and other factors; therefore, the annual average construction emissions were calculated for comparison to the annual threshold of significance (see [Table 4-5](#)). In addition, the highest annual emissions are presented and compared to the applicable thresholds in [Table 4-6](#).

The emissions reflect compliance with SJVAPCD regulations that apply to construction activities. As shown in [Table 4-5](#), the annual average emissions are below the SJVAPCD significance thresholds. The highest annual emissions exceed the applicable threshold for regional emissions of NO_x (see [Table 4-6](#)).

Table 4-5 Construction Air Pollutant Emissions Summary – Annual Average (Unmitigated)

Construction Year	Emissions (tons per construction period)				
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}
Total Annual Emissions (2024)	1.46	12.09	13.13	3.24	1.48
Total Annual Emissions (2025)	2.70	13.58	23.38	3.88	1.22
Total Annual Emissions (2026)	2.14	9.52	19.40	3.26	0.93
Total Annual Emissions (2027)	1.78	7.43	16.63	2.84	0.75
Total Annual Emissions (2028)	1.70	7.02	15.81	2.83	0.74
Total Annual Emissions (2029)	1.59	6.68	14.96	2.82	0.73
Total Annual Emissions (2030)	1.51	6.45	14.29	2.81	0.72
Total Annual Emissions (2031)	1.37	6.17	13.56	2.80	0.71
Total Annual Emissions (2032)	1.31	5.95	12.99	2.80	0.69
Total Annual Emissions (2033)	7.86	4.69	10.44	2.62	0.61
Total Annual Emissions (2034)	2.36	2.77	5.39	1.55	0.37
Total Annual Emissions (2035)	0.51	2.62	4.98	1.44	0.35
Total Annual Emissions (2036)	6.98	2.66	5.25	1.69	0.39
Total Annual Emissions (2037)	1.78	0.28	0.59	0.21	0.05
Grand Total for All Construction Activities	35.05	87.91	170.8	34.79	9.74
Annual Average Emissions (Tons/Year)					
Average Annual Construction Emissions*	2.66	6.66	12.94	2.64	0.74
Significance threshold (tons/year)	10	10	100	15	15

Exceed threshold—significant impact?	No	No	No	No	No
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Notes:

PM₁₀ and PM_{2.5} emissions are from the mitigated output to reflect compliance with Regulation VIII—Fugitive PM₁₀ Prohibitions.

** Calculated using 13.2 years, consistent with the assumptions used to estimate emissions (see Appendix A of Appendix A).*

Source: CalEEMod output (Appendix A or Appendix A).

Table 4-6 Construction Air Pollutant Emissions Summary – Maximum Annual Emissions by Development Year (Unmitigated)

Construction Year	Maximum Annual Emissions (tons per year)				
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}
Total Annual Emissions (2024)	1.46	12.09	13.13	3.24	1.48
Total Annual Emissions (2025)	2.70	13.58	23.38	3.88	1.22
Total Annual Emissions (2026)	2.14	9.52	19.40	3.26	0.93
Total Annual Emissions (2027)	1.78	7.43	16.63	2.84	0.75
Total Annual Emissions (2028)	1.70	7.02	15.81	2.83	0.74
Total Annual Emissions (2029)	1.59	6.68	14.96	2.82	0.73
Total Annual Emissions (2030)	1.51	6.45	14.29	2.81	0.72
Total Annual Emissions (2031)	1.37	6.17	13.56	2.80	0.71
Total Annual Emissions (2032)	1.31	5.95	12.99	2.80	0.69
Total Annual Emissions (2033)	7.86	4.69	10.44	2.62	0.61
Total Annual Emissions (2034)	2.36	2.77	5.39	1.55	0.37
Total Annual Emissions (2035)	0.51	2.62	4.98	1.44	0.35
Total Annual Emissions (2036)	6.98	2.66	5.25	1.69	0.39
Total Annual Emissions (2037)	1.78	0.28	0.59	0.21	0.05
Maximum Annual Emissions	7.86	13.58	23.38	3.88	1.48
Significance threshold (tons/year)	10	10	100	15	15
Exceed threshold—significant impact?	No	Yes	No	No	No

Notes:

PM₁₀ and PM_{2.5} emissions reflect compliance with Regulation VIII—Fugitive PM₁₀ Prohibitions.

Calculations use unrounded numbers; therefore, totals may not appear to sum exactly due to rounding.

Source: CalEEMod output (Appendix A of Appendix A).

As shown in **Table 4-5**, annual average emissions are below the applicable SJVAPCD significance thresholds; however, construction of the Project exceeds the regional threshold for NO_x under the unmitigated scenario presented in **Table 4-6**. Therefore, the regional construction emissions have potentially significant impact on a Project basis and mitigation is required.

MM AIR-2a requires the Project applicant, Project sponsor, or construction contractor for individual development projects under the Master Plan to provide documentation to the City of Porterville that the construction fleet meet the following requirement: all off-road diesel-powered construction equipment greater than 75 horsepower meet EPA or CARB Tier 4 Final off-road emissions standards.

Impacts would be less than significant on a Project-level basis after incorporation of MM AIR-2a. Therefore, regional construction emissions would have a less-than-significant impact on a Project basis with the incorporation of mitigation.

Operational Emissions

Operational emissions occur over the lifetime of the Project and are from four main sources: area sources, energy consumption, motor vehicles (or mobile sources) and permitted sources. Area and mobile sources are non-permitted sources, while gasoline fueling activities are permitted sources. The SJVAPCD considers construction and operational emissions separately when making significance determinations. Furthermore, the SJVAPCD considers permitted and non-permitted emission sources separately when making significance determinations related to criteria pollutants. Emissions resulting from non-permitted and permitted sources during Project operations are discussed separately below. Area and mobile sources are non-permitted sources meaning they don't require permits to operate from the SJVAPCD, while gasoline fueling activities are permitted sources meaning they require valid SJVAPCD permits to operate. Examples of area sources include residential water heating and use of paints, varnishes, and consumer products. Mobile sources consist of motor vehicles and other portable sources like boats, trains, and aircraft.

Non-permitted Sources

The emissions modeling results for non-permitted sources from Project operation are summarized in **Table 4-7**.

Table 4-7 Operational Air Pollutant Emissions (Non-permitted Sources)

Phase and Year	Emissions (tons per year)				
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}
SoTu Master Plan Residential and Public Land Uses					
Area	12.69	0.79	10.86	0.06	0.06
Energy	0.13	2.22	0.98	0.18	0.18
Mobile	10.68	11.78	94.08	18.57	4.81
Residential and Public Uses Total	23.50	14.79	105.92	18.81	5.05
SoTu Master Plan Commercial and Industrial Land Uses					
Area	15.37	0.10	12.46	0.02	0.02
Energy	0.26	4.70	3.95	0.36	0.36
Mobile	42.51	62.58	255.49	49.77	13.46
Commercial and Industrial Uses Total	58.14	67.38	271.9	50.15	13.84
Combined (Full Buildout of the Proposed Master Plan in the Earliest Operational Year)					
Area	28.06	0.89	23.32	0.08	0.08
Energy	0.39	6.92	4.93	0.54	0.54
Mobile	53.19	74.36	349.57	68.34	18.27
Total Proposed Master Plan Emissions (Non-Permitted Sources)	81.64	82.17	377.82	68.96	18.89
Significance threshold	10	10	100	15	15
Exceed threshold—significant impact?	Yes	Yes	Yes	Yes	No

Notes:

ROG = reactive organic gases NO_x = nitrogen oxides PM₁₀ and PM_{2.5} = particulate matter

Area source emissions include emissions from natural gas, landscape, and painting.

Source: CalEEMod output (Appendix A or Appendix A).

As shown in **Table 4-7**, the operational emissions for full buildout of the proposed Master Plan in the earliest operational year exceed the SJVAPCD thresholds for ROG, NO_x, CO, PM₁₀, and PM_{2.5}. Therefore, Project operational emissions would result in a potentially significant impact prior to the incorporation of

mitigation. MM AIR-2b through MM AIR-2d are recommended to reduce operational emissions from all development under the proposed Master Plan. Projects subject to project-level review would be required to assess residual impacts after incorporation of all applicable measures; however, it is not anticipated that all future development would be subject to discretionary review. These measures would help reduce operational emissions; however, at the time of this analysis, the precise emission reductions associated with these measures cannot be accurately determined because of a lack of sufficient information about how the proposed Master Plan would operate and to what extent the measures would affect those activities. Therefore, the Project may continue to exceed the applicable thresholds of significance even after incorporation of mitigation. This represents a significant and unavoidable impact.

Permitted Sources

The SJVAPCD GAMAQI recommends assessing the emissions from permitted sources of emissions separate from non-permitted sources. The SJVAPCD's permitting process ensures that emissions of criteria pollutants from permitted equipment and activities at stationary sources are reduced or mitigated to below the SJVAPCD's thresholds of significance. SJVAPCD implementation of New Source Review (NSR) ensures that there is no net increase in emissions above specified thresholds from new and modified Stationary Sources subject to the rule for all nonattainment pollutants and their precursors. Permitted sources emitting more than the NSR Offset Thresholds for any criteria pollutant must, in general, offset all emission increases in excess of the thresholds.

It is anticipated that individual development projects that would be allowed under the proposed Master Plan could include stationary sources to support Project operations that would require SJVAPCD permits; however, any details regarding potential permitted sources are currently unknown. The SJVAPCD will prepare an engineering evaluation of all permitted equipment to determine the controls required to achieve best available control technology (BACT) requirements. The permitted emissions are dependent on the control technology selected and any process limits included in the permit conditions.

Permitted sources will be required to comply with SJVAPCD BACT requirements. Compliance with regulations would ensure that the Project's stationary sources would not exceed SJVAPCD thresholds of significance; therefore, the Project's estimated permitted emissions would be less than significant.

Criterion 2: Plan Approach

CEQA Guidelines Section 15130(b) 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 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 SJVAPCD attainment plans are based on a summary of projections that accounts for projected growth throughout the Air Basin, and the controls needed to achieve ambient air quality

standards. This analysis considers the current CEQA Guidelines. The Air Basin is in nonattainment or maintenance status for ozone and particulate matter (PM₁₀ and PM_{2.5}), which means that concentrations of those pollutants currently exceed the ambient air quality standards for those pollutants, or that the standards have recently been attained in the case of pollutants with maintenance status. When concentrations of ozone, PM₁₀, or PM_{2.5} exceed the ambient air quality standard, then those sensitive to air pollution (such as children, the elderly, and the infirm) could experience health effects such as: decrease of pulmonary function and localized lung edema in humans and animals; increased mortality risk; and risk to public health, implied by altered connective tissue metabolism, altered pulmonary morphology in animals after long-term exposures, and pulmonary function decrements in chronically exposed humans.

Under the CEQA Guidelines, 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 Air Basin because that is the area in which the air pollutants generated by the sources within the Air Basin 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 authority over land use decisions, it is recognized that changes in land use and circulation planning would help the Air Basin achieve clean air mandates. The SJVAPCD evaluated emissions from land uses and transportation in the entire Air Basin when it developed its attainment plans. Emission inventories used to predict attainment of NAAQS must be based on the latest planning assumptions for mobile sources. The plan area is located directly southwest of the city limits of the City of Porterville in the jurisdiction of the County of Tulare, California. The site is generally bound to the north by the Tule River, to the south by State Route 190, to the east by State Route 65, and to the west by Westwood Street, consisting of 19 parcels that total approximately 447.30 gross acres. The City of Porterville General Plan designates land within the proposed Master Plan Area as Low Density Residential, Parks, Public Institutional, and Retail Center. The City of Porterville proposes a General Plan Amendment to change the land use designation to various land uses, as shown in the Master Plan Land Use Map.

In accordance with CEQA Guidelines Section 15064(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.

The history and development of the SJVAPCD's current Ozone Attainment Plan is described in Section 2.4, Air Quality Plans. The 2007 8-Hour Ozone Plan contains measures to achieve reductions in emissions of ozone precursors and sets plans towards attainment of ambient ozone standards by 2023. The 2012 PM_{2.5} Plan and the 2015 PM_{2.5} Plan for the 1997 PM_{2.5} Standard require fewer NOX reductions to attain the PM_{2.5} standard than the Ozone Plan, so the Ozone Plan is considered the applicable plan for reductions of the ozone precursors NOX and ROG. The 2012 PM_{2.5} Plan requires reductions in directly emitted PM_{2.5} from combustion sources, such as diesel engines and fireplaces, and from fugitive dust to attain the ambient standard and is the applicable plan for PM_{2.5} emissions. PM_{2.5} is also formed in secondary reactions in the atmosphere involving NOX and ammonia to form nitrate particles. Reductions in NOX required for ozone attainment are also sufficient for PM_{2.5} attainment. As discussed in Impact AIR-1, the proposed Master Plan is consistent with all applicable control measures in the air quality attainment plans. The proposed Master

Plan would comply with any District rules and regulations that may pertain to implementation of the AQPs. Therefore, impacts would be less than significant regarding compliance with applicable rules and regulations.

In conclusion, the growth resulting from the Project is generally accounted for in the General Plan and the applicable AQP, and the Project will comply with applicable rules and regulations implementing the AQP; however, the Project exceeds SJVAPCD thresholds for ROG, NO_x, CO, PM₁₀ and PM_{2.5} and has the potential to continue to exceed thresholds after implementation of applicable mitigation measures; therefore, the Project is considered significant for this criterion.

Conclusion

The proposed Master Plan would incorporate design features and required mitigation measures that reduce air quality impacts. In addition, regulations adopted by the SJVAPCD and the State of California provide emission reductions that would align with requirements of the mitigation measures included in the EIR and relevant General Plan policies. For example, Rule 9510 ISR, adopted in 2006, requires projects subject to the Rule to reduce operational NO_x emissions by 33 percent and PM₁₀ emissions by 50 percent through the implementation of design features or payment of off-site mitigation fees. Rule 4901 regulates the installation of wood burning devices in project residences. Rule 9401 Employee Trip Reduction requires large employers to prepare plans to reduce employee trips with measures listed in the mitigation measure, among others. Title 24 Building Energy Efficiency Standards are updated every three years and require increasingly stringent energy efficiency measures over time. Solar panels continue to be required under 2022 Title 24 standards that became effective on January 1, 2023. Individual development projects will be subject to the most recent Title 24 in effect that building permits are issued, which will ensure that building energy consumption would not be wasteful or inefficient. Buildout of the proposed Master Plan would provide future residents, visitors, and employees connectivity within the Plan Area and to adjoining land uses through pedestrian and bicycle connections. The proximity of the proposed new development to existing buildout in the City of Porterville, coupled with the design features of the proposed Master Plan, would increase would improve mobility and connectivity within the Plan Area. Overall, the proposed Master Plan would create a considerable amount of internal capture between its components to reduce VMT compared to the same level of development built with land uses geographically separated from each other.

The Project's operational emissions exceed SJVAPCD regional criteria pollutant thresholds for ROG, NO_x, CO, PM₁₀, and PM_{2.5}; therefore, this is considered a **significant** impact.

Mitigation Measures

MM AIR-2a *The following measure shall be applied to all development under the proposed Master Plan to reduce emissions from construction.*

Prior to the issuance of a grading permit for the proposed project, the project applicant, project sponsor, or construction contractor shall provide reasonably detailed compliance with the following requirements to the City of Porterville Planning Department:

Where portable diesel engines are used during construction, all off-road equipment with engines greater than 75 horsepower shall have engines that meet either EPA or CARB Tier 4 Final off-road emission standards

except as otherwise specified herein. If engines that comply with Tier 4 Final off-road emission standards are not commercially available, then the construction contractor shall use the next cleanest piece of off-road equipment (e.g., Tier 4 Interim) that is commercially available. For purposes of this mitigation measure, “commercially available” shall mean the equipment at issue is available taking into consideration factors such as (i) critical-path timing of construction; and (ii) geographic proximity to the project site of equipment. If the relevant equipment is determined by the project applicant to not be commercially available, the contractor can confirm this conclusion by providing letters from at least two rental companies for each piece of off-road equipment that is at issue.

MM AIR-2b *Prior to issuance of building permits for non-single-family residential and mixed-use residential development projects in the proposed Master Plan planning area, the project applicant shall indicate on the building plans that the following features have been incorporated into the design of the building(s). Proper installation of these features shall be verified by the City of Porterville prior to the issuance of a Certificate of Occupancy.*

Electric vehicle charging shall be provided as specified in Section A4.106.8.2 (Residential Voluntary Measures) of the California Green Building Standards Code (CALGreen).

Bicycle parking shall be provided as specified in Section A4.106.9 (Residential Voluntary Measures) of the CALGreen Code.

MM AIR-2c *Prior to the issuance of building permits for nonresidential development projects in the planning area, project applicants shall indicate on the building plans that the following features have been incorporated into the design of the building(s). Proper installation of these features shall be verified by the City of Porterville prior to the issuance of a Certificate of Occupancy.*

For buildings with more than 10 tenant-occupants, changing/shower facilities shall be provided as specified in Section A5.106.4.3 (Nonresidential Voluntary Measures) of the California Green Building Standards Code (CALGreen).

Preferential parking for low-emitting, fuel-efficient, and carpool/van vehicles shall be provided as specified in Section A5.106.5.1 (Nonresidential Voluntary Measures) of the CALGreen Code.

Facilities shall be installed to support future electric vehicle charging at each nonresidential building with 30 or more parking spaces. Installation shall be consistent with Section A5.106.5.3 (Nonresidential Voluntary Measures) of the CALGreen Code.

MM AIR-2d *The following measure shall be applied to all development under the proposed Master Plan during construction to facilitate the use of electric landscaping equipment during Project operations:*

Provide electrical outlets on the outside of buildings or in other accessible areas to facilitate the use of electrically powered landscape equipment.

Significance after Mitigation

The potential air quality impacts cannot be mitigated to less than significant. Therefore, the impact would be **significant and unavoidable**.

4.3.4.3 AIR-3 Expose Sensitive Receptors to substantial pollutant concentrations?

Impacts

Significant and Unavoidable.

Sensitive Receptors

Those who are sensitive to air pollution include children, the elderly, and persons with pre-existing respiratory or cardiovascular illness. 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 closest off-site sensitive receptors include existing residences located within approximately 220 feet from the plan area boundary to the north, east, south, and west.

Depending on the order of buildout of the development contemplated under the proposed Master Plan, the nearest sensitive receptors are expected to change as newly developed uses included in plan area would begin to be occupied prior to full buildout.

The CARB Air Quality and Land Use Handbook contains recommendations that will “help keep California’s children and other vulnerable populations out of harm’s way with respect to nearby sources of air pollution” (CARB 2005), including recommendations for distances between sensitive receptors and certain land uses. In the *California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal.4th 369 (2015) (Case No. S213478) the California Supreme Court held that “agencies subject to CEQA generally are not required to analyze the impact of existing environmental conditions on a project’s future users or residents. But when a proposed Project risks exacerbating those environmental hazards or conditions that already exist, an agency must analyze the potential impact of such hazards on future residents or users. In those specific instances, it is the Project’s impact on the environment—and not the environment’s impact on the Project—that compels an evaluation of how future residents or users could be affected by exacerbated conditions.” Although the Court ruled that impacts from the existing environment on Projects are not required to be addressed under CEQA, land uses such as gasoline stations, dry cleaners, distribution centers, and auto body shops can expose residents to high levels of TAC emissions if they are close to sensitive receptors.

Localized Air Pollutant Emissions and Toxic Air Contaminants

Construction activities are expected to occur over several years as the Master Plan area and individual developments are gradually built out. For each area, most emissions are expected to occur during the initial site preparation and grading activities and to a lesser extent during ground-up construction. Emissions occurring at or near the plan area 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.

The SJVAPCDs GAMAQI includes screening thresholds for identifying Projects that need detailed analysis for localized impacts. Projects with on-site emission increases from construction activities or operational activities that exceed the 100 pounds per day screening level of any criteria pollutant after compliance with Rule 9510 and implementation of all enforceable mitigation measures would require preparation of an

Ambient Air Quality Analysis. The criteria pollutants of concern for localized impact in the Air Basin are PM₁₀, PM_{2.5}, NO_x, and CO.

Localized emissions from full build out of the proposed Master Plan are provided in Appendix A of **Appendix A**. The combined localized emissions from buildout of the proposed Master Plan are well over the applicable SJVAPCD-recommended 100-pounds-per-day screening thresholds for several pollutants; however, it is not appropriate to combine all emissions to compare against the screening thresholds as the plan area totals 447.30 gross acres. Localized analyses are only informative when they are conducted at a Project level; therefore, a meaningful quantification of localized impacts is not applicable for this program-level environmental analysis. Therefore, MM AIR-3a is required for implementing developing Projects.

Toxic Air Contaminants and Health Risk Impacts

During construction and operation, the development contemplated under the proposed plan would result in emissions of several Toxic Air Contaminants (TACs) that could potentially impact existing and future sensitive receptors. For instance, Project construction would involve the use of diesel-fueled vehicles and equipment that emit DPM, which is considered a TAC. The SJVAPCD's latest threshold of significance for TAC emissions is an increase in cancer risk for the maximally exposed individual of 20 in a million (formerly 10 in a million).

Construction and operational health risk assessments are only informative when they are conducted at a Project level; therefore, a meaningful quantification of health risk is not applicable for this program-level environmental analysis. Therefore, MM AIR-3b and MM AIR-3c would be required to ensure that individual development accommodated under the proposed Master Plan would minimize adverse impacts and limit the construction and operational health risks to nearby sensitive receptors under thresholds determined by SJVAPCD. In addition, implementation of MM AIR-2a (see Impact AIR-2) would limit health risk impacts from Project construction.

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. During the period between 2000 and 2018, a total of 65,438 coccidioidomycosis cases were reported in California; median statewide annual incidence was 7.9 per 100,000 population and varied by region from 1.1 in Northern and Eastern California to 90.6 in the Southern San Joaquin Valley, with the largest increase (15-fold) occurring in the Northern San Joaquin Valley. Incidence has been consistently high in six counties in the Southern San Joaquin Valley (Fresno, Kern, Kings, Madera, Tulare, and Merced counties) and Central Coast (San Luis Obispo County)

regions.⁸ California experienced 6,490 new cases of Valley fever in 2020. A total of 195 Valley fever cases were reported in Tulare County in 2020.⁹

The distribution of *C. immitis* within endemic areas is not uniform and growth sites are commonly small (a few tens of meters) and widely scattered. Known sites appear to have some ecological factors in common suggesting that certain physical, chemical, and biological conditions are more favorable for *C. immitis* growth. Avoidance, when possible, of sites favorable for the occurrence of *C. immitis* is a prudent risk management strategy. Listed below are ecologic factors and sites favorable for the occurrence of *C. immitis*:

1. Rodent burrows (often a favorable site for *C. immitis*, perhaps because temperatures are more moderate and humidity higher than on the ground surface)
2. Old (prehistoric) Indian campsites near fire pits
3. Areas with sparse vegetation and alkaline soils
4. Areas with high salinity soils
5. Areas adjacent to arroyos (where residual moisture may be available)
6. Packrat middens
7. Upper 30 centimeters of the soil horizon, especially in virgin undisturbed soils
8. Sandy, well-aerated soil with relatively high water-holding capacities

Sites within endemic areas less favorable for the occurrence of *C. immitis* include:

1. Cultivated fields
2. Heavily vegetated areas (e.g. grassy lawns)
3. Higher elevations (above 7,000 feet)
4. Areas where commercial fertilizers (e.g. ammonium sulfate) have been applied
5. Areas that are continually wet
6. Paved (asphalt or concrete) or oiled areas
7. Soils containing abundant microorganisms
8. Heavily urbanized areas where there is little undisturbed virgin soil (USGS 2000).

The proposed plan includes urbanization of a site that was formerly used for agricultural purposes.

Construction activities would generate fugitive dust that could contain *C. immitis* spores. Development contemplated under the proposed plan will minimize the generation of fugitive dust during construction activities by complying with the District's Regulation VIII. Therefore, this regulation, combined with the relatively low probability of the presence of *C. immitis* spores, would reduce Valley fever impacts to less than significant.

⁸ Centers for Disease Control and Prevention (CDC). (2020). Regional Analysis of Coccidioidomycosis Incidence—California, 2000–2018. Accessed May 2024, https://www.cdc.gov/mmwr/volumes/69/wr/mm6948a4.htm?s_cid=mm6948a4_e

⁹ California Department of Public Health (CDPH). (2021). Coccidioidomycosis in California Provisional Monthly Report January 2021. Accessed May 2024, <https://www.cdph.ca.gov/Programs/CID/DCDC/CDPH%20Document%20Library/CocciinCAProvisionalMonthlyReport.pdf>

During operations, dust emissions are anticipated to be negligible, because most of the developed plan area would be occupied by buildings, pavement, and landscaped areas. This condition would preclude the possibility of individual Projects providing habitat suitable for *C. immitis* spores and for generating fugitive dust that may contribute to Valley fever exposure. Impacts would be 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),¹⁰ there are no such areas in the plan area. Ultramafic rock that contains asbestos is located at various locations in the foothills of Tulare County, but are not near the Plan Area. Therefore, development of the proposed Master Plan is not anticipated to expose receptors to naturally occurring asbestos. Impacts would be less than significant.

Conclusion

The plan area is not in an area with suitable habitat for Valley fever spores and is not in an area known to have naturally occurring asbestos. Individual development Projects under the proposed Master Plan would be required to implement MM AIR-3a to ensure localized impacts would not result in significant adverse impacts for any criteria pollutant. Similarly, individual development Projects under the proposed Master Plan would be required to implement MM AIR-3b and MM AIR-3c to minimize health risk impacts. However, because impacts may remain significant after individual development Projects identify all feasible and enforceable mitigation measures required to reduce impacts, the impact from the proposed Master Plan remains significant and unavoidable.

Mitigation Measures

MM AIR-3a *Prior to future discretionary approval for proposed implementing development projects, the City of Porterville shall evaluate potential impacts from localized emissions of criteria pollutants. The project applicant, project sponsor, or construction contractor shall submit an analysis demonstrating that the project would not result in a localized impact from criteria pollutants that follows SJVAPCD guidance. Options for relevant analyses to fulfill this mitigation measure are provided below:*

Provide a localized screening analysis demonstrating the Project would not exceed 100 pounds per day of any criteria pollutant.

Provide an Ambient Air Quality Analysis (AAQA) for the proposed Project. An AAQA uses air dispersion modeling to determine if emission increases from a Project will cause or contribute to a violation of State or National Ambient Air Quality Standards. The SJVAPCD recommends an AAQA be performed for the Project if emissions exceed 100 pounds per day of any pollutant.

Supporting documentation approved by the SJVAPCD demonstrating that the proposed Project would not have the potential to result in a significant impact from localized criteria pollutant emissions.

¹⁰ U.S. Geological Survey. (2011). Van Gosen, B.S., and Clinkenbeard, J.P. California Geological Survey Map Sheet 59. Reported Historic Asbestos Mines, Historic Asbestos Prospects, and Other Natural Occurrences of Asbestos in California. Open-File Report 2011-1188 Accessed May 2024, <http://pubs.usgs.gov/of/2011/1188/>

MM AIR-3b *Prior to future discretionary approval for commercial or commercial mixed-use projects, the City of Porterville shall evaluate potential health risk impacts from new development proposals for any individual development projects within 1,000 feet of an existing or planned sensitive land use (e.g., residential, schools, day cares, hospitals, or nursing homes), as measured from the property line of the Project to the property line of the nearest sensitive use. Such Projects shall submit the following to the City of Porterville Planning Department:*

A Health Risk Prioritization Screening Analysis or a Health Risk Assessment for the Project's potential to expose sensitive receptors to elevated levels of Toxic Air Contaminants during Project construction and operations prepared in accordance with SJVAPCD guidance. If the Health Risk Assessment shows that the incremental health risks exceed their respective thresholds, as established by the SJVAPCD at the time a Project is considered, the Project applicant shall be required to identify and incorporate commercially feasible mitigation including appropriate enforcement mechanisms to reduce risks to an acceptable level. The City of Porterville shall submit each Health Risk Screening Analysis or Health Risk Assessment to the SJVAPCD for review. Development Projects that exceed the applicable thresholds established by the SJVAPCD shall implement mitigation sufficient to reduce potential impacts to the extent feasible.

MM AIR-3c *To identify potential implementing development Project-specific impacts resulting from the use of diesel trucks, proposed implementing development Projects that include an excess of 10 dock doors for a single building, a minimum of 100 truck trips per day, 40 truck trips with Transport Refrigeration Units (TRUs) per day, or TRU operations exceeding 300 hours per week, and that are within 1,000 feet from existing or planned sensitive land uses; shall have a facility-specific Health Risk Assessment performed to assess the diesel particulate matter impacts from mobile source traffic generated by that implementing development Project. If applicable, the results of the Health Risk Assessment shall be included in the CEQA documentation for each implementing development Project. Development Projects that exceed the applicable thresholds established by the SJVAPCD shall implement mitigation sufficient to reduce potential impacts to the extent feasible.*

Significance after Mitigation

The potential air quality impacts cannot be mitigated to less than significant. Therefore, the impact would be **significant and unavoidable**.

4.3.4.4 AIR-4 Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Impacts

Less Than Significant

Thresholds of Significance

Odor impacts on residential areas and other sensitive receptors, such as hospitals, day-care centers, schools, etc. warrant the closest scrutiny, but consideration should also be given to other land uses where people may congregate, such as recreational facilities, worksites, and commercial areas.

Two situations create a potential for odor impact. The first occurs when a new odor source is located near an existing sensitive receptor. The second occurs when a new sensitive receptor locates near an existing

source of odor. According to the *CBIA v. BAAQMD* ruling, impacts of existing sources of odors on the Project are not subject to CEQA review. The SJVAPCD has determined the common land use types that are known to produce odors in the Air Basin. These types are shown in **Table 4-8**.

Table 4-8: Screening Levels for Potential Odor Sources

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

Source: SJVAPCD 2015.¹¹

According to the SJVAPCD GAMAQI, analysis of potential odor impacts should be conducted for the following two situations:

- **Generators:** projects that would potentially generate odorous emissions proposed to locate near existing sensitive receptors or other land uses where people may congregate, and
- **Receivers:** residential or other sensitive receptor projects or other projects built for the intent of attracting people located near existing odor sources.

Project Analysis

Project as a Generator

Land uses that are typically identified as sources of objectionable odors include landfills, transfer stations, sewage treatment plants, wastewater pump stations, composting facilities, feed lots, coffee roasters, asphalt batch plants, and rendering plants. The proposed Master Plan is not anticipated to facilitate any development projects that engage in any of these activities. Therefore, the proposed Master Plan would not be considered a generator of objectionable odors during operations.

During construction, the various diesel-powered vehicles and equipment in use on-site would create localized odors. These odors would be temporary and would not likely be noticeable for extended periods of time beyond the immediate area where construction would be occurring. Therefore, potential for odor impacts from construction of development of the proposed Master Plan would be less than significant.

¹¹ San Joaquin Valley Air Pollution Control District (SJVAPCD). (2015). Guidance for Assessing and Mitigating Air Quality Impacts. Revised March 19, 2015. Accessed May 2024, http://www.valleyair.org/transportation/GAMAQI_3-19-15.pdf

Project as a Receiver

The buildout of the proposed Master Plan would include the development of sensitive receptor land uses, including schools, parks, and residential uses. With the *CBIA v. BAAQMD* ruling, analysis of odor impacts on receivers is not required for CEQA compliance unless the Project would exacerbate an existing impact. As noted above, the proposed Master Plan would not result in odors that would adversely affect a substantial number of people. Therefore, no further analysis of the proposed Master Plan's as a receiver is required.

Mitigation Measures

No mitigation measures are required.

5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15130 requires EIRs to discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable, where cumulatively considerable means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. A cumulative impact is defined by CEQA Guidelines Section 15355 as an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts.

5.1 Cumulative Impact Approach

CEQA Guidelines Section 15130 identifies two methods for establishing the cumulative environment:

- A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency; or
- A summary of projections contained in an adopted local, regional, or statewide plan or related planning document, that describes or evaluates conditions contributing to the cumulative effect.

The cumulative impact analysis in this Draft EIR uses the latter approach to identify the cumulative setting and considers the development anticipated to occur in accordance with the Porterville General Plan.

5.2 Cumulative Setting

5.2.1 Geographic Scope of Affected Area

The geographic area that could be affected by the Master Plan as it relates to air quality is the San Joaquin Valley Air Basin (See [Chapter 4. Settings, Impacts, and Mitigation Measures](#)).

5.2.2 Regional Planning Environment

The 2030 Porterville General Plan provides the framework to guide future land use development in the City of Porterville. It addresses state mandated topics, or elements, that have legal standing and provides the foundation and vision for how a community will grow. The elements in the 2030 Porterville General Plan include Land Use, Housing, Economic Development, Circulation, Parks/Schools/Community Facilities, Open Space and Conservation, Public Health & Safety, Public Utilities, and Noise. The General Plan is relied upon for the cumulative impact analysis. Of note, the City is currently preparing its 6th Cycle Housing Element Update and is reviewing its new Environmental Justice Element and revised Safety Element.

5.3 Cumulative Impact Analysis

The following section contains a discussion of the cumulative impacts anticipated from implementation of the Master Plan, together with related projects and planned development in Porterville for air quality as evaluated in this Draft EIR. Per CEQA Guidelines Section 15130(b), the discussion of cumulative impacts reflects the severity of the impacts and their likelihood of occurrence but the discussion does not provide as great detail as is provided for the effects attributable to the Project alone. The discussion is guided by standards of practicality and reasonableness and focuses on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impact.

For the purposes of this Draft EIR, the Master Plan would result in significant cumulative impacts if:

- The cumulative impacts of related projects (past, current, and probable future projects) are not significant and the incremental impact of implementing the Master Plan is substantial enough, which added to the cumulative impacts of related projects, to result in a new cumulatively significant impact; or
- The cumulative impacts of related projects (past, current, and probable future projects) are already significant and implementation of the Master Plan makes a considerable contribution to the impact. The standards used to determine a considerable contribution are that either the impact must be substantial or must exceed an established threshold of significance.

The cumulative impact analysis assumes that all mitigation measures identified in **Chapter 4. Settings, Impacts, and Mitigation Measures** are adopted. The analysis analyzes whether, after adoption of mitigation, the residual impacts of the Master Plan would cause a cumulatively significant impact or would contribute considerably to existing/anticipated (without the Master Plan) cumulatively significant impacts.

5.3.1 Air Quality

The geographic scope of the cumulative impact analysis for air quality is the San Joaquin Valley Air Basin (SJVAB). All projects within the SJVAB are required to comply with the rules and regulations of the San Joaquin Valley Air Pollution Control District (SJVAPCD).

5.3.1.1 Construction Emissions

The SJVAB is designated as a nonattainment area for ozone, PM₁₀, and PM_{2.5}, meaning the SJVAB has not met the federal and state standards for these air pollutants. Construction activities in the SJVAB would add ozone and particulate matter emissions that may conflict with attainment efforts. Cumulative development in the SJVAB would contribute to regional emissions which would result in a significant adverse cumulative impact. As described and analyzed in **Chapter 4. Settings, Impacts, and Mitigation Measures**, the regional construction emissions have potentially significant impact on a project basis and mitigation is required. Impacts would be less than significant on a project-level basis after incorporation of MM AIR-2a. Therefore, regional construction emissions would have a less-than-significant impact on a project basis with the incorporation of mitigation. However, because of the scale and extent of construction activities that would occur, as well as the uncertainty of specific construction activities and timing, construction activities could overlap, resulting in emissions that would interfere with the attainment status for these pollutants. Therefore, the Master Plan's contribution to cumulative construction emission impacts would be **cumulatively considerable**. Because no additional mitigation is available beyond what is identified in this EIR, the cumulative impact would be **significant and unavoidable**.

5.3.1.2 Long-Term Operational Emissions

As discussed in **Chapter 4. Settings, Impacts, and Mitigation Measures**, emissions of ROG, NO_x, CO, PM₁₀, and PM_{2.5} associated with the operations of buildout under the proposed Master Plan would exceed the SJVAPCD's regional significance thresholds. Nonetheless, the impact would remain significant and unavoidable under this criterion. Therefore, the Master Plan's contribution to cumulative construction emission impacts would be **cumulatively considerable**. Because no additional mitigation is available beyond what is identified in this EIR, the cumulative impact would be **significant and unavoidable**.

5.3.1.3 Toxic Air Contaminants

As discussed in [Chapter 4. Settings, Impacts, and Mitigation Measures](#), the Plan Area is not in an area with suitable habitat for Valley fever spores and is not in an area known to have naturally occurring asbestos. Individual development projects under the proposed Master Plan would be required to implement MM AIR-3a to ensure localized impacts would not result in significant adverse impacts for any criteria pollutant. Similarly, individual development projects under the proposed Master Plan would be required to implement MM AIR-3b and MM AIR-3c to minimize health risk impacts. However, because impacts may remain significant after individual development projects identify all feasible and enforceable mitigation measures required to reduce impacts, the impact from the proposed Master Plan remains significant and unavoidable. Therefore, the Master Plan's contribution to cumulative TACs impacts would be **cumulatively considerable**. Because no additional mitigation is available beyond what is identified in this EIR, the cumulative impact would be **significant and unavoidable**.

5.3.1.4 Odors

Land uses that are typically identified as sources of objectionable odors include landfills, transfer stations, sewage treatment plants, wastewater pump stations, composting facilities, feed lots, coffee roasters, asphalt batch plants, and rendering plants. The proposed Master Plan is not anticipated to facilitate any development projects that engage in any of these activities. Therefore, the proposed Master Plan would not be considered a generator of objectionable odors during operations. The buildout of the proposed Master Plan would include the development of sensitive receptor land uses, including schools, parks, and residential uses. With the *CBIA v. BAAQMD* ruling, analysis of odor impacts on receivers is not required for CEQA compliance unless the project would exacerbate an existing impact. As noted above, the proposed Master Plan would not result in odors that would adversely affect a substantial number of people. Therefore, no further analysis of the proposed Master Plan's as a receiver is required. Therefore, the Master Plan would not contribute to cumulative odor impacts and therefore, the cumulative impact would be **less than significant**.

6 ALTERNATIVES

The following chapter identifies, analyzes, and compares alternatives to implementation of the Master Plan. CEQA Guidelines Section 15126.6 requires EIRs to “describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.”

Pursuant to CEQA Guidelines, an EIR does not need to consider every conceivable alternative to a project but must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation. An EIR is not required to consider alternatives that are infeasible. The Lead Agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. The nature, scope, or range of alternatives required in an EIR is governed by a “rule of reason.”

The potential environmental effects of implementing the Master Plan are analyzed in the Initial Study ([Appendix A](#)) and [Chapter 4. Setting, Impacts and Mitigation Measures](#). Implementation of the Master Plan, which could yield 2,213 residential units (516 single-family and 1,697 multi-family units), 3,357,864 square feet (sf.) of commercial space, 1,337,717 sf. of employment space (i.e., office uses and industrial uses), and 15.81 acres of public and institutional uses, and 112.14 acres of park and recreational lands in Porterville.

6.1 Selection of Reasonable Alternatives

The EIR is required to briefly describe the rationale for selecting the alternatives to be discussed, identify any alternatives that were considered by the Lead Agency but were rejected during the scoping process, and briefly explain the reasons underlying the Lead Agency’s determination. The factors used to eliminate alternatives from detailed consideration include failure to meet most of the basic project objectives, infeasibility, or inability to avoid significant environmental impacts. Based on these criteria, the Lead Agency has selected three alternatives for analysis. The alternatives are described below and shown in [Table 6-1](#).

- **No Project (No Build) Alternative.** This alternative assumes that the Master Plan would not be implemented and no redevelopment of the Project Area would occur. Existing uses would remain.
- **No Project (Existing General Plan Land Use) Alternative.** This alternative assumes that the Master Plan would not be implemented and redevelopment of the Project Area would occur under the existing General Plan land use designations and zoning districts.
- **Reduced Density Alternative.** This alternative assumes that the Master Plan would be implemented, but at a lower or reduced density. The assumed buildout of residential, commercial, and industrial uses within the Project Area would be reduced by 25%. There would be no reduction to the proposed park and recreational lands and public and institutional uses.

The alternatives and their environmental effects are described in the following section. For each alternative, the analysis provides: a description of the alternative, environmental analysis of the potential impacts of the alternative and significance of those impacts, and a summary of the alternative in comparison to the proposed Project’s impacts and whether the alternative would meet the Project’s objectives and eliminate or reduce impacts compared to the Project.

Table 6-1 Summary of Project Alternatives

Project or Alternative	Land Use Summary	Analysis Summary
Project	• 2,213 residential units (516 single-family and 1,697 multi-family) • 3,357,864 square feet of commercial space • 1,337,717 square feet of employment space • 112.14 acres of park and recreational lands • 15.81 acres of public and institutional uses	• Significant and unavoidable air quality impacts • Requires General Plan Amendment, Pre-Zone/Rezone, Conditional Use Permit, Master Plan Adoption, and EIR Certification • Future development requires annexation • Meets all Project objectives
No Project (No Build) Alternative	• 365 acres of active agriculture and agricultural related uses • 70.92 acres of open space/vacant/undeveloped lands • 10 single-family residential units • No commercial uses • No employment uses • No park and recreational lands • No public and institutional uses	• Required by CEQA • Reduces air quality impacts • Does not require General Plan Amendment, Pre-Zone/Rezone, Conditional Use Permit, Master Plan Adoption, or EIR Certification • Does not meet any Project objectives
No Project (Existing General Plan Land Use Designations) Alternative	• 1,634 single-family residential units • 592,916 square feet of non-residential uses • 105.63 acres of parks and recreational lands • 10.16 acres of public and institutional uses	• Does not avoid or significantly reduce air quality impacts • Does not require General Plan Amendment, Pre-Zone/Rezone, Conditional Use Permit, Master Plan Adoption, or EIR Certification • Future development requires annexation • Does not meet all Project objectives
Reduced Density Alternative (25%)	• 553 residential units (129 single-family and 424 multi-family) • 839,466 square feet of commercial space • 334,429 square feet of employment space • 112.14 acres of park and recreational lands • 15.81 acres of public and institutional uses	• Does not avoid or significantly reduce air quality impacts • Requires General Plan Amendment, Pre-Zone/Rezone, Conditional Use Permit, Master Plan Adoption, or EIR Certification • Future development requires annexation • Does not meet all Project objectives

6.2 Analysis of Alternatives

6.2.1 Alternative 1: No Project (No Build) Alternative

6.2.1.1 Description of Alternative

CEQA Guidelines Section 15126.6 requires an EIR to identify and discuss a No Project Alternative and a reasonable range of potential alternatives that could feasibly accomplish most of the basic objectives of the Project and could avoid or substantially lessen one or more of the significant effects. Under the No Project alternative, no development in the proposed Master Plan would occur and the entire Project Area would remain as is with continued agricultural and residential operations. The General Plan would not be amended. The Project Area would not be rezoned and the existing Zoning Map would remain unchanged. No redevelopment would occur in the Project Area, including infrastructure associated with the Master Plan or General Plan. Existing uses would remain.

6.2.1.2 Environmental Analysis

Air Quality

The proposed Project would result in significant and unavoidable air quality impacts, as discussed in **Section 4.3 Air Quality**. Under the No Project (No Build) Alternative, the Project Area would not be developed, and the existing agricultural operations within the Project Area would continue. As described previously within this EIR, the current uses in the Project Area are predominantly agricultural operations, including almond orchards in the western and eastern portions of the Project Area, and alfalfa production in the central portion of the Project Area. Many of the residential and rural agricultural residences have accessory structures on-site including storage buildings, shop buildings, and barn structures. Criteria air pollutant emissions are currently generated using vehicles, agricultural equipment, land surface disturbance, and building energy use because of existing site operations.

Under the No Project (No Build) Alternative, there would be no net change in current levels of emissions and no potential for conflict with any adopted plans or policies related to air quality. As such, this impact would be **reduced** when compared to the proposed Project.

6.2.1.3 Conclusion

Under the proposed Project, air quality impacts would be significant and unavoidable. Because the No Project (No Build) Alternative would have a much less intensive buildout than the proposed Project, the No Project (No Build) Alternative would have **reduced** impacts compared to the proposed Project. The proposed Project provides a framework for development that would enhance the Project Area by promoting cohesive development that would not be achieved under the No Project (No Build) Alternative. Because the Project Area would retain the existing land use designations, the No Project (No Build) Alternative would not meet any of the Project objectives and no development is likely to occur in the near future. The No Project (No Build) Alternative would not implement Project objectives.

6.2.2 Alternative 2: No Project/Existing General Plan Land Use Alternative

6.2.2.1 Description of Alternative

Under the No Project/Existing General Plan Land Use alternative, no development in the proposed Master Plan would occur and the entire Project Area would remain as is with continued agricultural and residential operations for the foreseeable future until development is proposed. The General Plan would not be

amended. The Project Area would not be rezoned and the existing Zoning Map would remain unchanged. When development is proposed, the Project Area would be subject to existing requirements and policies applicable to existing General Plan land use designations and zoning districts.

6.2.2.2 Environmental Analysis

Air Quality

The proposed Project would result in significant and unavoidable impacts related to air quality, as discussed in **Section 4.5 Air Quality**. Under the No Project/Existing General Plan Land Use Alternative, the parcels would remain unchanged until they are developed or redeveloped according to their General Plan land use designations. Because the proposed Project would lead to a more intensive buildout (increase of 1,222 dwelling units, 2,873,801 square feet of mixed use, and 1,821,492 square feet of employment uses) compared to the General Plan buildout, the No Project/Existing General Plan Land Use Alternative would have **reduced** impacts compared to the proposed Project.

6.2.2.3 Conclusion

Under the proposed Project, air quality impacts would be significant and unavoidable. Because the No Project/Existing General Plan Land Use Alternative would have a much less intensive buildout than the proposed Project, the No Project/Existing General Plan Land Use Alternative would have **reduced** impacts compared to the proposed Project. The proposed Project provides a framework for development that would enhance the Plan Area by promoting cohesive development that would not be achieved under the No Project/Existing General Plan Land Use Alternative. Because the Plan Area would retain the existing land use designations, the No Project/Existing General Plan Land Use Alternative would not meet any of the project objectives and no development is likely to occur in the near future. The No Project/Existing General Plan Land Use Alternative would not implement Project objectives.

6.2.3 Reduced Density Alternative

6.2.3.1 Description of Alternative

The purpose of the Reduced Density Alternative is to evaluate a version of the proposed Project that develops the same end uses on the same sites, but at a lower density. Under the Reduced Density Alternative, the buildout potential within the planning area would be reduced by 25 percent, which equates to an approximate reduction to 553 residential units (129 single-family and 424 multi-family), 839,466 square feet of commercial space, and 334,429 square feet of employment space. The Project Area would remain the same; however, less development would occur.

6.2.3.2 Environmental Analysis

Air Quality

The Reduced Density Alternative would result in less construction activity and fewer daily vehicle trips, which would have corresponding reductions in the severity of construction and operational air quality impacts. However, these impacts would still be considered potentially significant with potential for emissions to exceed the thresholds of significance. Additionally, this alternative would have similar impacts related to nonattainment designations of the SJVAB, and exposure to sensitive receptors, and would require similar mitigation measures. Although this alternative would require implementation of mitigation measures similar to those of the proposed Project, the reduction in development potential and vehicle trips

would reduce the severity of air quality impacts. Therefore, this alternative would have **reduced** impact on air quality compared to the proposed Project.

6.2.3.3 Conclusion

The Reduced Density Alternative would lessen the severity of the proposed Project's impacts associated with air quality. The Reduced Density Alternative would advance most of the Project's objectives, but to a lesser degree than the proposed Project because of the reduction in new residential dwelling units and nonresidential development.

6.3 Environmentally Superior Alternative

According to CEQA Guidelines Section 15126.6(e), if the No Project Alternative is the "environmentally superior alternative," then the EIR must also identify an environmentally superior alternative among the other alternatives. As described above, the No Project (No Build) alternative would reduce significant impacts but would not meet the Project objectives. The No Project (Existing General Plan Land Use) Alternative would reduce the significant impacts of the Project but would not meet most of the Project objectives. The Reduced Density alternative would not avoid or significantly reduce the significant impacts of the Project, nor would this alternative meet several of the Project objectives.

7 CEQA-REQUIRED CONCLUSIONS

7.1 Significant and Unavoidable Impacts

CEQA Guidelines Section 15126.2(c) requires EIRs to describe any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reasons why the project is being proposed, notwithstanding their effect, should be addressed. All significant and unavoidable impacts that would occur under the Master Plan are described below. With the incorporation and implementation of mitigation measures for air quality, the potential impacts identified in this EIR would remain significant and unavoidable.

7.1.1 Air Quality

- Impact 4.3-1: Project implementation could conflict with or obstruct implementation of the applicable air quality plan.
- Impact 4.3-2: The proposed Project may 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.
- Impact 4.3-3: The proposed Master Plan has the potential to expose sensitive receptors to substantial pollutant concentrations.

7.2 Significant Irreversible Environmental Changes

CEQA Guidelines Section 15162.2(d) requires EIRs to include a discussion of any significant irreversible environmental changes which would be caused by a proposed project should it be implemented. According to CEQA, uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. The primary impacts and secondary impacts (e.g., highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Irreversible damage can also result from environmental accidents associated with the project. EIRs are required to evaluate irretrievable commitments of resources to assure that such current consumption is justified.

Implementation of the Master Plan would result in the irreversible and irretrievable commitment of energy and materials resources during construction and operation of future development. This may include construction materials, new development on previously undeveloped land, water supply for future development, and energy use for new development. However, as discussed in the Initial Study prepared for this Project, there is no evidence to suggest that construction or operational activities for future development in the Project Area would result in inefficient use of energy or natural resources. Therefore, the irreversible and irretrievable commitment would also not be significant.

7.3 Growth Inducing Impact

CEQA Guidelines Section 15162.2(e) requires EIRs to discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. This includes projects which would remove obstacles to population growth (e.g., a major expansion of a wastewater treatment plant might allow for more construction in service areas). According to CEQA, increases in the population may tax existing community service facilities,

requiring construction of new facilities that could cause significant environmental effects. EIRs are also required to discuss the characteristics of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively.

As discussed in the Initial Study prepared for the Project, future buildout of the Master Plan is expected to generate new residents and thereby increase the City's population. Implementation of the Master Plan would also introduce new employment opportunities. However, the proposed Master Plan is not expected to result in indirect growth inducement because the additional population and housing units resulting from Project implementation do not exceed projections of the City. Although the Master Plan would increase the anticipated housing allocation specific to the Project Area per the existing General Plan land use designations, the total buildout of the Project Area would be less than the City anticipates through implementation of the General Plan. The population growth, and employment growth, would occur over an approximately 13-year period and would be consistent with the planning objectives of the City and phased development of the proposed Master Plan. Therefore, the Master Plan would not be considered growth-inducing.

Furthermore, the Master Plan includes physical improvements to accommodate the anticipated growth which would create an increased demand for public services and utilities in the Project Area. Future development in the Project Area that requires discretionary review and approval would be required to undergo project-specific environmental review to determine, analyze, and mitigate project-specific impacts and pay all applicable impact fees at the time development is proposed. Individual projects would be reviewed by City staff to ensure adequate provision of services and utilities. Therefore, the Master Plan would not be considered growth-inducing.

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9 REFERENCES

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9.2 Chapter 2. Introduction

No references used in this Chapter.

9.3 Chapter 3. Project Description

No references used in this Chapter.

9.4 Chapter 4. Settings, Impacts, and Mitigation Measures

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9.5 Chapter 5. Cumulative Impacts

No references used in this Chapter.

9.6 Chapter 6. Alternatives

No references used in this Chapter.

9.7 Chapter 7. CEQA-Required Conclusions

No references used in this Chapter.

10 Appendices

10.1 Initial Study and Appendices

South of Tule River Master Plan

Initial Study

PUBLIC REVIEW DRAFT IN CIRCULATION WITH THE NOTICE OF PREPARATION

MARCH 2024

Prepared for



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

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1 INTRODUCTION

Precision Civil Engineering, Inc. (PCE) has prepared this Initial Study (IS) on behalf of the City of Porterville (City) to address the environmental effects of the proposed South of Tule River Master Plan (“Project” or “proposed Project”). The Project includes a Conditional Use Permit to adopt the master plan, a General Plan Amendment to reflect the mix of uses proposed in the Master Plan, and a Rezone/Pre-zone to amend the zoning map from the current zone districts to those consistent with the proposed land use changes. The goal of the South of Tule River (SoTu) Master Plan is to provide the necessary framework to guide development in this area as it transitions from agricultural land to a vibrant, distinct, and multi-modal district of mixed densities and uses that is attractive to residential and visitors to live, work, explore, and shop. This Project is funded by Local Early Action Planning (LEAP) grant funding for the purpose of increasing housing production in the city. This document has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code *Section 21000 et. seq.* The City of Porterville is the Lead Agency for this proposed Project. The site and the proposed Project are described in detail in **SECTION 2 ENVIRONMENTAL CHECKLIST FORM**.

1.1 Regulatory Information

An Initial Study (IS) is a document prepared by a lead agency to determine whether a project may have a significant effect on the environment. In accordance with California Code of Regulations Title 14 (Chapter 3, Section 15000, et seq.), also known as the CEQA Guidelines, *Section 15064 (a)(1)* states that an environmental impact report (EIR) must be prepared if there is substantial evidence in light of the whole record that the proposed Project under review may have a significant effect on the environment and should be further analyzed to determine mitigation measures or project alternatives that might avoid or reduce project impacts to less than significant levels.

A negative declaration (ND) may be prepared instead if the lead agency finds that there is no substantial evidence in light of the whole record that the project may have a significant effect on the environment. An ND is a written statement describing the reasons why a proposed Project, not otherwise exempt from CEQA, would not have a significant effect on the environment and, therefore, why it would not require the preparation of an EIR (CEQA Guidelines *Section 15371*). According to CEQA Guidelines *Section 15070*, a ND or mitigated ND shall be prepared for a project subject to CEQA when either:

- a. The IS shows there is no substantial evidence, in light of the whole record before the agency, that the proposed Project may have a significant effect on the environment, or*
- b. The IS identified potentially significant effects, but:*
 - 1. Revisions in the project plans or proposals made by or agreed to by the applicant before the proposed Mitigated Negative Declaration and Initial Study is released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur is prepared, and*
 - 2. There is no substantial evidence, in light of the whole record before the agency, that the proposed Project as revised may have a significant effect on the environment.*

1.2 Purpose of the Initial Study

The City of Porterville is the Lead Agency in regard to the proposed Project. No new development projects are proposed in this Initial Study. As subsequent projects requiring discretionary approvals are proposed in the future, those individual projects would be subject to project-specific review under CEQA. For those projects that will be considered ministerial projects as proposed under the text amendment, this document serves to clear those future projects as they will not require future environmental review. It is the City's intent that this Initial Study can be tiered from, in compound to tiering from the General Plan PEIR (pursuant to Section 15168(c)(1) and 15168(d)), for evaluations of environmental issues associated with those later activities/subsequent projects. The City of Porterville may use this environmental analysis for discretionary actions associated with projects developed in the Project area, or mixed-use zones.

1.3 Document Format

This Initial Study contains five (5) chapters plus appendices. **SECTION 1 INTRODUCTION** provides bases of the Initial Study's regulatory information and an overview of the Project. **SECTION 2 ENVIRONMENTAL CHECKLIST FORM** provides a detailed description of Project components. **SECTION 3 DETERMINATION** concludes that the Initial Study determined the project may have a significant effect on the environment, and an Environmental Impact Report (EIR) is required. **SECTION 4 EVALUATION OF ENVIRONMENTAL IMPACTS** presents the CEQA checklist and environmental analyses for all impact areas and the mandatory findings of significance. A brief discussion of the reasons why the Project impact is anticipated to be potentially significant, less than significant with mitigation incorporated, less than significant, or why no impacts are expected is included. **SECTION 5 MITIGATION MONITORING AND REPORTING PROGRAM** presents the mitigation measures recommended in the Initial Study for the Project. The Air Quality, Greenhouse Gas, and Energy Analysis Report, Biological Assessment Report, Cultural Resource Overview Report, NAHC Correspondence, Noise Assessment, Vehicle Miles Traveled Analysis, and Pre-consultation Letters are provided as **Appendix A, Appendix B, Appendix C, Appendix D, Appendix E, Appendix F, and Appendix G** respectively, at the end of this document.

1.4 Early Consultation Letters Received

Early consultation with agencies outside of the City of Porterville and internal city departments (pursuant to CEQA Guidelines *Section 15082*) was conducted for the Project as part of the Master Plan planning process and project entitlement process. Responses to the Early Consultation were received from:

1. Consultation from the San Joaquin Valley Air Pollution Control District on July 26, 2023

Early consultation letters were also routed to the following departments or agencies:

- *City of Porterville Engineering and Project Management*
- *City of Porterville Public Works*
- *Tulare County Regional Transit Agency (TCRTA)*
- *Porterville Unified School District*
- *California Department of Transportation (Caltrans)*
- *California Department of Fish and Wildlife, Central Region 4 (CDFW)*
- *San Joaquin Valley Air Pollution Control District*
- *Tulare County – Environmental Health and Planning*

- *California Regional Water Quality Control Board, Central Valley Fresno Region 5 (RWQCB)*
- *California State Lands Commission (SLC)*
- *Central Valley Flood Protection Board*
- *Department of Conservation*
- *Department of Toxic Substance Control*

However, no comments were received from these departments or agencies within the response time frame. Early consultation correspondence is provided in [Appendix G](#) and comments received are incorporated throughout this document.

In addition to Early Consultation, the City also took the Project through Project Review Committee (PRC). Responses to the PRC submittal were received from:

1. *City of Porterville Planning Division*
2. *City of Porterville Engineering and Project Management Division*
3. *City of Porterville Building Division*
4. *City of Porterville Fire Department*
5. *City of Porterville Public Works Department*

In addition to general development comments, the Porterville Fire Department requested that there be a secondary vehicular access point that can support a fire apparatus between Newcomb Avenue and Highway 65. The Project has incorporated this road as a mandatory local road on the circulation plan. The Fire Department also requested a buffer and access points for properties developed along the river to allow access for fire apparatus, which has also been incorporated into the Project. PRC correspondence is provided in [Appendix H](#).

2 ENVIRONMENTAL CHECKLIST FORM

This section describes the components of the proposed Project in more detail, including project location, project objectives, and required project approvals.

2.1 Project Title

South of Tule River (SoTu) Master Plan (General Plan Amendment No. 2024-01, Rezone No. 2024-01, Conditional Use Permit X)

2.2 Lead Agency Name and Address

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

2.3 Contact Person and Phone Number

Lead Agency/Applicant

City of Porterville
Community Development Department
Attn. Claudia Calderon, Acting Community Development Director
(559) 782-7460

2.4 Initial Study Prepared By

Precision Civil Engineering
1234 O Street
Fresno, CA 93721
(559) 449-4500

2.5 Project Location

The Project site is directly southwest of the city limits of the City of Porterville in the jurisdiction of the County of Tulare, California (see Figure 2-1). The site is generally bound to the north by the Tule River, to the south by State Route 190, to the east by State Route 65, and to the west by Westwood Street, consisting of 19 parcels that total approximately 447.30 gross acres. **Figure 2-2** shows the aerial image of the site. The site is identified by the Tulare County Assessor as Assessor's Parcel Numbers (APNs) 259-150-001, 259-030-031, 259-270-004, 259-030-011, 259-040-041, 259-040-044, 259-040-028, 259-040-027, 259-040-026, 259-040-025, 259-040-043, 259-040-042, 259-040-045, 259-040-046, 259-040-010, 259-040-039, 259-320-001, 259-370-058, and 259-320-002 (see **Figure 2-3**). The site is a portion of Township 21 South, Range 27 East, Section 33 and 34, Mount Diablo Base and Meridian.

2.6 Latitude and Longitude

The centroid of the Project site is 36.05316600003582, -119.05337129578194.

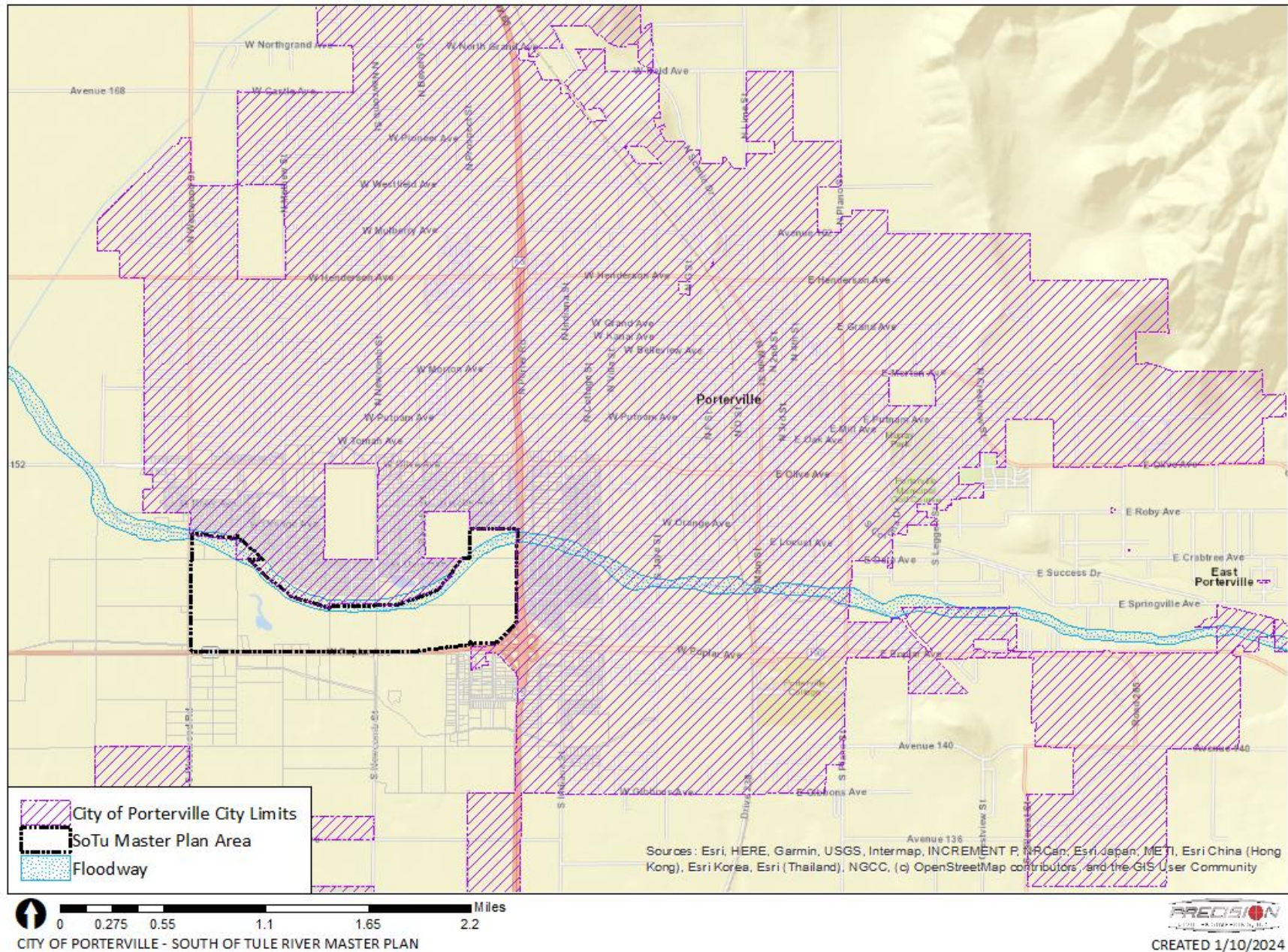


Figure 2-1 Regional Location

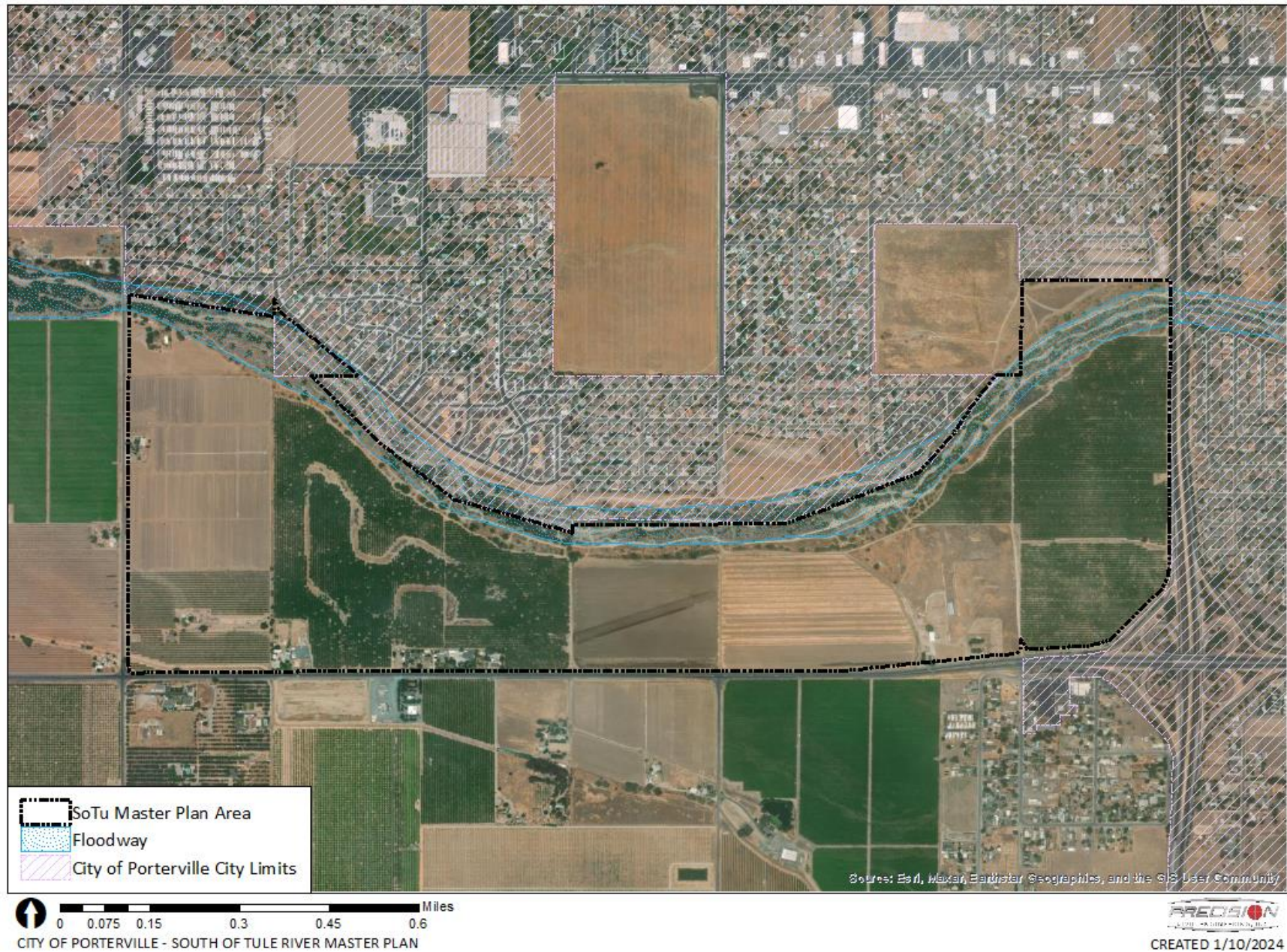


Figure 2-2 Project Site Aerial Image

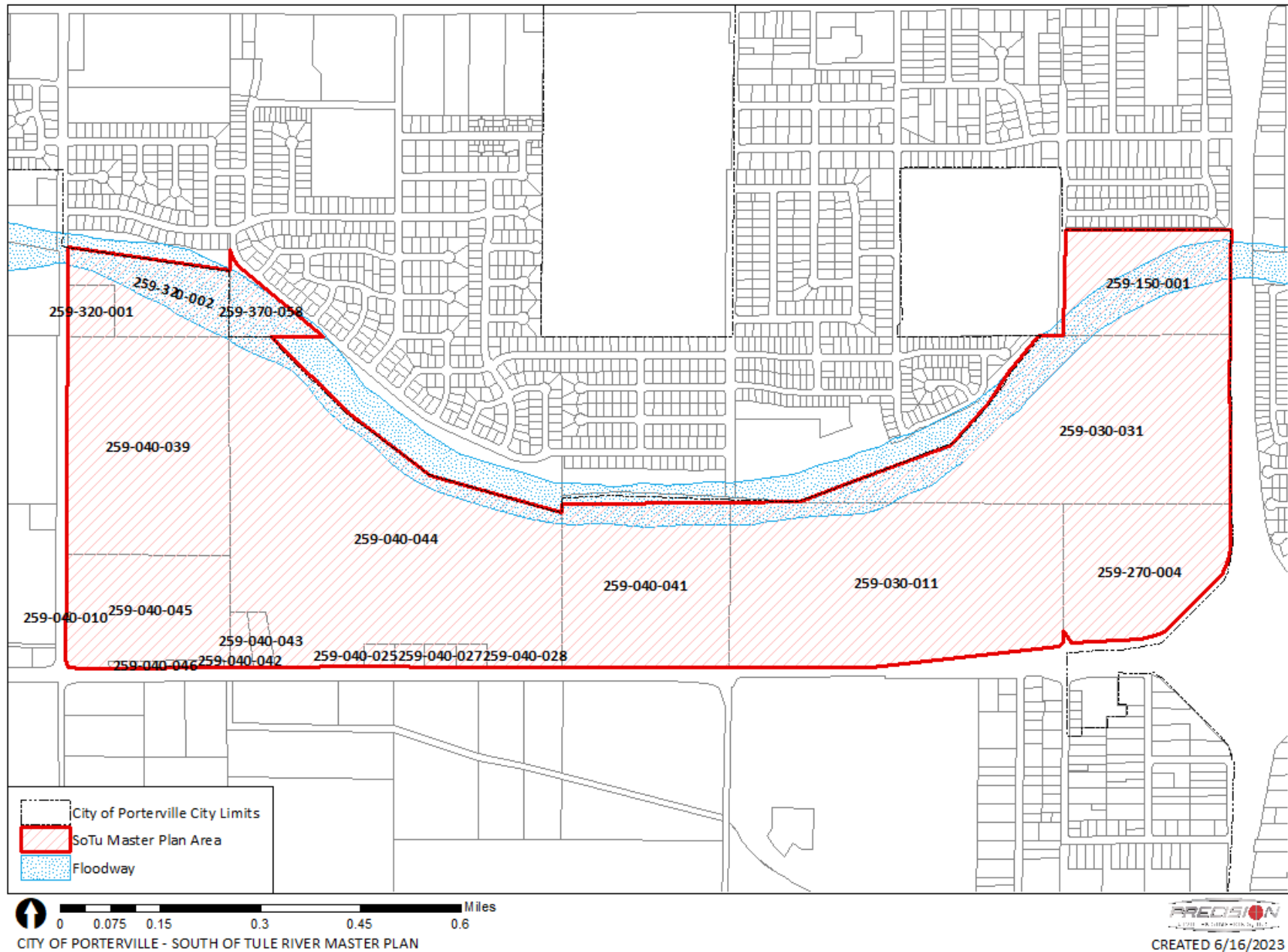


Figure 2-3 APN Map

2.7 General Plan Designation

The Project site has a City of Porterville 2030 General Plan (General Plan) land use designation of Low Density Residential, Parks, Education, and Retail Center (Figure 2-4). The City of Porterville (Applicant) proposes General Plan Amendment (GPA) No. 2024-01 to change the land use designation to various land uses, as shown in the SoTu Master Plan Land Use Map in Figure 2-5.

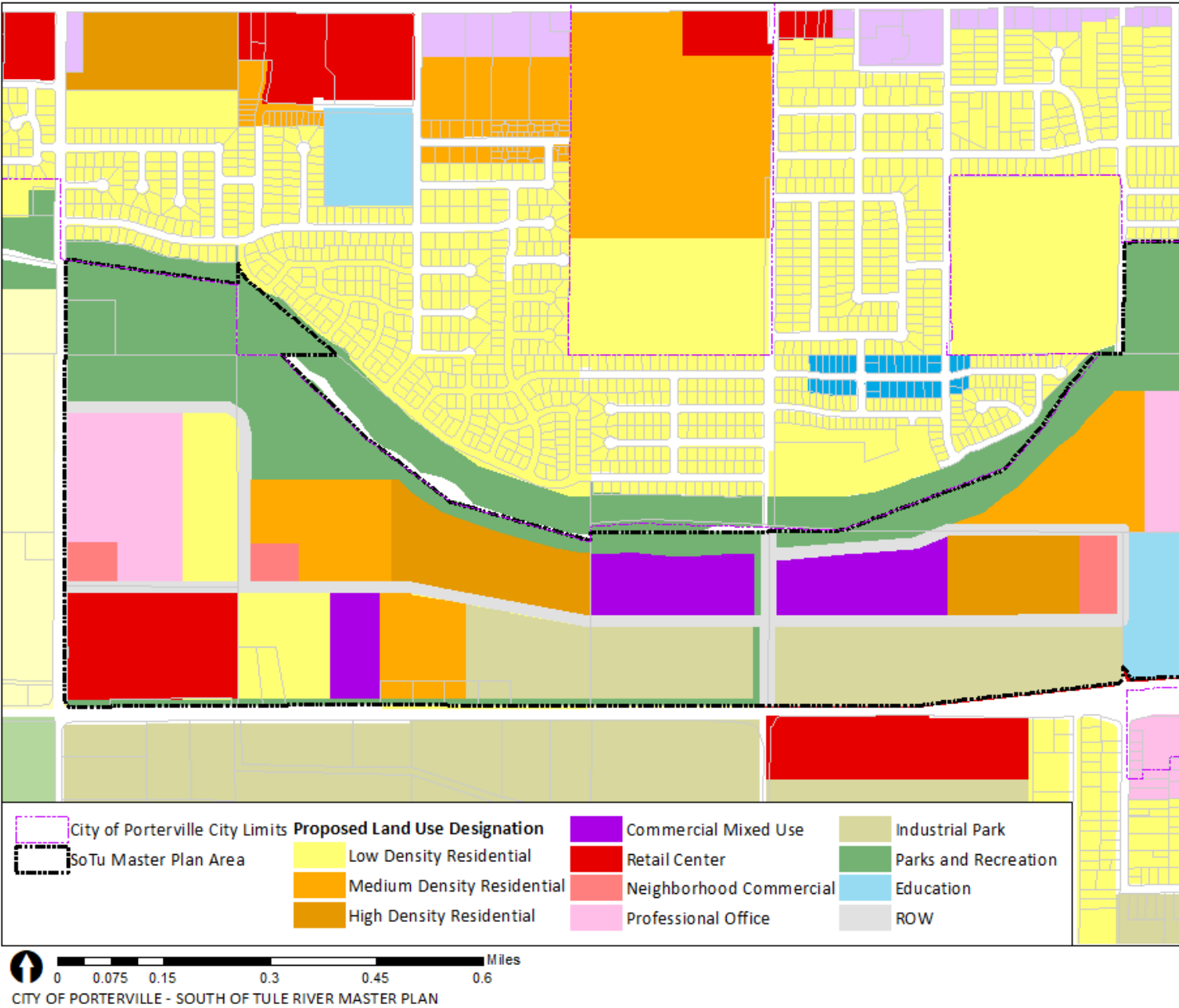


Figure 2-5 According to the City of Porterville General Plan, the purpose of each land use and their permitted intensity and density are shown in Table 2-1.

Table 2-1 General Plan Land Use Designation Descriptions

Land Use Designation	Purpose	Permitted Intensity/Density
----------------------	---------	-----------------------------

Low Residential	Density	This density represents typical single-family subdivisions.	maximum residential density of 6.0 units per gross acre
Medium Residential	Density	This density range would accommodate a variety of housing types, such as small-lot single-family homes, detached zero lot line developments, duplexes, townhouses, and garden apartments. Pedestrian-oriented design and clustered development can support higher levels of density.	maximum residential density of 12.0 units per gross acre
High Residential	Density	This classification is intended to accommodate attached homes, two-to fourplexes, and apartment buildings.	maximum residential density of 24.0 units per gross acre
Commercial Use	Mixed	This designation allows for either horizontal or vertical mixed-use development. Commercial, service, office, and residential uses are allowed. Buildings more than one story are strongly encouraged.	maximum FAR of 2.0 and maximum residential density of 24.0 units per gross acre
Retail Centers		Design and use standards will be established for regional shopping centers located at major circulation intersections. Large format or “big box” retail and auto sales as well as travel related services, such as hotels and gas stations are allowed.	maximum FAR of 0.35
Neighborhood Commercial		This designation is intended for small-scale commercial development that primarily provides office space and convenience retail for local neighborhoods.	maximum FAR of 0.30
Professional Office		This designation is intended for office complex development, including professional and medical offices, as well as research and development activities. Small restaurants, support services, convenience retail and limited medium and high density residential are also allowed.	maximum FAR of 0.50
Industrial Park		This designation comprises a mix of light industrial, secondary office, bulk retail, and service uses. Typical uses include warehouse, mini-storage, research and development, wholesale, bulk retail, and office space with limited customer access. Other uses may be allowed, such as commercial recreation, distribution centers, or other uses that require large, warehouse-style buildings. Small-scale retail and service uses serving local employees and visitors are permitted as secondary uses.	maximum FAR of 0.40
Public/Institutional		This designation is intended for lands owned by public entities, including the Municipal Airport, City Hall, County buildings, and the hospital. At the Municipal Airport, industrial park uses will be allowed. It will provide for needed public facilities, including, but not limited to, recycling centers, sewage treatment ponds, and police and fire stations.	maximum FAR of 0.25
Park		This designation applies to both public and private recreation sites and facilities.	maximum FAR of 0.10

2.8 Zoning

The Project site is in the RS-1 – Very Low Density Residential, RS-2 – Low Density Residential, CR – Retail Centers, and PK – Parks and Public Recreation Facilities zoning districts (**Figure 2-6**). Although the entire Plan Area has been pre-zoned with existing City zone districts, the City of Porterville (Applicant) proposes Rezone (RZ) No. 2024-01 to change the zoning districts in consistent with the proposed land use designations (**Figure 2-7**).

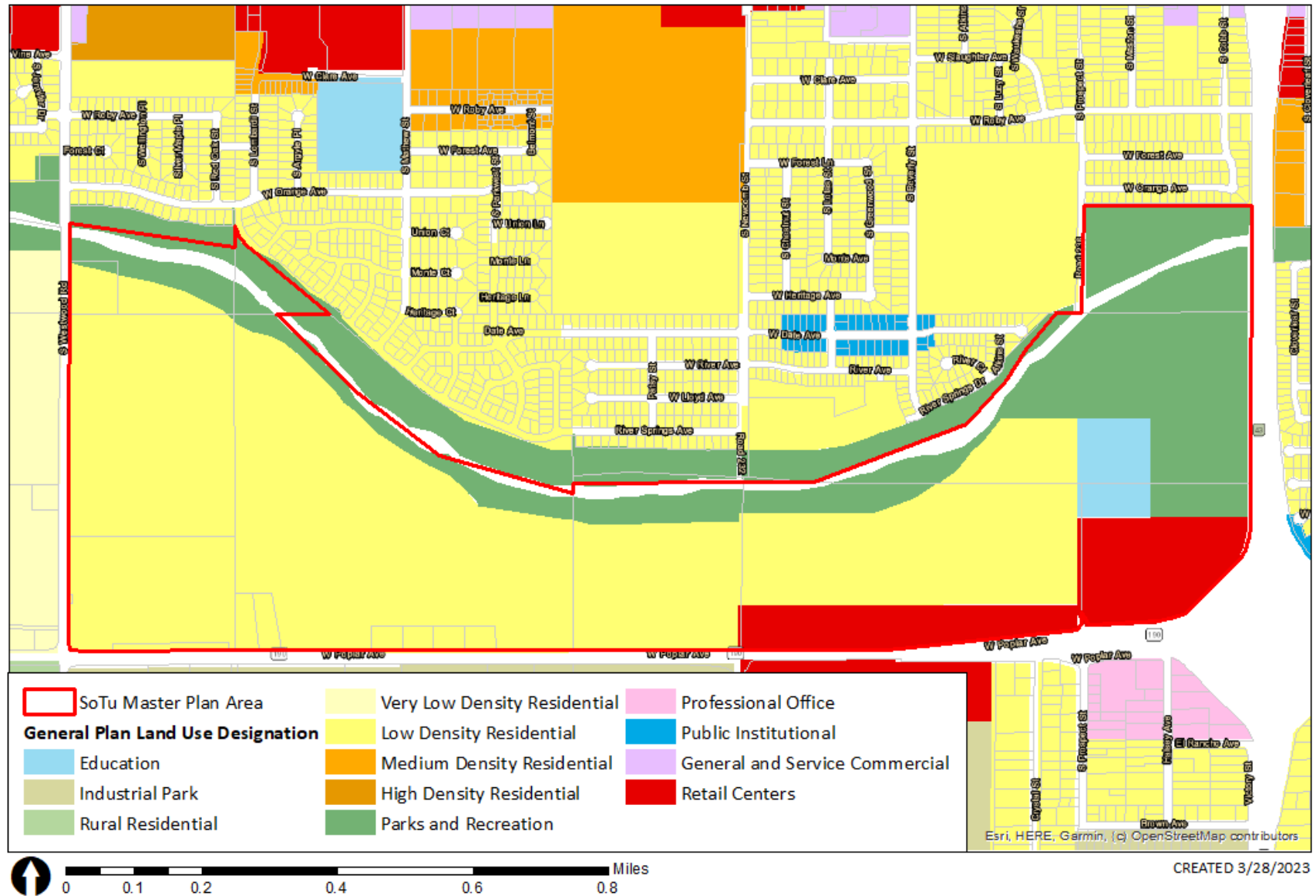


Figure 2-4 City of Porterville General Plan Land Use Designation Map (Existing)

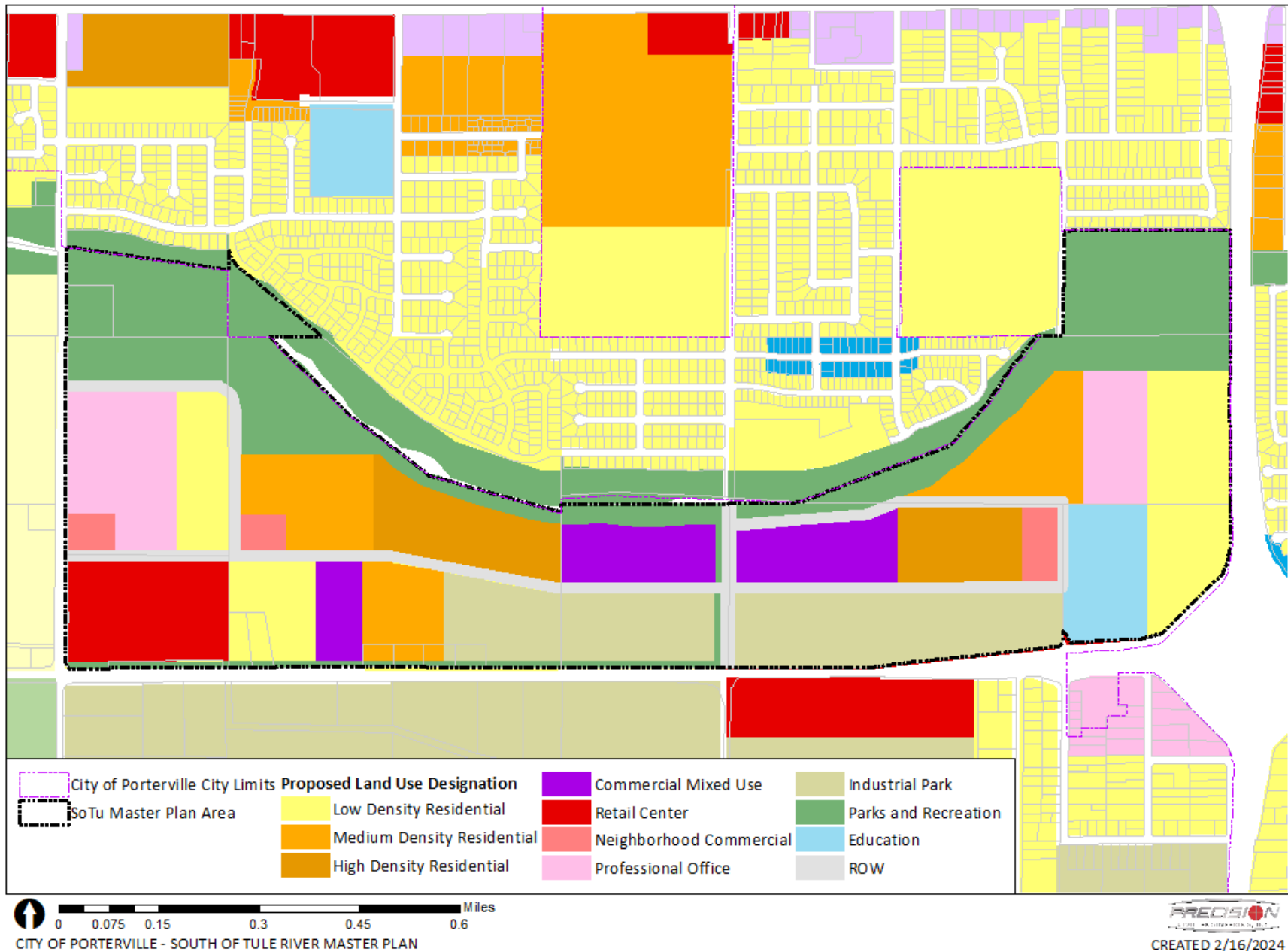


Figure 2-5 City of Porterville General Plan Land Use Designation Map/ SoTu Land Use Map (Proposed)

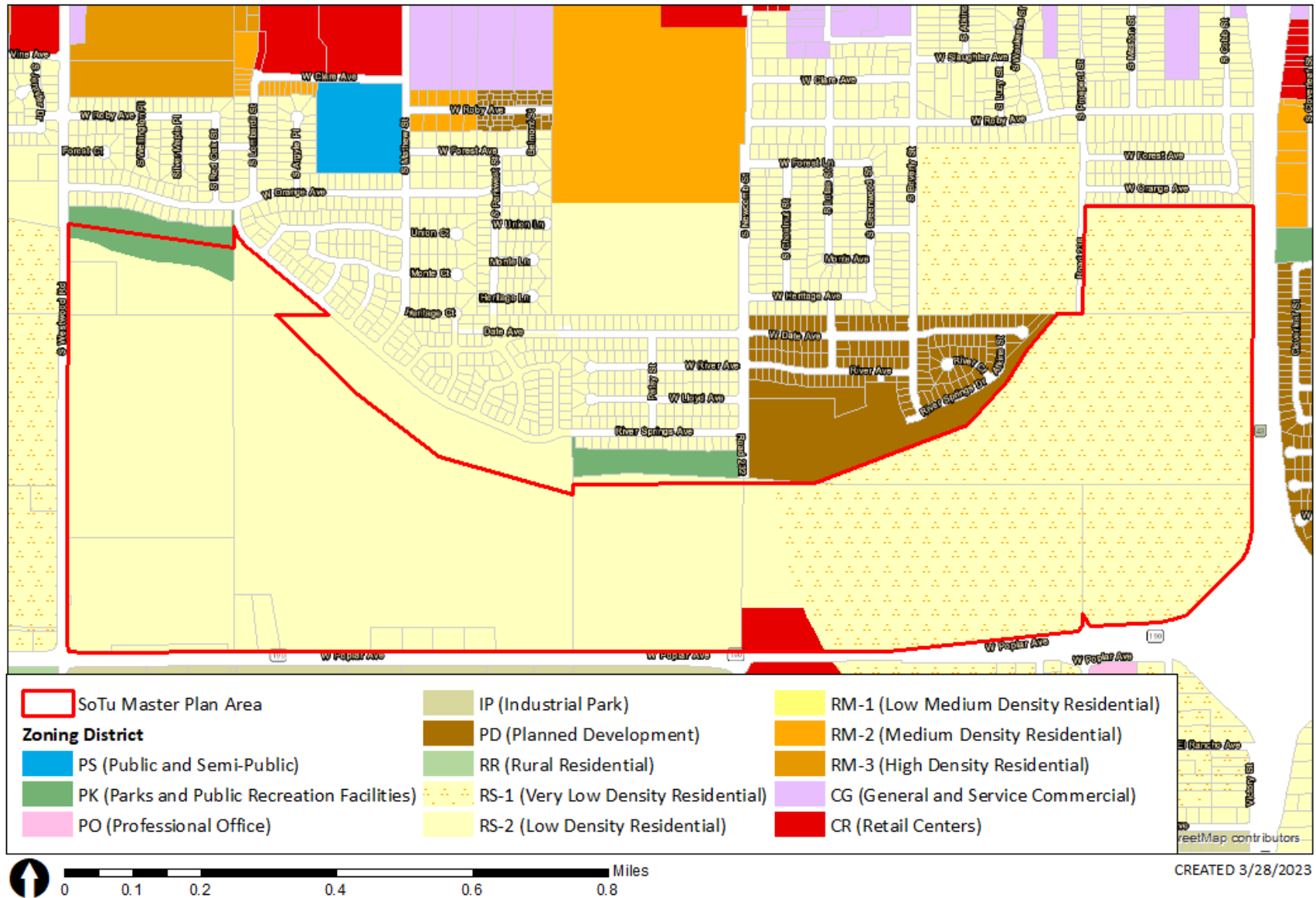


Figure 2-6 City of Porterville Zoning District Map (Existing)

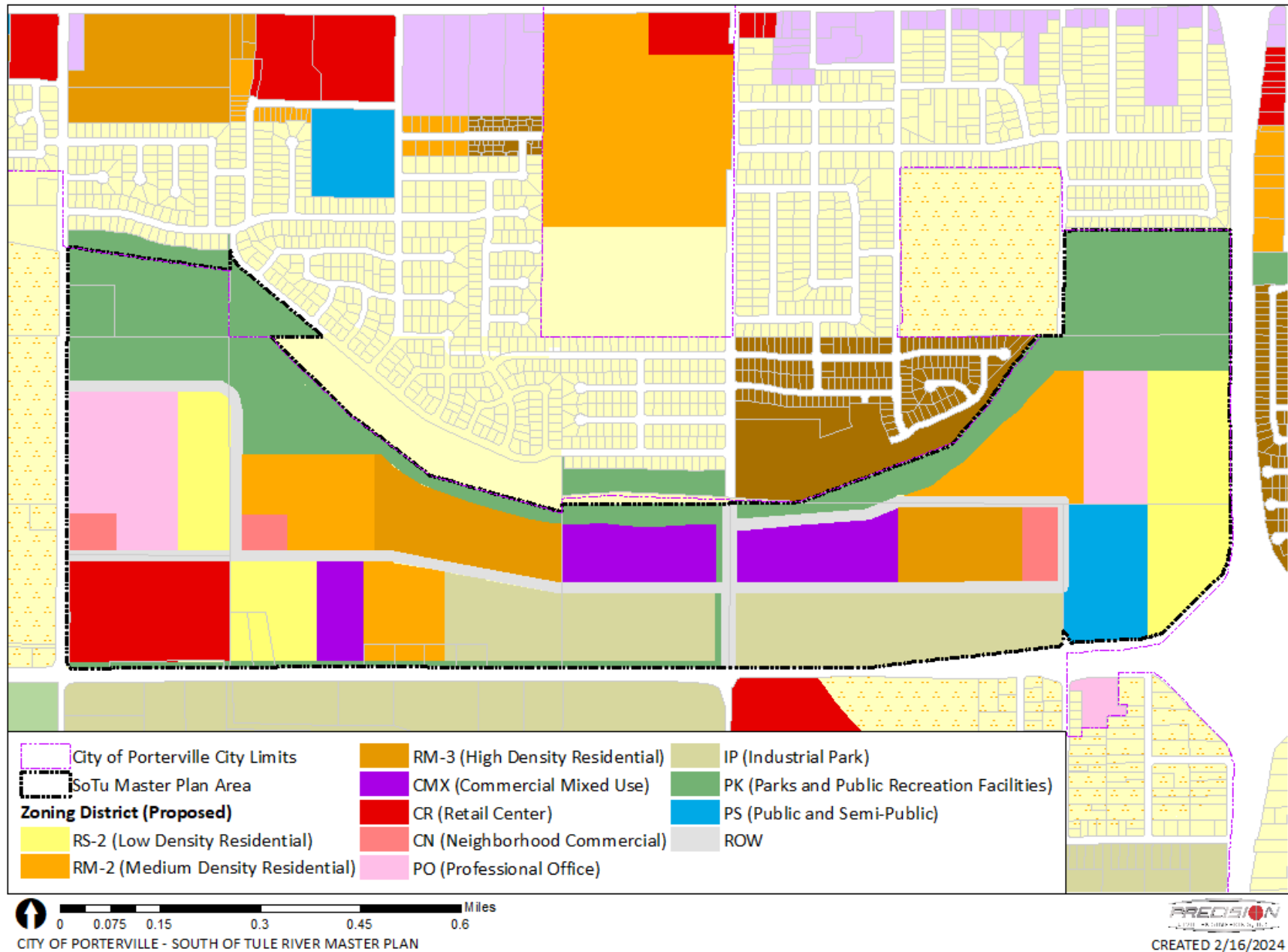


Figure 2-7 City of Porterville Zoning District Map (Proposed)

2.9 Description of Project

South of Tule River (SoTu) Master Plan and the associated entitlements, including Conditional Use Permit (CUP) No. X, General Plan Amendment (GPA) No. 2024-001, and Pre-zone/Rezone (RZ) No. 2024-001, is filed by the City of Porterville (Applicant) and pertains to 19 parcels that are located directly southwest of the city limits of the City of Porterville in the jurisdiction of the County of Tulare, California. The SoTu Project Site is generally bound to the north by the Tule River, to the south by State Route 190, to the east by State Route 65, and to the west by Westwood Street (“Project site”). The site totals approximately 447.30 gross acres. The site is identified by the Tulare County Assessor as APNs 259-150-001, 259-030-031, 259-270-004, 259-030-011, 259-040-041, 259-040-044, 259-040-028, 259-040-027, 259-040-026, 259-040-025, 259-040-043, 259-040-042, 259-040-045, 259-040-046, 259-040-010, 259-040-039, 259-320-001, 259-370-058, and 259-320-002. CUP No. X facilitates the adoption of the SoTu Master Plan. GPA No. 2024-001 requests amendment of the existing land use designations to the mix of 10 different land uses proposed in the SoTu Master Plan. RZ No. 2024-001 requests a rezone from the existing zoning districts to zoning districts that are consistent with the proposed land use designation. No physical development is proposed.

Project Assumptions

This Project is funded by LEAP grant funding for the purpose of providing the necessary framework to guide development in this area as it transitions from agricultural land to a vibrant, distinct, and multi-modal district of mixed densities and uses that are attractive to residents and visitors to live, work, explore, and shop. Currently, the site is primarily occupied by agricultural operations with a few single-family residential dwellings.

Although no physical development is proposed by the Project, this Initial Study analyzes the potential buildout of the Project site at a programmatic level, using reasonable assumptions so that future development of the site can tier from this Initial Study pursuant to CEQA Guidelines *Section 15168(c)(1)* and *15168(d)* for evaluations of environmental issues associated with later activities/subsequent development. However, depending on the final design of future physical development, additional project specific CEQA review may be required as determined by the City through the entitlement review and approval process.

For the purposes of the analysis contained in this Initial Study, **Table 2-2** shows the assumption of the Project buildout. As shown in the table, the Project assumes the development of 2,213 dwelling units, 2,873,801 square feet of mixed-use, and 1,821,492 square feet of employment uses at full build-out.

Table 2-2 Project Buildout Assumption for Impact Analysis

Land Use Designation	Acreage	Permitted Intensity/Density	Average Density
<i>Residential</i>			
Low Density Residential	51.9	6 dwelling unit maximum	5.35 dwelling units
Medium Density Residential	43.8	12 dwelling unit maximum	6 dwelling units for Single Family 11.3 dwelling units for Multi-Family
High Density Residential	31.2	24 dwelling unit maximum	22.55 dwelling units
<i>Mixed-Use</i>			
Commercial Mixed Use	33.2	24.0 dwelling unit	20 dwelling units

		Maximum 2.0 FAR maximum	2.0 FAR
<i>Employment</i>			
Retail Centers	24.6	0.35 FAR maximum	0.35 FAR
Neighborhood Commercial	8.5	0.30 FAR maximum	0.30 FAR
Professional Office	32.6	0.5 FAR maximum	0.3 FAR
Industrial Park	59.5	0.4 FAR maximum	0.25 FAR
<i>Public Uses and Open Space</i>			
Education	15.9	N/A	N/A
Parks	112.5	0.10 FAR maximum	0.10 FAR
Right-of-Way (ROW)	33.6	-	-
Total	447.30		

2.10 Project Setting and Surrounding Land Uses

Project Setting

The majority of the SoTu Project Site has historically been used for agricultural crops (orchards and row crops) continuously for at least the last 50 years. The Project site is primarily occupied by agricultural operations with a few single-family residential dwellings. The aerial image of the Project site is shown in [Figure 2-2](#).

Existing land uses are listed in [Table 2-3](#). Currently, the Project site has little to no existing circulation network. Street frontage includes State Route (SR) 190 adjacent south, SR 65 adjacent east, and South Westwood Street adjacent west to the Project site. The State Routes and the Tule River bounding the north of the site have prevented any major circulation within the site. The General Plan calls for Newcomb Street to be a four (4)-lane north-south major arterial that will extend south with a bridge over the Tule River to access the site and a grade separation (overpass) at SR 190. Additionally, the General Plan has a collector planned for the east-west direction that eventually turns north to connect at the Prospect Street alignment with another planned bridge over the Tule River.

Table 2-3 Existing Land Use on the Project site

APN	Acreage	Address	Existing Land Use
259-030-011	75.84	1260 W Poplar Ave Porterville, CA 93257	Agriculture (field and seed)
259-030-031	66.62	-	Agriculture (orchard)
259-040-010	0.06	-	Well Site
259-040-025	1.02	2040 W Poplar Ave Porterville, CA 93257	1,945 sf. single-family dwelling built in 1990, a storage shed, and two (2) metal structures.
259-040-026	1.00	2002 W Poplar Ave Porterville, CA 93257	1,716 sf. single-family dwelling built in 1995
259-040-027	1.05	1960 W Poplar Ave Porterville, CA 93257	2,797 sf. single-family dwelling built in 2006
259-040-028	1.00	1918 W Poplar Ave Porterville, CA 93257	A single-family dwelling and a storage shed.
259-040-039	50.94	512 S Westwood Rd Porterville, CA 93257	Mostly vacant land, 1,008 sf. single-family dwelling, and 2,580 sf. and 625 sf. metal structures.
259-040-041	39.34	-	Agriculture (field and seed)
259-040-042	1.65	2186 W Poplar Ave Porterville, CA 93257	1,536 sf. single-family dwelling with 6 metal structures
259-040-043	1.65	2176 W Poplar Ave Porterville, CA 93257	one mobile home and one metal structure
259-040-044	103.53	-	Agriculture (orchard)

259-040-045	25.13	730 S Westwood Rd #B Porterville, CA 93257	Agriculture (orchard) with a single-family dwelling and 10 accessory structures
259-040-046	1.25	-	Poplar Ditch (owned by Lower Tule River Irrigation District)
259-150-001	25.03	-	Agriculture (orchard), vacant land north of Tule River
259-270-004	28.67	-	Agriculture (orchard)
259-320-001	3.55	362 S Westwood Rd Porterville, CA 93257	2 single-family dwellings
259-320-002	14.67	362 S Westwood Rd Porterville, CA 93257	3 structures, mostly vacant land
259-370-058	5.31	-	Tule River floodplain (owned by City of Porterville)
Total	447.30	-	-

The existing biotic conditions and resources of the site can be defined as agricultural (orchards and row crops), ruderal/non-native, and riparian habitats. **Figure 2-8** maps the type of crops within the Project site.¹ In addition to crop trees, there are existing trees and shrubs on properties with single-family residences and along existing dirt roads. Historically, an agricultural ditch (Poplar Ditch) crossed through the southwest corner of the Project Site. Co-existing water features include the Tule River, and a 22.11-acre freshwater emergent wetland and 3.47-acre freshwater forested shrub wetland on APN 259-040-044.

Surrounding Land Uses

The Project site is bounded by Tule River to the north, SR 65 to the east, and SR 190 to the south. Existing land uses to the north of the site beyond Tule River and to the east are single-family residential uses. Existing land uses to the south and west include a mix of residential, services, vacant, and agriculture uses. As referenced in **Table 2-4**, all properties to the north, east, and west are planned and zoned for residential and public uses, and properties to the south are planned and zoned with a mix of industrial, retail, residential, and office uses.

Table 2-4 Existing Uses, General Plan Designations, and Zone Districts of Surrounding Properties

Direction from the Project site	Existing Land Use	Planned Land Use	Zone District
North	Tule River, Single-Family Residential	Parks, Low Density Residential	RS-1 – Very Low Density Residential, RS-2 – Low Density Residential, PD – Planned Development, PK – Parks and Public Recreation Facilities
South	SR 190, Agriculture, Residential, Healthcare center	Industrial Park, Retail Center, Low Density Residential, Professional Office	IP – Industrial Park, CR – Retail Centers, RS-1 – Very Low Density Residential, PO – Professional Office
East	SR 65, Single-Family Residential	Low Density Residential, Public Institution	PK – Parks and Public Recreation Facilities, PD – Planned Development
West	Agriculture, Single-Family Residential	Very Low Density Residential, Parks	RS-1 – Very Low Density Residential

¹ California Department of Water Resources. (2023). 2020 Statewide Crop Mapping dataset. Accessed on June 19, 2023, <https://data.cnra.ca.gov/dataset/statewide-crop-mapping>

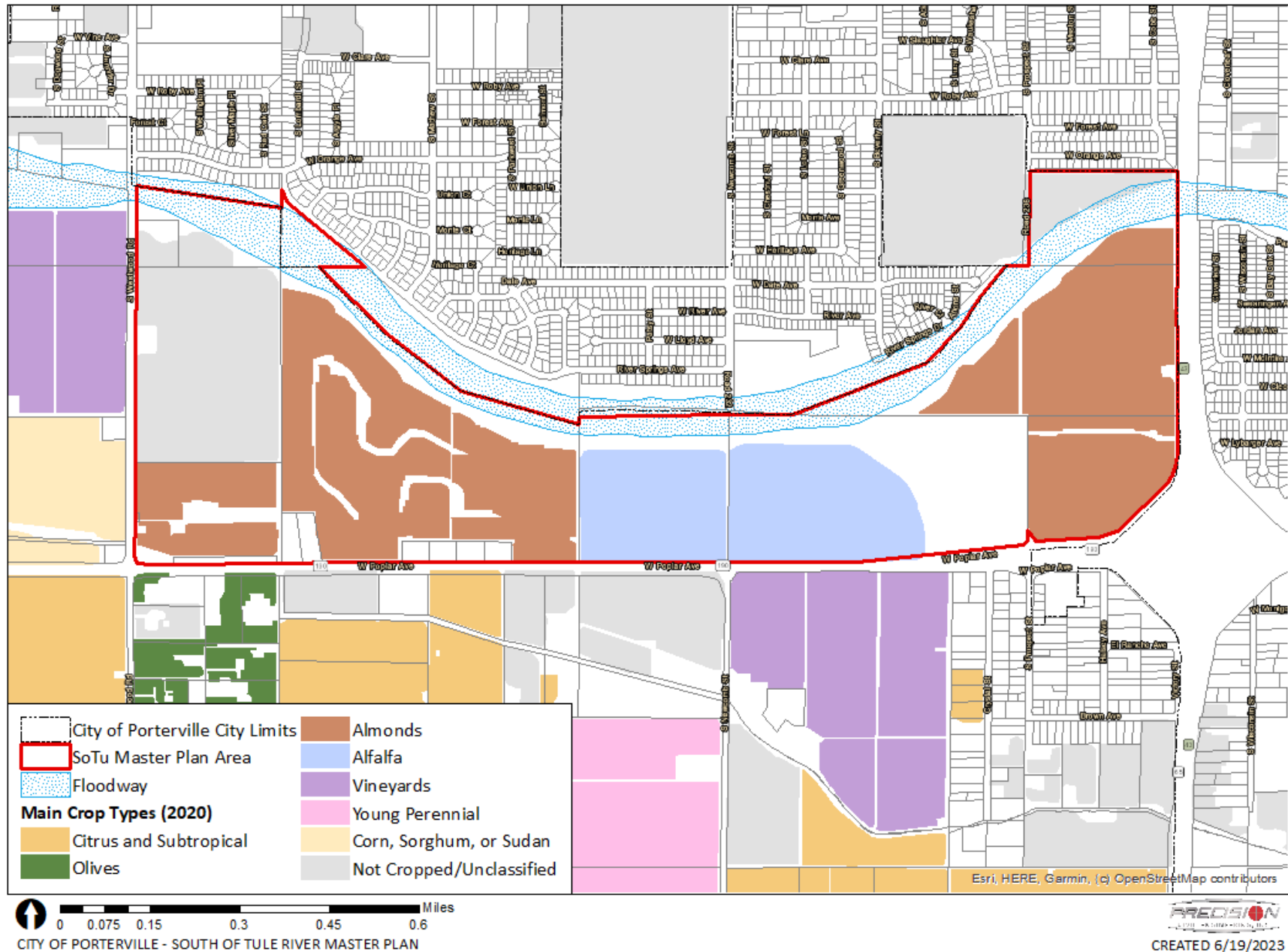


Figure 2-8 Crop Mapping of the Project site (2020)

2.11 Other Public Agencies Whose Approval is Required

The Project would require approval by the City of Porterville City Council, including approval of a Conditional Use Permit, General Plan Amendment, and Rezone/Pre-zone. No permits would be required from other agencies for approval of the Project. However, future redevelopment of the Project site would require annexation by Tulare County Local Agency Formation Commission (LAFCo), as well as review, permits, and/or approvals, such as grading, building, encroachment, and sign permits, and flood control works and floodway related permits such as an encroachment permit from the Central Valley Flood Protection Board. Other approvals may be required as identified through the entitlement review and approval process. In addition, other agencies may have the authority to issue permits prior to implementation including but not limited to:

- *California Department of Fish and Wildlife, Central Region 4 (CDFW)*
- *California Regional Water Quality Control Board, Central Valley Fresno Region 5 (RWQCB)*
- *Porterville Unified School District*
- *San Joaquin Valley Air Pollution Control District*
- *Army Corp of Engineers*
- *Tulare County LAFCo*
- *Central Valley Flood Protection Board*

2.12 Consultation with California Native American Tribes

The State requires lead agencies to consider the potential effects of proposed projects and consult with California Native American tribes during the local planning process for the purpose of protecting Traditional Tribal Cultural Resources through the CEQA Guidelines. Pursuant to PRC *Section 21080.3.1*, the lead agency shall begin consultation with the California Native American tribe that is traditionally and culturally affiliated with the geographical area of the proposed project. Such significant cultural resources are either sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a tribe which is either on or eligible for inclusion in the California Historic Register or local historic register, or, the lead agency, at its discretion, and support by substantial evidence, choose to treat the resources as a Tribal Cultural Resources (PRC *Section 21074(a)(1-2)*). According to the most recent census data, California is home to 109 currently recognized Indian tribes.

Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process (See PRC *Section 21083.3.2*). Information may also be available from the California Native American Heritage Commission's Sacred Lands File per PRC *Section 5097.96* and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that PRC *Section 21082.3(c)* contains provisions specific to confidentiality.

A consultation list of tribes with traditional lands or cultural places located within Tulare County was requested and received from the California Native American Heritage Commission (NAHC) on April 27, 2023. The listed tribes include Big Sandy Rancheria of Western Mono Indians, Tule River Indian Tribe, and Wukusache Indian Tribe/Eshom Valley Band. In addition, the City of Porterville (Lead Agency) provided a list that included two additional tribes: Kern Valley Indian Community and Tubatulabals of Kern Valley. The NAHC also conducted a Sacred Lands File (SFL) search which was negative.

The City of Porterville conducted formal tribal consultation pursuant to AB 52 (Chapter 532, Statutes 2014) and SB 18 (Chapter 905, Statutes 2004) on March 31, 2023, utilizing the consultation list of tribes received from Native American Heritage Commission (NAHC). All five tribes listed above were included in the formal consultation. Consultation for AB 52 and SB 18 ended on June 29, 2023. On April 27, 2023, a representative of the Tule River Tribe expressed interest in continued consultation pursuant to SB18. Although the tribal representative did not have knowledge of specific cultural resources or sites within your planned project area, they did request the results of the any record searches and cultural resource surveys; both the results from the SLF search and the cultural resource report have been provided to the tribe as requested.

3 DETERMINATION

3.1 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 | ☐ Land Use Planning |
| ☐ Agriculture and Forestry Resources | ☐ Mineral Resources |
| ☒ Air Quality | ☐ Noise |
| ☐ Biological Resources | ☐ Population and Housing |
| ☐ Cultural Resources | ☐ Public Services |
| ☐ Energy | ☐ Recreation |
| ☐ Geology and Soils | ☐ Transportation |
| ☐ Greenhouse Gas Emissions | ☐ Tribal and Cultural Resources |
| ☐ Hazards and Hazardous Materials | ☐ Utilities and Service Systems |
| ☐ Hydrology and Water Quality | ☐ Wildfire |

For purposes of this Initial Study, the following answers have the corresponding meanings:

"No Impact" means the specific impact category does not apply to the project, or that the record sufficiently demonstrates that project specific factors or general standards applicable to the project will result in no impact for the threshold under consideration.

"Less Than Significant Impact" means there is an impact related to the threshold under consideration, but that impact is less than significant.

"Less Than Significant with Mitigation Incorporation" means there is a potentially significant impact related to the threshold under consideration, however, with the mitigation incorporated into the project, the impact is less than significant. For purposes of this Initial Study "mitigation incorporated into the project" means mitigation originally described in the GP PEIR and applied to an individual project, as well as mitigation developed specifically for an individual project.

"Potentially Significant Impact" means there is substantial evidence that an effect may be significant related to the threshold under consideration.

3.2 Determination

The environmental analysis contained in this Initial Study is tiered from Program Environmental Impact Report (EIR) SCH No. 2006011033 prepared for the Porterville 2030 General Plan (PEIR). A copy of the PEIR may be reviewed in the City of Porterville, Community Development Department as noted above (See Lead Agency). The Project has been determined to be a subsequent project that is not fully within the scope of PEIR SCH No. 2006011033 prepared for the Porterville General Plan.

Pursuant to Public Resources Code Section 21094 and California Environmental Quality Act (CEQA) Guidelines Section 15168(d), this Project has been evaluated with respect to each item on the attached environmental checklist to determine whether this project may cause any additional significant effect on the environment which was not previously examined in the PEIR.

This completed environmental impact checklist form and its associated narrative reflect applicable comments of responsible and trustee agencies and research and analysis conducted to examine the interrelationship between the proposed project and the physical environment. The information contained in the Project application and its related environmental assessment application, responses to requests for comment, checklist, initial study narrative, and any attachments thereto, combine to form a record indicating that an initial study has been completed in compliance with the State CEQA Guidelines and the CEQA.

All new development activities and many non-physical projects contribute directly or indirectly toward cumulative impacts on the physical environment. It has been determined that the incremental effect contributed by this Project toward cumulative impacts is not considered substantial or significant in itself, and/or that cumulative impacts accruing from this project may be mitigated to less than significant with application of feasible mitigation measures.

Based upon the evaluation guided by the environmental checklist form, it was determined that there may be impacts from the Project that are additional to those identified in the Porterville General Plan PEIR that related to Air Quality, after the incorporation of project-specific mitigation measures in the Mitigation Monitoring and Reporting Program. The completed environmental checklist form indicates whether an impact is potentially significant, less than significant with mitigation, less than significant, or no impact.

For some categories of potential impacts, the checklist may indicate that a specific adverse environmental effect has been identified which is of sufficient magnitude to be of concern. Such an effect may be inherent in the nature and magnitude of the Project or may be related to the design and characteristics of the individual project. Most effects so rated are not sufficient in themselves to require the preparation of an EIR and have been mitigated to the extent feasible. However, analysis included in this Initial Study has indicated there may be air quality impacts. Both the PEIR Mitigation Monitoring and Reporting Program and the Project-specific Mitigation Monitoring and Reporting Program will be imposed on this Project.

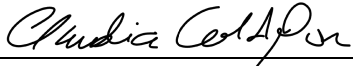
The Initial Study has concluded that the Project may result in any adverse effects relating to Air Quality which fall within the "Mandatory Findings of Significance" contained in Section 15065 of the CEQA Guidelines. Therefore, a subsequent Focused EIR will be prepared to further analyze air quality impacts.

On the basis of this initial evaluation (to be completed by the Lead Agency):

- ☐ 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 (EIR) 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 EIR 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.

Approved By:



Claudia Calderon, Acting Community Development Director
City of Porterville

3/19/2024

Date

4 EVALUATION OF ENVIRONMENTAL IMPACTS

4.1 AESTHETICS

Except as provided in Public Resources Code <i>Section 21099</i> , would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock out-croppings, and historic buildings within a state scenic highway?			X	
c) In non-urbanized areas, substantially degrade the existing visual character or quality 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 other regulations governing scenic quality?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

4.1.1 Environmental Setting

The SoTu Project Site (“Project site”) is approximately 447.30 gross acres bounded to the north by the Tule River, to the south by State Route 190, to the east by State Route 65, and to the west by Westwood Street. The site is currently primarily occupied by agricultural operations with a few single-family residential dwellings. No physical development is proposed as part of the Project; however, it is expected that the site would be developed with the proposed urbanized land uses, including commercial, residential, industrial, office, and recreational.

According to the Porterville 2030 General Plan, views extending along the Tule River and its heavily vegetated banks contribute to the scenic quality of the area. Rocky Hill, located approximately 18 miles north of the Project site, is also a prominent visual landmark. The General Plan also identified the city’s agricultural foundation, topography, and landscape as a contribution to community identity, aesthetic value, environmental quality, habitat protection, and recreation opportunities.

A thin horizontal line of the mountain ranges can be seen to the east as shown in [Figure 4-1](#).



Figure 4-1 Mountain Ranges to the East
South Westwood Street, looking east. Source: Google Earth, 2021

Municipal Code

Porterville Municipal Code (PMC) contains enforceable requirements for all new development intended to prevent light and glare impacts, as listed below.

Section 306.07 – Lighting and Glare

B. Lighting. Lights shall be placed to deflect light away from adjacent properties and public streets, and to prevent adverse interference with the normal operation or enjoyment of surrounding properties. Direct or sky-reflected glare from floodlights shall not be directed into any other property or street. Except for public street lights, no light or combination of lights, or activity shall cast light on a public street exceeding one (1) foot-candle as measured from the centerline of the street. No light, combination of lights, or activity shall cast light onto a residentially zoned property, or any property containing residential uses, exceeding one-half foot-candle. Refer to Section 300.07 Lighting and Illumination and Section 304.10(g) Parking Lot Lighting for additional lighting standards required by this code.

Section 300.07 – Lighting and Illumination

E. Shielding. All lighting fixtures shall be shielded in accordance with Table 300.07(B) so as not to produce obtrusive glare onto the public right-of-way or adjoining properties. All luminaries shall meet the most recently adopted criteria of the Illuminating Engineering Society of North America (IESNA) for “Cut Off” or “Full Cut Off” luminaries, as illustrated in Figure 300.07.

Section 304.10 – Parking Area Design and Development Standards

G. Lighting. Parking areas designed to accommodate ten (10) or more vehicles shall be provided with a minimum of one-half (0.5) foot-candle and a maximum average of three (3) foot-candles of light over the parking surface during the hours of use from one-half (0.5) hour before dusk until one-half (0.5) hour after dawn. Lighting design shall be coordinated with the landscape plan to ensure that vegetation growth will not substantially impair the intended illumination. Parking lot lighting shall, to the maximum extent feasible, be designed and installed so that light and glare is not directed onto residential use areas or adjacent public rights-of-way, consistent with Chapter 306, Performance Standards.

California Scenic Highway Program

The California Scenic Highway Program was established in 1963 with the purpose of protecting and enhancing the natural scenic beauty of California highways and adjacent corridors, through special conservation treatment. A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. There are no officially designated State Scenic Highways in the City of Porterville, inclusive of the Project site. However, State Route 190 (SR 190) is an eligible State Scenic Highway, located adjacent to the Project site starting from SR 65 extending west.²

² Caltrans. California State Scenic Highway System Map. Accessed on June 27, 2023, <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>

4.1.2 Impact Assessment

Except as provided in PRC Section 21099, would the project:

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

Less than Significant Impact. The Project site is currently occupied by agricultural operations with a few single-family residential dwellings. A thin horizontal line of the mountain ranges can be seen to the east of the Project site, which is not obstructed by State Route 65 due to the flat topography of the site. As the Project site is developed with proposed uses of the Master Plan, views of the mountain ranges will be further obstructed by intervening development. However, buildout of the proposed Master Plan will not affect state designated scenic highways. The General Plan identified Tule River and Rocky Hill as the city's scenic resources. To ensure that views of Tule River are protected, the Project proposes Open Space land use along the Tule River, including the floodway/riverbanks that are identified as Open Space Resources pursuant the General Plan. This is also consistent with the General Plan *Guiding Policy OSC-G-1 "Protect the Tule River Corridor and Rocky Hill as significant open space resources."* As a result, the Project would not adversely affect scenic vistas and no impact would occur because of the Project.

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. According to the California State Scenic Highway Program, there are no officially designated State Scenic Highways in the City of Porterville. SR 190 is an eligible State Scenic Highway but is located outside of the Project site and would not be impacted by the Project. The eligible SR 190 sections are surrounded by urban development. As such, the proposed Project would not damage scenic resources, including trees, rock out-croppings, and historic buildings within a state scenic highway and no impact would occur as a result of the Project.

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 other regulations governing scenic quality?

Less than Significant Impact. The Project site is located outside of the City of Porterville city limits and is mainly occupied by agricultural operations. As such, the site is in a non-urbanized area. Although no physical development is proposed, buildout of the proposed Master Plan would increase the density and intensity of development in the area, which could obstruct views, including mountain ranges to the east and views of the Tule River. In addition, Open Space land use is planned along the Tule River, which would protect the views of the riverbank.

Future development under the Master Plan would also be subject to the entitlement review and approval process through the City of Porterville. Through this process, future development would be subject to comply with applicable policies and regulations that govern scenic quality including but not limited to the PMC and California Building Code. Compliance would ensure that future development of the site would not conflict with applicable zoning and other regulations governing scenic quality. Therefore, a less than significant impact would occur because of the Project.

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. Generally, lighting impacts are associated with artificial lighting in evening hours either through interior lighting from windows or exterior lighting (e.g., street lighting, parking lot lighting, landscape lighting, cars, and trucks). Although no physical development is proposed, future development of the Project site would incrementally increase the amount of light from exterior lighting such as streetlights and vehicular headlights. Such sources could create adverse effects on day or nighttime views in the area. Future development of the Master Plan would be subject to site development standards contained in PMC *Section 306.07 – Lighting and Glare*, which contains specific, enforceable requirements intended to prevent light and glare impacts, *Section 300.07 – Lighting and Illumination*, specifically sub-section (E), which provides standards for shielding light fixtures from right-of-way, and *Section 304.10 – Parking Area Design and Development Standards*, which regulates lighting in parking lots. In addition, future development would be required to comply with Title 24 lighting requirements which would also reduce impacts related to nighttime light. The Title 24 lighting requirements cover outdoor spaces including regulations for mounted luminaires (i.e., high efficacy, motion sensor controlled, time clocks, energy management control systems, etc.). As such, conditions imposed on future development by the City pursuant to the PMC and Title 24 would reduce light and glare impacts to a less than significant impact.

4.1.3 Mitigation Measures

None required.

4.2 AGRICULTURE AND FORESTRY RESOURCES

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	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?			X	
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
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))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
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?				X

4.2.1 Environmental Setting

The Project site is located outside of the City of Porterville city limits, but within the City of Porterville 2030 General Plan Planning Area. The site is currently pre-zoned and planned for open space, residential, and commercial uses in the City of Porterville. Although completely outside of the City's limits, the entire Project site has been pre-zoned with City of Porterville zoning districts and are zoned RS-2 – Low Density Residential, RS-1 – Very Low Density Residential, CR – Retail Centers, and PK – Parks and Recreation. The site is zoned AE-20 – Exclusive Agricultural Zone 20 Acre Minimum, R-1-20 – Single-Family Residential, and A-1 – Agricultural in the County of Tulare.

The Project site is currently mostly occupied by agricultural operations with a few single-family residential dwellings, containing several existing structures. The existing biotic conditions and resources of the site can be defined primarily as agricultural, including almonds and alfalfa. In addition to crop trees, there are existing trees and shrubs

on properties with single-family residences and along existing dirt roads. Existing water features include the Tule River, Poplar Ditch on the southwest of the site, and a 22.11-acre freshwater emergent wetland and 3.47-acre freshwater forested/shrub wetland on APN 259-040-044. The Project site does not contain any forestry resources such as forest land or timberland.

Farmland Monitoring and Mapping Program

The California Department of Conservation manages the Farmland Mapping and Monitoring Program (FMMP) that provides maps and data for analyzing land use impacts to farmland. The FMMP produces the Important Farmland Finder as a resource map that shows quality (soils) and land use information. Agricultural land is rated according to soil quality and irrigation status, in addition to many other physical and chemical characteristics. The highest quality land is called “Prime Farmland” which is defined by the FMMP as *“farmland with the best combination of physical and chemical features able to sustain long term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.”*³ Maps are updated every two years. According to the FMMP, California Important Farmland Finder, the Project site includes “Prime Farmland”, “Unique Farmland”, “Farmland of Statewide Importance”, “Grazing Land”, “Semi-Agricultural and Rural Commercial Land”, “Nonagricultural and Natural Vegetation”, and “Rural Residential Land”.⁴ Figure 4-2 shows the location of each farmland type on the Project site and Table 4-1 includes the acreage of each type.

Table 4-1 Farmland Types of the Project site

Farmland Type	Acreage	Percentage
Grazing Land	47.7	10.7%
Farmland of Local Importance	81.5	18.2%
Nonagricultural and Natural Vegetation	16.5	3.7%
Prime Farmland	85.3	19.1%
Rural Residential Land	30.1	6.7%
Farmland of Statewide Importance	36.2	8.1%
Semi-Agricultural and Rural Commercial Land	70.8	15.8%
Unique Farmland	79.2	17.7%
Total	447.3	100.0%

California Land Conservation Act

The California Land Conservation Act of 1965 (i.e., the Williamson Act) allows local governments to enter contracts with private landowners to restrict parcels of land agricultural or open space uses. In return, property tax assessments of the restricted parcels are lower than full market value. The minimum length of a Williamson Act contract is 10 years and automatically renews upon its anniversary date; as such, the contract length is essentially indefinite. The Project site is not subject to the Williamson Act.

³ California Department of Conservation. Important Farmland Categories. Accessed on June 28, 2023, <https://www.conservation.ca.gov/dlrp/fmmp/Pages/Important-Farmland-Categories.aspx>

⁴ California Department of Conservation. (2018). California Important Farmland Finder. Accessed on June 28, 2023, <https://maps.conservation.ca.gov/DLRP/CIFF/>

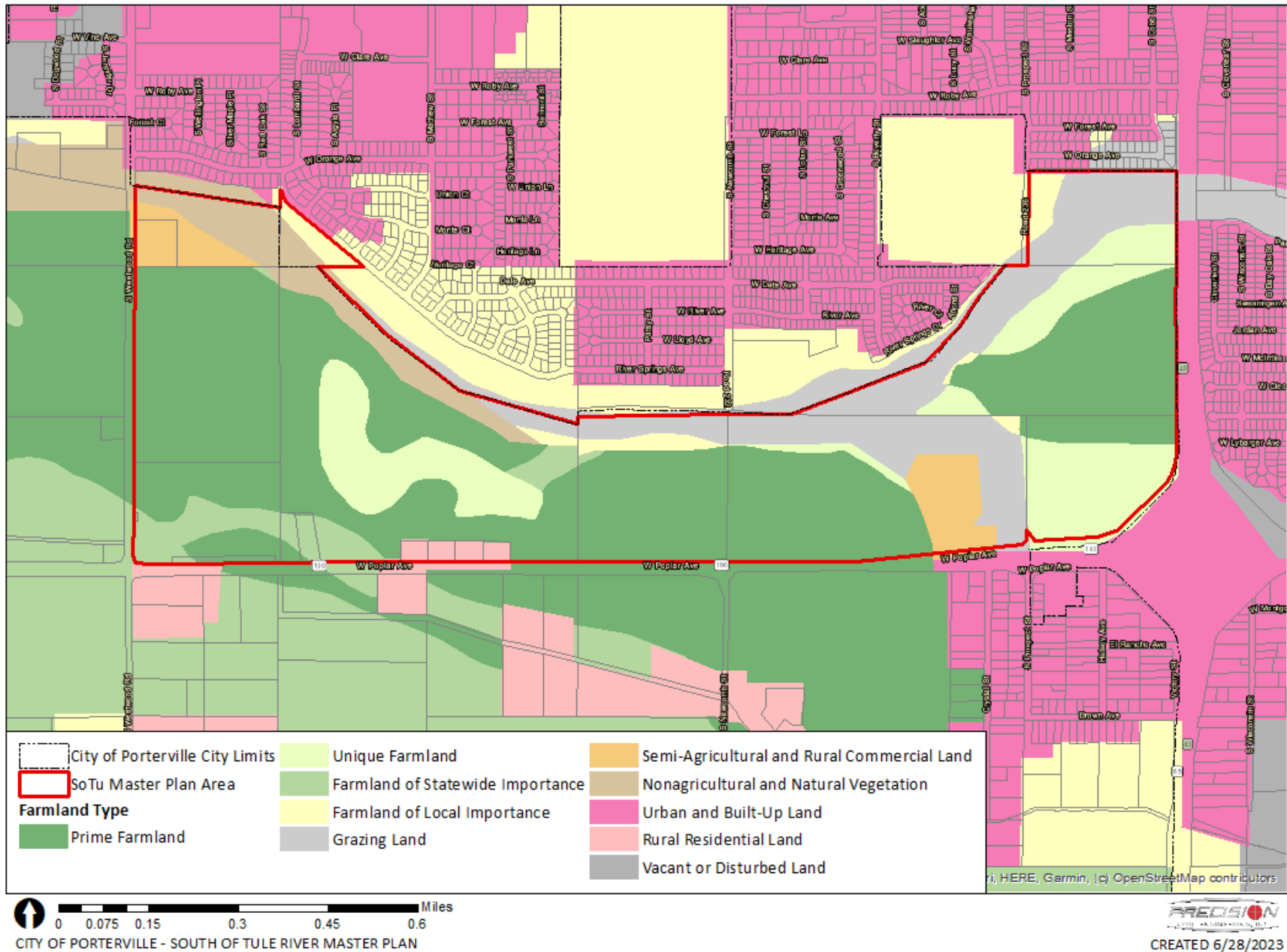


Figure 4-2 Farmland Types in the Project site

4.2.2 Impact Assessment

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?*

Less than Significant Impact. According to the FMMP, the Project site has 85.3 acres of “Prime Farmland”, 79.2 acres of “Unique Farmland”, and 36.2 acres of “Farmland of Statewide Importance.” The Project site is located within the City of Porterville Planning Area. While no development is proposed as part of the Project, future buildout of the Master Plan would result in the conversion of agricultural land to non-agricultural uses.

While the Project would result in the conversion of agricultural lands to a non-agricultural use, this conversion was evaluated under the Porterville 2030 General Plan Environmental Impact Report (EIR SCH #2006011033) and related Findings, and Statement of Overriding Considerations. The EIR acknowledged that farmland conversion would occur at full buildout of the General Plan, including approximately 3,050 acres of Prime Farmland soils (of which 2,880 acres are unincorporated lands) and approximately 4,200 acres of Farmland of Statewide Importance and Unique Farmland soils. While the General Plan provides policies to minimize the extent of sprawl associated with future development, the EIR recognizes that the conversion of agricultural lands is still considered significant and unavoidable. To certify the EIR, the City adopted Findings of Fact related to Significant and Unavoidable Impacts as well as Statements of Overriding Considerations pursuant of *Section 15093* of the California Environmental Quality Act (CEQA), which requires the lead agency to balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve the project.

The adopted Statements of Overriding Considerations for the EIR addressed Findings of Significant and Unavoidable Impacts within the categories/areas of Agricultural Resources. The findings cite specific social, economic, and environmental, or other considerations which were deemed and considered by the City Council to be benefits which outweighed the unavoidable adverse environmental effects attributed to development occurring within the City’s Planning Area, consistent with the land uses, densities, and intensities set forth in the General Plan. Consequently, the City of Porterville issued a Statement of Overriding Considerations for this significant and unavoidable impact, demonstrating that the environmental impacts are “acceptable” due to the project benefits and considerations.

Since the Project site was evaluated under the General Plan EIR and subsequent Statements of Overriding Considerations and Findings of Significant and Unavoidable Impacts, the Project would have a less than significant impact as it relates to agricultural land conversion.

- b) *Conflict with existing zoning for agricultural use or a Williamson Act contract?*

Less than Significant Impact. While the Project Site is currently zoned for agricultural use within the County, the Project Site is also pre-zoned as residential, commercial, and open space zoning districts, consistent with the underlying land use designations. In addition, the Project plans for future development within the Porterville city limits with urbanized land uses. Upon entitlement approval of future developments within the Project Site, Tulare County Local Agency Formation Commission (LAFCO) would review and approve the expansion of the City Limits in consideration of the specific project’s impact on agricultural land, as required by state law. Once the Project is approved by LAFCO and annexed into the City Limits, the Project would no longer be within the County’s agricultural

zoning district. Therefore, the Project would not conflict with existing zoning for agricultural use and impacts would be less than significant.

The Project Site is not subject to the Williamson Act. As such, a less than significant impact would occur.

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 site is not planned or zoned for forest land or timberland. Further, the Project site would not cause the rezoning of forest land, timberland, or timberland zoned Timberland Production. As a result, the Project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production and no impact would occur.

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

No Impact. The Project site does not contain forest land and is not planned or zoned for forest land or forest uses. Implementation of the Project would therefore not result in the loss of forest land or conversion of forest land to non-forest use. As a result, no impact would occur.

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. While the Project Site is zoned for agricultural uses within the County, it is planned and pre-zoned for urban uses, including residential and commercial uses, in the City of Porterville. As described under criteria a) and b), while the Project would result in the conversion of agricultural lands to non-agricultural uses, this conversion was evaluated under the General Plan EIR and subsequent Statements of Overriding Considerations and Findings of Significant and Unavoidable Impacts. Upon entitlement approval of future developments within the Project Site, Tulare County Local Agency Formation Commission (LAFCO) would review and approve the expansion of the City Limits in consideration of the specific project's impact on agricultural land, as required by state law. In addition, the Project site is surrounded by existing residential and office uses. While some properties to the south and west of the site are currently occupied with agricultural operations, buildout of the Project is not expected to result in conversion of surrounding properties from agricultural to non-agricultural use since the Project site and surrounding properties are divided by existing right-of-way. As a result, the Project would not involve other changes in the existing environment that could result in the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use. Therefore, a less than significant impact would occur because of the Project.

4.2.3 Mitigation Measures

None required.

4.3 AIR QUALITY

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	X			
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?	X			
c) Expose sensitive receptors to substantial pollutant concentrations?	X			
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

4.3.1 Environmental Setting

An air quality analysis of the Project was conducted on August 17, 2023, by Johnson, Johnson and Miller, Inc. The full report is provided in [Appendix A](#). The environmental setting, regulatory setting, existing air quality conditions, plans and regulations, and modeling parameters and assumptions within the air quality analysis are provided below.

Environmental Setting

Air quality impacts are both local and regional. Local and regional air quality is impacted by topography, dominant airflows, atmospheric inversions, location, and season. The project is located in the San Joaquin Valley Air Basin (Air Basin), which experiences some of the most challenging environmental conditions for air quality in the nation. The following section describes these conditions as they pertain to the Air Basin. The information in this section is primarily from the San Joaquin Valley Air Pollution Control District's (SJVAPCD's) Guidance for Assessing and Mitigation Air Quality Impacts (GAMAQI).

Topography

The topography of a region is important for air quality because mountains can block airflow that would help disperse pollutants and can channel air from upwind areas that transports pollutants to downwind areas. The SJVAPCD covers the entirety of the Air Basin. The Air Basin 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).

Climate

The climate is important for air quality because of differences in the atmosphere's ability to trap pollutants close to the ground, which creates adverse air quality; inversely, the atmosphere's ability to rapidly disperse pollutants over a wide area prevents high concentrations from accumulating under different climatic conditions. The Air Basin 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 Air Basin averages over 260 sunny days per year.

Inversion layers are significant in determining pollutant concentrations. Concentration levels can be related to the amount of mixing space below the inversion. Temperature inversions that occur on the summer days are usually encountered 2,000 to 2,500 feet above the valley floor. In winter months, overnight inversions occur 500 to 1,500 feet above the valley floor.

Dominant airflows provide the driving mechanism for transport and dispersion of air pollution. The mountains surrounding the Air Basin 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 Mojave Desert Air Basin portion of Kern County. As the wind moves through the Air Basin, it mixes with the air pollution generated locally, generally transporting air pollutants from the north to the south in the summer and in a reverse flow in the winter.

The winds and unstable air conditions experienced during the passage of winter storms result in periods of low pollutant concentrations and excellent visibility. Between winter storms, high pressure and light winds allow cold moist air to pool on the San Joaquin Valley floor. This creates strong, low-level temperature inversions and very stable air conditions, which can lead to Tule fog. Wintertime conditions favorable to fog formation are also conditions favorable to high concentrations of PM_{2.5} and PM₁₀.

Regulatory Setting

Air pollutants are regulated to protect human health and for secondary effects such as visibility and building soiling. The Clean Air Act of 1970 tasks the United States Environmental Protection Agency (EPA) with setting air quality standards. The State of California also sets air quality standards, which are in some cases more stringent than federal standards, in addition to addressing additional pollutants. The following section describes these federal and state standards and the health effects of the regulated pollutants.

Clean Air Act

Congress established much of the basic structure of the Clean Air Act (CAA) in 1970 and made major revisions in 1977 and 1990. Six common air pollutants (also known as criteria pollutants) are addressed in the CAA: particulate matter, ground-level ozone, carbon monoxide, sulfur oxides, nitrogen oxides, and lead. The EPA labels these pollutants as criteria air pollutants because they are regulated by developing human health-based and/or environmentally based criteria (science-based guidelines), which sets permissible levels. The set of limits based on human health are called primary standards. Another set of limits intended to prevent environmental and property damage are called secondary standards.

The federal standards are called National Ambient Air Quality Standards (NAAQS). The air quality standards provide benchmarks for determining whether air quality is healthy at specific locations and whether development activities will cause or contribute to a violation of the standards. The criteria pollutants are:

- Ozone
- Nitrogen dioxide (NO₂)
- Lead
- Particulate matter (PM₁₀ and PM_{2.5})
- Carbon monoxide (CO)
- Sulfur dioxide

The federal standards were set to protect public health, including that of sensitive individuals; thus, the EPA is tasked with updating the standards as more medical research is available regarding the health effects of the criteria pollutants. Primary federal standards are the levels of air quality necessary, with an adequate margin of safety, to protect public health.

California Clean Air Act

The California Legislature enacted the California Clean Air Act (CCAA) in 1988 to address air quality issues of concern not adequately addressed by the federal CAA at the time. California's air quality problems were and continue to be some of the most severe in the nation and require additional actions beyond the federal mandates. The California Air Resources Board (ARB) administers California Ambient Air Quality Standards (CAAQS) for the 10 air pollutants designated in the CCAA. The 10 state air pollutants are the six federal standards listed above as well visibility-reducing particulates, hydrogen sulfide, sulfates, and vinyl chloride. The EPA authorized California to adopt its own regulations for motor vehicles and other sources that are more stringent than similar federal regulations implementing the CAA.

Toxic Air Contaminants

A TAC is defined as an air pollutant that may cause or contribute to an increase in mortality or serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations. There are no ambient air quality standards for TAC emissions. TACs are regulated in terms of health risks to individuals and populations exposed to the pollutants. The 1990 Clean Air Act Amendments significantly expanded the EPA's authority to regulate hazardous air pollutants (HAP). Section 112 of the Clean Air Act lists 187 hazardous air pollutants to be regulated by source category. Authority to regulate these pollutants was delegated to individual states. ARB and local air districts regulate TACs and HAPs in California.

Air Pollutant Description and Health Effects

The federal and state ambient air quality standards, relevant effects, properties, and sources of the pollutants are summarized in Table 1 in **Appendix A**. Several pollutants listed in Table 1 are not addressed in this analysis. Analysis of lead, hydrogen sulfide, sulfates, and vinyl chloride are not included in this report because no new sources of these pollutant emissions are anticipated with the project. Visibility-reducing particles are not explicitly addressed in this analysis because particulate matter is addressed as PM₁₀ and PM_{2.5}.

Existing Air Quality Conditions

The EPA developed the Air Quality Index (AQI) as an easy-to-understand measure of health impacts compared with concentrations in the air. **Table 4-2** provides a description of the health impacts of ozone at different concentrations.

Table 4-2 Air Quality Index and Health Effects from Ozone

Air Quality Index/ 8-hour Ozone Concentration	Health Effects Description
AQI 51–100—Moderate Concentration 55–70 ppb	Sensitive Groups: Children and people with asthma are the groups most at risk.
	Health Effects Statements: Unusually sensitive individuals may experience respiratory symptoms.
	Cautionary Statements: Unusually sensitive people should consider limiting prolonged outdoor exertion.
AQI 101–150—Unhealthy for Sensitive Groups Concentration 71–85 ppb	Sensitive Groups: Children and people with asthma are the groups most at risk.
	Health Effects Statements: Increasing likelihood of respiratory symptoms and breathing discomfort in active children and adults and people with respiratory disease, such as asthma.
	Cautionary Statements: Active children and adults, and people with respiratory disease, such as asthma, should limit prolonged outdoor exertion.
AQI 151–200—Unhealthy Concentration 86–105 ppb	Sensitive Groups: Children and people with asthma are the groups most at risk.
	Health Effects Statements: Greater likelihood of respiratory symptoms and breathing difficulty in active children and adults and people with respiratory disease, such as asthma; possible respiratory effects in general population.
	Cautionary Statements: Active children and adults, and people with respiratory disease, such as asthma, should avoid prolonged outdoor exertion; everyone else, especially children, should limit prolonged outdoor exertion.
AQI 201–300—Very Unhealthy Concentration 106–200 ppb	Sensitive Groups: Children and people with asthma are the groups most at risk.
	Health Effects Statements: Increasingly severe symptoms and impaired breathing likely in active children and adults and people with respiratory disease, such as asthma; increasing likelihood of respiratory effects in general population.
	Cautionary Statements: Active children and adults, and people with respiratory disease, such as asthma, should avoid all outdoor exertion; everyone else, especially children, should limit outdoor exertion.

Source: Air Now. 2021. AQI Calculator: AQI to Concentration. Website: <https://www.airnow.gov/aqi/aqi-calculator-concentration/>. Accessed July 2023.

The other nonattainment pollutant of concern is PM_{2.5}. An AQI of 100 or lower is considered moderate and would be triggered by a 24-hour average concentration of 12.1 to 35.4 µg/m³. The relationship of the AQI to health effects is shown in **Table 4-3**.

Table 4-3 Air Quality Index and Health Effects of Particulate Pollution

Air Quality Index/ PM _{2.5} Concentration	Health Effects Description
AQI 51–100—Moderate Concentration 12.1–35.4 µg/m ³	Sensitive Groups: Some people who may be unusually sensitive to particle.
	Health Effects Statements: Unusually sensitive people should consider reducing prolonged or heavy exertion.
	Cautionary Statements: Unusually sensitive people: Consider reducing prolonged or heavy exertion. Watch for symptoms such as coughing or shortness of breath. These are signs to take it easier.
AQI 101–150—Unhealthy for Sensitive Groups Concentration 35.5–55.4 µg/m ³	Sensitive Groups: Sensitive groups include people with heart or lung disease, older adults, children, and teenagers.
	Health Effects Statements: Increasing likelihood of respiratory symptoms in sensitive individuals, aggravation of heart or lung disease and premature mortality in persons with cardiopulmonary disease, and the elderly.
AQI 151–200—Unhealthy	Sensitive Groups: Everyone

Concentration 55.5–150.4 µg/m ³	Health Effects Statements: Increased aggravation of heart or lung disease and premature mortality in persons with cardiopulmonary disease and the elderly; increased respiratory effects in general population.
	Cautionary Statements: Sensitive groups: Avoid prolonged or heavy exertion. Consider moving activities indoors or rescheduling. Everyone else: Reduce prolonged or heavy exertion. Take more breaks during outdoor activities.
AQI 201–300—Very Unhealthy Concentration 150.5–250.4 µg/m ³	Sensitive Groups: Everyone
	Health Effects Statements: Significant aggravation of heart or lung disease and premature mortality in persons with cardiopulmonary disease and the elderly; significant increase in respiratory effects in general population.
	Cautionary Statements: Sensitive groups: Avoid all physical activity outdoors. Move activities indoors or reschedule to a time when air quality is better. Everyone else: Avoid prolonged or heavy exertion. Consider moving activities indoors or rescheduling to a time when air quality is better.

Source: Air Now. 2021. AQI Calculator: AQI to Concentration. Website: <https://www.airnow.gov/aqi/aqi-calculator-concentration/>. Accessed July 2023.

Attainment Status

The EPA and the ARB designate air basins where ambient air quality standards are exceeded as “nonattainment” areas. If standards are met, the area is designated 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 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 PM_{2.5} standard is met if the three-year average of the annual average PM_{2.5} concentration is less than or equal to the standard.

The current attainment designations for the Air Basin are shown in **Table 4-4**. The Air Basin is designated nonattainment for ozone, PM₁₀, and PM_{2.5}.

Table 4-4 San Joaquin Valley Air Basin Attainment Status

Pollutant	State Status	National Status
Ozone—One Hour	Nonattainment/Severe	No Standard
Ozone—Eight Hour	Nonattainment	Nonattainment/Extreme
Carbon monoxide	Attainment/Unclassified	Merced, Madera, and Kings Counties are unclassified; others are in Attainment
Nitrogen dioxide	Attainment	Attainment/Unclassified
Sulfur dioxide	Attainment	Attainment/Unclassified
PM ₁₀	Nonattainment	Attainment
PM _{2.5}	Nonattainment	Nonattainment
Lead	Attainment	No Designation/Classification

Source of State status: California Air Resources Board (ARB 2013).

Source of National status: U.S. Environmental Protection Agency (EPA 2021).

Source of additional status information (SJVAPCD 2017).

Air Quality Plans and Regulations

Air pollutants are regulated at the national, state, and air basin or county level, and each agency has a different level of regulatory responsibility: the EPA regulates at the national level, the Air Resources Board (ARB) at the state level, and the SJVAPCD at the air basin level.

San Joaquin Valley Air Pollution Control District

The SJVAPCD is responsible for controlling emissions primarily from stationary sources. The SJVAPCD, in coordination with the eight countywide transportation agencies, is also responsible for developing, updating, and implementing air quality attainment plans for the Air Basin. The SJVAPCD also has roles under CEQA.

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 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. This rule is enforced on a complaint basis.*

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. Only compliant components are available for purchase in the San Joaquin Valley.*

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. This regulation is enforced on the asphalt provider.*

Regulation VIII—Fugitive PM₁₀ Prohibitions. *Rules 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 within the Air Basin. The rule places application and emission reduction requirements on development projects meeting applicability criteria in order to reduce emissions through on-site mitigation, off-site District-administered projects, or a combination of the two. This project is subject to Rule 9510.*

CEQA

The SJVAPCD has three roles under CEQA:

1. **Lead Agency:** Responsible for preparing environmental analyses for its own projects (adoption of rules, regulations, or plans) or permit projects filed with the SJVAPCD where the SJVAPCD has primary approval authority over the project.
2. **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 SJVAPCD 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 SJVAPCD regularly submits comments on documents prepared by lead agencies to ensure that the SJVAPCD's concerns are addressed.

3. **Commenting Agency:** The SJVAPCD reviews and comments on air quality analyses prepared by other public agencies (such as the proposed 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.*

Local

The City of Porterville 2030 General Plan was adopted on March 4, 2008. The City's applicable air quality goals and policies from the Air Quality section are listed below.

City of Porterville Air Quality Goals and Policies

The General Plan lists the following policies that are supportive of improved air quality. Policies that are directly related to the project are listed below:

Land Use Element

LU-G-3: *Promote sustainability in the design and development of public and private development projects.*

LU-G-11: *Foster strong, visually attractive regional commercial centers with a mix of tenants to serve both local and regional needs.*

LU-I-20: *Establish standards for pedestrian-oriented design in neighborhood centers. Pedestrian-oriented design standards may include, but would not be limited to:*

- *Limitations on maximum block length;*
- *Minimum sidewalk width;*

- *Required streetscape improvements, including street trees;*
- *Building height and articulation;*
- *Building setbacks;*
- *Location of entries; and*
- *Parking location and required landscaping.*

The City also may provide additional incentives for projects that contribute to the pedestrian, bicycle and transit networks, and/or the open space network.

Circulation Element

C-G-3: *Make efficient use of existing transportation facilities and, through coordinated land use planning, strive to improve accessibility to shops, schools, parks and employment centers and reduce total vehicle miles traveled per household to minimize vehicle emissions and save energy.*

C-I-2: *Require all new developments to provide right-of-way and improvements consistent with the General Plan street designations and City street section standards.*

C-I-3: *Provide for greater street connectivity by: Incorporating in subdivision regulations requirements for a minimum number of access points to existing local or collector streets for each development;*

Encouraging roundabouts over signals, where feasible and appropriate;

Requiring the bicycle and pedestrian connections from cul-de-sacs to nearby public areas and main streets; and

Requiring new residential communities on undeveloped land planned for urban uses to provide stubs for future connections to the edge of the property line. Where stubs exist on adjacent properties, new streets within the development should connect to these stubs.

C-G-8: *Promote the use of public transit for daily trips to schools and work and for other purposes.*

C-G-9: *Promote the use of bicycles to alleviate vehicle traffic and improve public health.*

C-G-10: *Promote pedestrian activity.*

C-I-21: *Develop a series of continuous walkways within new office parks, commercial districts, and residential neighborhoods so they connect to one another.*

Open Space & Conservation Element

OSC-G-9: *Improve and protect Porterville's air quality by making air quality a priority in land use and transportation planning and in development review.*

OSC-I-58: *Continue to assess air quality impacts through environmental review and require developers to implement best management practices to reduce air pollutant emissions associated with the construction and operation of development projects.*

The City will use the San Joaquin Valley Air Pollution Control District (SJVAPCD) Guidelines for Assessing and Mitigating Air Quality Impacts for determining and mitigating project air quality impacts and related thresholds of

significance for use in environmental documents. The City shall cooperate with the SJVAPCD in the review of development proposals.

BMPs could include transportation demand management strategies for large development projects such as:

- Providing bicycle access and parking facilities;*
- Providing preferential parking for high-occupancy vehicles, carpools, or alternative fuels vehicles;*
- Establishing telecommuting programs or satellite work centers;*
- Allowing alternative work schedules;*
- Subsidizing public transit costs for employee; and*
- Scheduling deliveries at off-peak traffic periods.*

OSC-I-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.*

OSC-I-61: *Coordinate air quality planning efforts with other local, regional and State agencies.*

OSC-I-62: *Be proactive in educating the public about the linkages between land use, transportation and air quality.*

OSC-I-63: *Notify local and regional jurisdictions of proposed projects that may affect regional air quality.*

OSC-I-65: *When asbestos has been identified in the preliminary soils report, require all new development and public works projects to comply with all provisions of State and regional ATCM regulations for control of airborne asbestos emissions relating to construction, road maintenance, and grading activities.*

The City will establish Best Management Practices for construction, grading, and road maintenance in areas with naturally occurring asbestos, consistent with State and regional regulations for Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations. BMPs may include but are not limited to:

- Wetting soil during excavation and other dust suppression measures;*
- Wetting roads, excavated materials and rinsing equipment;*
- Limiting vehicle speeds within construction areas;*
- Creating wind breaks and berms;*
- Suspending activities when wind creates visible dust;*
- Prohibiting rock-crushing of asbestos-containing materials;*
- Monitoring dust levels;*
- Posting warning signs;*
- Replanting; and*

- Paving or other permanent sealants or covers.

Existing Sources of Toxic Emissions

No existing sources were identified that exceed ARB recommendations in its Air Quality Land Use Handbook for siting sensitive land uses impact the project.

ARB Air Quality Land Use Handbook

Table 4-5 lists the following ARB advisory recommendations that address the issue of siting “sensitive land uses” near specific sources of air pollution:

- High traffic freeways and roads
- Distribution centers
- Rail yards
- Ports
- Refineries
- Chrome plating facilities
- Dry cleaners
- Large gas dispensing facilities

The analysis examines the area around the site to determine if potential sources of TAC emissions may impact the project, based on the ARB recommended screening distances.

Table 4-5 Recommendations on Siting New Sensitive Land Uses

Source Category	Advisory Recommendations
Freeways and High-Traffic Roads	Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.
Distribution Centers	Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week). Take into account the configuration of existing distribution centers and avoid locating residences and other new sensitive land uses near entry and exit points.
Rail Yards	Avoid siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard. Within one mile of a rail yard, consider possible siting limitations and mitigation approaches.
Ports	Avoid siting of new sensitive land uses immediately downwind of ports in the most heavily impacted zones. Consult local air districts or the ARB on the status of pending analyses of health risks.
Refineries	Avoid siting new sensitive land uses immediately downwind of petroleum refineries. Consult with local air districts and other local agencies to determine an appropriate separation.
Chrome Platers	Avoid siting new sensitive land uses within 1,000 feet of a chrome plater.
Dry Cleaners Using Perchloroethylene	Avoid siting new sensitive land uses within 300 feet of any dry-cleaning operation. For operations with two or more machines, provide 500 feet. For operations with three or more machines, consult with the local air district. Do not site new sensitive land uses in the same building with perchloroethylene dry cleaning operations.
Gasoline Dispensing Facilities	Avoid siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50-foot separation is recommended for typical gas dispensing facilities.

Note: These recommendations are advisory. Land use agencies have to balance other considerations, including housing and transportation needs, economic development priorities, and other quality of life issues.

4.3.2 Modeling Parameters and Assumptions

Model Selection and Guidance

Air pollutant emissions can be estimated by using emission factors and a level of activity. Emission factors represent the emission rate of a pollutant given the activity over time; for example, grams of NO_x per horsepower-hour or grams of NO_x per vehicle mile traveled. The ARB has published emission factors for on-road mobile vehicles/trucks in the Emission FACTors Model (EMFAC) mobile source emissions model and emission factors for off-road equipment and vehicles in the OFFROAD emissions model. An air emissions model (or calculator) combines the emission factors and the various levels of activity and outputs the emissions for the various pieces of equipment.

The California Emissions Estimator Model (CalEEMod) was developed in cooperation with air districts throughout the State. CalEEMod is designed as a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions associated with construction and operation from a variety of land uses.

The modeling follows SJVAPCD guidance where applicable from its GAMAQI. The models used in this analysis are summarized as follows:

- Construction emissions: CalEEMod, version 2022.1 (specifically, 2022.1.1.17)
- Operational emissions: CalEEMod, version 2022.1 (specifically, 2022.1.1.17)
- Other emission rates: EMFAC 2021

Criteria Pollutants Assessed

The following air pollutants are assessed in this analysis:

- *Reactive organic gases (ROG)*
- *Nitrogen oxides (NO_x)*
- *Carbon monoxide (CO)*
- *Sulfur dioxide (SO₂)*
- *Particulate matter less than 10 microns in diameter (PM₁₀)*
- *Particulate matter less than 2.5 microns in diameter (PM_{2.5})*

Note that the project would emit ozone precursors ROG and NO_x. However, the project would not directly emit ozone, since it is formed in the atmosphere during the photochemical reaction of ozone precursors. Other criteria pollutants such as vinyl chloride, hydrogen sulfide, lead, and sulfates were not included because of their low levels of emissions from the project.

As noted previously, the project would emit ultrafine particles. However, there is currently no standard separate from the PM_{2.5} standards for ultrafine particles and there is no accepted methodology to quantify or assess the significance of such particles.

Construction Modeling Assumptions

Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and prevailing weather conditions. Construction emissions result from on-site and off-site activities.

On-site emissions principally consist of exhaust emissions from the activity levels of heavy-duty construction equipment, motor vehicle operation, and fugitive dust (mainly PM₁₀) from disturbed soil. Additionally, paving operations and application of architectural coatings would release VOC emissions. Off-site emissions are caused by motor vehicle exhaust from delivery vehicles, worker traffic, and road dust (PM₁₀ and PM_{2.5}).

Project Schedule

Although no physical development is proposed by the project, this analysis looks at the potential buildout of the plan area at a programmatic level using reasonable assumptions so that future development of the site can tier from this Initial Study pursuant to CEQA Guidelines Section 15168(c)(1) and 15168(d) for evaluations of environmental issues associated with later activities/subsequent projects. Buildout of development contemplated under the proposed Master Plan would occur over several years. For the purpose of estimating emissions, construction was anticipated to occur starting as early as the first quarter of 2024. The use of an earlier construction schedule in this analysis represents a conservative estimate of emissions, as emissions resulting from construction equipment and vehicle use are expected to decrease over time due to turnover and other factors. Overall CalEEMod default HP hours were retained. In instances where the CalEEMod default schedule was modified for ground-up construction to reflect the anticipated buildout schedule, equipment usage was proportionally modified to retain the overall HP hours.

Construction Equipment Emission Factors

The analysis uses CalEEMod default assumptions for the equipment used during construction. CalEEMod default equipment assumptions for construction equipment and equipment activity are based on surveys of construction projects of various sizes. The full modeling assumptions are provided as part of **Appendix A** of this report. CalEEMod contains an inventory of construction equipment that incorporates estimates of the number of equipment, age, horsepower, and equipment emission, and control level or tier from which rates of emissions are developed. The CalEEMod default equipment assumptions were used in this analysis for the estimation of emissions from on-site construction equipment. As previously noted, equipment usage was proportionally modified to retain the overall HP hours in instances where the CalEEMod default schedule was modified. CalEEMod's off-road emission factors and load factors are from the ARB OFFROAD model.

Operation

Operational emissions are those emissions that occur when development contemplated by the Master Plan is occupied by the future businesses and residents. The major sources are summarized below.

Model Vehicles

Motor vehicle emissions refer to exhaust and road dust emissions from the automobiles that would travel to and from the plan area/project site. Project trip generation rates were obtained from the project Traffic Impact Study.

A pass-by trip accounts for vehicles already on the roadway network that stop at the project site as they pass-by; the pass-by trips are existing vehicle trips in the community. CalEEMod default rates of three percent pass-by trips were used in this analysis for the commercial shopping center. The pass-by trips for the fast-food land uses were adjusted to match project-specific values provided in the project Traffic Impact Study.

The vehicle fleet mix is defined as the mix of motor vehicle classes active during the operation of the project. Emission factors are assigned to the expected vehicle mix as a function of vehicle class, speed, and fuel use (gasoline

and diesel-powered vehicles). The CalEEMod default vehicle fleet mixes were used to estimate emissions for commercial uses. The SJVAPCD-approved Residential Fleet Mix was used in the analysis for the residential land uses.

Architectural Coatings (Painting)

Paints release VOC emissions during application and drying. The buildings in the project would be repainted on occasion. The project is required to comply with the SJVAPCD Rule 4601—Architectural Coatings. The rule required flat paints to meet a standard of 50 grams per liter (g/l) and gloss paints 100 g/l by 2012 for an average rate of 65 g/l. Most of the coatings used for residential and shopping center/nonresidential painting are flat paints. Effective January 1, 2022, nonflat gloss and semi-gloss paints are required to meet the 50 g/l standard, providing lower VOC emissions for buildings constructed after that date.

Customer Products

Consumer products are various solvents used in non-industrial applications, which emit VOCs during their product use. “Consumer Product” means a chemically formulated product used by household and institutional consumers, including but not limited to: detergents; cleaning compounds; polishes; floor finishes; cosmetics; personal care products; home, lawn, and garden products; disinfectants; sanitizers; aerosol paints; and automotive specialty products. It does not include other paint products, furniture coatings, or architectural coatings. CalEEMod includes default consumer product use rates based on building square footage. The default emission factors developed for CalEEMod were used for consumer products.

Landscape Equipment

CalEEMod estimated the landscaping equipment using the default assumptions in the model.

Electricity

Electricity used by the project (for lighting, etc.) would result in emissions from the power plants that would generate electricity distributed on the electrical power grid. Electricity emissions estimates are only used in the GHG analysis. CalEEMod was used to estimate these emissions from the proposed Master Plan.

Electricity Consumption

CalEEMod has three categories for electricity consumption: electricity that is impacted by Title 24 regulations, non-Title 24 electricity, and lighting. The Title 24 uses are defined as the major building envelope systems covered by California’s Building Code Title 24 Part 6, such as space heating, space cooling, water heating, and ventilation. Lighting is separate since it can be both part and not part of Title 24. Since lighting is not considered as part of the building envelope energy budget, CalEEMod does not consider lighting to have any further association with Title 24 references in the program. Non-Title 24 includes everything else such as appliances and electronics. Total electricity consumption in CalEEMod is divided into the three categories. The percentage for each category is determined by using percentages derived from the CalEEMod default electricity intensity factors. The percentages are then applied to the electricity consumption to result in the values used in the analysis.

Natural Gas

The development under the proposed Master Plan would generate emissions from the combustion of natural gas for water heaters, heat, etc. CalEEMod has two categories for natural gas consumption: Title 24 and non-Title 24. CalEEMod defaults were used in the analysis.

Water and Wastewater

GHG emissions are emitted from the use of electricity to pump water to the plan area/project site and to treat wastewater. CalEEMod defaults were used.

Refrigerants

During operation, air conditioners and refrigeration systems may leak refrigerants (hydrofluorocarbons). Hydrofluorocarbons are typically used for refrigerants, which are long-lived GHGs. Regional and neighborhood commercial uses and residential uses of refrigerants are minor; however, CalEEMod default values were retained for all land uses analyzed to present a conservative estimate of GHG emissions.

Solid Waste

GHG emissions would be generated from the decomposition of solid waste generated by implementation of the proposed Master Plan. CalEEMod was used to estimate the GHG emissions from this source.

Vegetation

There is currently carbon sequestration occurring on-site from existing vegetation in the form of existing agricultural uses. Implementation of the proposed Master Plan would plant trees and integrate landscaping into the project design, which would provide carbon sequestration. However, the number of trees to be planted is unknown and data are insufficient to accurately determine the impact that existing plants have on carbon sequestration. For this analysis, it was assumed that the loss and addition of carbon sequestration that are due to the proposed Master Plan would be balanced; therefore, emissions due to carbon sequestration were not included.

4.3.3 Early Consultation

Early consultation was received from the San Joaquin Valley Air Pollution District (“SJVAPCD” or “District”) on July 26, 2023. The feedback received is included as **Appendix G**.

City of Porterville 2030 General Plan

The General Plan established the following policies to reduce air quality impacts.

Guiding Policy 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.*

Implementation Policy 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.*

Implementation Policy OSC-I-59 *Require preparation of a Health Risk Assessment for any development subject to the Air Toxics “Hot Spots” Act.*

Implementation Policy OSC-I-60 *Require dust control measures as a condition of approval for subdivision maps, site plans, and all grading permits.*

Implementation Policy OSC-I-61 *Coordinate air quality planning efforts with other local, regional and State agencies.*

Implementation Policy OSC-I-62 *Be proactive in educating the public about the linkages between land use, transportation and air quality.*

Implementation Policy OSC-I-63 *Notify local and regional jurisdictions of proposed projects that may affect regional air quality.*

Implementation Policy OSC-I-64 *Investigate replacing City vehicles with low-emission technology.*

Implementation Policy OSC-I-65 *When asbestos has been identified in the preliminary soils report, require all new development and public works projects to comply with all provisions of State and regional ATCM regulations for control of airborne asbestos emissions relating to construction, road maintenance, and grading activities.*

4.3.4 Impact Assessment

Would the project:

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

Potentially Significant Impact. 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 indicates that projects that do not exceed SJVAPCD regional criteria pollutant emissions quantitative thresholds would not conflict with or obstruct the applicable air quality plan (AQP). An additional criterion regarding the project's implementation of control measures was assessed to provide further evidence of the project's consistency with current AQPs. This document proposes the following criteria for determining project consistency with the current AQPs:

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 emission reductions specified in the AQPs?
2. Will the project comply with applicable control measures in the AQPs? The primary control measures applicable to development projects include Regulation VIII—Fugitive PM₁₀ Prohibitions and Rule 9510 Indirect Source Review.

Contribution to Air Quality Violations

A measure for 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, 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. Regional air quality impacts and attainment of standards are the result of the cumulative impacts of all emission sources within the air basin. Individual projects are generally not large enough to contribute measurably to an existing violation of air quality standards. Therefore, the cumulative impact of the project is based on its cumulative contribution. 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 contribute to violations of the applicable standards and conflict with the attainment plans.

As discussed in criteria b) below, emissions of ROG, NO_x, CO, PM₁₀, and PM_{2.5} associated with the operations of buildout under the proposed Master Plan would exceed the SJVAPCD's regional significance thresholds. Although

the proposed Master Plan would exceed the criteria pollutant thresholds for several pollutants, the proposed Master Plan would facilitate future growth. The proposed Master Plan would provide residential uses that will be designed to satisfy existing and future demand for quality housing in the area and would provide conveniently located commercial development to serve Porterville residents and the SoTu Master Plan development in a growing area near and in the City of Porterville. Several goals and policies contained in the City of Porterville's General Plan promote walkable mixed-use development. As a mixed-use project located adjacent to developed areas of a built-up city, the proposed Master Plan would create a considerable amount of internal capture among its components to reduce VMT compared to the same level of development built with land uses geographically separated from each other. Nonetheless, the impact would remain significant and unavoidable under this criterion.

Compliance with Applicable Control Measures

The AQP contains a number of control measures, which are enforceable requirements through the adoption of rules and regulations. A description of rules and regulations that apply to this project is provided below.

SJVAPCD Rule 9510—Indirect Source Review (ISR) is a control measure in the 2006 PM₁₀ Plan that requires NO_x and PM₁₀ emission reductions from development projects in the San Joaquin Valley. The NO_x emission reductions help reduce the secondary formation of PM₁₀ in the atmosphere (primarily ammonium nitrate and ammonium sulfate) and also reduce the formation of ozone. Reductions in directly emitted PM₁₀ reduce particles such as dust, soot, and aerosols. Rule 9510 is also a control measure in the 2016 Plan for the 2008 8-Hour Ozone Standard. Developers of projects subject to Rule 9510 must reduce emissions occurring during construction and operational phases through on-site measures or pay off-site mitigation fees. The project is required to comply with Rule 9510.

Regulation VIII—Fugitive PM₁₀ Prohibitions is a control measure that is one main strategy from the 2006 PM₁₀ for reducing the PM₁₀ emissions that are part of fugitive dust. Residential projects over 10 acres and non-residential projects over 5 acres are required to file a Dust Control Plan (DCP) containing dust control practices sufficient to comply with Regulation VIII. The project, or individual developments contemplated under the proposed Master Plan, will be required to prepare a DCP to comply with Regulation VIII.

Other control measures that apply to the project are *Rule 4641—Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operation* that requires reductions in VOC emissions during paving and *Rule 4601—Architectural Coatings* that limits the VOC content of all types of paints and coatings sold in the San Joaquin Valley. These measures apply at the point of sale of the asphalt and the coatings, so project compliance is ensured without additional mitigation measures.

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 attainment plan under this criterion.

Conclusion

The project's emissions are significant for ROG, NO_x, CO, PM₁₀, and PM_{2.5} and would be considered inconsistent with the AQP for this criterion. The project complies with applicable control measures of the AQP. Because the combined emissions from operations of development under the proposed Master Plan would continue to exceed at least one regional threshold after compliance with regulations and incorporation of mitigation, the impact would be significant.

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?

Potentially Significant Impact. To result in a less than significant impact, emissions of nonattainment pollutants must be below the SJVAPCD's regional significance thresholds. This is an approach recommended by the SJVAPCD in its GAMAQI.

To result in a less than significant impact, the following criteria must be met:

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 quality attainment plans including control measures and regulations. This is an approach consistent with Section 15130(b) of the CEQA Guidelines.

Criterion 1: Regional Emissions

Air pollutant emissions have both regional 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 assessed under Impact AIR-3.

The primary pollutants of concern during construction and operation of implementation of the proposed Master Plan are ROG, NO_x, PM₁₀, and PM_{2.5}. The SJVAPCD GAMAQI adopted in 2015 contains thresholds for CO, NO_x, ROG, SO_x, PM₁₀, and PM_{2.5}.

Ozone is a secondary pollutant that can be formed miles 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 Air Basin 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 Air Basin 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 the substantial contribution for both operational and construction emissions as follows:

- | | |
|------------------------------------|--------------------------------------|
| • 100 tons per year CO | • 27 tons per year SO _x |
| • 10 tons per year NO _x | • 15 tons per year PM ₁₀ |
| • 10 tons per year ROG | • 15 tons per year PM _{2.5} |

The project does not contain sources that would produce substantial quantities of SO_x emissions during construction and operation. Modeling conducted for the project show that SO_x emissions are well below the SJVAPCD GAMAQI thresholds, as shown in the modeling results contained in [Appendix A](#). No further analysis of SO_x is required.

Construction Emissions

Construction emissions were modeled using the CalEEMod version 2022.1. The results of the modeling are presented in [Table 4-6](#) and [Table 4-7](#). For large plan areas, individual residential tracts and commercial projects are constructed gradually with the various construction activities happening throughout the buildout period. The

specific timing of individual development projects contemplated under the proposed Master Plan is unknown and are dependent on market demand and other factors; therefore, the annual average construction emissions were calculated for comparison to the annual threshold of significance (see **Table 4-6**). In addition, the highest annual emissions are presented and compared to the applicable thresholds in **Table 4-7**.

The emissions reflect compliance with SJVAPCD regulations that apply to construction activities. For assumptions in estimating the emissions, please refer to Section 4, Modeling Parameters and Assumptions. As shown in **Table 4-6**, the annual average emissions are below the SJVAPCD significance thresholds. The highest annual emissions exceed the applicable threshold for regional emissions of NO_x (see **Table 4-7**).

Table 4-6 Construction Air Pollutant Emissions Summary – Annual Average (Unmitigated)

Construction Year	Emissions (tons per construction period)				
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}
Total Annual Emissions (2024)	1.46	12.09	13.13	3.24	1.48
Total Annual Emissions (2025)	2.70	13.58	23.38	3.88	1.22
Total Annual Emissions (2026)	2.14	9.52	19.40	3.26	0.93
Total Annual Emissions (2027)	1.78	7.43	16.63	2.84	0.75
Total Annual Emissions (2028)	1.70	7.02	15.81	2.83	0.74
Total Annual Emissions (2029)	1.59	6.68	14.96	2.82	0.73
Total Annual Emissions (2030)	1.51	6.45	14.29	2.81	0.72
Total Annual Emissions (2031)	1.37	6.17	13.56	2.80	0.71
Total Annual Emissions (2032)	1.31	5.95	12.99	2.80	0.69
Total Annual Emissions (2033)	7.86	4.69	10.44	2.62	0.61
Total Annual Emissions (2034)	2.36	2.77	5.39	1.55	0.37
Total Annual Emissions (2035)	0.51	2.62	4.98	1.44	0.35
Total Annual Emissions (2036)	6.98	2.66	5.25	1.69	0.39
Total Annual Emissions (2037)	1.78	0.28	0.59	0.21	0.05
Grand Total for All Construction Activities	35.05	87.91	170.8	34.79	9.74
Annual Average Emissions (Tons/Year)					
Average Annual Construction Emissions*	2.66	6.66	12.94	2.64	0.74
Significance threshold (tons/year)	10	10	100	15	15
Exceed threshold—significant impact?	No	No	No	No	No

Notes: PM₁₀ and PM_{2.5} emissions are from the mitigated output to reflect compliance with Regulation VIII—Fugitive PM₁₀ Prohibitions.

* Calculated using 13.2 years, consistent with the assumptions used to estimate emissions (see Appendix A).

Source: CalEEMod output (Appendix A).

Table 4-7 Construction Air Pollutant Emissions Summary – Maximum Annual Emissions by Development Year (Unmitigated)

Construction Year	Maximum Annual Emissions (tons per year)				
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}
Total Annual Emissions (2024)	1.46	12.09	13.13	3.24	1.48
Total Annual Emissions (2025)	2.70	13.58	23.38	3.88	1.22
Total Annual Emissions (2026)	2.14	9.52	19.40	3.26	0.93
Total Annual Emissions (2027)	1.78	7.43	16.63	2.84	0.75
Total Annual Emissions (2028)	1.70	7.02	15.81	2.83	0.74
Total Annual Emissions (2029)	1.59	6.68	14.96	2.82	0.73
Total Annual Emissions (2030)	1.51	6.45	14.29	2.81	0.72
Total Annual Emissions (2031)	1.37	6.17	13.56	2.80	0.71
Total Annual Emissions (2032)	1.31	5.95	12.99	2.80	0.69
Total Annual Emissions (2033)	7.86	4.69	10.44	2.62	0.61

Total Annual Emissions (2034)	2.36	2.77	5.39	1.55	0.37
Total Annual Emissions (2035)	0.51	2.62	4.98	1.44	0.35
Total Annual Emissions (2036)	6.98	2.66	5.25	1.69	0.39
Total Annual Emissions (2037)	1.78	0.28	0.59	0.21	0.05
Maximum Annual Emissions	7.86	13.58	23.38	3.88	1.48
Significance threshold (tons/year)	10	10	100	15	15
Exceed threshold—significant impact?	No	Yes	No	No	No

Notes: PM₁₀ and PM_{2.5} emissions reflect compliance with Regulation VIII—Fugitive PM₁₀ Prohibitions.
Calculations use unrounded numbers; therefore, totals may not appear to sum exactly due to rounding.
Source: CalEEMod output (Appendix A).

As shown in **Table 4-6**, annual average emissions are below the applicable SJVAPCD significance thresholds; however, construction of the project exceeds the regional threshold for NO_x under the unmitigated scenario presented in **Table 4-7**. Therefore, the regional construction emissions have potentially significant impact on a project basis and mitigation is required.

Mitigation Measure AIR-2a requires the project applicant, project sponsor, or construction contractor for individual development projects under the Master Plan to provide documentation to the City of Porterville that the construction fleet meet the following requirement: all off-road diesel-powered construction equipment greater than 75 horsepower meet EPA or ARB Tier 4 Final off-road emissions standards.

Impacts would be less than significant on a project-level basis after incorporation of *Mitigation Measure AIR-2a*. Therefore, regional construction emissions would have a less-than-significant impact on a project basis with the incorporation of mitigation.

Operational Emissions

Operational emissions occur over the lifetime of the project and are from four main sources: area sources, energy consumption, motor vehicles (or mobile sources), and permitted sources. Area and mobile sources are non-permitted sources, while gasoline fueling activities are permitted sources. The SJVAPCD considers construction and operational emissions separately when making significance determinations. Furthermore, the SJVAPCD considers permitted and non-permitted emission sources separately when making significance determinations related to criteria pollutants. For assumptions in estimating the emissions, please refer to Section 4, Modeling Parameters and Assumptions. Emissions resulting from non-permitted and permitted sources during project operations are discussed separately below.

Non-permitted Sources: The emissions modeling results for non-permitted sources from project operation are summarized in **Table 4-8**.

Table 4-8 Operational Air Pollutant Emissions (Non-permitted Sources)

Phase and Year	Emissions (tons per year)				
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}
SoTu Master Plan Residential and Public Land Uses					
Area	12.69	0.79	10.86	0.06	0.06
Energy	0.13	2.22	0.98	0.18	0.18
Mobile	10.68	11.78	94.08	18.57	4.81
Residential and Public Uses Total	23.50	14.79	105.92	18.81	5.05
SoTu Master Plan Commercial and Industrial Land Uses					
Area	15.37	0.10	12.46	0.02	0.02
Energy	0.26	4.70	3.95	0.36	0.36

Mobile	42.51	62.58	255.49	49.77	13.46
Commercial and Industrial Uses Total	58.14	67.38	271.9	50.15	13.84
Combined (Full Buildout of the Proposed Master Plan in the Earliest Operational Year)					
Area	28.06	0.89	23.32	0.08	0.08
Energy	0.39	6.92	4.93	0.54	0.54
Mobile	53.19	74.36	349.57	68.34	18.27
Total Proposed Master Plan Emissions (Non-Permitted Sources)	81.64	82.17	377.82	68.96	18.89
Significance threshold	10	10	100	15	15
Exceed threshold—significant impact?	Yes	Yes	Yes	Yes	No

Notes: ROG = reactive organic gases NO_x = nitrogen oxides PM₁₀ and PM_{2.5} = particulate matter

Area source emissions include emissions from natural gas, landscape, and painting.

Source: CalEEMod output (Appendix A).

As shown in Table 4-8, the operational emissions for full buildout of the proposed Master Plan in the earliest operational year exceed the SJVAPCD thresholds for ROG, NO_x, CO, PM₁₀, and PM_{2.5}. Therefore, project operational emissions would result in a potentially significant impact prior to the incorporation of mitigation. MM AIR-2b through MM AIR-2d are recommended to reduce operational emissions from all development under the proposed Master Plan. Projects subject to project-level review would be required to assess residual impacts after incorporation of all applicable measures; however, it is not anticipated that all future development would be subject to discretionary review. These measures would help reduce operational emissions; however, at the time of this analysis, the precise emission reductions associated with these measures cannot be accurately determined because of a lack of sufficient information about how the proposed Master Plan would operate and to what extent the measures would affect those activities. Therefore, the project may continue to exceed the applicable thresholds of significance even after incorporation of mitigation. This represents a significant and unavoidable impact.

Permitted Sources: The SJVAPCD GAMAQI recommends assessing the emissions from permitted sources of emissions separate from non-permitted sources. The SJVAPCD's permitting process ensures that emissions of criteria pollutants from permitted equipment and activities at stationary sources are reduced or mitigated to below the SJVAPCD's thresholds of significance. SJVAPCD implementation of New Source Review (NSR) ensures that there is no net increase in emissions above specified thresholds from new and modified Stationary Sources subject to the rule for all nonattainment pollutants and their precursors. Permitted sources emitting more than the NSR Offset Thresholds for any criteria pollutant must, in general, offset all emission increases in excess of the thresholds.

It is anticipated that individual development projects that would be allowed under the proposed Master Plan could include stationary sources to support project operations that would require SJVAPCD permits; however, any details regarding potential permitted sources are currently unknown. The SJVAPCD will prepare an engineering evaluation of all permitted equipment to determine the controls required to achieve best available control technology (BACT) requirements. The permitted emissions are dependent on the control technology selected and any process limits included in the permit conditions.

Permitted sources will be required to comply with SJVAPCD BACT requirements. Compliance with regulations would ensure that the project's stationary sources would not exceed SJVAPCD thresholds of significance; therefore, the project's estimated permitted emissions would be less than significant.

Criterion 2: Plan Approach

In accordance with CEQA Guidelines 15130(b), this analysis of cumulative impacts is based on a summary of projections analysis. The SJVAPCD attainment plans are based on a summary of projections that accounts for projected growth throughout the Air Basin, and the controls needed to achieve ambient air quality standards. This analysis considers the current CEQA Guidelines. The Air Basin is in nonattainment or maintenance status for ozone and particulate matter (PM₁₀ and PM_{2.5}), which means that concentrations of those pollutants currently exceed the ambient air quality standards for those pollutants, or that the standards have recently been attained in the case of pollutants with maintenance status. When concentrations of ozone, PM₁₀, or PM_{2.5} exceed the ambient air quality standard, then those sensitive to air pollution (such as children, the elderly, and the infirm) could experience health effects such as: decrease of pulmonary function and localized lung edema in humans and animals; increased mortality risk; and risk to public health, implied by altered connective tissue metabolism, altered pulmonary morphology in animals after long-term exposures, and pulmonary function decrements in chronically exposed humans. See [Appendix A](#) Section 2.3—Existing Air Quality Conditions for additional correlation of the health impacts with the existing pollutant concentrations experienced in the Porterville area.

Under the CEQA Guidelines, 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 Air Basin because that is the area in which the air pollutants generated by the sources within the Air Basin 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 authority over land use decisions, it is recognized that changes in land use and circulation planning would help the Air Basin achieve clean air mandates. The SJVAPCD evaluated emissions from land uses and transportation in the entire Air Basin when it developed its attainment plans. Emission inventories used to predict attainment of NAAQS must be based on the latest planning assumptions for mobile sources. The plan area is located directly southwest of the city limits of the City of Porterville in the jurisdiction of the County of Tulare, California. The site is generally bound to the north by the Tule River, to the south by State Route 190, to the east by State Route 65, and to the west by Westwood Street, consisting of 19 parcels that total approximately 447.30 gross acres. The proposed Master Plan project site has a City of Porterville General Plan land use designation of Low Density Residential, Parks, Public Institutional, and Retail Center. The City of Porterville proposes a General Plan Amendment to change the land use designation to various land uses, as shown in the Master Plan Land Use Map.

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.

The history and development of the SJVAPCD's current Ozone Attainment Plan is described in Section 2.4, Air Quality Plans. The 2007 8-Hour Ozone Plan contains measures to achieve reductions in emissions of ozone precursors, and sets plans towards attainment of ambient ozone standards by 2023. The 2012 PM_{2.5} Plan and the 2015 PM_{2.5} Plan for the 1997 PM_{2.5} Standard require fewer NO_x reductions to attain the PM_{2.5} standard than the Ozone Plan, so the Ozone Plan is considered the applicable plan for reductions of the ozone precursors NO_x and ROG. The 2012 PM_{2.5} Plan requires reductions in directly emitted PM_{2.5} from combustion sources, such as diesel engines and fireplaces, and from fugitive dust to attain the ambient standard and is the applicable plan for PM_{2.5} emissions. PM_{2.5} is also formed in secondary reactions in the atmosphere involving NO_x and ammonia to form

nitrate particles. Reductions in NO_x required for ozone attainment are also sufficient for PM_{2.5} attainment. As discussed in Impact AIR-1, the proposed Master Plan is consistent with all applicable control measures in the air quality attainment plans. The proposed Master Plan would comply with any District rules and regulations that may pertain to implementation of the AQPs. Therefore, impacts would be less than significant with regard to compliance with applicable rules and regulations.

In conclusion, the growth resulting from the project is generally accounted for in the General Plan and the applicable AQP, and the project will comply with applicable rules and regulations implementing the AQP; however, the project exceeds SJVAPCD thresholds for ROG, NO_x, CO, PM₁₀ and PM_{2.5} and has the potential to continue to exceed thresholds after implementation of applicable mitigation measures; therefore, the project is considered significant for this criterion.

Conclusion

The proposed Master Plan would incorporate design features and required mitigation measures that reduce air quality impacts. In addition, regulations adopted by the SJVAPCD and the State of California provide emission reductions that would align with requirements of the mitigation measures included in the EIR and relevant General Plan policies. For example, Rule 9510 ISR, adopted in 2006, requires projects subject to the Rule to reduce operational NO_x emissions by 33 percent and PM₁₀ emissions by 50 percent through the implementation of design features or payment of off-site mitigation fees. Rule 4901 regulates the installation of wood burning devices in project residences. Rule 9401 Employee Trip Reduction requires large employers to prepare plans to reduce employee trips with measures listed in the mitigation measure, among others. Title 24 Building Energy Efficiency Standards are updated every three years and require increasingly stringent energy efficiency measures over time. Solar panels continue to be required under 2022 Title 24 standards that became effective on January 1, 2023. Individual development projects will be subject to the most recent Title 24 in effect that building permits are issued, which will ensure that building energy consumption would not be wasteful or inefficient. Buildout of the proposed Master Plan would provide future residents, visitors, and employees connectivity within the plan area/project site and to adjoining land uses through pedestrian and bicycle connections. The proximity of the proposed new development to existing buildout in the City of Porterville, coupled with the design features of the proposed Master Plan, would increase would improve mobility and connectivity within the plan/project area. Overall, the proposed Master Plan would create a considerable amount of internal capture between its components to reduce VMT compared to the same level of development built with land uses geographically separated from each other.

The project's operational emissions exceed SJVAPCD regional criteria pollutant thresholds for ROG, NO_x, CO, PM₁₀, and PM_{2.5}; therefore, this is considered a significant impact.

Mitigation Measures

Mitigation Measure AIR-2a: *The following measure shall be applied to all development under the proposed Master Plan to reduce emissions from construction.*

Prior to the issuance of a grading permit for the proposed project, the project applicant, project sponsor, or construction contractor shall provide reasonably detailed compliance with the following requirements to the City of Porterville Planning Department:

- *Where portable diesel engines are used during construction, all off-road equipment with engines greater than 75 horsepower shall have engines that meet either EPA or ARB Tier 4 Final off-road emission standards except as otherwise specified herein. If engines that comply with Tier 4 Final off-road emission standards are not commercially available, then the construction contractor shall use the next cleanest piece of off-road equipment (e.g., Tier 4 Interim) that is commercially available. For purposes of this mitigation measure, “commercially available” shall mean the equipment at issue is available taking into consideration factors such as (i) critical-path timing of construction; and (ii) geographic proximity to the project site of equipment. If the relevant equipment is determined by the project applicant to not be commercially available, the contractor can confirm this conclusion by providing letters from at least two rental companies for each piece of off-road equipment that is at issue.*

Mitigation Measure AIR-2b: *Prior to issuance of building permits for non-single-family residential and mixed-use residential development projects in the proposed Master Plan planning area, the project applicant shall indicate on the building plans that the following features have been incorporated into the design of the building(s). Proper installation of these features shall be verified by the City of Porterville prior to the issuance of a Certificate of Occupancy.*

- *Electric vehicle charging shall be provided as specified in Section A4.106.8.2 (Residential Voluntary Measures) of the California Green Building Standards Code (CALGreen).*
- *Bicycle parking shall be provided as specified in Section A4.106.9 (Residential Voluntary Measures) of the CALGreen Code.*

Mitigation Measure AIR-2c: *Prior to the issuance of building permits for nonresidential development projects in the planning area, project applicants shall indicate on the building plans that the following features have been incorporated into the design of the building(s). Proper installation of these features shall be verified by the City of Porterville prior to the issuance of a Certificate of Occupancy.*

- *For buildings with more than 10 tenant-occupants, changing/shower facilities shall be provided as specified in Section A5.106.4.3 (Nonresidential Voluntary Measures) of the California Green Building Standards Code (CALGreen).*
- *Preferential parking for low-emitting, fuel-efficient, and carpool/van vehicles shall be provided as specified in Section A5.106.5.1 (Nonresidential Voluntary Measures) of the CALGreen Code.*
- *Facilities shall be installed to support future electric vehicle charging at each nonresidential building with 30 or more parking spaces. Installation shall be consistent with Section A5.106.5.3 (Nonresidential Voluntary Measures) of the CALGreen Code.*

Mitigation Measure AIR-2d: *The following measure shall be applied to all non-residential development under the proposed Master Plan during construction to facilitate the use of electric landscaping equipment during project operations:*

- *Provide electrical outlets on the outside of buildings or in other accessible areas to facilitate the use of electrically powered landscape equipment.*

c) *Expose sensitive receptors to substantial pollutant concentrations?*

Potentially Significant Impact. Those who are sensitive to air pollution include children, the elderly, and persons with pre-existing respiratory or cardiovascular illness. 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 closest off-site sensitive receptors include existing residences located within approximately 220 feet from the plan area boundary to the north, east, south, and west.

Depending on the order of buildout of development contemplated under the proposed Master Plan, the nearest sensitive receptors for project activities are expected to change as newly developed uses included in plan area would begin to be occupied prior to full buildout.

The ARB Air Quality and Land Use Handbook contains recommendations that will “help keep California’s children and other vulnerable populations out of harm’s way with respect to nearby sources of air pollution” (ARB 2005), including recommendations for distances between sensitive receptors and certain land uses. In the *California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal.4th 369 (2015) (Case No. S213478) the California Supreme Court held that “agencies subject to CEQA generally are not required to analyze the impact of existing environmental conditions on a project’s future users or residents. But when a proposed project risks exacerbating those environmental hazards or conditions that already exist, an agency must analyze the potential impact of such hazards on future residents or users. In those specific instances, it is the project’s impact on the environment—and not the environment’s impact on the project—that compels an evaluation of how future residents or users could be affected by exacerbated conditions.” Although the Court ruled that impacts from the existing environment on projects are not required to be addressed under CEQA, land uses such as gasoline stations, dry cleaners, distribution centers, and auto body shops can expose residents to high levels of TAC emissions if they are close to sensitive receptors.

Localized Air Pollutant Emissions and Toxic Air Contaminants

Construction activities are expected to occur over several years as the Project Site and individual developments are gradually built out. For each area, most emissions are expected to occur during the initial site preparation and grading activities and to a lesser extent during ground-up construction. Emissions occurring at or near the plan area 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.

The SJVAPCDs GAMAQI includes screening thresholds for identifying projects that need detailed analysis for localized impacts. Projects with on-site emission increases from construction activities or operational activities that exceed the 100 pounds per day screening level of any criteria pollutant after compliance with Rule 9510 and implementation of all enforceable mitigation measures would require preparation of an Ambient Air Quality Analysis. The criteria pollutants of concern for localized impact in the Air Basin are PM₁₀, PM_{2.5}, NO_x, and CO.

Localized emissions from full build out of the proposed Master Plan are provided in **Appendix A**. The combined localized emissions from buildout of the proposed Master Plan are well over the applicable SJVAPCD-recommended 100-pounds-per-day screening thresholds for several pollutants; however, it is not appropriate to combine all emissions to compare against the screening thresholds as the plan area totals 447.30 gross acres. Localized analyses are only informative when they are conducted at a project level; therefore, a meaningful quantification of localized

impacts is not applicable for this program-level environmental analysis. Therefore, MM AIR-3a is required for implementing developing projects.

Toxic Air Contaminants and Health Risk Impacts

During construction and operation, the development contemplated under the proposed plan would result in emissions of several Toxic Air Contaminants (TACs) that could potentially impact existing and future sensitive receptors. For instance, project construction would involve the use of diesel-fueled vehicles and equipment that emit DPM, which is considered a TAC. The SJVAPCD's latest threshold of significance for TAC emissions is an increase in cancer risk for the maximally exposed individual of 20 in a million (formerly 10 in a million).

Construction and operational health risk assessments are only informative when they are conducted at a project level; therefore, a meaningful quantification of health risk is not applicable for this program-level environmental analysis. Therefore, MM AIR-3b and MM AIR-3c would be required to ensure that individual development accommodated under the proposed Master Plan would minimize adverse impacts and limit the construction and operational health risks to nearby sensitive receptors under thresholds determined by SJVAPCD. In addition, implementation of MM AIR-2a (see Impact AIR-2) would limit health risk impacts from project construction.

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. During 2000–2018, a total of 65,438 coccidioidomycosis cases were reported in California; median statewide annual incidence was 7.9 per 100,000 population and varied by region from 1.1 in Northern and Eastern California to 90.6 in the Southern San Joaquin Valley, with the largest increase (15-fold) occurring in the Northern San Joaquin Valley. Incidence has been consistently high in six counties in the Southern San Joaquin Valley (Fresno, Kern, Kings, Madera, Tulare, and Merced counties) and Central Coast (San Luis Obispo County) regions. California experienced 6,490 new cases of Valley fever in 2020. A total of 195 Valley fever cases were reported in Tulare County in 2020.

The distribution of *C. immitis* within endemic areas is not uniform and growth sites are commonly small (a few tens of meters) and widely scattered. Known sites appear to have some ecological factors in common suggesting that certain physical, chemical, and biological conditions are more favorable for *C. immitis* growth. Avoidance, when possible, of sites favorable for the occurrence of *C. immitis* is a prudent risk management strategy. Listed below are ecologic factors and sites favorable for the occurrence of *C. immitis*:

- 1) *Rodent burrows (often a favorable site for C. immitis, perhaps because temperatures are more moderate and humidity higher than on the ground surface)*
- 2) *Old (prehistoric) Indian campsites near fire pits*
- 3) *Areas with sparse vegetation and alkaline soils*
- 4) *Areas with high salinity soils*
- 5) *Areas adjacent to arroyos (where residual moisture may be available)*
- 6) *Packrat middens*

- 7) *Upper 30 centimeters of the soil horizon, especially in virgin undisturbed soils*
- 8) *Sandy, well-aerated soil with relatively high water-holding capacities*

Sites within endemic areas less favorable for the occurrence of *C. immitis* include:

- 1) *Cultivated fields*
- 2) *Heavily vegetated areas (e.g. grassy lawns)*
- 3) *Higher elevations (above 7,000 feet)*
- 4) *Areas where commercial fertilizers (e.g. ammonium sulfate) have been applied*
- 5) *Areas that are continually wet*
- 6) *Paved (asphalt or concrete) or oiled areas*
- 7) *Soils containing abundant microorganisms*
- 8) *Heavily urbanized areas where there is little undisturbed virgin soil (USGS 2000).*

The proposed plan includes urbanization of a site that was formerly used for agricultural purposes.

Construction activities would generate fugitive dust that could contain *C. immitis* spores. Development contemplated under the proposed plan will minimize the generation of fugitive dust during construction activities by complying with the District's Regulation VIII. Therefore, this regulation, combined with the relatively low probability of the presence of *C. immitis* spores, would reduce Valley fever impacts to less than significant.

During operations, dust emissions are anticipated to be negligible, because most of the developed plan area would be occupied by buildings, pavement, and landscaped areas. This condition would preclude the possibility of individual projects providing habitat suitable for *C. immitis* spores and for generating fugitive dust that may contribute to Valley fever exposure. Impacts would be 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 plan area. Ultramafic rock that contains asbestos is located at various locations in the foothills of Tulare County, but are not near the plan area. Therefore, development of the proposed Master Plan is not anticipated to expose receptors to naturally occurring asbestos. Impacts would be less than significant.

Conclusion

The plan area is not in an area with suitable habitat for Valley fever spores and is not in area known to have naturally occurring asbestos. Individual development projects under the proposed Master Plan would be required to implement **Mitigation Measure AIR-3a** to ensure localized impacts would not result in significant adverse impacts for any criteria pollutant. Similarly, individual development projects under the proposed Master Plan would be required to implement **Mitigation Measure AIR-3b** and **Mitigation Measure AIR-3c** to minimize health risk impacts. However, because impacts may remain significant after individual development projects identify all feasible and enforceable mitigation measures required to reduce impacts, the impact from the proposed Master Plan remains significant and unavoidable.

Mitigation Measures

Mitigation Measure AIR-3a: Prior to future discretionary approval for proposed implementing development projects, the City of Porterville shall evaluate potential impacts from localized emissions of criteria pollutants. The project applicant, project sponsor, or construction contractor shall submit an analysis demonstrating that the project would not result in a localized impact from criteria pollutants that follows SJVAPCD guidance. Options for relevant analyses to fulfill this mitigation measure are provided below:

- Provide a localized screening analysis demonstrating the project would not exceed 100 pounds per day of any criteria pollutant.
- Provide an Ambient Air Quality Analysis (AAQA) for the proposed project. An AAQA uses air dispersion modeling to determine if emission increases from a project will cause or contribute to a violation of State or National Ambient Air Quality Standards. The SJVAPCD recommends an AAQA be performed for the Project if emissions exceed 100 pounds per day of any pollutant.
- Supporting documentation approved by the SJVAPCD demonstrating that the proposed project would not have the potential to result in a significant impact from localized criteria pollutant emissions.

Mitigation Measure AIR-3b: Prior to future discretionary approval for commercial or commercial mixed-use projects, the City of Porterville shall evaluate potential health risk impacts from new development proposals for any individual development projects within 1,000 feet of an existing or planned sensitive land use (e.g., residential, schools, day cares, hospitals, or nursing homes), as measured from the property line of the project to the property line of the nearest sensitive use. Such projects shall submit the following to the City of Porterville Planning Department:

- A Health Risk Prioritization Screening Analysis or a Health Risk Assessment for the project's potential to expose sensitive receptors to elevated levels of Toxic Air Contaminants during project construction and operations prepared in accordance with SJVAPCD guidance. If the Health Risk Assessment shows that the incremental health risks exceed their respective thresholds, as established by the SJVAPCD at the time a project is considered, the project applicant shall be required to identify and incorporate commercially feasible mitigation including appropriate enforcement mechanisms to reduce risks to an acceptable level. The City of Porterville shall submit each Health Risk Screening Analysis or Health Risk Assessment to the SJVAPCD for review. Development projects that exceed the applicable thresholds established by the SJVAPCD shall implement mitigation sufficient to reduce potential impacts to the extent feasible.

Mitigation Measure AIR-3c: To identify potential implementing development project-specific impacts resulting from the use of diesel trucks, proposed implementing development projects that include an excess of 10 dock doors for a single building, a minimum of 100 truck trips per day, 40 truck trips with Transport Refrigeration Units (TRUs) per day, or TRU operations exceeding 300 hours per week, and that are within 1,000 feet from existing or planned sensitive land uses; shall have a facility-specific Health Risk Assessment performed to assess the diesel particulate matter impacts from mobile source traffic generated by that implementing development project. If applicable, the results of the Health Risk Assessment shall be included in the CEQA documentation for each implementing development project. Development projects that exceed the applicable thresholds established by the SJVAPCD shall implement mitigation sufficient to reduce potential impacts to the extent feasible.

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

Less than Significant Impact. Odor impacts on residential areas and other sensitive receptors, such as hospitals, day-care centers, schools, etc. warrant the closest scrutiny, but consideration should also be given to other land uses where people may congregate, such as recreational facilities, worksites, and commercial areas.

Two situations create a potential for odor impact. The first occurs when a new odor source is located near an existing sensitive receptor. The second occurs when a new sensitive receptor locates near an existing source of odor. According to the *CBIA v. BAAQMD* ruling, impacts of existing sources of odors on the project are not subject to CEQA review. The SJVAPCD has determined the common land use types that are known to produce odors in the Air Basin. These types are shown in **Table 4-9**.

Table 4-9 Screening Levels for Potential Odor Sources

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

Source: SJVAPCD 2015.

According to the SJVAPCD GAMAQI, analysis of potential odor impacts should be conducted for the following two situations:

- *Generators: projects that would potentially generate odorous emissions proposed to locate near existing sensitive receptors or other land uses where people may congregate, and*
- *Receivers: residential or other sensitive receptor projects or other projects built for the intent of attracting people located near existing odor sources.*

Project as a Generator

Land uses that are typically identified as sources of objectionable odors include landfills, transfer stations, sewage treatment plants, wastewater pump stations, composting facilities, feed lots, coffee roasters, asphalt batch plants, and rendering plants. The proposed Master Plan is not anticipated to facilitate any development projects that engage in any of these activities. Therefore, the proposed Master Plan would not be considered a generator of objectionable odors during operations.

During construction, the various diesel-powered vehicles and equipment in use on-site would create localized odors. These odors would be temporary and would not likely be noticeable for extended periods of time beyond the immediate area where construction would be occurring. Therefore, potential for odor impacts from construction of development of the proposed Master Plan would be less than significant.

Project as a Receiver

The buildout of the proposed Master Plan would include the development of sensitive receptor land uses, including schools, parks, and residential uses. With the CBIA v. BAAQMD ruling, analysis of odor impacts on receivers is not required for CEQA compliance unless the project would exacerbate an existing impact. As noted above, the proposed Master Plan would not result in odors that would adversely affect a substantial number of people. Therefore, no further analysis of the proposed Master Plan's as a receiver is required.

4.3.5 Mitigation Measures

The Project shall implement and incorporate, as applicable, the Air Quality related mitigation measures as identified above and in the **MITIGATION MONITORING AND REPORTING PROGRAM** contained in **SECTION 5**.

4.4 BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	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?		X		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?			X	
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?		X		
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?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.			X	

4.4.1 Environmental Setting

A biological reconnaissance evaluation of the Project site was conducted on April 27, 2023, by Argonaut Ecological Consulting, Inc. The full report is provided in **Appendix B**. The biological assessment included assessing the types of habitats present and sensitive species associated with those habitats. The biological evaluation focused on mapping existing habitat types based on a site reconnaissance and reviewing public and commercial databases, aerial photographs (current and historical), and other published information and available data. A summary of the Biological Assessment Report is provided below. Overall, the Biological Assessment Report concludes:

- *The majority of the Project Site has historically been used for agricultural crops (orchards and row crops) continuously for at least the last 50 years. The remainder of the Project Site supports ruderal/non-native and riparian habitats.*
- *An emergent wetland and a forested shrub wetland mapped by the National Inventory Wetland Inventory are located near the center of the Project Site within an agricultural field. Future development would require additional investigation of this area to determine if the wetland feature is intact (based on soils, hydrology, and vegetation).*
- *There are suitable nesting trees for raptors and migratory birds within the Project Site.*
- *The agricultural lands generally do not support special status species breeding or nesting habitats. However, the Project Site could provide some foraging habitat for Swainson's hawk, other raptors, and other species.*

Regulatory Jurisdiction and Background

Several agencies share regulatory jurisdiction over biological resources. The following briefly describes the primary agencies and their respective jurisdiction.

Wetland Protection

- *U.S. Army Corps of Engineers:* Wetlands are a type of Waters of the U.S. The U.S. Army Corps of Engineers (Army Corps) and the U.S. Environmental Protection Agency regulate the placement of fill into the Waters of the U.S. under Section 404 of the Federal Clean Water Act and Section 10 of the Rivers and Harbor Act. For this purpose, the term "Waters of the U.S." is legally defined under Section 404 of the Federal Clean Water Act and includes interstate streams, creeks, and adjacent wetlands. Waters of the United States (WOTUS) does not include prior converted cropland. Notwithstanding the determination of an area's status as prior converted cropland by any other federal agency for the Federal Clean Water Act (CWA), the final authority regarding CWA jurisdiction remains with EPA.
- *California State Water Resources Control Board:* In 2020 California adopted the State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State. The State definition of wetland differs from the Federal definition in that the state definition includes areas with no vegetation, assuming the other criteria are met. Wetlands of the State include 1) natural wetlands, 2) wetlands created by modification of water of the state (at any point in history), and 3) artificial wetlands that meet specific criteria. The State definition only exempts a few types of waters. Examples of water features excluded from the state's definition include industrial or municipal wastewater, certain stormwater treatment facilities, agricultural crop irrigation, industrial processing or cooling, and fields flooded for rice growing.

Listed Protected Species and Habitat Protection

- *U.S. Fish and Wildlife Service (USFWS):*
 - The **Migratory Bird Treaty Act (MBTA)** was first enacted in 1918 to protect migratory birds between the United States and Great Britain (acting on behalf of Canada). The MBTA makes it illegal for anyone to take, possess, import, transport, purchase, barter, offer for sale, or purchase any migratory birds, nests, or eggs unless a federal agency has issued a permit. In January 2021, the USFWS published a new rule in the Federal Register. Under the rule change, the unintentional killing of migratory birds does not violate the MBTA. Only the intentional "pursuing, hunting, taking, capturing, killing, or attempting to do the same ... directed at migratory birds, their nests, or their eggs" would be illegal under the changes.
 - The **Federal Endangered Species Act (FESA)** prohibits "take" of any federally listed wildlife species (the destruction of federally listed plants on private property is not prohibited and does not require a permit). "Take" under the federal definition means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, collect, or attempt to engage in any such conduct. "Incidental take" is harm or death that may occur during the implementation of an otherwise lawful activity. "Candidate species" do not have the full Protection of FESA. However, the USFWS advises project applicants that it is prudent to address these species since they could be elevated to "listed status" before the completion of projects with long planning or development schedules.
- *California Department of Fish and Wildlife (CDFW):* The CDFW is a Trustee Agency responsible under CEQA to review and evaluate projects impacts on plant and wildlife resources. Game Code Section 1802, the CDFW has jurisdiction over the conservation, Protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations. The California Fish and Game Code also provides authority for the CDFW to regulate projects that could result in the "take" of any species listed by the state as threatened or endangered (Section 2081). CDFW also has authority over all state streams.
- *California Endangered Species Act (CESA):* The CESA protects candidate plants and animal species and those listed under CESA as rare, threatened, or endangered. This Act prohibits the take of any such species unless authorized. Section 2081 authorizes the state to issue incidental take permits. The state definition of taking applies only to acts that result in death or adverse impacts on protected species. The CESA mirrors the federal regulation as it relates to "take"; however, there is no state equivalent definition of "harm" or "harass." Incidental take is also not defined by the CESA statute or regulation. Unlike the federal ESA, CESA does qualify that incidental take "is not prohibited" if it is the result of an act that occurs on a farm or ranch in the course of an otherwise lawful routine and ongoing agricultural activity." Where disagreement occurs (and in some cases, this has been the subject of court cases) is in the common understanding of "routine and ongoing agricultural activity."

California Environmental Quality Act

The CEQA Guidelines require a review of projects to determine their environmental effects and identify mitigation measures to reduce impacts to a less than significant level. The Guidelines state that an effect may be significant if it affects rare and endangered species. Section 15380 of the Guidelines defines rare to include listed species and allows agencies to consider rare species other than those designated as State or Federal threatened or endangered but that meet the standards for rare under the Federal or State endangered species acts. On this basis, plants

designated as rare by non-regulatory organizations (e.g., California Native Plant Society), species of special concern as defined by CDFW, candidate species as defined by USFWS, and other designations need to be considered in CEQA analyses.

Physical Resources

Topography and Drainage

The Project Site lies within the San Joaquin Valley and is nearly level. In 1923 the topography of the site was at roughly an elevation of 130 mean sea level. The topography has remained relatively unchanged, but the site has been leveled for agricultural use. Historically, an agricultural ditch (Poplar Ditch) crossed through the southwest corner of the Project Site. The Tule River forms the northern boundary of the Project site.

Soils

The site comprises eight soil types, as shown in Table 4-10. The soils are primarily sandy loam, loam, and silt sand, and these soils are generally well-drained. The riverwash soils within the Tule River are hydric, and two other soil types are partially hydric, which means there is a higher potential for wetland formation within these soils. The pits appear to be excavated features that have been filled in. The predominant soil type, Nord fine sandy loam, is located on the west end of the Project Site, along S. Westwood Street.

Table 4-10 Soil Types Within the Project Site

Soil Type	Classified as Hydric?	% of Project Site
Nord fine sandy loam, 0 to 2 percent slopes	No	125.2
Tujunga sand	No	73.4
San Emigdio loam	No	50.3
Yettem sandy loam, 0 to 2 percent slopes	No	41.5
Pits	No	25.9
Tagus loam, 0 to 2 percent slopes	Partially	25.4
Tujunga loamy sand, 0 to 2 percent slopes	Partially	23.2
Riverwash	Yes	39.3

Land Use

The Project Site is in a historically rural, agricultural area of Tulare County. The Project Site is located immediately west of the urbanized area of Porterville. The Project Site is composed of crops and a few rural residences. The cropping pattern has been relatively unchanged since the 1990s, and no lands have been taken out of production since then. The area north of the Project Site has become more densely populated, but the lands south of the Project Site have remained relatively unchanged.

Habitat

There are several California habitat classification systems. Most classification systems describe natural communities without established developed or agricultural habitat classifications. CalVeg is a USDA Forest Service product providing a comprehensive spatial dataset of existing vegetation cover over California. The data were created using a combination of automated systematic procedures, remote sensing classification, photo editing, and field-based observations. Analyses are based “on a crosswalk of the CalVeg classifications to the California Wildlife Habitat Relationships (CWHR).”

Figure 4-3 shows the areas included within the survey boundary and depicts the habitat types in the Project Site. The Project Site has been in agricultural production (orchards and row crops) for at least 50 years, if not longer. CalVeg includes a dataset that shows fallow agricultural land in the San Joaquin Valley by year. From 2011 to 2016, some fallow agricultural land was within the Project Site. The fallow agricultural land was on the west side and in the area shown as “ruderal” in Figure 4-3. CalVeg also shows portions of the Project Site as Prime Farmland. The agricultural habitat provides some wildlife habitat but is subject to frequent habitat disturbance. There are nest trees throughout the agricultural lands.

Other habitats within the Project Site include the riparian habitat along the Tulare River (**Figure 4-3**Figure 4-3). This habitat supports mature trees (including sycamore), shrubs, and ground cover. The riparian habitat provides important nesting and breeding habitat for wildlife and a vital movement corridor through the region.

There is also an area of ruderal habitat on the eastern side of the Project Site that is composed of non-native grasses surrounding a farm/ranch home and buildings. Additional ruderal habitat surrounds other residential homes and along the surrounding roadways. Ruderal habitat provides some wildlife habitat but is subject to more frequent human disturbance.



Figure 4-3 Habitat Map

Waters/Wetland

According to the National Wetland Inventory Map (Figure 4-4), an emergent wetland and a forested shrub wetland are located near the center of the Project Site within an agricultural field. The emergent wetland and forested shrub wetland have been put into agricultural production since approximately 2007. Prior to that, the wetlands were within an area that appears to be used for pastureland. Agricultural production does not always remove a wetland feature, depending on the remaining crops, plowing technique, and topography. The feature appears to be a topographic depression that may have historically been part of a former tributary to the Tule River. The NWI mapping cannot be used to verify that a wetland is still present but only indicates that a wetland was historically present. A formal wetland delineation would need to be performed to confirm whether a wetland is still present. A formal wetland delineation involves evaluating the plant community, subsurface soils, and hydrology.

The NWI maps also show that the area along the Tule River is mapped as riverine wetland habitat, which supports the river, adjacent wetlands, and riparian habitat.

Special Status Species

The California Natural Diversity Database (CNDDDB) and the USFWS IPaC databases were queried to determine which special status species could be present within the Project Site. The database query is summarized in **Table 4-11**. No critical habitat exists for any species within or near the Project Site. The U.S. Fish and Wildlife Service IPaC list includes numerous migratory birds for the region, including Beldings savannah sparrow, California gull, common yellowthroat, and Nuttall's woodpecker. These strictly migratory species are not included in **Table 4-11** but should be considered during future biological evaluations. The CNDDDB Bios mapping is shown in **Figure 4-5**. The BIOs maps show the location of known records of special status species near the Project Site.

As described in **Table 4-11**, several species could occur within the Project Site based on habitat conditions. The species potentially present include the following:

- *Swainson's hawk (Buteo swainsoni)*- nests in mature trees near suitable prey bases. It may occur within mature trees within the Project Site.
- *San Joaquin kit fox (Vulpes macrotis mutica)*- highly mobile species. Dens and forages in a wide range of habitats.
- *American badger (Taxidea taxus)*- occurs in various habitats (cropland, grassland, etc.)
- *Northern California legless lizard (Anniella pulchra)* – occurs in moist sandy soils and may occur within the riparian area or any seasonal wetland.
- *Vernal pool fairy shrimp (Branchinecta lynchi)*- occurs in seasonal wetland habitats.
- *San Joaquin adobe sunburst (Psuedobahia peirsonii)*- plant species found in grasslands and other habitats (including ruderal or non-native grasslands).

The Project Site supports riparian, potential wetlands, ruderal/non-native grassland, and cropland. These habitats could support these species if other habitat conditions are intact. For example, the San Joaquin kit fox could forage on the site if there is a suitable prey base and denning habitat, as could the American badger. Future projects within the Project Site would need to evaluate each parcel to determine whether species are present based on individual parcel habitat conditions.

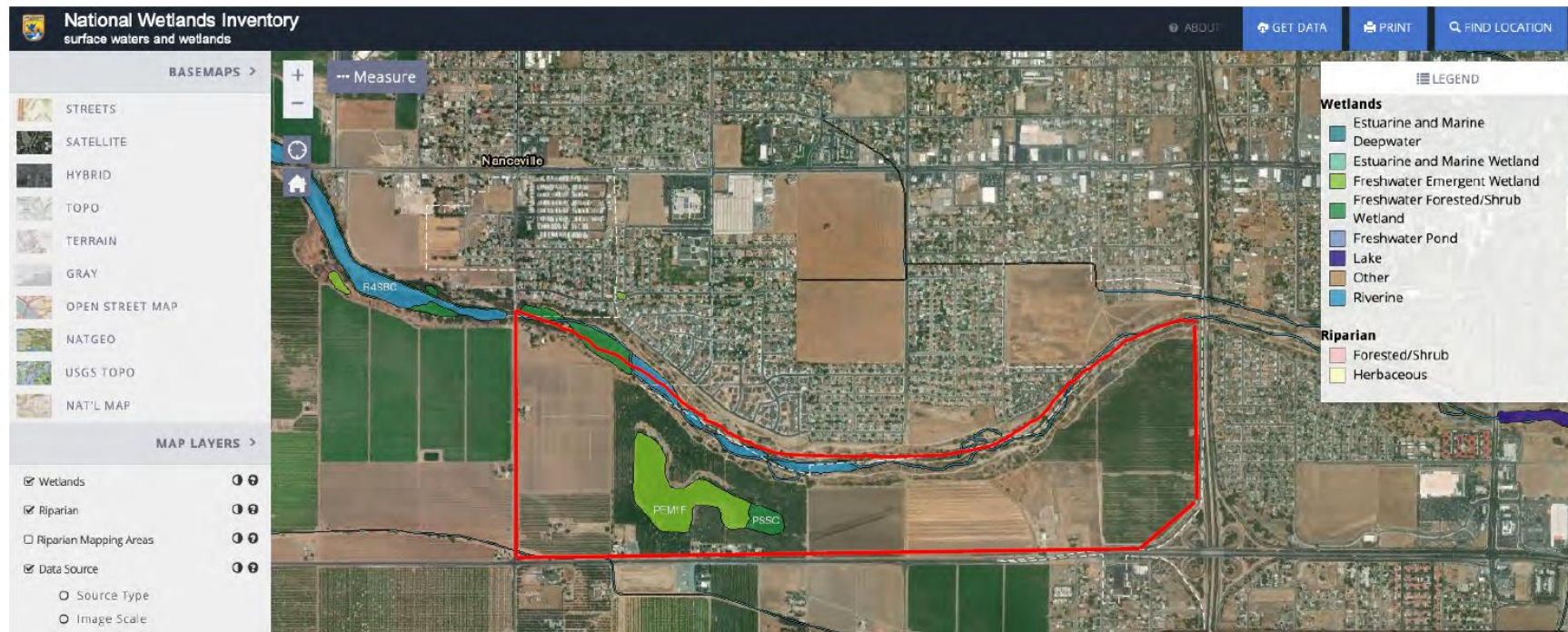


Figure 4 National Wetland Inventory Map



Figure 4-4 National Wetland Inventory Map

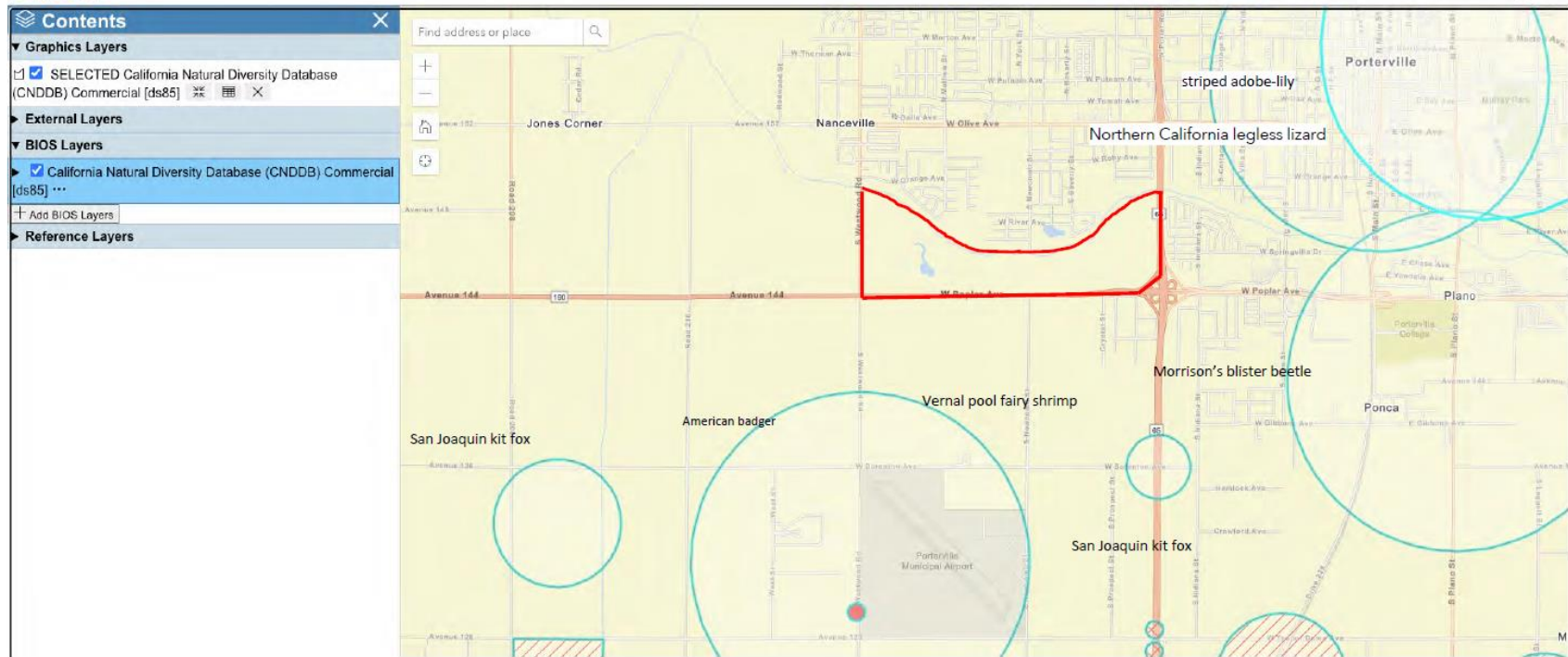


Figure 5 CNDDDB BIOS Map of Special Status Species Records



Figure 4-5 CNDDDB BIOS Map of Special Status Species Records

Table 4-11 Summary of Special Status Species, Potential Occurrence, and Impact within the SoTu Project Site

Common Name	Scientific Name	Status ¹	Effects ²	Occurrence in the Project Site ³
Birds				
Swainson's hawk	<i>Buteo swainsoni</i>	--/CT	ME	Potentially Present. Nests in mature trees. Suitable nest trees within the Project Site, especially along the riparian corridor. May occasionally forage within the area.
Mammals				
Tipton kangaroo rat	<i>Dipodomys nitratoideus nitratoideus</i>	FE/--	NE	Absent. Grassland and alkali desert scrub habitat. Suitable habitat is not present.
San Joaquin kit fox	<i>Vulpes macrotis mutica</i>	FE/CT	ME	Potentially Present. Could occasionally forage on the site if the species is in the area. Nomadic species that require underground denning habitat. The CNDDDB habitat prediction model shows potentially suitable habitats within the Porterville area and the Project Site. Four records for species occurrence are identified in the CNDDDB from the 1970s-1980s and include denning habitat.
Buena Vista Lake ornate shrew	<i>Sorex ornatus relictus</i>	FE/--	NE	Absent. Requires moist soils and dense vegetative cover below an elevation of 350 msl near the Tulare Basin. Project Site at an elevation above 400 and not near the Tulare Basin.
American badger	<i>Taxidea taxus</i>	--/--	ME	Potentially Present. Species occur in a variety of habitats and dig underground burrows.
Amphibians, Reptiles, and Invertebrates				
Northern California legless lizard	<i>Anniella pulchra</i>	--/--	ME	Potentially Present. A small, slender lizard with no legs, eyelids, a shovel-shaped snout, smooth, shiny scales, and a blunt tail. Lives mostly underground, burrowing in loose, moist sandy soil in sparsely vegetated areas of beach dunes, chaparral, pine-oak woodlands, desert scrub, sandy washes, and stream terraces with sycamores, cottonwoods, or oaks. Available records in Porterville are from 1939 and 1940. The CNDDDB habitat prediction model shows some potential habitat within the Project Site (in the emergent/forested wetland in the center of the site). Other predicted habitat

				occurs along Deer Creek to the southeast and immediately north of the Tule River below Lake Success.
Blunt-nosed leopard lizard	<i>Gambelia silus</i>	FE/CE	NE	Absent. Occurs in non-cultivated land in sparsely vegetated alkali and desert scrub habitats. Suitable habitat is not present.
Morrison's blister beetle	<i>Lytta orrisoni</i>	--/CE	NE	Likely Absent. Occurs in Valley and Foothill grasslands. One occurrence within Tulare County, near Plano, was in 1939.
Crotch bumble bee	<i>Bombus cortchii</i>	FC/--	NE	Absent. One record within the region from 1959-1963, and the exact location is unknown.
Monarch butterfly	<i>Danaus plexippus</i>	FC/--	NE	Likely Absent. Species cover a widespread region and wherever suitable feeding, breeding, and overwintering habitat exists. Monarchs feed exclusively on milkweed leaves and wildflowers in the genus Asclepia. It is unknown if this species occurs within the Project Site but given the amount of planted land within the Project Site, it is unlikely the species is present.
Vernal pool fairy shrimp	<i>Branchinecta lynchi</i>	FT/--	ME	Potentially Present. Occurs in vernal pools and seasonal wetlands. The species could be present if there is emergent wetland habitat within the Project Site.
Plants				
Springville clarkia	<i>Clarkia springvillensis</i>	-T/-- 1B.2	NE	Absent. Found in Chaparral, Cismontane woodland Valley & foothill grassland. One record northeast of Porterville near the Lewis Hill preserve. Suitable habitats are likely, not present within the Project Site because of the extensive agricultural areas.
Striped adobe-lily	<i>Fritillaria striata</i>	--/CT	NE	Absent. Occurs only within heavy adobe clay soils. Only one occurrence record from 1927. The Project Site does not support adobe clay soils.
San Joaquin adobe sunburst	<i>Psuedobahia peirsonii</i>	FT/CE	ME	Likely Absent. Occurs within cismontane and foothill grasslands. Project Site has large tracks of cultivated land and some ruderal habitat. The likelihood of presence is low but cannot be ruled out without additional surveys.

¹ Status= Listing of special status species, unless otherwise indicated

CE: California listed as Endangered

CT: California listed as Threatened

SSC: California Species of Special Concern

FE: Federally listed as Endangered

FT: Federally listed as Threatened

1B.1, 1B.2, 2B.2, 2B.3: California Native Plant Society Ranking

Source: CNDDB = California Natural Diversity Database provided by CDFG and U.S. Fish and Wildlife Service, Information for Planning and Consultation. (IPaC). Accessed online April 23, 2023.

² Effects = Effect determination

NE: No Effect

ME: May Effect, not likely to adversely effect

³ Definition of Occurrence Indicators:

Present/Potentially: Species recorded in the area and some habitat elements in the Project Site similar to known occurrences.

Absent/Likely Absent: Species not recorded in Project Site and/or suitable habitat or critical habitat components not present.

Recommendations

The following measures are recommended before approval of any development within the Project Site.

- *Conduct parcel species biological evaluation(s) to determine the project-specific impacts. The evaluation(s) may require foot surveys and detailed habitat mapping, wetland delineation, special status plant survey(s), and protocol-level surveys for species of concern.*
- *Incorporate avoidance and minimization measures to protect species of concern and common wildlife as part of the Master Plan design. These design features may include the creation of a buffer zone to protect the riparian habitat from urban development, tree preservation, clustered development, and establishing wildlife movement corridors through the Project Site.*
- *Incorporate avoidance and minimization measures in conditions of approval for construction. Such measures may include but are not limited to, pre-construction surveys, construction crew environmental awareness training, biological monitoring during construction (if needed), the inclusion of avoidance and minimization measures for San Joaquin kit fox following the USFWS Standard Recommendations for the Protection of the San Joaquin kit fox prior to or during ground disturbance (USFWS 2011).*

SoTu Master Plan

The proposed SoTu Master Plan designates land use within the floodplain of the Tule River as Open Space. This area is generally consistent with existing riparian habitat as delineated in Figure 4-3. As such, the designated land use creates a buffer zone to protect the riparian habitat from urban development, tree preservation, clustered development, and establishes wildlife movement corridors through the Project Site, as recommended in the Biological Assessment Report. In addition, the Master Plan also includes goals and policies to conserve and minimize impacts to the natural environment and wildlife habitat as listed below.

1. *Identify critical areas, such as wetlands and wildlife habitats, and develop zoning regulations that restrict development in said areas.*
2. *Require additional biological assessment for any development proposed in sensitive areas, including the emergent wetlands and forested shrub wetlands.*
3. *Prior to any tree removal, require additional biological assessment to ensure that trees*
4. *Incorporate avoidance and minimization measures (AMM) to protect species of concern and common wildlife.*

a. *AMMs shall include:*

- i. *For Wildlife: creating a buffer zone to protect the riparian habitat from urban development, tree preservation, clustered development, and establishing movement corridors through the Project Site.*

ii. *For construction: require pre-construction surveys, construction crew environmental awareness training, biological monitoring during construction, and requiring USFWA Standard Recommendations for the Protection of the San Joaquin Kit Fox prior to ground disturbance. These Master Plan policies have also been incorporated into Mitigation Measures BIO-1 – BIO-5.*

Porterville Municipal Code

The Porterville Municipal Code (PMC) establishes regulations for the removal of trees, plants, and shrubs, as described below.

Section 7-48: REMOVAL OF TREES; NOTICE REQUIRED: *In the event that the moving of any building for which a permit shall have been granted pursuant to this article makes it necessary to trim, move, remove or replant any tree, plant or shrub belonging to or under the control of the city, the person to whom such permit has been granted, or his authorized representative, shall notify the director of parks and leisure services at least forty eight (48) hours prior to the time that the moving of such building will necessitate the removal of such obstructions.*

Section 7-49: REMOVAL OF TREES; AUTHORIZATION: *The person to whom such permit is granted as required in this article for the removal of buildings shall not, at the expiration of such time of notice or at any time, trim, move, remove, replant or otherwise disturb such trees, plants or shrubs; and such work shall be done only by the authorized workmen of the city unless otherwise approved and so ordered by the director of parks and leisure services.*

Section 7-50: REMOVAL OF TREES; PAYMENT OF COSTS: *The person to whom such permit is granted as required in this article for the removal of buildings shall pay to the city any and all costs or expense for the trimming, moving, removing or replanting of any trees, plants or shrubs or of any damage thereto.*

4.4.2 Impact Assessment

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 the U.S. Fish and Wildlife Service?*

Less than Significant with Mitigation Incorporated. The majority of the Project Site has historically been used for agricultural crops (orchards and row crops) continuously for at least the last 50 years. The existing biotic conditions and resources of the site can be defined as agricultural (orchards and row crops), ruderal/non-native, and riparian habitats. There are nest trees throughout the agricultural lands. According to the NWI, an emergent wetland and a forested shrub wetland are located near the center of the Project site within an agricultural field.

According to USFWS IPaC databases, there are numerous migratory birds for the region, including Beldings savannah sparrow, California gull, common yellowthroat, and Nuttall's woodpecker. It is recommended in the biological assessment that these migratory species be considered during future biological evaluations.

The CNDDDB database shows the location of known records of special status species near the Project site. As analyzed in Table 4-11, several species could occur within the Project Site based on habitat conditions. The species potentially present include the following:

- *Swainson's hawk (Buteo swainsoni)- nests in mature trees near suitable prey bases. It may occur within mature trees within the Project Site.*
- *San Joaquin kit fox (Vulpes macrotis mutica)- highly mobile species. Dens and forages in a wide range of habitats.*
- *American badger (Taxidea taxus)- occurs in various habitats (cropland, grassland, etc.)*

- Northern California legless lizard (*Anniella pulchra*) – occurs in moist sandy soils and may occur within the riparian area or any seasonal wetland.
- Vernal pool fairy shrimp (*Branchinecta lynchi*)- occurs in seasonal wetland habitats.
- San Joaquin adobe sunburst (*Psuedobahia peirsonii*)- plant species found in grasslands and other habitats (including ruderal or non-native grasslands).

Since there is no development proposed at this time, it is recommended that further biological evaluations and subsequent specific avoidance and minimization measures are incorporated before approval of any development within the Project site. As such, future development within the Project site should incorporate **Mitigation Measures BIO-1** through **BIO-4** to avoid or minimize adverse effect on raptors/migratory birds and special status species that are potentially present.

Mitigation Measure BIO-1: Special-Status Species Surveys and Avoidance. The Project shall implement the following measures to avoid and minimize for impacts on special-status species due to construction activities.

- **Pre-Construction Surveys.** The Project shall conduct parcel species biological evaluation(s) to determine the project-specific impacts. The evaluation(s) may require foot surveys and detailed habitat mapping, wetland delineation, special status plant survey(s), and protocol-level surveys for species of concern, including American badger, Northern California legless lizard, Vernal pool fairy shrimp, and San Joaquin adobe sunburst. Any special-status species and natural communities detected during surveys shall be reported to the California Natural Diversity Database (CNDBB) using the field survey form or mailed electronically.
- **Environmental Awareness Training.** A qualified biologist shall conduct tailgate meeting to train construction staff on special status species that occur/may occur on the project site.
- **Biological Monitoring During Construction:** In case of the accidental death or injury of a special-status species during construction-related activities, USFWS and CDFW will be contacted immediately by phone and notified in writing within three working days.

Mitigation Measure BIO-2: Nesting Bird Surveys and Avoidance. The Project shall implement the following measures to mitigate for loss of nesting habitat of the Project in compliance with the federal Migratory Bird Treaty Act and relevant Fish and Game Codes:

- **Avoidance.** In order to avoid impacts to nesting raptors and migratory birds, the Project will be constructed, if feasible, from September 16th and January 31st, which is outside the avian nesting season.
- **Preconstruction Surveys.** If Project activities must occur during the nesting season (February 1-September 15), a qualified biologist will conduct preconstruction surveys for active raptor and migratory bird nests within 10 days prior to the start of these activities. The qualified biologist will conduct pre-construction surveys per the Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley (2000). The survey will include the proposed work area(s) and surrounding lands within 500 feet, where accessible, for all nesting raptors and migratory birds. If no active nests are found within the survey area, no further mitigation is required. Any special-status species and natural communities detected during surveys shall be reported to the California Natural Diversity Database (CNDBB) using the field survey form or mailed electronically.
- **Establish Buffers.** Should any active nests be discovered near proposed work areas, no disturbance buffers of 250 feet around active nests of non-listed bird species and 500 feet around active nests of non-listed

raptors will be established. If work needs to occur within these no disturbance buffers, a qualified biologist will monitor the nest daily for one week, and thereafter once a week, throughout the duration of construction activity. Should the nature of construction activity significantly change, such that a higher level of disturbance will be generated, monitoring will occur daily for one week and then resume the once-a-week regime. If, at any time, the biologist determines that construction activity may be compromising nesting success, construction activity within the designated buffer will be altered or suspended until the biologist determines that the nest site is no longer susceptible to deleterious disturbance.

Mitigation Measure BIO-3: Swainson's Hawk Surveys and Avoidance. *If Project activities must occur during the Swainson's hawk nesting season (February 15 to August 31), pre-construction surveys shall be conducted for Swainson's hawk nests in accordance with the Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley, Swainson's Hawk Technical Advisory Committee (CDFG, 2000). The surveys would be conducted on the Project site plus a 0.5-mile buffer. To meet the minimum level of protection for the species, surveys shall be conducted during at least two survey periods.*

- 1. If no Swainson's hawk nests are found, no further action is required.*
- 2. If an active Swainson's hawk nest is discovered at any time within 0.5 miles of active construction, a qualified biologist shall complete an assessment of the potential for current construction activities to impact the nest. The assessment would consider the type of construction activities, the location of construction relative to the nest, the visibility of construction activities from the nest location, and other existing disturbances in the area that are not related to the construction activities of this Project. Based on this assessment, the biologist will determine if construction activities can proceed and the level of nest monitoring required. Construction activities shall not occur within 500 feet of an active nest, but this distance may be reduced depending upon conditions at the site. Full-time monitoring to evaluate the effects of construction activities on nesting Swainson's hawks may be required. The qualified biologist shall have the authority to stop work if it is determined that Project construction is disturbing the nest. These buffers may need to increase depending on the sensitivity of the nesting Swainson's hawk to disturbances and at the discretion of the qualified biologist.*

Any special-status species and natural communities detected during surveys shall be reported to the California Natural Diversity Database (CNDBB) using the field survey form or mailed electronically.

Mitigation Measure BIO-4: San Joaquin Kit Fox Surveys and Avoidance. *Pre-construction surveys shall be conducted by a qualified biologist within 10 days prior to the start of any construction activities. Qualified biologist shall conduct pre-construction surveys in accordance with USFWS Standard Recommendations for Protection of the Endangered San Joaquin Kit Fox Prior to or During Ground Disturbance (2011).*

- 1. If no active or potential den is detected in or adjacent to work area during the survey, no further action is required.*
- 2. If active or potential den is detected in or adjacent to work area during the pre-construction survey, the den shall not be disturbed or destroyed. Compliance with USFWS Recommendations for Protection of the Endangered San Joaquin Kit Fox Prior to or During Ground Disturbance (2011) required. USFW and CDFW will be immediately contacted to determine best course of action. Construction activities shall be carried out in a manner that minimizes disturbance to kit foxes.*

3. *In case of the accidental death or injury of a San Joaquin kit fox during construction-related activities, USFWS and CDFW will be contacted immediately by phone and notified in writing within three working days.*

Any special-status species and natural communities detected during surveys shall be reported to the California Natural Diversity Database (CNDBB) using the field survey form or mailed electronically.

- b) *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?*

Less than Significant Impact. According to the Biological Assessment Report, The Project site supports riparian, potential wetlands, ruderal/non-native grassland, and cropland, as delineated in Figure 4-3. The proposed SoTu Master Plan designates land use within the floodplain of the Tule River as Open Space. This area is generally consistent with existing riparian habitat as delineated in Figure 4-3. As such, the designated land use creates a buffer zone to protect the riparian habitat from urban development, tree preservation, clustered development, and establishes wildlife movement corridors through the Project Site. As such, the Project would have a less than significant impact on riparian habitat within the Project site.

- 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?*

Less than Significant with Mitigation Incorporated. According to the NWI, an emergent wetland and a forested shrub wetland are located near the center of the Project site within an agricultural field (see Figure 4-4). The emergent wetland and forested shrub wetland have been put into agricultural production since approximately 2007. Prior to that, the wetlands were within an area that appears to be used for pastureland. Agricultural production does not always remove a wetland feature, depending on the remaining crops, plowing technique, and topography. The feature appears to be a topographic depression that may have historically been part of a former tributary to the Tule River. The NWI mapping cannot be used to verify that a wetland is still present but only indicates that a wetland was historically present. As such, Mitigation Measure BIO-5 incorporates a formal wetland delineation to confirm whether a wetland is still present. A formal wetland delineation involves evaluating the plant community, subsurface soils, and hydrology.

Mitigation Measure BIO-5: Wetland Delineation. *Prior to the start of ground disturbance activities on APN 256-040-044, the applicant shall consult with the California Department of Fish and Wildlife (CDFW) and/or the U.S. Department of Fish and Wildlife Service (USFWS) to conduct a formal Wetland Delineation.*

The NWI maps also show the area along the Tule River as freshwater forested shrub wetland and riverine wetland, which supports the river, adjacent wetlands, and riparian habitat. As discussed in criteria b), the Master Plan designates the riparian habitat area along the Tule River as Open Space land use to protect the riparian habitat from urban development, tree preservation, clustered development, and establishes wildlife movement corridors through the Project Site. As such, the NWI-identified wetlands along Tule River would have a less than significant impact from future development of the proposed Project.

Overall, the Project would have a less than significant impact with the incorporation of **Mitigation Measure BIO-5**.

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?

Less than Significant Impact. Wildlife movement corridors are linear habitats that function to connect two (2) or more areas of significant wildlife habitat. These corridors may function on a local level as links between small habitat patches (e.g., streams in urban settings) or may provide critical connections between regionally significant habitats (e.g., deer movement corridors). Wildlife corridors typically include vegetation and topography that facilitate the movements of wild animals from one area of suitable habitat to another, in order to fulfill foraging, breeding, and territorial needs. These corridors often provide cover and protection from predators that may be lacking in surrounding habitats. Wildlife corridors generally include riparian zones and similar linear expanses of contiguous habitat.

According to the biological assessment, the riparian habitat along the Tulare River provides important nesting and breeding habitat for wildlife and a vital movement corridor through the region. As discussed in criteria b), the Master Plan designates the riparian habitat area along the Tule River as Open Space land use to protect the riparian habitat from urban development, tree preservation, clustered development, and establishes wildlife movement corridors through the Project Site. As such, the Project would have a less than significant impact on interfering with the movement of wildlife.

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

No Impact. PMC Section 7-48, Section 7-49, and Section 7-50 establishes standards and regulations related to the noticing, authorization, and removal of any tree, plant, or shrub in the City of Porterville. Trimming, moving, removing, and replanting of existing trees on the Project site would be subject to compliance with these standards and regulations during the city's permitting process. There are no other local policies or ordinances that protect biological resources applicable to the Project. Through compliance, the Project would have no impact.

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. There are three (3) habitat conservation plans in Tulare County, including Kern Water Habitat Conservation Plan, Recovery Plan for Upland Species in the San Joaquin Valley (Recovery Plan) ⁵, and PG&E San Joaquin Valley Operation and Maintenance Habitat Conservation Plan (HCP) ⁶. The Kern Water Habitat Conservation Plan does not include the Project site.

The Recovery Plan covers 34 species of plants and animals that occur in the San Joaquin Valley of California, including five (5) endangered plants (California jewelflower, palmate-bracted bird's-beak, Kern mallow, San Joaquin woolly-threads, and Bakersfield cactus), one (1) threatened plant (Hoover's woolly-star), five (5) endangered

⁵ U.S. Fish and Wildlife Service. (1998). Recovery Plan for Upland Species of the San Joaquin Valley, California. Accessed on July 6, 2023, <https://esrp.csustan.edu/publications/recoveryplan.php>

⁶ PG&E. PG&E's Operations and Maintenance (O&M) Habitat Conservation Plans (HCPs). Accessed on July 6, 2023, https://www.pge.com/en_US/about-pge/environment/what-we-are-doing/promoting-stewardship/habitat-conservation-plan.page

animals (giant kangaroo rat, Fresno kangaroo rat, Tipton kangaroo rat, blunt-nosed leopard lizard, and San Joaquin kit fox) and , 23 candidates or species of concern are addressed. According to the Recovery Plan, the majority of these species occur in arid grasslands and scrublands of the San Joaquin Valley and the adjacent foothills and valleys. As described in the Biological Assessment Report, the Master Plan designates the riparian habitat area along the Tule River as Open Space land use to protect the riparian habitat from urban development, tree preservation, clustered development, and establishes wildlife movement corridors through the Project Site. In addition, **Mitigation Measures BIO-1** through **BIO-5** are incorporated to avoid or minimize adverse effects on special status species that are potentially present.

The HCP covers PG&E's routine operations and maintenance activities and minor new construction, on any PG&E gas and electrical transmission and distribution facilities, easements, private access routes, or lands owned by PG&E. The Project would not conflict or interfere with HCP. The City, County, and Regional Planning Agency do not have any other adopted or approved plans for habitat or natural community conservation. For these reasons, the Project would have a less than significant impact.

4.4.3 Mitigation Measures

The Project shall implement and incorporate, as applicable, the Biological Resources related mitigation measures as identified above and in the **MITIGATION MONITORING AND REPORTING PROGRAM** contained in **SECTION 5**.

4.5 CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in <i>Section 15064.5</i> ?		X		
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to <i>Section 15064.5</i> ?		X		
c) Disturb any human remains, including those interred outside of formal cemeteries?			X	

4.5.1 Environmental Setting

A Cultural Resource Overview of the Project site was conducted on July 26, 2023, by Peak & Associates, Inc. The full report is provided in **Appendix C**. The Cultural Resource Overview report is summarized and incorporated in the analysis below.

Regulatory Context

State historic preservation regulations affecting this project include the statutes and guidelines contained in the California Environmental Quality Act (CEQA; Public Resources Code *sections 21083.2 and 21084.1 and sections 15064.5 and 15126.4 (b)* of the CEQA Guidelines). CEQA *Section 15064.5* requires that lead agencies determine whether projects may have a significant effect on archaeological and historical resources. Public Resources Code *Section 21098.1* further cites: A project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.

An “historical resource” includes, but is not limited to, any object, building, structure, site, area, place, record, or manuscript that is historically or archaeologically significant (Public Resources Code *Section 5020.1*).

Advice on procedures to identify such resources, evaluate their importance, and estimate potential effects is given in several agency publications such as the series produced by the Governor’s Office of Planning and Research (OPR), CEQA and Archaeological Resources, 1994. The technical advice series produced by OPR recommends that Native American concerns and the concerns of other interested persons and corporate entities, including, but not limited to, museums, historical commissions, associations, and societies be solicited as part of the process of cultural resources inventory. In addition, California law protects Native American burials, skeletal remains, and associated grave goods regardless of the antiquity and provides for the sensitive treatment and disposition of those remains (California Health and Safety Code *Section 7050.5*, California Public Resources Codes *Sections 5097.94 et al*).

Soils Research

The Project site contains a mosaic of approximately a dozen soil series that are all derived from alluvial and deposited relatively recently. The period of deposition overlaps with prehistoric period occupation in the region so

that the potential for encountering buried prehistoric period deposits is thought to be generally “very high” for the overall Project site (Rosenthal and Meyer 2004).

CHRIS Record Search

A record search was conducted for the project area at the Southern San Joaquin Valley Archaeological Information Center (SSJVIC) of the California Historical Resources Information System (CHRIS) on June 26, 2023. There is one (1) recorded site partially in the Project Site: P-54-002208, the Poplar Ditch. This ditch is still in use, and a previous recorder of a segment of the ditch believes this structure is eligible for the California Register of Historical Resources.

There are no other resources recorded within one-quarter mile of the Project site. Seven surveys have been undertaken within the Project site; thirteen (13) other surveys have been undertaken within one quarter mile of the Project site.

Map Research

The earliest map of the area by the General Land Office in 1855 is a plat for Township 21 South Range 27 East showing the layout of the land sections in the area, is difficult to coordinate with modern maps, showing part of the route of the Tule River in section 33 is a dry ravine. No buildings appear on the Project site on this map.

There are several other County maps dating to the early years (1867, 1876, 1883, 1884, 1901) but the small scale (3 miles:1 inch or 2 miles:1 inch), river course changes and lack of detail such as building locations make them difficult to use. The 1892 map by Thomas Thompson provides one (1) building location in the Project site as well as land ownership.

There are four (4) older Porterville USGS topographic maps with the potential to identify locations of buildings and structures over fifty years in age: 1929, 1942, 1951 and 1969. Two (2) buildings are mapped on the 1929 maps are no longer extant today. In 1942, an additional five (5) buildings were present, now no longer extant. Two (2) other buildings appear first on the 1951 map; and are still present on recent maps.

Summary of Existing Resources and Recommendations

Prehistoric Period Resources

The course of the Tule River has changed over time, but the presence of alluvial soils suggests that sites may have been present along the river in the past and been buried during flood events. Archeological field surveys in advance are important, and it may be appropriate to monitor construction in parts of the plan area near the river course. Local Native American groups should be consulted about their concerns with the future projects.

Historic Period Resources

There is only one (1) recorded site in the Project site, the Poplar Ditch, thought to be important under the criteria of the California Register. Older maps show locations of older houses. For the former locations, there may be archeological values associated with the use and occupancy of these sites. A field survey should be a necessary first step before any plans for development are finalized for the Project site. Flooding and the movement of the Tule River may have buried other historic period resources. Should historic period artifacts, deposits or building remnants, research will be greatly aided by the historical maps with identification of ownership.

California Native American Heritage Commission (NAHC)

A consultation list of tribes with traditional lands or cultural places located within Tulare County was requested and received from the California Native American Heritage Commission (NAHC) on April 27, 2023. The listed tribes include Big Sandy Rancheria of Western Mono Indians, Tule River Indian Tribe, and Wuksache Indian Tribe/Eshom Valley Band. The NAHC also conducted a Sacred Lands File (SLF) check which received negative results. Correspondence is provided in **Appendix D**.

AB 52 and SB 18 Tribal Consultation

The City of Porterville conducted formal tribal consultation pursuant to AB 52 (Chapter 532, Statutes 2014) and SB 18 (Chapter 905, Statutes 2004) on March 31, 2023, utilizing the consultation list of tribes received from the City of Porterville in correlation with the list of tribes received from NAHC. All five tribes listed above were included in the formal consultation. Consultation for AB 52 and SB 18 ended on June 29, 2023. On April 27, 2023, a representative of the Tule River Tribe expressed interest in continued consultation pursuant to SB18. Although the tribal representative did not have knowledge of specific cultural resources or sites within the Project Site, they did request the results of the any record searches and cultural resource surveys; both the results from the SLF search and the cultural resource report have been provided to the tribe as requested.

City of Porterville General Plan

The Porterville General Plan Open Space & Conservation Element identifies the following policies related to historic, archeological, and paleontological resources. There are three (3) National Historic Register resources, including Zalud House, U.S. Post Office - Porterville Main, and First Congregational Church, and two (2) State Historic Register resource, including Tule River Stage Station and First Tule River Reservation. None of the resources are within or adjacent to the Project site. The General Plan established policies to protect these cultural resources, as listed below.

Guiding Policy OSC-G-11 *Identify and protect archaeological, paleontological, and historic resources.*

Implementing Policy OSC-I-71 *Update the City's inventory of historic resources to determine sites or buildings of federal, State, or local historic significance.*

Implementing Policy 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.*

Implementing Policy 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.*

In the event that historical or archaeological resources are accidentally discovered during construction, the City will require that grading activity in the immediate area cease. A qualified archaeologist will then be required to make an immediate evaluation and recommend avoidance measures or appropriate mitigation.

4.5.2 Impact Assessment

Would the project:

a) *Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?*

Less than Significant with Mitigation Incorporated. Based on the CHRIS Records Search conducted on June 26, 2023, there is one (1) recorded site partially in the Project site: P-54-002208, the Poplar Ditch. In addition, the Cultural Resource Overview report identified two (2) buildings on the 1951 map that currently exists on the Project site. In order to ensure that the existing structures are not of historical significance at the time of demolition, the Project shall incorporate **Mitigation Measure CUL-1** to mitigate the destruction or alternation of any potential historical structures.

Mitigation Measure CUL-1: *Prior to permit approval for development on sites with existing buildings and/or structures that are 45 years or older, a historical resources evaluation shall be completed for that individual site to confirm if the existing buildings and/or structures within these sites qualify as historical resources as defined by Section 15064.5(a) of CEQA Guidelines. The evaluation shall be prepared by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualifications Standards (PQS) in architectural history or history. The qualified architectural historian or historian shall conduct an intensive-level evaluation in accordance with the guidelines and best practices promulgated by the State Office of Historic Preservation to identify any potential historical resources within the proposed project area. All properties 45 years of age or older shall be evaluated within their historic context and documented in a report meeting the State Office of Historic Preservation guidelines. All evaluated properties shall be documented on Department of Parks and Recreation Series 523 Forms. The report shall be submitted to the City for review and concurrence.*

Any relocation, rehabilitation, or alteration of the resource shall be implemented consistent with the Secretary of the Interior's Standards for the Treatments of Historic Properties (Standards). In accordance with CEQA, a project that has been determined to conform with the Standards generally would not cause a significant adverse direct or indirect impact to historical resources (14 CCR Section 15126.4[b][1]). Application of the Standards shall be overseen by a qualified architectural historian or historic architect meeting the PQS. In conjunction with any development application that may affect the historical resource, a report identifying and specifying the treatment of character-defining features and construction activities shall be provided to the City for review and concurrence, in addition to the historical resources evaluation.

If significant historical resources are identified on a development site and compliance with the Standards and or avoidance is not feasible, the applicant or developer shall provide a report explaining why compliance with the Standards and or avoidance is not feasible for the city's review and approval. Site-specific mitigation measures shall be established and undertaken, including, but not limited to, documentation of the historical resource in the form of a Historic American Buildings Survey-Like report. The report shall be commissioned by the project applicant or their consultant to comply with the Secretary of the Interior's Standards for Architectural and Engineering Documentation and shall generally follow the Historic American Buildings Survey Level III requirements, including digital photographic recordation, detailed historic narrative report, and compilation of historic research. The documentation shall be completed by a qualified architectural

historian or historian who meets the PQS and submitted to the City prior to issuance of any permits for demolition or alteration of the historical resource.

The Cultural Resource Overview report also recognized that the flooding and movement of the Tule River over a long period of time could result in buried historic period resources. The soils research assessed a “very high” potential that prehistoric period resources are buried due to the period of deposition that overlaps with the prehistoric period occupation in the region. As such, there is a high possibility that hidden and buried resources may exist with no surface evidence that may be impacted by future physical development of the site. While the Project does not propose development, future redevelopment may include typical construction activities such as demolition of existing buildings, grading, trenching, excavation, etc. In the event of the accidental discovery and recognition of previously unknown historical resources before or during construction activities, the Project shall also incorporate **Mitigation Measure CUL-2** to assure construction activities do not result in significant impacts to any potential historical resources discovered below ground surface. Thus, if such resources were discovered, implementation of the required mitigation measures would reduce the impact to less than significant. As a result, the Project would have a less than significant impact with mitigation incorporated.

Mitigation Measure CUL-2: *In order to avoid the potential for impacts to historic and prehistoric archaeological resources, the following measures shall be implemented, as necessary, in conjunction with the construction of each phase of the Project:*

- a. Cultural Resources Alert on Project Plans. The project proponent shall note on any plans that require ground disturbing excavation that there is a potential for exposing buried cultural resources.*
- b. Stop Work Near any Discovered Cultural Resources. Should previously unidentified cultural resources be discovered during construction of the project, the project proponent shall cease work within 50 feet of the resources, and City of Porterville shall be notified immediately. The project archaeologist meeting the SOI’s PQS for archeology shall immediately evaluate the find pursuant to Public Resources Code Section 21083.2.*
- c. Mitigation for Discovered Cultural Resources. If the professional archaeologist determines that any cultural resources exposed during construction constitute a historical resource and/or unique archaeological resource, he/she shall notify the project proponent and other appropriate parties of the evaluation and recommended mitigation measures to mitigate the impact to a less-than-significant level. If the archaeologist and, if applicable, a Native American monitor or other interested tribal representative determine it is appropriate, cultural materials collected from the site shall be processed and analyzed in a laboratory according to standard archaeological procedures. The age of the materials shall be determined using radiocarbon dating and/or other appropriate procedures; lithic artifacts, faunal remains, and other cultural materials shall be identified and analyzed according to current professional standards. The significance of the site(s) shall be evaluated according to the criteria of the CRHR and if applicable, NRHP. The results of the investigations shall be presented in a technical report following the standards of the California Office of Historic Preservation publication “Archaeological Resource Management Reports: Recommended Content and Format (1990 or latest edition).” Mitigation measures may include avoidance, preservation in-place, recordation, additional archaeological testing and data recovery, among other options. Treatment of any significant cultural resources shall be undertaken with the approval of the City of Porterville. The archaeologist shall document the resources using DPR 523 forms and file said forms with the California Historical Resources Information System, Southern San Joaquin Valley Information Center*

(SSJVIC). The resources shall be photo documented and collected by the archaeologist for submittal to the City of Porterville. The archaeologist shall be required to submit to the City of Porterville for review and approval a report of the findings and method of curation or protection of the resources. This report shall be submitted to the SSJVIC after completion. Recommendations contained therein shall be implemented throughout the remainder of ground disturbance activities. Further grading or sitework within the area of discovery shall not be allowed until the preceding steps have been taken.

d. *Data Recovery.* Should the results of item c. yield resources that meet CRHR significance standards and if the resource cannot be avoided by project construction, the project applicant shall ensure that all feasible recommendations for mitigation of archaeological impacts are incorporated into the final design and approved by the City prior to construction. Any necessary data recovery excavation, conducted to exhaust the data potential of significant archaeological sites, shall be carried out by a qualified archaeologist meeting the SOI's PQS for archeology. Data recovery shall be conducted in accordance with a research design reviewed and approved by the City, prepared in advance of fieldwork, and using the appropriate archaeological field and laboratory methods consistent with the California Office of Historic Preservation Planning Bulletin 5, Guidelines for Archaeological Research Design, or the latest edition thereof. If the archaeological resource(s) of concern are Native American in origin, the qualified archaeologist shall confer with the City and local California Native American tribe(s). As applicable, the final Data Recovery reports shall be submitted to the City prior to issuance of any grading or construction permit. Recommendations contained therein shall be implemented throughout all ground disturbance activities. Recommendations may include, but would not be limited to, Cultural Resources Monitoring, and/or measures for unanticipated discoveries. The final report shall be submitted to the SSJVIC upon completion.

e. *Disposition of Cultural Resources.* Upon coordination with the City of Porterville, any pre-historic archaeological artifacts recovered shall be donated to an appropriate Tribal custodian or a qualified scientific institution where they would be afforded applicable cultural resources laws and guidelines.

f. *Cultural Resources Monitoring.* If mitigation measures are recommended by reports written under item c. or d., the project applicant shall retain a qualified archaeologist to monitor project-related, ground-disturbing activities which may include the following but not limited to: grubbing, vegetation removal, trenching, grading, and/or excavations. The archaeological monitor shall coordinate with any Native American monitor as required. Monitoring logs must be completed by the archaeologist daily. Cultural resources monitoring may be reduced for the project if the qualified archaeologist finds it appropriate to reduce the monitoring efforts. Upon completion of ground disturbance for the project, a final report must be submitted to the City for review and approval documenting the monitoring efforts, cultural resources find, and resource disposition. The final report shall be submitted to the SSJVIC.

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

Less than Significant Impact with Mitigation Incorporated. Based on the CHRIS Records Search conducted on June 26, 2023, there are no known archeological resources pursuant to Section 15064.5 on the Project site. While there is no evidence that archeological resources exist on the Project site, there is some possibility that existing structures qualify as historical resources or hidden, and buried resources may exist with no surface evidence that may be impacted by future physical development of the site. In the event of the accidental discovery and recognition of

previously unknown historical resources before or during construction activities, the Project shall incorporate **Mitigation Measure CUL-2** as described under criterion a) to assure construction activities do not result in significant impacts to any potential archeological resources discovered above or below ground surface. Thus, if such resources were discovered, implementation of the required mitigation measures would reduce the impact to less than significant. As a result, the Project would have a less than significant impact with mitigation incorporated.

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

Less Than Significant Impact. There is no evidence that human remains exist on the Project site. Nevertheless, there is some possibility that a non-visible buried site may exist and may be uncovered during ground disturbing construction activities which would constitute a significant impact. If any human remains are discovered during construction, then the Project would be subject to CCR *Section 15064.5(e)*, PRC *Section 5097.98*, and California Health and Safety Code *Section 7050.5*. Regulations contained in these sections address and protect human burial remains. Compliance with these regulations would ensure impacts to human remains, including those interred outside of formal cemeteries are less than significant.

4.5.3 Mitigation Measures

The Project shall implement and incorporate, as applicable, the Cultural Resources related mitigation measures as identified above and in the **MITIGATION MONITORING AND REPORTING PROGRAM** contained in **SECTION 5**.

4.6 ENERGY

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	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?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

4.6.1 Environmental Setting

Appendix A of the CEQA Guidelines provides guidance in determining whether a project will result in the inefficient, wasteful, and unnecessary consumption of energy. According to **Appendix A** of the CEQA Guidelines, the goal of energy conservation implies the “wise and efficient use” of energy through 1) decreasing overall per capita energy consumption, 2) decreasing reliance on fossil fuels such as coal, natural gas, and oil, and 3) increasing reliance on renewable energy sources.

Per **Appendix A**, a project would be considered inefficient, wasteful, and unnecessary if it violated existing energy standards, had a negative effect on local and regional energy supplies and requirements for additional capacity, had a negative effect on peak and base period demands for electricity and other energy forms, and effected energy resources. **Appendix A** includes the following criteria to determine whether a threshold of significance is met:

1. The project energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal. If appropriate, the energy intensiveness of materials may be discussed.
2. The effects of the project on local and regional energy supplies and on requirements for additional capacity.
3. The effects of the project on peak and base period demands for electricity and other forms of energy.
4. The degree to which the project complies with existing energy standards.
5. The effects of the project on energy resources.
6. The project’s projected transportation energy use requirements and its overall use of efficient transportation alternatives.

Building Energy Efficiency Standards – Title 24

California’s energy code is designed to reduce wasteful and unnecessary energy consumption in newly constructed and existing buildings. The Building Energy Efficiency Standards (Title 24, Parts 6 and 11 of the California Code of Regulations) are updated by the California Energy Commission every three years. The Standards relate to various energy efficiency measures including but not limited to ventilation, air conditioning, and lighting. The 2022 Building Energy Efficiency Standards became effective in January 2023. The state’s “green building code” (i.e., CALGreen) is contained within the Building Energy Efficiency Standards, Title 24, Part 11. The CALGreen standards address

environmental and sustainable practices during building construction including energy efficiency. CALGreen applies to the planning, design, operation, construction, use and occupancy of every newly constructed building or structure and additions and alterations on a statewide basis. Compliance with these energy efficiency regulations and programs reduces wasteful, inefficient, or unnecessary consumption of energy sources.

City of Porterville 2030 General Plan

The General Plan Open Space & Conservation Element established policies to reduce energy consumption and increase the rate of using renewable sources of energy, as listed below.

Guiding Policy OSC-G-10 *Reduce and conserve energy use in existing and new commercial, industrial, and public structures.*

Implementing Policy OSC-I-66 *Adopt guidelines and incentives for using green building standards in new construction.*

Green building design guidelines may include required and recommended “green” design and construction strategies including: Building Site and Form, Natural Heating or Cooling, Transportation, Building Envelope and Space Planning, Building Materials, Water Systems, Electrical Systems, HVAC Systems, Construction Management, and Commissioning.

Implementing Policy OSC-I-67 *Incorporate cost-effective energy conservation measures into all building programs owned by the City, including construction, operations, and maintenance.*

Strategies will include conducting periodic energy audits of public buildings.

Implementing Policy OSC-I-68 *Publish best practices guide to saving energy on the City’s website and other City publications.*

Implementing Policy OSC-I-69 *Establish regulations to allow flexibility in site planning, solar orientation, roof design, and landscaping to decrease summer cooling and winter heating needs.*

Implementing Policy OSC-I-70 *Ensure City codes allow for environmentally acceptable alternative forms of energy production and green building techniques.*

Energy Analysis Report

An Energy Analysis of the Project site was conducted on August 17, 2023, by Johnson, Johnson, and Miller Air Quality Consulting Services. The full report is provided in **Appendix A**. The report is incorporated in the analysis below.

4.6.2 Impact Assessment

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?*

Less than Significant Impact. **Appendix A** does not prescribe a threshold for the determination of significance. Rather, **Appendix A** focuses on reducing and minimizing inefficient, wasteful, and unnecessary consumption of energy. Therefore, for the purposes of this analysis, a significant impact to energy would result if the project would:

1. Result in the wasteful and inefficient use of nonrenewable resources during its construction.

2. Result in the wasteful and inefficient use of nonrenewable resources during long-term operation.
3. Be inconsistent with Adopted Plans and Policies.

Construction Energy Consumption

Project construction associated with buildout of the proposed Master Plan is anticipated to be completed over several years. Construction activities would consume energy through the operation of heavy off-road equipment, trucks, and worker traffic. Construction equipment fuel consumption for each of was based on equipment lists generated using CalEEMod default values and the horsepower, usage hours, and load factors from CalEEMod model runs prepared for the project's air quality analysis. Equipment fuel consumption was calculated using Offroad2017 v1.0.1 for Tulare County. Fuel consumption was estimated assuming all equipment would be diesel-powered.

Based on the anticipated hours of use, off-road construction equipment would result in the consumption of approximately 431,722.08 gallons of diesel fuel over the entire construction period.

Worker, vendor, and haul trips would result in approximately 67,440,611 VMT over the entire construction period. Fuel consumption averages were calculated for worker, vendor, and haul trips separately and per phase based on data from EMFAC 2021 for Tulare County. The results indicate that construction trips would consume approximately 3,719,560 gallons of gasoline and diesel combined over the entire construction period.

Although implementation of the proposed Master Plan would result in the consumption of an estimated 431,722 gallons of diesel from off-road equipment and 3,719,560 gallons of motor vehicle fuels during construction, the project is expected to achieve energy efficiencies typical for mixed-use projects in the City of Porterville and the larger Tulare County area. Construction equipment fleet turnover and increasingly stringent state and federal regulations on engine efficiency, combined with local, state, and federal regulations limiting engine idling times and requiring recycling of construction debris, would further reduce the amount of transportation fuel demand during project construction. Considering these reductions in transportation fuel use, the proposed Master Plan would not result in the wasteful and inefficient use of energy resources during construction, and impacts would be less than significant. Detailed modeling results are provided in [Appendix A](#) of this technical report. Construction energy use is summarized in [Table 4-12](#) Table 4-12.

Table 4-12 Construction Energy Consumption

Activity		Energy Consumption Activity	Consumption Amount
Project Construction (Buildout of the Proposed Master Plan)			
Construction Equipment Diesel Fuel Use	Off-road Construction Equipment fuel	21,575,701 Horsepower Hours (total)	431,722 gallons (diesel)
On-road Construction Vehicle Fuel	Worker	52,551,881 VMT (miles)	2,047,336 gallons (gasoline and diesel combined)
	Vendor	14,638,730 VMT (miles)	1,629,698 gallons (gasoline and diesel combined)
	Haul	250,000 VMT (miles)	42,526 gallons (diesel)
	<i>Project On-road Construction Vehicle Fuel Subtotal</i>	<i>67,440,611 VMT (miles)</i>	<i>3,719,560 gallons (gasoline and diesel combined)</i>

Notes: VMT = vehicle miles traveled

Source of data for construction and VMT: CalEEMod 2022.1.

Source of data for consumption rates: EMFAC 2021.

Operation Energy Consumption

Long-term energy consumption associated with the implementation of the proposed Master Plan includes electricity and natural gas consumption by residents and businesses, energy required for water supply, treatment, distribution, and wastewater treatment, and motor vehicle travel.

Electricity and Natural Gas Consumption

During operations, individual developments contemplated under the proposed Master Plan would consume natural gas for space heating, water heating, and cooking associated with the land uses within the plan area. The natural gas consumption was estimated using the CalEEMod default values and results. The results of the analysis indicate that the buildout under the proposed Master Plan would consume approximately 143,971,024 thousand British thermal units (kBtu) of natural gas per year during operation.

In addition to the consumption of natural gas, the development built out under the proposed Master Plan would use electricity for lighting, appliances, and other uses associated with the individual developments. Electricity use during operations was estimated using CalEEMod default values. The results of the modeling indicate that the buildout of the development contemplated under the Master Plan would use approximately 112,006,579 kilowatt-hours (kWh) of electricity per year. Title 24 (2022 standards) requires the installation of solar panels in commercial developments, including most newly constructed shopping center developments. Title 24 (2022 standards) also requires the installation of solar panels in residential developments, including most newly constructed single-family homes and low-rise multi-family developments. Variations in the amount of solar installed can be due to local conditions and project design. In addition, some projects may use community solar instead of rooftop solar installations. Although the energy estimates show total consumption, a portion of the electricity used by the development contemplated under the proposed Master Plan is expected to be generated by zero emission renewable sources. In addition, additional solar panels may be installed voluntarily to take advantage of energy cost savings that are increasingly possible as the cost of solar has declined over time.

As described above, the development under the proposed Master Plan would result in a long-term increase in demand for electricity from Southern California Edison (SCE). However, individual development projects built out under the Master Plan would be designed to meet the most recent Title 24 standards in effect at the time building permits are issued. Title 24 specifically establishes energy efficiency standards for residential and non-residential buildings constructed in the State of California in order to reduce energy demand and consumption. Title 24 is updated periodically to incorporate and consider new energy efficiency technologies and methodologies. Therefore, impacts from the wasteful or inefficient use of electricity or natural gas during operation of development under the Master Plan would be less than significant.

Fuel Consumption

During operation of the development built out under the proposed Master Plan, vehicle trips would be generated by the individual developments. Build out of the proposed Master Plan was modeled with CalEEMod using project-specific trip generation rates and default trip lengths (with longer trip lengths applied to the truck trips associated with the industrial park land use). The results show that the vehicle trips generated would result in approximately 188,565,656 annual VMT from build out of the proposed Master Plan. As shown in [Table 4-13](#), the proposed Master Plan would result in the consumption of an estimated 7,914,219 gallons per year of transportation fuel.

Table 4-13 Long-term Operational Vehicle Fuel Consumption

Vehicle Type	Annual VMT	Average Fuel Economy (miles/gallon)	Total Annual Fuel Consumption (gallons)
Passenger Cars (LDA)	81,575,631	37.19	2,193,569
Light Trucks and Medium Duty Vehicles (LDT1, LDT2, MDV)	75,053,399	27.76	2,703,846
Light-Heavy to Heavy-Heavy Diesel Trucks (LHD1, LHD2, MHDT, HHDT)	27,944,682	10.02	2,788,812
Motorcycles (MCY)	2,832,794	38.01	74,527
Other (OBUS, UBUS, SBUS, MH)	1,159,149	7.55	153,466
Mater Plan Total	188,565,655	—	7,914,220

Notes: VMT = vehicle miles traveled

“Other” consists of buses and motor homes.

Source of data for vehicle trips and VMT: Appendix A.

Source of Tulare County miles/gallon for an early operational year (2025): EMFAC 2021.

Various federal and state regulations including the Low Carbon Fuel Standard, Pavley Clean Car Standards, and Low Emission Vehicle Program would serve to reduce the projects’ transportation fuel consumption progressively into the future. In addition, the proposed Master Plan would locate a mix of commercial and residential uses, providing connectivity within the community. Therefore, the proposed Master Plan would be designed to avoid the wasteful and inefficient use of transportation fuel during operations, and impacts would be less than significant.

State and federal regulatory requirements addressing fuel efficiency are expected to increase fuel efficiency over time as older, less fuel-efficient vehicles are retired. The efficiency standards and light/heavy vehicle efficiency/hybridization programs contribute to increased fuel efficiency and therefore would reduce vehicle fuel energy consumption rates over time. While build out of the proposed Master Plan would increase the consumption of gasoline and diesel proportionately with projected population growth, the increase would be accommodated within the projected growth as part of the energy projections for the State and the region and would not require the construction of new regional energy production facilities. Therefore, energy impacts related to fuel consumption/efficiency during project operations would be less than significant.

Impact Summary

As described above, the proposed Master Plan would result in less than significant impacts on the wasteful, inefficient, or unnecessary use of energy due to project design features that will comply with the City’s design guidelines and regulations that apply to the project such as Title 24 Building Energy Efficiency Standards and the California Green Building Standards Code that apply to newly constructed commercial and residential buildings. The installation of solar panels required by 2022 Title 24 standards is expected to offset some of the electricity used by the development under the proposed Master Plan. Furthermore, various federal and state regulations—including the Low Carbon Fuel Standard, Pavley Clean Car Standards, and Low Emission Vehicle Program—would serve to reduce the transportation fuel demand by the development under the proposed Master Plan.

With the adherence to the increasingly stringent building and vehicle efficiency standards as well as implementation of design features that would reduce energy consumption, the proposed Master Plan would not contribute to a cumulative impact to the wasteful or inefficient use of energy. As such, the proposed Master Plan would not result in a significant environmental impact, due to wasteful, inefficient, or unnecessary consumption of energy resources, during construction or operation of buildout of the proposed Master Plan. A summary of estimated operational energy consumption from build out of the proposed Master Plan is provided in [Table 4-14](#).

Table 4-14 Summary of Estimated Operational Annual Energy Consumption

Energy Consumption Activity	Annual Consumption
Project Operations	
Electricity Consumption	112,006,579 kWh/year
Natural Gas Consumption	143,971,024 kBTU/year
Total Vehicle Fuel Consumption	7,914,219 gallons/year (gallons of gasoline and diesel)

Notes: kWh = kilowatt-hour; kBTU = kilo-British Thermal Unit; VMT = vehicle miles traveled

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less than Significant Impact.

The City of Porterville General Plan includes goals and strategies related to energy efficiency. The following policies relate to energy efficiency and are relevant to the proposed Master Plan:

OSC-G-10: Reduce and conserve energy use in existing and new commercial, industrial, and public structures.

OSC-I-66: Adopt guidelines and incentives for using green building standards in new construction. Green building design guidelines may include required and recommended “green” design and construction strategies including: Building Site and Form, Natural Heating or Cooling, transportation, Building Envelope and Space Planning, Building Materials, Water Systems, Electrical Systems, HVAC Systems, Construction Management, and Commissioning.

OSC-I-70: Ensure City codes allow for environmentally acceptable alternative forms of energy production and green building techniques.

Construction

As discussed under Impact ENERGY-1, the proposed Master Plan would result in energy consumption through the combustion of fossil fuels in construction vehicles, worker commute vehicles, and construction equipment, and the use of electricity for temporary buildings, lighting, and other sources. California Code of Regulations Title 13, Sections 2449(d)(3) and 2485, limit idling from both on-road and off-road diesel-powered equipment and are enforced by the ARB. Individual development under the proposed Master Plan would comply with these regulations. Consistent with required regulations, buildout of the proposed Master would increase the use of energy conservation features and renewable sources of energy within the City of Porterville and Tulare County due to the previously discussed design features. Thus, the proposed Master Plan would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing energy use or increasing the use of renewable energy. Therefore, construction-related energy efficiency and renewable energy standards consistency impacts would be less than significant.

Operation

The proposed Master Plan would be served with electricity provided by SCE. SCE’s 2019 Green Rate 50 percent option includes 67.5 percent eligible renewable resources, including wind, geothermal, solar, eligible hydroelectric, and biomass and biowaste; 4 percent large hydroelectric; 8.1 percent natural gas; 4.1 percent nuclear; 0.1 percent other; and 16.3 percent unspecified sources of power. SCE’s 2019 Green Rate 100 percent option includes 100 percent eligible renewable resources, composed entirely of solar. Approximately 43 percent of the electricity that SCE delivered in 2020 was a combination of renewable and GHG-emissions-free resources. SCE was ahead of

schedule in meeting the California's RPS 2020 mandate of serving their load with at least 33 percent RPS-eligible resources. SCE would be required to meet California's RPS standards of 60 percent by 2030 and carbon-free sourced-electricity by 2045.

Part 11, Chapter 4 and 5, of the State's Title 24 energy efficiency standards establishes mandatory measures for residential and nonresidential buildings, including solar, electric vehicle (EV) charging equipment, bicycle parking, energy efficiency, water efficiency and conservation, and material conservation and resource efficiency. Development under the proposed Master Plan would be required to comply with these mandatory measures. The proposed Master Plan would locate housing next to jobs in order to reduce or eliminate motor vehicle travel for home-to-work trips and provide connectivity through pedestrian and bicycle connections. In addition, the proposed Master Plan's location adjacent to an existing community (built up areas the City of Porterville) allows future development to provide further connectivity. Compliance with the mandatory measures previously mentioned would ensure that the development built out under the proposed Master Plan would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing energy use or increasing the use of renewable energy. Therefore, operational energy efficiency and renewable energy standards consistency impacts would be less than significant.

The proposed Master Plan was reviewed for consistency with local and State of California plans that aim to reduce GHG emissions in GHG impact analysis. These plans also serve as the applicable energy plans. The ARB 2008 Scoping Plan, the ARB 2017 Scoping Plan, and the ARB 2022 Scoping Plan provide the State's strategy for achieving legislated GHG reduction targets. Although the primary purpose of the Scoping Plans is to reduce GHG emissions, the strategies to achieve the GHG reduction targets rely on the use of increasing amounts of renewable fuels under the LCFS and RPS, and energy efficiency with updates to Title 24 and the CalGreen Code. Buildings constructed under implementation of the proposed Master Plan will meet the latest efficiency standards in effect that building permits are issued. In addition, vehicles and equipment will continue to become cleaner over time as new vehicles and equipment are required to adhere to the latest fuel efficiency standards. For instance, vehicles and equipment associated with build out of the proposed Master Plan will use fuels subject to the LCFS.

The proposed Master Plan is consistent with applicable plans and policies and would not result in wasteful or inefficient use of nonrenewable energy sources; therefore, impacts would be less than significant.

4.6.3 Mitigation Measures

None required.

4.7 GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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.			X	
ii. Strong seismic ground shaking?			X	
iii. Seismic-related ground failure, including liquefaction?			X	
iv. Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
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?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		

4.7.1 Environmental Setting

The City of Porterville is located 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 city is within the Sierra Nevada geomorphic province, which is primarily composed of cretaceous granitic plutons and remnants of Paleozoic and Mesozoic metavolcanic and metasedimentary rocks, and Cenozoic volcan and sedimentary rocks. The city's Planning Area elevation ranges between 400 and 800 feet, with the eastern portion that is within the Sierra Nevada foothills reaching almost 1,800 feet. Geographically, the city, inclusive of the Project site, has stable geological formation and is in a seismically inactive region.⁷ A brief discussion of the likelihood of such activities occurring in or affecting the city's Planning Area, inclusive of the Project site, is provided below. The discussion is based on the 2018 Tulare County Multi-Jurisdictional Local Hazard Mitigation Plan (HMP) as well as the City of Porterville 2030 General Plan Draft Environmental Impact Report (EIR).⁸

Faulting

There are no known active faults in the city's Planning Area.⁹ No Alquist-Priolo Earthquake Fault zoning has been established for the city's Planning Area. The nearest active faults to the Planning Area are the Owens Valley fault group, 40 miles to the east, and White Wolf fault, 56 miles to the south.¹⁰ Due to the distance from an active fault, there is low potential for ground rupture in the city.

Ground Shaking

The City of Porterville is in Seismic Risk Zone III, which is a zone expected to experience moderate effects from earthquakes. Major historical earthquakes, including the 1906 San Francisco, 1952 Kern County, and 1983 Coalinga, were felt by residents and caused minor to moderate property damage in the city. According to the HMP's hazards ranking, there is a low significance for ground shaking in the city. Earthquake-related damage is often the result of liquefaction.

Liquefaction

Liquefaction primarily occurs in areas of recently deposited sands and silts and in areas of high groundwater levels (where the water table is 30 feet below the surface). Susceptible areas include sloughs and marshes that have been filled in and developed over. Since the city is far from faults and consists of a stable geological formation, the city is in an area with low susceptibility to liquefaction. However, the EIR identifies that liquefaction could occur near the Tule River that is water saturated and loose, sandy soils exist.

⁷ City of Porterville. (2007). Draft Environmental Impact Report 2023 General Plan (SCH No. 2006011033).

⁸ Tulare County Office of Emergency Services. (2018). Tulare County Multi-Jurisdictional Local Hazard Mitigation Plan. Accessed on August 2, 2023, <https://oes.tularecounty.ca.gov/oes/mitigation/tulare-county-mjlhmp/>

⁹ According to the California Department of Conservation, "An active fault, for the purposes of the Alquist-Priolo Act, is one that has ruptured in the last 11,000 years."

¹⁰ California Department of Conservation. "CGS Seismic Hazard Program: Alquist-Priolo Fault Hazard Zones." Accessed on August 3, 2023, <https://gis.data.ca.gov/maps/ee92a5f9f4ee4ec5aa731d3245ed9f53/explore?location=37.213952%2C-117.946341%2C7.19>

Erosion

The primary types of erosion identified by the HMP are coastal cliff and shoreline erosion. The city is not susceptible to these erosion types in all sea level rise scenarios (i.e., sea level rise at 25 cm, 75 cm, 200 cm).

Ground Subsidence

Ground subsidence is the settling or sinking of surface soil deposits with little or no horizontal motion. Soils with high silt or clay content are subject to subsidence. According to the HMP, the city is not exposed to earthquake induced landslide risk.

Subsurface Soils

The site comprises eight (8) soil types, as shown in **Table 4-10** in **Section 4.4**. The soils are primarily sandy loam, loam, and silt sand, and these soils are generally well-drained. The riverwash soils within the Tule River are hydric, and two other soil types, Tagus loam (map unit symbol: 137) and Tujunga loamy sand (map unit symbol: 138) are partially hydric, which means there is a higher potential for wetland formation within these soils. The pits appear to be excavated features that have been filled in. The predominant soil type, Nord fine sandy loam, is located on the west end of the Project Site, along South Westwood Street. **Figure 4-6** shows the location of all soil composition within the Project site from the Web Soil Survey by the USDA Natural Resources Conservation Service.¹¹

California Building Code

The California Code of Regulations (CCR) Title 24 is assigned to the California Building Standards Commission, which, by law, is responsible for coordinating all building standards. The California Building Code (CBC) incorporates by reference the International Building Code with necessary California amendments. About one-third of the text within the California Building Standards Code has been tailored for California earthquake conditions. These standards are applicable to all new buildings and are required to provide the necessary safety from earthquake related effects emanating from fault activity.

City of Porterville 2030 General Plan

The General Plan includes objectives and policies relevant to natural hazards in the Public Health & Safety Element since to minimize risks from geologic and seismic hazards:

Guiding Policy PHS-G-1 *Minimize risks of property damage and personal injury posed by geologic and seismic hazards.*

Implementing Policy PHS-I-1 *Amend the Zoning Ordinance to include provisions for a geologic hazards abatement district for hillside areas to ensure that geologic hazards are properly mitigated by developers or avoided prior to, or during, development.*

Implementing Policy 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.*

¹¹ United States Department of Agriculture Natural Resources Conservation Service. "Web Soil Survey." Accessed on April 6, 2023, <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>

Implementing Policy PHS-I-3 Provide information and incentives for property owners to rehabilitate existing buildings using construction techniques to protect against seismic hazards.

Implementing Policy PHS-I-4 Support continued investigation by State agencies of geologic conditions within the City's Planning Area to promote public awareness of potential geologic and seismic hazards.

Implementing Policy PHS-I-5 Require, as part of the preliminary soil report, a construction dust management plan when it has been determined that soils contain naturally-occurring asbestos.

Implementing Policy PHS-I-6 If asbestos is present require construction work be done when soil moisture is sufficient to adequately compact the tread and prevent visible dust, which may contain airborne asbestos emissions.

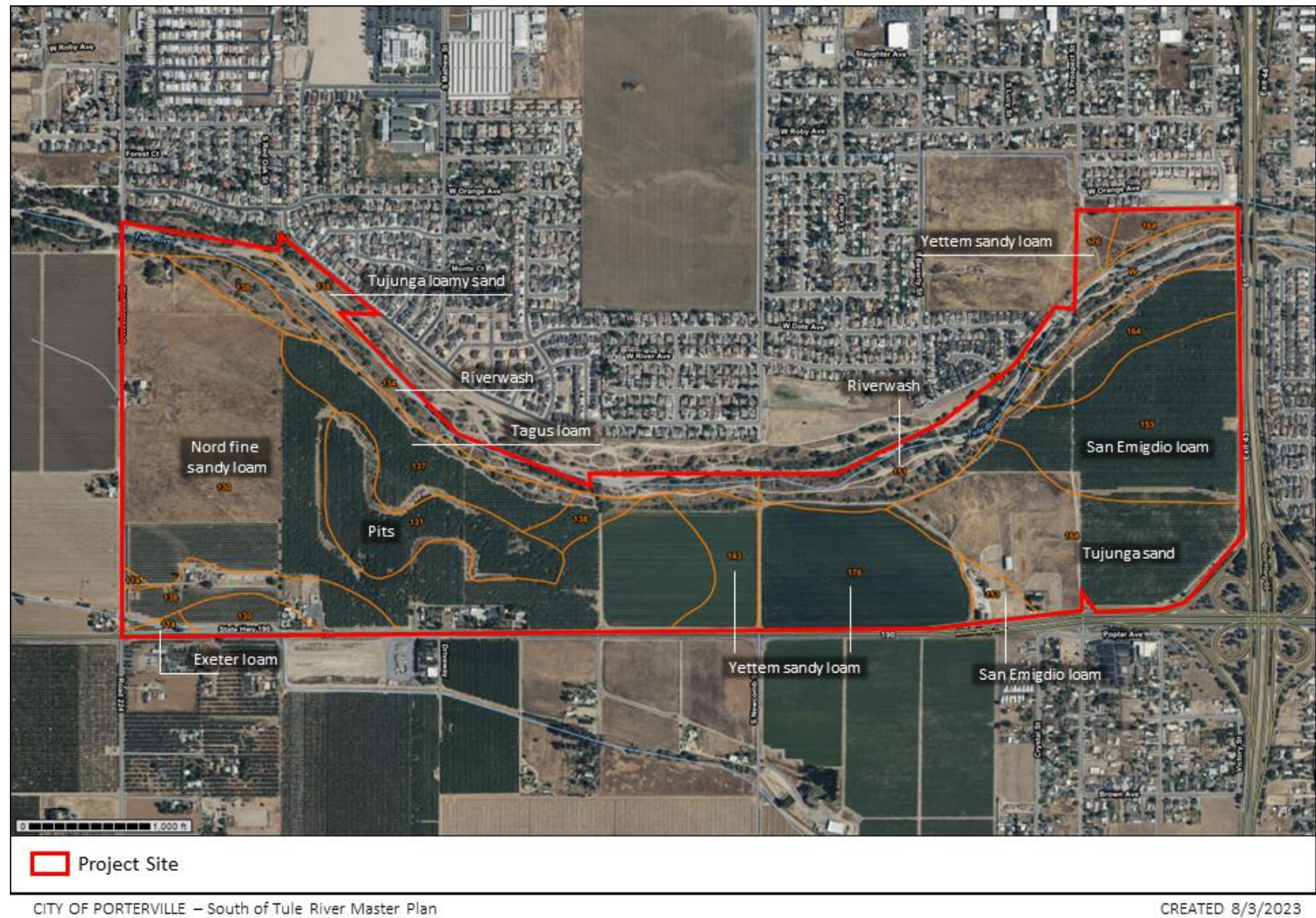


Figure 4-6 Soils Map

4.7.2 Impact Assessment

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.*

Less than Significant Impact. There are no known active earthquake faults in the city's Planning Area, inclusive of the Project site, nor is city within an Alquist-Priolo earthquake fault zone as established by the Alquist-Priolo Fault Zoning Act. The nearest active fault to the city is located 40 miles to the east. Due to the distance from an active fault, there is low potential for ground rupture. In addition, the likelihood of the Project rupturing due to an earthquake would be reduced through compliance with current seismic protection standards in the CBC which would significantly limit potential seismic-related hazards such as landslides, lateral spreading, subsidence, liquefaction, or collapse. As a result, the Project would have a less than significant impact.

- ii. *Strong seismic ground shaking?*

Less than Significant Impact. The Project site is in a zone with low seismic risk. In addition, future development of the Project site would be required to comply with current seismic protection standards in the CBC which would significantly limit potential damage to structures and thereby reduce potential impacts including the risk of loss, injury, or death. As a result, the Project would have a less than significant impact.

- iii. *Seismic-related ground failure, including liquefaction?*

Less than Significant Impact. The Project site is in an area with low susceptibility to liquefaction with no known geologic hazards or unstable soil conditions. Due to the distance from an active fault, there is low potential for ground rupture. Further, the site is primarily made up of loam and sand soils that are well drained, which are less susceptible to liquefaction than silt or sands. Future development of the site would require compliance with the city's grading and drainage standards that would reduce the likelihood of settlement or bearing loss. In addition, future development would be required to comply with CBC and specific requirements that address liquefaction. For these reasons, the Project does not have any aspect that could result in seismic-related ground failure including liquefaction and a less than significant impact would occur because of the Project.

- iv. *Landslides?*

Less than Significant Impact. The topography of the Project site is relatively flat with stable, native soils. According to the HMP, the city is in a zone with low risk of landslides and mudslides. Therefore, a less than significant impact would occur because of the Project.

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

Less than Significant Impact. Soil erosion and loss of topsoil can be caused by natural factors, such as wind and flowing water, and human activity. Future development of the Project site would require typical site preparation activities such as grading and trenching which may result in the potential for short-term soil disturbance or erosion impacts. Excessive soil erosion could cause damage to existing structures and roadways. In the case of urban

development, erosion would most likely occur during the construction phase and would be reduced once the site is graded and paved or landscaped. According to the General Plan, the Project site mostly consists of moderate erosion susceptibility land.

The likelihood of erosion occurring during construction would be reduced through site grading and surfacing, which would be subject to review and approval by the city for compliance with applicable standards. Future development of the Project site would be required to comply with PMC *Section 25-32.A.10 – Grading Design Plan, Section 7-142.7 – Floodways, Section 501.10 – Landscaping and Irrigation, and Section 407.03 – Design and Construction Standards*, which includes standards to prevent soil erosion and to keep debris and dirt out of the city's storm drain system.

The likelihood of erosion would be further reduced through compliance with regulations set by the State Water Resources Control Board (SWRCB). Namely, the SWRCB requires sites larger than one (1) acre to comply with the General Permit for Discharges of Storm Water Associated with Construction Activity (i.e., General Permit Order No. 2009-0009-DWQ). The General Permit requires the development of a Storm Water Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer (QSD). The SWPPP estimates the sediment risk associated with construction activities and includes best management practices (BMP) to control erosion. BMPs specific to erosion control cover erosion, sediment, tracking, and waste management controls. Implementation of the SWPPP minimizes the potential for the Project to result in substantial soil erosion or loss of topsoil. With these provisions in place, impacts to soil and topsoil by the Project would be considered less than significant.

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?

Less than Significant Impact. Ground subsidence is the settling or sinking of surface soil deposits with little or no horizontal motion. Soils with high silt or clay content are subject to subsidence. Subsidence typically occurs in areas with groundwater withdrawal or oil or natural gas extraction. The topography of the site is relatively flat with stable, native soils and no apparent unique or significant landforms. Future development of the Project site would be required to comply with current seismic protection standards in the CBC which would significantly limit potential seismic-related hazards such as landslides, lateral spreading, subsidence, liquefaction, or collapse. Compliance with the CBC would ensure a less than significant impact.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial direct or indirect risks to life or property?

Less than Significant Impact. The Project site is relatively flat with primarily native soils of loam, loamy sand, and sandy loam, which are not expansive. According to the General Plan, the Project site is not located in an area with high soil expansion potential. As such, the Project would result in a less than significant impact.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The Project Site is currently outside of city limits but would require annexation into the City of Porterville when development is proposed. At the time of development, individual parcels would be required to connect to city utility services. Future development would also connect to the city's wastewater services. Thus, no permanent septic tanks or alternative wastewater disposal systems would be installed, and no impact would occur.

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

Less than Significant Impact with Mitigation Incorporated. As discussed in the Cultural Resources section above, there are no known paleontological resources or unique geological features known on this site. In addition, the Project site is heavily disturbed as it has been previously developed. Nevertheless, there is some possibility that a non-visible, buried resource, site, or feature may exist and may be uncovered during ground disturbing construction activities which would constitute a significant impact. To further assure future development does not result in significant impacts to any potential resources, the Project shall incorporate **Mitigation Measures CUL-2** as described in **Section 4.5**. Additionally, **Mitigation Measure GEO-1** requires that if unknown paleontological resources are discovered during construction activities, work within a 25-foot buffer would cease until a qualified paleontologist determined the appropriate course of action. Therefore, if any paleontological resources or geologic features were discovered, implementation of **CUL-2 and GEO-1** would reduce the Project's impact to less than significant.

4.7.3 Mitigation Measures

Mitigation Measure GEO-1: *If any paleontological resources are encountered during ground-disturbance activities, all work within 25 feet of the find shall halt until a qualified paleontologist as defined by the Society of Vertebrate Paleontology Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources (2010), can evaluate the find and make recommendations regarding treatment. Paleontological resource materials may include resources such as fossils, plant impressions, or animal tracks preserved in rock. The qualified paleontologist shall contact the Natural History Museum of Los Angeles County or another appropriate facility regarding any discoveries of paleontological resources.*

If the qualified paleontologist determines that the discovery represents a potentially significant paleontological resource, additional investigations, and fossil recovery may be required to mitigate adverse impacts from Project implementation. If avoidance is not feasible, the paleontological resources shall be evaluated for their significance. If the resources are not significant, avoidance is not necessary. If the resources are significant, they shall be avoided to ensure no adverse effects or such effects must be mitigated. Construction in that area shall not resume until the resource-appropriate measures are recommended or the materials are determined to be less than significant. If the resource is significant and fossil recovery is the identified form of treatment, then the fossil shall be deposited in an accredited and permanent scientific institution. Copies of all correspondence and reports shall be submitted to the City of Porterville, Community Development Department.

4.8 GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

4.8.1 Environmental Setting

A greenhouse gas (GHG) emissions analysis of the Project was conducted on August 17, 2023, by Johnson Johnson and Miller, Inc. The full report is provided in [Appendix A](#). Background information on climate change and modeling parameters and assumptions within the GHG analysis is provided below.

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

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

An individual project cannot generate enough GHG emissions to cause a discernible change in global climate. However, the project participates in the potential for global climate change by its incremental contribution of GHGs—and when combined with the cumulative increase of all other sources of GHGs—constitute potential influences on global climate change.

Consequences of Climate Change in California

In California, climate change may result in consequences such as the following:

- **A reduction in the quality and supply of water from the Sierra snowpack.** If heat-trapping emissions continue unabated, more precipitation will fall as rain instead of snow, and the snow that does fall will melt earlier,

reducing the Sierra Nevada spring snowpack by as much as 70 to 90 percent. This can lead to challenges in securing adequate water supplies. It can also lead to a potential reduction in hydropower.

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

Greenhouse Gases

Gases that trap heat in the atmosphere are referred to as GHGs. The effect is analogous to the way a greenhouse retains heat. Common GHGs include water vapor, carbon dioxide, methane, NO_x, chlorofluorocarbons, hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, ozone, and aerosols. Natural processes and human activities emit GHGs. The presence of GHGs in the atmosphere affects the earth’s temperature. It is believed that emissions from human activities, such as electricity production and vehicle use, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations.

Climate change is driven by forcings and feedbacks. Radiative forcing is the difference between the incoming energy and outgoing energy in the climate system. Positive forcing tends to warm the surface while negative forcing tends to cool it. Radiative forcing values are typically expressed in watts per square meter. A feedback is a climate process that can strengthen or weaken a forcing. For example, when ice or snow melts, it reveals darker land underneath which absorbs more radiation and causes more warming. The global warming potential is the potential of a gas or aerosol to trap heat in the atmosphere. The global warming potential of a gas is essentially a measurement of the radiative forcing of a GHG compared with the reference gas, CO₂.

Individual GHG compounds have varying global warming potential and atmospheric lifetimes. CO₂, the reference gas for global warming potential, has a global warming potential of one. The global warming potential of a GHG is a measure of how much a given mass of a GHG is estimated to contribute to global warming. To describe how much global warming a given type and amount of GHG may cause, the carbon dioxide equivalent is used. The calculation of the carbon dioxide equivalent is a consistent methodology for comparing GHG emissions since it normalizes various GHG emissions to a consistent reference gas, CO₂. For example, CH₄'s warming potential of 25 indicates that CH₄ has 25 times greater warming effect than CO₂ on a molecule-per-molecule basis. A carbon dioxide equivalent is the mass emissions of an individual GHG multiplied by its global warming potential. GHGs defined by Assembly Bill (AB) 32 (see the Climate Change Regulatory Environment section for a description) include CO₂, CH₄, NO_x, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. They are described in **Table 4-15**. A seventh GHG, nitrogen trifluoride, was added to Health and Safety Code section 38505(g)(7) as a GHG of concern. The global warming potential amounts are from IPCC Fourth Assessment Report (AR4). The AR4 GWP amounts, incorporated into CalEEMod, are used in this analysis. Although the newer IPCC Fifth Assessment Report (AR5) includes new global warming potential amounts, ARB continues to use AR4 rates for inventory purposes. Until such time as ARB updates its Scoping Plan inventories to utilize AR5 GWPs, it is appropriate to continue using AR4 GWPs for CEQA analyses, which are based on Scoping Plan consistency.

Table 4-15 Description of Greenhouse Gases

Greenhouse Gas	Description and Physical Properties	Sources
Nitrous oxide	Nitrous oxide (laughing gas) is a colorless GHG. It has a lifetime of 114 years. Its global warming potential is 298.	Microbial processes in soil and water, fuel combustion, and industrial processes.
Methane	Methane is a flammable gas and is the main component of natural gas. It has a lifetime of 12 years. Its global warming potential is 25.	Methane is extracted from geological deposits (natural gas fields). Other sources are landfills, fermentation of manure, and decay of organic matter.
Carbon dioxide	Carbon dioxide (CO ₂) is an odorless, colorless, natural GHG. Carbon dioxide's global warming potential is 1. The concentration in 2005 was 379 parts per million (ppm), which is an increase of about 1.4 ppm per year since 1960.	Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources are from burning coal, oil, natural gas, and wood.
Chlorofluorocarbons	These are gases formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms. They are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the earth's surface). Global warming potentials range from 124 to 14,800.	Chlorofluorocarbons were synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. They destroy stratospheric ozone. The Montreal Protocol on Substances that Deplete the Ozone Layer prohibited their production in 1987.
Perfluorocarbons	Perfluorocarbons have stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface. Because of this, they have long lifetimes, between 10,000 and 50,000 years. Global warming potentials range from 7,390 to 12,200.	Two main sources of perfluorocarbons are primary aluminum production and semiconductor manufacturing.
Sulfur hexafluoride	Sulfur hexafluoride (SF ₆) is an inorganic, odorless, colorless, and nontoxic,	This gas is man-made and used for insulation in electric power transmission equipment, in the magnesium

	nonflammable gas. It has a lifetime of 3,200 years. It has a high global warming potential of 22,800.	industry, in semiconductor manufacturing, and as a tracer gas.
Nitrogen trifluoride	Nitrogen trifluoride (NF ₃) was added to Health and Safety Code section 38505(g)(7) as a GHG of concern. It has a high global warming potential of 17,200.	This gas is used in electronics manufacture for semiconductors and liquid crystal displays.

Sources: Compiled from a variety of sources, primarily Intergovernmental Panel on Climate Change 2007a and 2007b.

The State has begun addressing pollutants referred to as short-lived climate pollutants. Senate Bill (SB) 605, approved by the governor on September 14, 2014 required the ARB to complete a comprehensive strategy to reduce emissions of short-lived climate pollutants by January 1, 2016. ARB was required to complete an emission inventory of these pollutants, identify research needs, identify existing and potential new control measures that offer co-benefits, and coordinated with other state agencies and districts to develop measures. The Short-Lived Climate Pollutant Strategy was approved by the ARB on March 24, 2017. The strategy calls for reductions of 50 percent from black carbon, 40 percent from methane, and 40 percent from HFCs from the 2030 Business as Usual (BAU) inventory for these pollutants.

The short-lived climate pollutants include three main components: black carbon, fluorinated gases, and methane. Fluorinated gases and methane are described in Table 4-15 and are already included in the California GHG inventory. Black carbon has not been included in past GHG inventories; however, ARB will include it in its comprehensive strategy.

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

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

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

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

Emissions Inventories

An emissions inventory is a database that lists, by source, the amount of air pollutants discharged into the atmosphere of a geographic area during a given time period. **Figure 4-7** shows the contributors of GHG emissions in California between years 2000 and 2019 by Scoping Plan category. The main contributor was transportation. The second highest sector in 2019 was industrial, which includes sources from refineries, general fuel use, oil and gas extraction, cement plants, and cogeneration heat output. Emissions from the electricity sector account for 14 percent of the inventory and have shown a substantial decrease in 2019 due to increases in renewables. ARB reported that California's GHG emissions inventory was 418.2 MMTCO₂e in 2019.

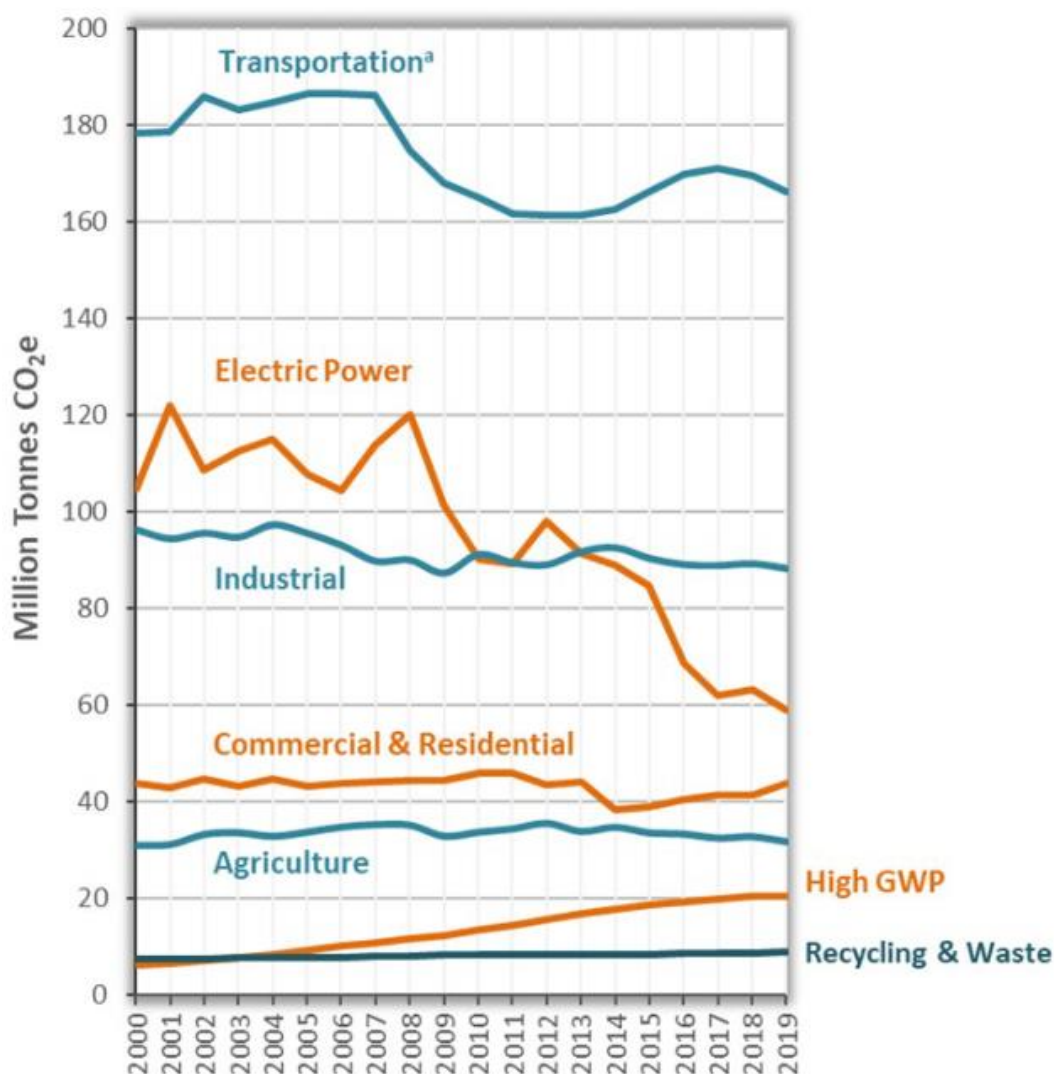


Figure 4-7 Greenhouse Gas Emission Trends by Scoping Plan Category in California

Regulatory Setting

See plans, regulations, and policies related the GHG emissions including California (California Air Resources Board Scoping Plans, Building Codes, California Supreme Court GHG Ruling), San Joaquin Valley Air Pollution Control District (Climate Change Action Plan), and the City of Porterville (General Plan) detailed in **Appendix A Section 3.3**.

4.8.2 Modeling Parameters and Assumptions

Greenhouse Gases Assessed

This analysis is restricted to GHGs identified by AB 32, which include carbon dioxide, methane, NO_x, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. The project would generate a variety of GHGs, including several defined by AB 32 such as carbon dioxide, methane, and NO_x.

The project may emit GHGs that are not defined by AB 32. For example, the project may generate aerosols through emissions of DPM from the vehicles and trucks that would access the project site. Aerosols are short-lived particles, as they remain in the atmosphere for about one week. Black carbon is a component of aerosol. Studies have indicated that black carbon has a high global warming potential; however, the Intergovernmental Panel on Climate Change states that it has a low level of scientific certainty.

Water vapor could be emitted from evaporated water used for landscaping, but this is not a significant impact because water vapor concentrations in the upper atmosphere are primarily due to climate feedbacks rather than emissions from project-related activities.

The project would emit nitrogen oxides and volatile organic compounds, which are ozone precursors. Ozone is a GHG; however, unlike the other GHGs, ozone in the troposphere is relatively short-lived and can be reduced in the troposphere on a daily basis. Stratospheric ozone can be reduced through reactions with other pollutants.

Certain GHGs defined by AB 32 would not be emitted by the project. Perfluorocarbons and sulfur hexafluoride are typically used in industrial applications, none of which would be used by the project. Therefore, it is not anticipated that the project would emit perfluorocarbons or sulfur hexafluoride.

See **Section 4.3.2** for modeling assumptions.

4.8.3 Impact Assessment

Would the project:

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

Less than Significant Impact. Section 15064.4(b) of the CEQA Guidelines' 2018 amendments for GHG emissions states that a lead agency may take into account the following three considerations in assessing the significance of impacts from GHG emissions.

- **Consideration #1:** The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting.
- **Consideration #2:** Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.

- **Consideration #3:** The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such regulations or requirements must be adopted by the relevant public agency through a public review process and must include specific requirements that reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project. 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.

The SJVAPCD's *Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA* provides guidance for preparing a 'business as usual' (BAU) analysis. Under the SJVAPCD guidance, projects meeting one of the following would have a less than significant impact on climate change:

- Exempt from CEQA;
- Complies with an approved GHG emission reduction plan or GHG mitigation program;
- Project achieves 29 percent GHG reductions by using approved Best Performance Standards; and
- Project achieves AB 32 targeted 29 percent GHG reductions compared with "business as usual."

The SJVAPCD has not yet adopted BPS for development projects. For development projects, BPS means, "Any combination of identified GHG emission reduction measures, including project design elements and land use decisions that reduce project-specific GHG emission reductions by at least 29 percent compared with business as usual."

The 29 percent GHG reduction level is based on the target established by ARB's AB 32 Scoping Plan, approved in 2008. The GHG reduction level for the State to reach 1990 emission levels by 2020 was reduced to 21.7 percent from BAU in 2020 in the 2014 First Update to the Scoping Plan to account for slower than projected growth after the 2008 recession. First occupancy at the project site is expected to occur in 2024, which is after the AB 32 target year. The SJVAPCD has not updated its guidance to address SB 32 2030 targets or AB 1279 2045 targets.

The analysis also addresses consistency with the SB 32 targets and the 2017 Scoping Plan Update with an assessment of the project's reduction from BAU based on emissions in 2030 compared with the 21.7 percent reduction and with a consistency analysis. This approach provides estimates of project emissions in the new 2030 milestone year with the existing threshold to address Considerations 1 and 2 above. Therefore, whether the project's GHG emissions would result in a significant impact on the environment is determined by assessing consistency with relevant GHG reduction plans.

The following analysis assesses the proposed Master Plan's compliance with Consideration #3 regarding consistency with adopted plans to reduce GHG emissions. The City of Porterville has not adopted a GHG reduction plan. In addition, the City has not completed the GHG inventory, benchmarking, or goal-setting process required to identify a reduction target and take advantage of the streamlining provisions contained in the CEQA Guidelines amendments adopted for SB 97 and clarifications provided in the CEQA Guidelines amendments adopted on December 28, 2018. The SJVAPCD has adopted a Climate Action Plan, but it does not contain measures that are

applicable to the proposed Master Plan. Therefore, the SJVAPCD Climate Action Plan cannot be applied to the proposed Master Plan. Since no other local or regional Climate Action Plan is in place, the proposed Master Plan is assessed for its consistency with ARB's adopted Scoping Plans.

Consistency with ARB's Adopted Scoping Plans

The State's regulatory program implementing the 2008 Scoping Plan is now fully mature. All regulations envisioned in the Scoping Plan have been adopted, and the effectiveness of those regulations has been estimated by the agencies during the adoption process and then tracked to verify their effectiveness after implementation. The combined effect of this successful effort is that the State now projects that it will meet the 2020 target and achieve continued progress toward meeting post-2020 targets. Governor Brown, in the introduction to Executive Order B-30-15, stated "California is on track to meet or exceed the current target of reducing greenhouse gas emissions to 1990 levels by 2020, as established in the California Global Warming Solutions Act of 2006 (AB 32)."

Consistency with SB 32 and the 2017 Scoping Plan

Table 4-16 provides an analysis of the proposed Master Plan's consistency with the 2017 Scoping Plan Update measures. The 2017 Scoping Plan addresses SB 32 and California's 2030 GHG reduction goals. Since build out of the Project would begin prior to 2030, the project is assessed for consistency with the 2017 Scoping Plan. There are several relevant measures from the 2017 Scoping Plan that are relevant to the project.

Table 4-16 Consistency with SB 32 2017 Scoping Plan Update

Scoping Plan Measure	Project Consistency
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 individual development projects built out under the proposed Master Plan will purchase electricity from a utility subject to the SB 350 Renewable Mandate.
SB 350 Double Building Energy Efficiency by 2030. This is equivalent to a 20 percent reduction from 2014 building energy usage compared to current projected 2030 levels	Not Applicable. This measure applies to existing buildings. New structures are required to comply with Title 24 Energy Efficiency Standards that are expected to increase in stringency until new development achieves zero net energy. While there are currently existing structures in the plan area, they are not a part of the individual development projects that would be built out under the proposed Master Plan.
Low Carbon Fuel Standard. This measure requires fuel providers to meet an 18 percent reduction in carbon content by 2030.	Consistent. Vehicles accessing the plan area 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 project occupants and visitors can be expected to purchase increasing numbers of more fuel efficient and zero emission cars and trucks each year. The 2022 CALGreen Code requires commercial developments to include EV infrastructure and requires electrical service in new single-family housing to be EV charger-ready. In addition, deliveries will be made by increasing numbers of ZEV delivery trucks.
Sustainable Freight Action Plan The plan's target is to improve freight system efficiency 25 percent by increasing the value of goods and services produced from the freight sector, relative to the amount of carbon that it produces by 2030. This would be achieved by deploying over 100,000 freight vehicles and equipment capable of zero emission operation and maximize near-zero emission	Not Applicable. The measure applies to owners and operators of trucks and freight operations. Deliveries to the proposed commercial development are expected to be made by increasing number of ZEV delivery trucks.

freight vehicles and equipment powered by renewable energy by 2030.	
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. The future Master Plan residences will include only natural gas hearths that produce very little black carbon compared to woodburning fireplaces and heaters. Additionally, commercial uses contemplated as part of the proposed Master Plan are not expected to be sources of 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 Master Plan will provide mixed-use residential and commercial development in the region that is consistent with the Regional Transportation Plan/Sustainable Communities Strategy (SCS) strategy to increase development densities to reduce VMT. The proposed Master Plan includes mixed-use development including schools, residential, and commercial within the same area, which will also contribute to reductions in VMT.
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.
Natural and Working Lands Action Plan. The ARB is working in coordination with several other agencies at the federal, state, and local levels, stakeholders, and with the public, to develop measures as outlined in the Scoping Plan Update and the governor's Executive Order B-30-15 to reduce GHG emissions and to cultivate net carbon sequestration potential for California's natural and working land.	Not Applicable. The proposed Master Plan includes a mix of residential and commercial development and will not be considered natural or working lands.

Source: ARB 2017 Scoping Plan Update.

As described in [Table 4-16](#), the proposed Master Plan would be consistent with applicable 2017 Scoping Plan Update measures and would not obstruct the implementation of others that are not applicable. The State's regulatory program is able to target both new and existing development because the two most important strategies, motor vehicle fuel efficiency and emissions from electricity generation, obtain substantial reductions from both existing sources and new sources. This is because all vehicle operators use cleaner low carbon fuels and buy vehicles subject to the fuel efficiency regulations and all building owners or operators purchase cleaner energy from the grid that is produced by increasing percentages of renewable fuels. This includes regulations on mobile sources such as the Pavley standards that apply to all vehicles purchased in California, the LCFS (Low Carbon Fuel

Standard) that applies to all fuel sold in California, and the Renewable Portfolio Standard and Renewable Energy Standard under SB 100 that apply to utilities providing electricity to all California end users.

Moreover, the Scoping Plan strategy will achieve more than average reductions from energy and mobile source sectors that are the primary sources related to development projects and lower than average reductions from other sources such as agriculture. Operational GHG emissions from development projects contemplated under the proposed Master Plan would principally be generated from electricity consumption and vehicle use (including heavy trucks), which are directly under the purview of the Scoping Plan strategy and have experienced reductions above the State average reduction. Considering the information summarized above, the proposed Master Plan would be consistent with the State's AB 32 and SB 32 GHG reduction goals. As such, the proposed Master Plan's GHG impacts would be less than significant.

Consistency Regarding GHG Reduction Goals for 2050 under Executive Order S-3-05 and GHG Reduction Goals for 2045 under the 2022 Scoping Plan

Regarding goals for 2050 under Executive Order S-3-05, at this time it is not possible to quantify the emissions savings from future regulatory measures, as they have not yet been developed; nevertheless, it can be anticipated that operation of the development projects built out under the proposed Master Plan would comply with whatever measures are enacted that State lawmakers decide would lead to an 80 percent reduction below 1990 levels by 2050. In its 2008 Scoping Plan, ARB acknowledged that the "measures needed to meet the 2050 are too far in the future to define in detail." In the First Scoping Plan Update; however, ARB generally described the type of activities required to achieve the 2050 target: "energy demand reduction through efficiency and activity changes; large scale electrification of on-road vehicles, buildings, and industrial machinery; decarbonizing electricity and fuel supplies; and rapid market penetration of efficiency and clean energy technologies that requires significant efforts to deploy and scale markets for the cleanest technologies immediately."

The ARB recognized that AB 32 established an emissions reduction trajectory that will allow California to achieve the more stringent 2050 target: "These [greenhouse gas emission reduction] measures also put the State on a path to meet the long-term 2050 goal of reducing California's GHG emissions to 80 percent below 1990 levels. This trajectory is consistent with the reductions that are needed globally to stabilize the climate." In addition, ARB's First Update "lays the foundation for establishing a broad framework for continued emission reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050," and many of the emission reduction strategies recommended by ARB would serve to reduce the proposed project's post-2020 emissions level to the extent applicable by law:

- **Energy Sector:** Continued improvements in California's appliance and building energy efficiency programs and initiatives, such as the State's zero net energy building goals, would serve to reduce the proposed project's emissions level. Additionally, further additions to California's renewable resource portfolio would favorably influence the project's emissions level.
- **Transportation Sector:** Anticipated deployment of improved vehicle efficiency, zero emission technologies, lower carbon fuels, and improvement of existing transportation systems all will serve to reduce the project's emissions level.
- **Water Sector:** The project's emissions level will be reduced as a result of further desired enhancements to water conservation technologies.

- **Waste Management Sector:** Plans to further improve recycling, reuse and reduction of solid waste will beneficially reduce the project’s emissions level.

For the reasons described above, the project’s post-2020 emissions trajectory is expected to follow a declining trend, consistent with the 2030 and 2050 targets. The trajectory required to achieve the post-2020 targets is shown in **Figure 4-8** California’s Path to Achieving the 2050 Target.

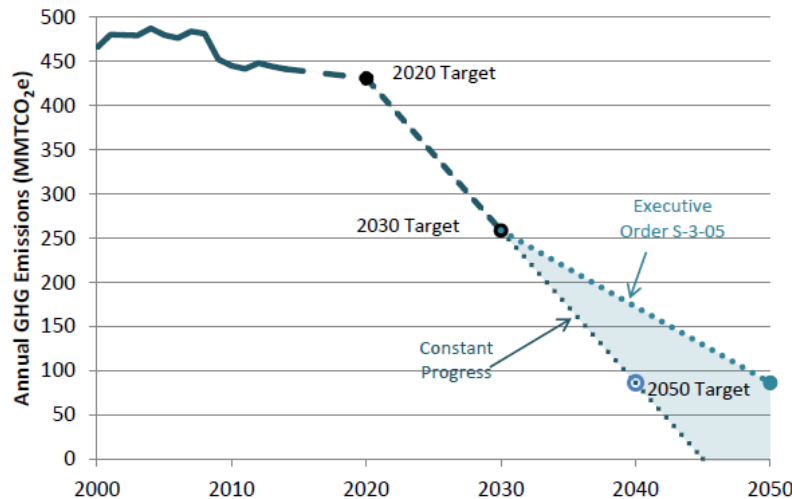


Figure 4-8 California’s Path to Achieving the 2050 Target

In his January 2015 inaugural address, former Governor Brown expressed a commitment to achieve “three ambitious goals” that he would like to see accomplished by 2030 to reduce the State’s GHG emissions:

- Increasing the State’s Renewable Portfolio Standard from 33 percent in 2020 to 50 percent in 2030;
- Cutting the petroleum use in cars and trucks in half; and
- Doubling the efficiency of existing buildings and making heating fuels cleaner.

These expressions of executive branch policy may be manifested in adopted legislative or regulatory action through the state agencies and departments responsible for achieving the State’s environmental policy objectives, particularly those relating to global climate change. Further, recent studies show that the State’s existing and proposed regulatory framework will allow the State to reduce its GHG emissions level to 40 percent below 1990 levels by 2030, and to 80 percent below 1990 levels by 2050. Even though these studies did not provide an exact regulatory and technological roadmap to achieve the 2030 and 2050 goals, they demonstrated that various combinations of policies could allow the statewide emissions level to remain very low through 2050, suggesting that the combination of new technologies and other regulations not analyzed in the studies could allow the State to meet the 2050 target.

Given the proportional contribution of mobile source-related GHG emissions to the State’s inventory, recent studies also show that relatively new trends—such as the increasing importance of web-based shopping, the emergence of different driving patterns, and the increasing effect of web-based applications on transportation choices—are beginning to substantially influence transportation choices and the energy used by transportation modes. These factors have changed the direction of transportation trends in recent years and will require the creation of new models to effectively analyze future transportation patterns and the corresponding effect on GHG emissions. For

the reasons described above, the proposed Master Plan future emissions trajectory is expected to follow a declining trend, consistent with the 2030 and 2050 targets.

The 2017 Scoping Plan provides an intermediate target that is intended to achieve reasonable progress toward the 2050 target. In addition, the 2022 Scoping Plan outlines objectives, regulations, planning efforts, and investments in clean technologies and infrastructure that outlines how the State can achieve carbon-neutrality by 2045. Accordingly, taking into account the proposed Master Plan's design features (including strategically planning new mixed-use development in such a way that minimizes VMT) and the progress being made by the State towards reducing emissions in key sectors such as transportation, industry, and electricity, the proposed Master Plan would be consistent with State GHG Plans and would further the State's goals of reducing GHG emissions 40 percent below 1990 levels by 2030, carbon neutral by 2045, and 80 percent below 1990 levels by 2050, and does not obstruct their attainment.

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

Less than Significant Impact. The following analysis assesses the proposed Master Plan's compliance with Consideration #3 regarding consistency with adopted plans to reduce GHG emissions. The City of Porterville has not adopted a GHG reduction plan. In addition, the City has not completed the GHG inventory, benchmarking, or goal-setting process required to identify a reduction target and take advantage of the streamlining provisions contained in the CEQA Guidelines amendments adopted for SB 97 and clarifications provided in the CEQA Guidelines amendments adopted on December 28, 2018. The SJVAPCD has adopted a Climate Action Plan, but it does not contain measures that are applicable to the project. Therefore, the SJVAPCD Climate Action Plan cannot be applied to the project. Since no other local or regional Climate Action Plan is in place, the project is assessed for its consistency with ARB's adopted Scoping Plans. This assessment is included under criteria a) above. As demonstrated in the analysis contained under Impact GHG-1, the project would not conflict with any applicable plan, policy, or regulation of an agency adopted to reduce the emissions of greenhouse gases.

4.8.4 Mitigation Measures

None required.

4.9 HAZARDS AND HAZARDOUS MATERIAL

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	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?			X	
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?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
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?				X
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?			X	
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			X	

4.9.1 Environmental Setting

For the purposes of this section, the term “hazardous materials” refers to “injurious substances,” which include flammable liquids and gases, poisons, corrosives, explosives, oxidizers, radioactive materials, and medical supplies and waste. These materials are either generated or used by various commercial and industrial activities. Hazardous

wastes are injurious substances that have been or will be disposed. Potential hazards arise from the transport of hazardous materials, including leakage and accidents involving transporting vehicles. There also are hazards associated with the use and storage of these materials and wastes. Hazardous materials are grouped into the following four categories based on their properties:

- Toxic: causes human health effect
- Ignitable: has the ability to burn
- Corrosive: causes severe burns or damage to materials
- Reactive: causes explosions or generates toxic gases

“Hazardous wastes” are defined in California Health and Safety Code *Section 25141(b)* as wastes that: “...because of their quantity, concentration, or physical, chemical, or infectious characteristics, [may either] cause or significantly contribute to an increase in mortality or an increase in serious illness or pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed.” Hazardous waste is any hazardous material that is discarded, abandoned, or slated to be recycled. If improperly handled, hazardous materials and hazardous waste can result in public health hazards if released into the soil or groundwater or through airborne releases in vapors, fumes, or dust. Soil and groundwater having concentrations of hazardous constituents higher than specific regulatory levels must be handled and disposed of as hazardous waste when excavated or pumped from an aquifer. The California Code of Regulations, Title 22, *Sections 66261.20-24* contains technical descriptions of toxic characteristics that could cause soil or groundwater to be classified as hazardous waste.

Hazardous waste generators may include industries, businesses, public and private institutions, and households. Federal, state, and local agencies maintain comprehensive databases that identify the location of facilities using large quantities of hazardous materials, as well as facilities generating hazardous waste. Some of these facilities use certain classes of hazardous materials that require risk management plans to protect surrounding land uses. The release of hazardous materials would be subject to existing federal, State, and local regulations and is similar to the transport, use, and disposal of hazard materials.

Regulatory Setting

The California Environmental Protection Agency (CalEPA) was established in 1991 to protect the environment. CalEPA oversees the Unified Program through Certified Unified Program Agencies (CUPAs), which consolidates six (6) environmental programs to ensure the handling of hazardous waste and materials in California. The local CUPA in Tulare County Environmental Health Division (TCEHD) is responsible for inspecting facilities that handle hazardous materials, generate hazardous waste, treat hazardous waste, own/operate underground storage tanks, own/operate aboveground petroleum storage tanks, or handle other materials subject to the California Accidental Release Program.¹² TCEHD inspects businesses for compliance with the Hazardous Waste Control Act through their Hazardous Waste Generator Program. TCEHD also issues permits to businesses that handle hazardous materials or waste no less than 55 gallons, 500 pounds, or 200 cubic feet of compressed gas, whichever larger. These businesses are required to prepare a Hazardous Materials Management Plan (HMMP) to assess inventory of hazardous

¹² Tulare County Environmental Health Division. Hazardous Materials/Certified Unified Program Agency (CUPA). Accessed on August 3, 2023, <https://tularecountyeh.org/eh/our-services/hazardous-materials-cupa/>

materials, hazardous waste, and provide emergency response related to incidents involving these hazardous materials/waste.

The Department of Toxic Substances Control (DTSC) is another agency in California that regulates hazardous waste, conducts inspections, provide emergency response for hazardous materials-related emergencies, protect water resources from contamination, removing wastes, etc. DTSC acts under the authority of Resource Conservation and Recovery Act (RCRA) and California Health and Safety Code. The DTSC implements California Code of Regulations (CCR) Title 22 Division 4.5 to manage hazardous waste. Government Code *Section 65962.5* requires that DTSC shall compile and update at least annually a list of:

- (1) All hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code (“HSC”).*
- (2) All land designated as hazardous waste property or border zone property pursuant to Article 11 (commencing with Section 25220) of Chapter 6.5 of Division 20 of the Health and Safety Code.*
- (3) All information received by the Department of Toxic Substances Control pursuant to Section 25242 of the Health and Safety Code on hazardous waste disposals on public land.*
- (4) All sites listed pursuant to Section 25356 of the Health and Safety Code.*
- (5) All sites included in the Abandoned Site Assessment Program.*

This list of hazardous waste sites in California, referred to as the Cortese List, is then distributed to each city and county. According to the CCR Title 22, soils excavated from a site containing hazardous materials is considered hazardous waste, and remediation actions should be performed accordingly. Cleanup requirements are determined case-by-case by the jurisdiction.

Record Search

The United States Environmental Protection Agency (EPA) Superfund National Priorities List (NPL)¹³, California Department of Toxic Substance Control’s EnviroStor database¹⁴, and the State Water Resources Control Board’s GeoTracker database¹⁵ include hazardous release and contamination sites. A search of each database was conducted on August 3, 2023. The searches revealed no hazardous material release sites on the Project site or within the vicinity of the Project site.

City of Porterville 2030 General Plan

The General Plan Public Health & Safety Element included policies to protect soils, surface water, and groundwater from contamination from hazardous materials. Policies that could be applicable to the Project are listed below.

¹³ United States Environmental Protection Agency. Superfund National Priorities List. Accessed August 3, 2023, <https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=33cebcd1b4c3a8b51d416956c41f1>

¹⁴ California Department of Toxic Substances Control. Envirostor. Accessed August 3, 2023, <https://www.envirostor.dtsc.ca.gov/public/>

¹⁵ California State Water Resources Control Board. GeoTracker. Accessed August 3, 2023, <https://geotracker.waterboards.ca.gov/>

Implementing Policy PHS-I-17 *Require remediation and cleanup of sites contaminated with hazardous substances.*

Implementing Policy PHS-I-19 *Ensure that all specified hazardous facilities conform to the Tulare County Hazardous Waste Management Plan.*

Implementing Policy PHS-I-20 *Prohibit specified hazardous waste residual repositories and onsite facilities utilizing incineration methods unless the facility demonstrates that it will produce insignificant levels of emissions.*

Implementing Policy PHS-I-23 *Require applicants of projects in areas of known or suspected hazardous materials occurrences such as petroleum hydrocarbon contamination, CAM 17 metals, USTs, location of asbestos rocks and other such contamination to perform comprehensive soil and groundwater contamination assessments in accordance with regulatory agency testing standards, and if contamination exceeds regulatory action levels, require the project applicant to undertake remediation procedures prior to grading and development under the supervision of appropriate agencies, such as Tulare County Department of Environmental Health, Department of Toxic Substances Control, or Regional Water Quality Control Board.*

Implementing Policy C-I-28 *Designate specific truck routes to provide for the safe movement of goods and hazardous materials throughout the City, ensure that adequate pavement depth, lane widths, and turn radii are maintained on the designated truck routes, and prohibit commercial trucks from non-truck routes except for deliveries.*

The Porterville 2030 General Plan also includes policies to reduce the potential impact on adopted emergency response plans and emergency evacuation plans, as listed below.

Implementing Policy PHS-I-29 *Maintain and periodically update the City's Emergency Management Plan.*

This plan will be updated as necessary in consultation with City departments, community leaders, the school districts, Sierra View District Hospital, SCE, and relevant regional and State agencies.

Implementing Policy PHS-I-30 *Initiate periodic public information programs that explain the City's emergency preparedness programs and evacuation routes and encourage each household to be self-sufficient for 72 hours after a manmade or natural disaster.*

Implementing Policy PHS-I-31 *Maintain multi-jurisdictional communication systems and cooperation for emergency training, planning and management.*

Implementing Policy PHS-I-32 *Work with owners and operators of critical use facilities to ensure that they can provide alternate sources of electricity, water, and sewerage in the event that regular utilities are interrupted in a disaster.*

Public utilities are lifeline services for Emergency Command Centers, police and fire departments, and hospitals. Keeping them open and operative is especially crucial in the 72 hours after a major disaster.

Implementing Policy C-I-3 *Provide for greater street connectivity by:*

- *Incorporating in subdivision regulations requirements for a minimum number of access points to existing local or collector streets for each development;*

- Encouraging roundabouts over signals, where feasible and appropriate;
- Requiring the bicycle and pedestrian connections from cul-de-sacs to nearby public areas and main streets; and
- Requiring new residential communities on undeveloped land planned for urban uses to provide stubs for future connections to the edge of the property line. Where stubs exist on adjacent properties, new streets within the development should connect to these stubs.

Emergency Operations Plan

The city adopted an Emergency Operations Plan (EOP) in 2004, pursuant California Government Code Section 8550-8668, California Emergency Services Act, which requires all cities to prepare and maintain an emergency plan for natural and manmade emergencies. The EOP works in conjunction with the Tulare County Emergency Operations Plan and the State Emergency Plan. In addition, the city's Fire Department includes specific procedures for emergency response to incidents involving hazardous materials and waste.

Porterville Municipal Airport

The Porterville Municipal Airport is owned by the City of Porterville and occupies 940 acres with one (1) runway, Runway 12-30, measuring 5,908 feet long and 150 feet wide. The *Airport Layout Plan Narrative Report* in 2006 proposed to extend Runway 12-30 to the northeast by 1,742 feet and relocated by 650 feet to the southeast for a total length of 7,000 feet. The Airport Layout Plan also proposed to acquire 206 acres of land and over 30 acres of avigation easements for this future extension. The applicable airport land use plan is the 2012 Tulare County Comprehensive Airport Land Use Plan (CALUP) adopted by the Tulare County Airport Land Use Commission (ALUC) on November 28, 2012.¹⁶ The CALUP identifies Airport Influence Area (AIA), Safety Zones, Height Restriction Zones, Noise Restriction Zones, Aircraft Overflight Zones, and provides a Land Use Compatibility Matrix to establish compatible and prohibited land use categories within the AIA and Safety Zones. A portion of the Matrix is shown in **Table 4-17**.

Table 4-17 Tulare County Airport Land Use Compatibility (portion)

Land Use Category	Safety Zone 1 ¹	Safety Zone 2 ¹	Safety Zone 3 ¹	Safety Zone 4 ¹	Safety Zone 5 ¹	Safety Zone 6 ²	Remainder Areas within AIA ³
Residential⁴							
Single-Family	P	P	P	P	P	C ⁵	C ⁵
Multi-Family, Mobile Home Parks	P	P	P	P	P	P	C ⁵
Group Homes, Nursing Homes	P	P	P	P	P	P	C ⁵
Granny Flat (1,200 sf. or less)	P	P	P	P	P	P	C ⁵
Caretaker Residence (1,200 sf. or less)	P	C ⁵	C ⁵	C ⁵	C ⁵	C ⁵	C ⁵
Institutional, Public, and Quasi-Public							
Schools and Hospitals	P ⁶	P ⁶	P ⁶	P ⁶	P ⁶	C ⁶	C ⁶
Libraries, Day Care Centers, Social Clubs/Lodges, Churches	P	P	P	P	P	P	C
Parks, Playgrounds, Picnic Areas	P	C ⁷	C ⁷	C ⁷	C ⁷	C ⁷	C ⁷

¹⁶ Tulare County Airport Land Use Commission. (2012). Tulare County Comprehensive Airport Land Use Plan. Accessed on August 4, 2023, <https://tularecounty.ca.gov/rma/rma-documents/planning-documents/tulare-county-comprehensive-airport-land-use-plan/>

Athletic Fields	P	C ⁷	C ⁷	C ⁷	C ⁷	C ⁷	C ⁷
Cemeteries - People or Pets	P	C	C	C	C	C	C
Public Utility Facilities (except Electric Plants)	P	C ⁸	C ⁸	C ⁸	P	C	C
Electric Power Plants (including wind turbines and solar) and overhead transmission lines	P	P	P	P	P	C	C
Correctional Facilities	P	P	P	P	P	C	C
Communications							
Broadcast Studios	P	C	C	C	P	C	C
Transmission Stations, Towers, Antennas	P	P	P	P	P	C ⁹	C
Commercial Recreational							
Arcades, Bowling Alleys, Skating Rinks, Dance and Pool Halls, Card Rooms, Gaming Facilities, Gyms, Health Spas, Indoor Theaters and Auditoriums, Go-cart track, Dirt track	P	P	C ⁷	C ⁷	P	C ⁷	C
Outdoor Theaters, Amusement Parks, Carnivals, Fairs	P	C	C	C	C	C	C
Golf Courses, Tennis Courts	P	P	P	P	P	C	C
Multi-Use Stadium/Motor Speedway	P	P	P	P	P	C ⁷	C
Swimming Pools, Water Slides	P	P	C ⁷	P	P	C	C
Retail Commercial							
Aircraft Fuel, Aircraft Sales, Aircraft Repairs and Aircraft Flying Schools	P	P	P	P	C	P ¹⁰	C
Vehicles and Parts Sales, Building Materials, Food and Beverage Sales	P	C ⁵	C ⁵	C ⁵	P	C ⁵	C
Shopping Centers	P	P	P	P	P	C ⁵	C
Banks	P	P	P	P	P	C ⁵	C
Small Retail Commercial Center	P	P	C ⁵	C ⁵	P	C ⁵	C
Gasoline Service Stations	P	P	C	C	P	C	C
Restaurant and Food Take-Out, General Retail Stores, Tasting Rooms	P	P	C ⁵	C ⁵	P	C ⁵	C
Convention and Conference Centers	P	P	C ⁵	P	P	C ⁵	C
Fuel Dealers, Fuel Storage	P	C ¹¹	C ¹¹	C ¹¹	P	C ¹¹	C
Service Commercial							
Office Buildings, Public Buildings, Research Laboratories	P	C ⁵	C ⁵	C ⁵	C ⁵	C	C
Appliance and Equipment Repair, Car Wash	P	C	C	C	P	C	C
Personal Services, Health Clinics	P	C ⁵	C ⁵	C ⁵	P	C ⁵	C
Recycling	P	C ^{8,11}	C ^{8,11}	C ^{8,11}	P	C	C
Transient Lodgings							
Hotels and Motels, Bed and Breakfast	P	P	C ⁴	C ⁴	C ⁴	C ⁴	C

RV Parks	P	P	C ⁴	C ⁴	C ⁴	C ⁴	C
Wholesale & Storage							
Mini-Storage	P	P	P	P	C	C	C
Ammonium Nitrates	P	P	P	P	P	P	P
Warehouse, Wholesale and Distributing	P	C ¹²	C	C ¹²	C ¹³	C	C
Landfills	P	P	P	P	P	P	P
Petroleum and Chemical Products – Bulk Storage	P	P	C ¹¹	C ¹¹	C	C	C
Manufacturing & Processing							
Indoor Processes	P	C ¹⁴	C ¹⁴	C ¹⁴	C ¹⁴	C ¹⁴	C
Industrial Manufacturing	P	C ¹⁴	C ¹⁴	C ¹⁴	C ¹⁴	C ¹⁴	C
Warehousing & Distribution	P	C ¹⁴	C ¹⁴	C ¹⁴	C ¹⁴	C ¹⁴	C
Transportation							
Vehicle Storage and Parking	C ¹²	C	C ¹²	C	C	C	C
Taxi Stands, Bus Stations/Terminals	P	C ¹⁵	C ¹⁵	C ¹⁵	C ¹⁵	C	C
Truck Terminals	P	C	C	C	C ¹³	C	C

Land uses are identified as being “C” – compatible, or “P” – prohibited based upon the following interpretations:

- *Compatible* - Compatible land uses are designated by the symbol “C”. This designation means associated land use groups are at a level of intensity or density, or location, which does not present a significant risk to the safety of persons on the ground or to persons in aircraft over-flying the proposed use, nor is the land use type sensitive to anticipated aircraft noise or frequent aircraft over-flights.
- *Prohibited* - Prohibited land uses are designated by the symbol “P”. The associated land use groups are at a level of intensity or density, or location, which presents a significant risk to the safety of persons on the ground or to persons in aircraft over-flying the proposed use, or the land use groups are sensitive to anticipated aircraft noise or frequent aircraft over-flights.

The land use categories illustrated provide a representative sample of land uses found in Tulare County for the purpose of identifying any associated noise, safety, height, or overflight issues within the various zones of the Airport Influence Area. Other land use types that exhibit functional characteristics similar to the uses listed are likely to receive a similar compatibility rating. When it is not clear how a particular land use type might be rated for compatibility the referring agency, landowner or developer should contact ALUC Staff.

1. *Safety Zones 1 through 5 represent areas of greatest risk with respect to aircraft accidents. All uses that constitute a hazard to flight, including physical objects in the navigable airspace, activities that create a glare or visual interference to a pilot, or electronic interference with aircraft operations are specifically excluded from these zones regardless of whether they meet other qualifying criteria, unless such prohibition is precluded by applicable state statutes. Land use development that may cause the attraction of birds is also prohibited. In locations under portions of established instrument approach or departure routes, object heights may be restricted to less than that indicated by FAR Part 77 imaginary surfaces. An FAA aeronautical study may be required. All new development within Safety Zones 1 through 6 must dedicate an aviation easement to the airport sponsor.*
2. *Safety Zone 6 includes considerable overflight activity and although safety concerns are diminished, aircraft noise and objects within the navigable airspace are of primary concern.*
3. *The Airport Influence Area is defined by the outer edge of the conical surface as described in FAR Part 77, plus aircraft noise areas outside the conical surface that exceed 60 dB CNEL. The Remainder areas include portions of the FAR Part 77 horizontal surface not included within the safety zones, together with the conical surface and any 60 dB CNEL noise zones that project beyond the conical surface.*
4. *As a general policy, new residential development is an undesirable land use within Safety Zones 1 to 5. It is the intent of the ALUC to prohibit further residential subdivision of land within these Safety Zones, or to allow changes to land use or zoning in a manner that would accommodate additional dwelling units. Dwelling units already approved in accordance with current General Plans or Zoning and property owners allowed development of a single-family house by right are not affected.*

5. In areas where aircraft noise is expected to exceed 60dB CNEL; inhabited residential structures must meet California Noise Standards and be designed to achieve an interior noise level of 45 dB CNEL or less. Non-residential structures such as offices, restaurants and retail stores must meet an interior noise level of 50 dB CNEL or less.
6. No local schools (K-12) or hospitals are permitted in Safety Zones 1 to 6. School locations must meet California Education Code standards.
7. Any activities located in Safety Zones 1 through 6 must meet nonresidential intensity standards – See **Table 4-18** Table 4-18 below.
8. No structures, congregations of equipment or vehicles, or public venues shall be located within 500 feet of runway centerline.
9. Subject to location and height limits.
10. Retail Commercial (Aircraft Fuel, Aircraft Sales, Aircraft Repairs and Aircraft Flying Schools) are a compatible use on airport property within Safety Zone 6.
11. For otherwise acceptable land uses, the limit for aboveground storage of hazardous materials is 2,000 gallons.
12. Allowed as a temporary use of Airport lands provided the activity does not attract birds or interfere with Airport operations.
13. A compatible use only when the activity is an integral part of an acceptable on-Airport use.
14. Allowed if dust, fumes, and other aspects of the process are carried out in a controlled environment.
15. Allowed only to the extent that such uses support the flow of passengers to and from the Airport.

Table 4-18 Maximum Allowed Densities

Current Setting	Safety Zone 1	Safety Zone 2	Safety Zone 3	Safety Zone 4	Safety Zone 5	Safety Zone 6	Remainder Areas within AIA
Maximum Residential Densities (average number of dwelling units per gross acre)							
Rural	0	Note A	Note A	Note A	Note A	No Limit Note B	No Limit Note B
Suburban	0	1 per 10-20 ac	1 per 2-5 ac	1 per 2-5 ac	1 per 1-2 ac	No Limit Note B	No Limit Note B
Urban	0	0	Note C	Note C	Note C	No Limit Note B	No Limit Note B
Dense Urban	0	0	Note C	Note C	Note C	No Limit Note B	No Limit Note B
Maximum Nonresidential Intensities (average number of people per gross acre)							
Rural	0 Note D	10-40	50-70	70-100	50-70	150-200	No Limit
Suburban	0 Note D	40-60	70-100	100-150	10-100	200-300	No Limit
Urban	0 Note D	60-80	100-150	150-200	100-150	No Limit Note E	No Limit
Dense Urban	0 Note D	Note F	Note F	Note F	Note F	No Limit Note E	No Limit
Maximum Single Gross Acre Intensity (numbers of people)							
Rural	0	50-80 Note G	150-210 Note H	210-300 Note H	150-210 Note H	600-800 Note I	No Limit
Suburban	0	80-120 Note G	210-300 Note H	300-450 Note H	210-300 Note H	800-1200 Note I	No Limit
Urban	0	120-160 Note G	300-450 Note H	450-600 Note H	300-480 Note H	No Limit Note E	No Limit
Dense Urban	0	Note F	Note F	Note F	Note F	No Limit Note E	No Limit

A Maintain current zoning if less than density criteria for suburban setting.

B Noise and overflight should be considered. Affected jurisdictions may impose greater density restrictions through their general plan and/or zoning.

C Allow infill at up to the average density of surrounding residential area.

D Exceptions can be permitted for agricultural activities, roads and automobile parking provided that FAA criteria are satisfied.

E Large stadiums and similar uses should be prohibited.

F Allow infill at up to the average intensity of comparable surrounding uses.

G Based on 2x the Maximum Nonresidential Density.

H Based on 3x the Maximum Nonresidential Density.

I Based on 4x the Maximum Nonresidential Density.

The General Plan also established the following policy related to the ALUC.

***Implementing Policy LU-I-13** Discourage residential development within the Airport Safety Zone. If residential development is approved in the County within the Airport Safety Zone, it must comply with Tulare County Airport Land Use Commission's land-use compatibility standards and density restrictions.*

4.9.2 Impact Assessment

Would the project:

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

Less than Significant Impact. Although no development is proposed, future development of the Project site resulting from Project implementation would result in various land uses, including residential, commercial, office, institutional, industrial, recreational uses, etc. Of these uses, industrial development and gas stations could include production or services that would require the routine transport, use, or disposal of hazardous materials. Transportation of hazardous materials during operations are regulated by the U.S. Department of Transportation. Future development or businesses that would involve use, storage, and disposal of hazardous materials would be subject to hazardous materials programs administered by the Tulare County Environmental Health Division, including review for compliance with the Hazardous Waste Control Act, providing a Hazardous Materials Management Plan (HMMP), and obtaining permits. In addition, the General Plan includes policies *PHS-I-19* and *PHS-I-20* to ensure that hazardous facilities do not pose significant impacts to the environment. Compliance would ensure that operational-related impacts would be less than significant.

Future demolition and construction activities that includes temporary transport, storage, use or disposal of potentially hazardous materials (e.g., fuels, lubricating fluids, cleaners, solvents, etc.) would be regulated by the Department of Toxic Substances Control through the California Hazardous Waste Control Law and Hazardous Waste Control Regulations. Compliance would ensure that construction-related impacts would be less than significant.

For these reasons, the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials and a less than significant impact would occur.

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. As described under criterion a), the Project is not anticipated to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Therefore, the Project would not 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. In addition, during the incidents involving hazardous materials and waste, the Fire Department would respond with specific procedures. Due to the Fire Department emergency response, a less than significant impact would occur.

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. There are no existing schools within one-quarter mile of the Project site. Buildout of the proposed Master Plan would result in increased population, including the increase of students. As such, the Master Plan anticipates the need to construct additional school facilities, including approximately 15.9 acres for a future elementary school within the Porterville Unified School District. This site is planned for in the City's 2030 General Plan. At full build out, the future school site is anticipated to be surrounded by low and medium density residential, as well as professional office to the north; low density residential to the east; and industrial park and neighborhood commercial to the west. Future school acquisition and development projects funded under the State School Facilities Program are subject to specific requirements established under the California Education Code and California Code of Regulations, including addressing potential school hazards relating to soils, seismicity, hazards and hazardous materials, and flooding during the school site selection process. Compliance with these requirements will address hazardous conditions associated with the siting of new public schools within the Master Plan. In addition, the Master Plan includes policies to ensure that new school sites are not located within one-quarter of an existing or proposed potentially hazardous site. Under compliance with the existing regulations and Master Plan policies, buildout of the Project would not expose hazardous, 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?

No Impact. According to NPL, EnviroStor, and GeoTracker, the Project site does not include any hazardous material release sites pursuant to Government Code Section 65962.5. As such, the Project would not create a significant hazard to the public of the environment and no impact would occur.

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?

Less than Significant Impact. The nearest public airport or public use airport is the Porterville Municipal Airport located approximately 1.1 miles south of the Project site. According to CALUP, the southwest corner of the Project site is located within the Safety Zone 6 – Traffic Pattern Zone, and the whole Project site is within the Airport Influence Area. According to the Matrix shown in [Table 4-17](#), multi-family residential, schools (K-12), hospitals, libraries, daycare, churches, etc., are prohibited within Zone 6. In accordance with California Public Utilities Code (PUC) Section 21676(b), prior to the adoption or amendment of general plan, specific plan, zoning ordinance, or building regulation that affects lands within the AIA defined in the CALUP, the referring agency shall first refer the proposed action to the Airport Land Use Commission (ALUC). The ALUC will make a finding of whether the action is consistent with the CALUP. As such, the SoTu Master Plan would also be subject to review of the ALUC to ensure land use consistency with the CALUP.

Regarding future development within the Project site, any changes to the land use map proposed by the SoTu Master Plan would be subject to review for compliance by the ALUC.

Since the SoTu Master Plan would be reviewed by the ALUC to ensure compliance with the CALUP, the Project would not result in a safety hazard for people residing or working in the Project site and a less than significant impact would occur.

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

Less than Significant Impact. Although no development is proposed at this time, buildout of the Project would result in the construction of public roadways within the Project site that connects to existing roadways. Implementation of the Project would increase the number of vehicle trips within the Project Site, which could lead to deterioration in the level of service (LOS) of existing roadways. However, as described in [Section 4.17](#), the LOS would remain at an acceptable standard under the planned roadway improvements, project design, and mitigation measures. In addition, future development of the Project site would be reviewed and conditioned to compliance with applicable standards for on-site emergency access including turn radii and fire access, including the Porterville Fire Department requirement to provide a mandatory secondary vehicular access point between Newcomb Street and SR65. This mandatory access point would be required to support a fire apparatus and ensure that emergency vehicle access is provided for the entirety of the Project site. Future developments would also be required to comply with General Plan *Policy C-1-3*, which establishes that greater street connectivity be provided by incorporating subdivision regulations for a minimum number of access points, encouraging roundabouts, requiring bicycle and pedestrian to main streets, and providing stubs for future connections. For these reasons, it can be determined that Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan and impacts would be less than significant.

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

Less than Significant Impact. The Project site is not identified by Cal Fire to be in a Moderate, High, or Very High Fire Hazard Severity Zone (FHSZ). The Project site is adjacent to the city's urbanized area primarily surrounded by agricultural and residential uses. Future development of the site would result in the construction of structures and installation of infrastructure that would be reviewed and conditioned by the city and Porterville Fire Department for compliance with all applicable standards, specifications, and codes. In addition, any structure occupied by humans would be required to be constructed in adherence to the Wildland Urban Interface Codes and Standards of the CBC Chapter 7A. Compliance with such regulations would ensure that future development of the Project site meets standards to help prevent loss, injury, or death involving wildland fires. For these reasons, the Project would have a less than significant impact.

4.9.3 Mitigation Measures

None required.

4.10 HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	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?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
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 a substantial erosion or siltation on- or off-site;			X	
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site:			X	
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			X	
iv. Impede or redirect flood flows?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

4.10.1 Environmental Setting

The Project site is outside of city limits of Porterville but within the Urban Development Boundary (UDB) and currently city municipal services infrastructure is available in the area for connection through the annexation process. This service area is classified as having a semi-arid Mediterranean climate which results in moderate rainfall, cold winters, and warm summers¹⁷. The city's water and stormwater services are described as follows.

Water

The City of Porterville's water system is municipally owned. The Porterville Public Works Department maintains and operates the City's water system. The City's water system consists of about 276 miles of distribution pipeline ranging from four-inches to 16-inches in diameter, 36 active municipal wells, and three hillside reservoirs with a total of 6,300,000 gallons of capacity. The City has purchased a site for an additional three million gallon reservoir. The City has approximately has a service 11,904 acres.¹⁸

Porterville meets its demand for domestic water entirely from groundwater sources, which is recharged from the Tule Basin Aquifer, which gets water from the Tule River. Rainfall also contributes to groundwater recharge at an annual average rainfall of 11.63 inches. The City does not receive raw or potable water, either by import or purchase, to supply their municipal distribution system. Although the City doesn't purchase water to service their system, the City has acquired water rights for approximately 900-acre feet annually from the Pioneer Ditch Company and Porter Slough Ditch Company.¹⁹

Porterville's 2030 General Plan establishes a goal of reducing groundwater pumping to match the aquifer safe yield. Additionally, the General Plan aims to reduce per capita demand by ten percent. The current per capita demand per day figure of 250 gallons was established in the 2001 Water System Master Plan and aims to be reduced to 225 gallons per capita per day. The General Plan includes the following goals and policies in its Open Space and Conservation Element and Public Utilities Element to promote water quality and conservation, as listed below.

Guiding Policy OSC-G-8: Ensure adequate water quality and supply for the entire Porterville community.

Implementation Policy OSC-I-37: Establish watershed protection standards and review procedures in the Zoning Ordinance to protect groundwater resources.

Implementation Policy OSC-I-40: Support the identification of degraded surface water and groundwater resources and promote restoration where appropriate.

Implementation Policy OSC-I-45: 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.

Guiding Policy PU-G-1: Ensure an adequate supply of fresh water to serve existing and future needs of the City.

¹⁷ City of Porterville 2020 Urban Water Management Plan. April 2022. 2020 Urban Water Management Plant (revize.com). Accessed January 17, 2024.

¹⁸ City of Porterville 2020 Urban Water Management Plan. April 2022. 2020 Urban Water Management Plant (revize.com). Accessed January 17, 2024.

¹⁹

Guiding Policy PU-G-2: Promote the conservation of water within Porterville.

Implementation Policy PU-I-3: Periodically review and update development impact fees, water connection charges, and monthly service charges to ensure that adequate funds are collected to operate and maintain existing facilities and to construct new facilities.

Implementation Policy PU-I-4: Support efforts to expand surface water supply and storage that benefits the City.

Implementation Policy PU-I-5: Require that necessary water supply infrastructure and storage facilities are in place coincident with new development, and approve development plans only when a dependable and adequate water supply to serve the development is assured.

Implementation Policy PU-I-7: Continue to require water meters in all new development.

Stormwater

Within the City of Porterville, storm water runoff drainage is provided by natural watercourses, such as streams and rivers, reservoirs, ditches, and discharge locations. The City's Public Works Department manages drainage facilities on city-owned property such as public right-of-way, public easements, city-owned property. Drainage on private property or within privately held easements are typically managed by the underlying property owner. The stormwater collection system in the City is separated from its sanitary sewer collection system. The City's stormwater system consists of a system of natural water channels, drains, and ponding basins located throughout the City.

The City owns approximately 25 stormwater basins that provide groundwater recharge and are currently sized to only accept floodwater. The City's storm water system operates by conveying captured runoff to recharge basins or directly to flood channels throughout the City. However, it should be noted that stormwater has minimal benefit to the City's water supply and as a result is not reused for potable water supply²⁰.

4.10.2 Impact Assessment

Would the project:

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

Less than Significant Impact. Although no development is currently proposed, implementation of the Project would require grading, excavation, and loading activities associated with construction to facilitate future residential and commercial development. If a future development on the Project site is greater than one (1) acre in size, the developer would be required to prepare a SWPPP (**Section 4.7**) in compliance with the General Permit for Discharges of Storm Water Associated with Construction Activity (i.e., General Permit Order No. 2009-0009-DWQ). The SWPPP estimates the sediment risk associated with construction activities and includes best management practices (BMP) to control erosion. BMPs specific to erosion control cover erosion, sediment, tracking, and waste management controls. Implementation of the SWPPP minimizes the potential for the Project to result in substantial

²⁰ City of Porterville 2020 Urban Water Management Plan. April 2022. 2020 Urban Water Management Plan (revize.com). Accessed January 17, 2024

soil erosion or loss of topsoil. These provisions minimize the potential for future development of the Project site to violate any waste discharge requirements or otherwise substantially degrade surface or ground water quality. Further, runoff resulting from future development would be managed in compliance with approved grading and drainage plans in addition to the City of Porterville’s Storm Water Management Program. Thus, compliance with regulations including the General Construction Permit, BMPs, approved grading and drainage plans, and Storm Water Management Program would reduce potential impacts related to water quality and waste discharge to less than significant levels.

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. The City’s long-term water resource planning for existing and future demand is addressed in the City’s 2020 Urban Water Management Plan (UWMP).²¹ The City’s sole source of water supply is the underlying groundwater basin, Tule Basin Aquifer, which gets water from the Tule River. This groundwater is extracted through the City’s existing 36 wells throughout the community which distribute water to meet the current demands of the City. As of 2020, the City had 17,093 water connections and 98.5%, or 16,814, were metered connections.

Existing and future population projections as well as current and projected water use are shown in **Table 4-19**. As shown, the City anticipates a population of 87,901 to be supported by 5,731 million gallons per year.

Table 4-19 City of Porterville – Current and Projected Population and Total Water Use

Use Type	2020	2025	2030	2035	2040
Population Served	74,907	87,901	99,452	112,521	127,307
Total Water Use	3,647	5,731	6,497	7,337	8,322

Source: City of Porterville, 2020 UWMP, Table 3.2 Retail Population – Current and Projected; Table 4.3 – Total Gross Water Use (Potable and Non-Potable)

It is important to note that although the growth projections are based on a 2.5% growth however, the City has not grown as quickly as projected. According to the U.S. Department of Finance, the City of Porterville has an estimated population of 62,588 in 2023, with a total of 19,212 housing units and an average household size of 3.32.²² This figure is significantly less than the projected population identified by the City’s UDWM. This would indicate that even with the increase in population and density anticipated by the Project at full buildout, it would not increase the water demand beyond the projections considered in the UWMP.

As population and development within the city increases, the UWMP indicates that additional wells and storage tanks will be added to the water system to meet the growing demand. These increases are accounted for in the UWMP projections, which are based on the California Department of Water Resources (DWR) Simplified California Urban Water Service Area Population Methodology. However, the DWR population estimates projected atypical persons per connection at 4.98 persons per each water connection. The reflect the historical population growth in

²¹ City of Porterville 2020 Urban Water Management Plan. April 2022. 2020 Urban Water Management Plant (revize.com). Accessed January 17, 2024

²² U.S. Department of Finance (2023). E-5 City/County Population and Housing Estimates. Accessed on January 16, 2024, <https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2023/>

the City of 2.2% annual growth, the persons per connection number was modified to 4.39 which was determined to be an acceptable modification based on DWR's population tool guidelines.

Overall, based on the information collected from the UWMP and the City of Porterville 2030 General Plan, the proposed Project would not generate significantly greater water demand than would otherwise occur with a higher intensity land use. As a result, it can be presumed that the existing and planned water distribution system and supplies should be adequate to serve the Project, and the Project would thereby not interfere substantially with groundwater recharge or impede sustainable groundwater management of the basin. In addition, adherence to connection requirements and recommendations pursuant to the City's water supply planning efforts (i.e., compliance with California Plumbing Code, efficient appliances, efficient landscaping, etc.) should not negatively impact the City's water provision. Lastly, compliance with approved grading and drainage plans would ensure impacts to groundwater recharge are less than significant. For these reasons, a less than significant impact would occur.

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?

Less than Significant Impact. Erosion is a natural process in which soil is moved from place to place by wind or from flowing water. The effects of erosion within the Project site can be accelerated by ground-disturbing activities associated with development. Siltation is the settling of sediment to the bed of a stream or lake which increases the turbidity of water. Turbid water can have harmful effects to aquatic life by clogging fish gills, reducing spawning habitat, and suppress aquatic vegetation growth.

Soil erosion and loss of topsoil can be caused by natural factors, such as wind and flowing water, and human activity. Although no development is proposed, future development of the Project site would require typical site preparation activities such as grading and trenching which may result in the potential for short-term soil disturbance or erosion impacts. Soil disturbance during construction is largely caused by the use of water. Excessive soil erosion could cause damage to existing structures and roadways.

The likelihood of erosion occurring during construction would be reduced through site grading and surfacing, which would be subject to review and approval by the City for compliance with applicable standards. The likelihood of erosion would be further reduced through compliance with regulations including the General Construction Permit, BMPs, approved grading and drainage plans, and MS4 Permit as described under criterion a). As discussed in Section 4.7, all new construction requires the development of a Storm Water Pollution Prevention Plan (SWPPP) which would reduce the likelihood of soil erosion and its impacts. With these provisions in place, the impact to soil and topsoil by the Project would be considered less than significant.

ii. Substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?

Less than Significant Impact. Although no development is proposed, future development of the Project site resulting from implementation of the Project would be subject to the entitlement review and approval process through the City of Porterville. Through the entitlement review and approval process, future development would be reviewed and conditioned for compliance with the General Construction Permit, BMPs, approved grading and drainage plans,

and MS4 Permit as described under criteria a) and c)-i. Further, if onsite retention facilities are required to manage surface runoff so as not result in flooding on- or off-site, then the size and capacity of such facilities would be determined through the site design, review, and conditioning of future development. Therefore, the entitlement review and approval process conducted by the City would ensure that surface runoff is controlled in a manner which would not result in flooding on- or off-site. For this reason, a less than significant impact would occur because of the Project.

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?

Less than Significant Impact. Although no development is proposed, future development of the Project site resulting from implementation of the Project would be subject to the entitlement review and approval process through the City of Porterville. Through the entitlement review and approval process, future development would be reviewed and conditioned for compliance with the General Construction Permit, BMPs, approved grading and drainage plans, and MS4 Permit as described under criteria a) and c)-ii. Further, if onsite retention facilities are required to manage surface runoff so as not result in exceedance of the capacity of existing or planned stormwater drainage systems or substantial additional sources of polluted runoff. Therefore, the entitlement review and approval process conducted by the City would ensure that surface runoff is controlled in a manner which would not exceed capacity or contribute to additional sources of polluted runoff. For this reason, a less than significant impact would occur because of the Project.

iv. Impede or redirect flood flows?

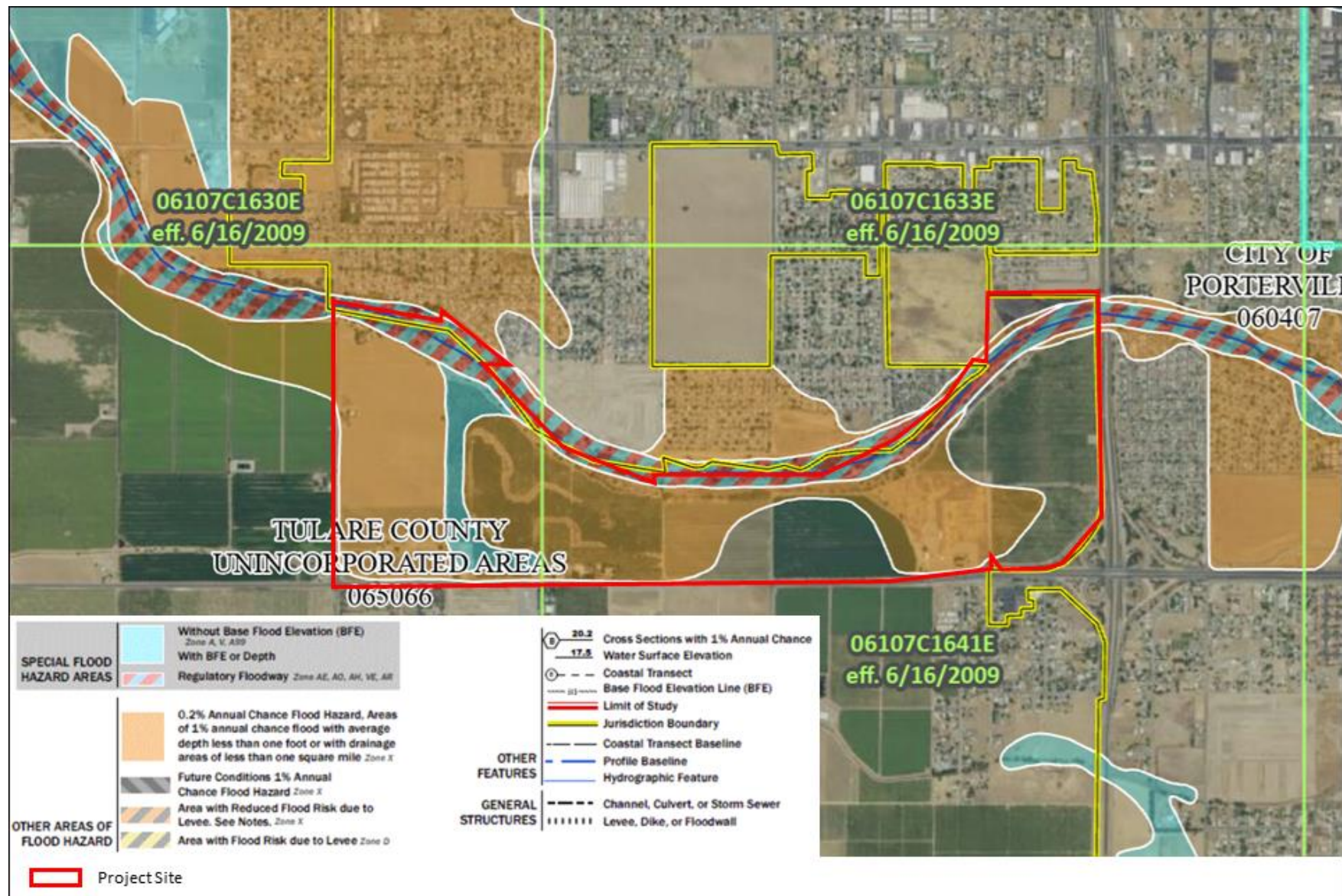
Less than Significant Impact. The Project site is located directly adjacent to the Tule River which is designated by FEMA as a regulatory floodway. However, the lands immediately adjacent to the Tule River within the floodway are designated as Open Space land use, thus would not be subject to future urban development since this land use largely prohibits the type of development that could occur in this land use designation. In the event the limited development did occur in the open space land use, it may require the approval from CDFW prior to any entitlement approval. The remainder of the Project site is located in a 1% Annual Chance Flood Hazard or 0.2% Annual Chance Flood Hazard. Given the existing stormwater drainage systems surrounding the site, future development of the site is not expected to substantially change the topography of the site and therefore would not be expected to impede or redirect flood flows.

Although no development is proposed, future development of the Project site resulting from implementation of the Project would be subject to the entitlement review and approval process through the City of Porterville. Through the entitlement review and approval process, future development would be reviewed and conditioned for compliance with the General Construction Permit, BMPs, approved grading and drainage plans, and MS4 Permit as described under criteria a) and c)-ii. Further, if onsite retention facilities are required to manage surface runoff so as not to impede or redirect flood flows. Therefore, the entitlement review and approval process conducted by the City would ensure that surface runoff is controlled in a manner which would not impede or redirect flood flows. For this reason, a less than significant impact would occur because of the Project.

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

Less than Significant Impact. The Project site is designated as Zone X on the most recent Flood Insurance Rate Map (FIRM) No. 06107C1637E and 06107C1637E dated June 16, 2009 (see [Figure 4-9](#)). Although the 2022-2023 rainfall

year resulted in record breaking annual rainfall that caused the Tule River to flood, Zone X is a flood hazard area with a 0.2 percent annual chance of flood hazard and one (1) percent annual chance flood with average depth less than one foot or with drainage areas of less than one (1) square mile. Furthermore, the Project site is not in a tsunami or seiche zone (i.e., standing waves on rivers, reservoirs, ponds, and lakes), therefore the risk of inundation is unlikely. For these reasons, the Project would have a less than significant impact.



CITY OF PORTERVILLE – South of Tule River Master Plan

CREATED 1/31/2024

Figure 4-9 Flood Zone Map

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 entirely within the Tule Subbasin. The Tule Subbasin has been identified by the California Department of Water Resources as a high-priority groundwater basin, which is subject to the provisions of the Sustainable Groundwaters Management Act (SGMA) and required to be managed through a groundwater sustainability plan. The City of Porterville is a member agency of the Eastern Tule Groundwater Sustainability Agency (ETGSA), which has an adopted Eastern Tule Groundwater Sustainability Plan (ETGSP).²³ Generally, the GSPs outline how groundwater sustainability will be achieved in 20 years and then maintained for an additional 30 years.

The ETGSP has existing monitoring programs for groundwater level, reductions in groundwater storage, seawater intrusion, groundwater quality, land subsidence, and interconnected surface water carried out by the Tule Subbasin Groundwater Sustainability Plans which municipal and community water purveyors are required to comply with in order to fulfill groundwater quality regulatory requirements. Compliance with the existing GSPs would ensure the Project would not substantially deplete groundwater resources. For these reasons, a less than significant impact would occur because of the Project.

4.10.3 Mitigation Measures

None required.

²³ Eastern Tule Groundwater Sustainability Agency (2023). Eastern Tule Groundwater Sustainable Plan 2022 Amended GSP. Accessed on February 15, 2024, <https://easterntulegsa.com/gsp/>

4.11 LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Physically divide an established community?			X	
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?			X	

4.11.1 Environmental Setting

The Project is located outside of Porterville’s city limits and within Porterville’s General Plan Planning Area, or the city’s Urban Area Boundary (UAB). The eastern half of the site is within the city’s Urban Development Boundary (UDB) while the western half of the site is outside of the UDB. The site is currently planned for primarily Low Density Residential with Retail Centers, Elementary School, and Parks and Recreation on the eastern portion. The Project proposes a Master Plan, including a General Plan Amendment (GPA) and Pre-zone/Rezone (RZ) to change the land use designation and zoning to a mix of 10 different land uses. The Project does not include annexation into the city. No physical development is proposed.

4.11.2 Impact Assessment

Would the project:

a) Physically divide an established community?

Less than Significant Impact. Typically, physical division of an established community would occur if a project introduced new incompatible uses inconsistent with the planned or existing land uses or created a physical barrier that impeded access within the community. Typical examples of physical barriers include the introduction of new, intersecting roadways, roadway closures, and construction of new major utility infrastructure (e.g., transmission lines, storm channels, etc.). The surrounding land uses, proposed roadways, and proposed utility infrastructure is described below.

Surrounding Land Uses: Currently, the site is occupied primarily by agricultural and rural residential uses. The Project, the adoption of the SoTu Master Plan, is being initiated by the City of Porterville to guide future development in the area. Although there is no physical development proposed with the SoTu Master Plan, the Project’s goal is to provide the necessary framework to guide development in this area as it transitions from agricultural land to a vibrant, distinct, and multi-modal district of mixed densities and uses that is attractive to residential and visitors to live, work, explore, and shop. Implementation of the Project would thereby facilitate future development in line with the envisioned transformation of the Project site. The Project proposes to utilize existing development standards and zoning regulations, including height, parking, building setbacks, right-of-way dedications, and open space, etc. As such, the Project would be consistent and therefore compatible with the existing surrounding uses of the Project site. Therefore, implementation of the Project would be consistent with existing planned land uses of the surrounding area and a less than significant impact would occur.

Circulation System: The Project is being proposed in compliance with the Porterville 2030 General Plan Circulation Diagram with the addition of two (2) new collector streets within Project site that would result in a physical barrier. Proposed A Street is configured to be similar to the General Plan's existing 2030 Circulation Network. Proposed B Street is on the west of the site, with access to Westwood Street and Proposed A Street. While no development is proposed, implementation of the Project would result in future development of the Project site with a mix of urbanized uses. In addition to the collector streets, future development of the Project is expected to construct local roadways to connect to the collector streets. Additionally, the Master Plan considers and includes all planned improvements in or adjacent to the Project site outlined in the Porterville 2030 General Plan Circulation Element, which include widening SR 65 to a 4-lane expressway/freeway from city limits to SR 190, widening Westwood Street to a 4-lane arterial from Olive Avenue to SR 190, interchange improvements at the SR 190 and Westwood Street intersection, and a grade separation at SR 190 and Newcomb Street. Although implementation of the Project may require road closures associated with construction, these closures would be temporary and obtain the necessary encroachment permits from the City and Caltrans and therefore would result in a less than significant impact.

Utility Infrastructure: Future development resulting from Project implementation would be required to connect to the city's water, sewer, stormwater, and wastewater services at the time of annexation and development with urbanized uses in accordance with the proposed SoTu Master Plan. Natural gas, electricity, and telecommunications would be provided by private companies. Utility systems are described and analyzed in [Section 4.10](#) and [Section 4.15](#).

The Project is being proposed in compliance with existing land use, circulation and utility policies. As such, the Project is compatible with surrounding uses and existing development and would not result in the division of an established community. An established community refers to a group of people with an accepted commonality such as norms, religion, values, customs, or identity that is situated within a geographic area. The existing character of the site does not include an established community since the site is primarily agricultural operations with only several single-family residences on the south of the site along SR 190. As a result, the Project would facilitate development in a currently underutilized and undeveloped portion of the City's planning area. Therefore, the Project would not result in the physical separation of the established community. For these reasons, a less than significant impact would occur because of the Project.

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?

Less than Significant Impact. Generally, policy conflicts are environmental impacts when they would result in direct physical impacts or where those conflicts relate to avoiding or mitigating environmental impacts. As such, associated physical environmental impacts are discussed in this document under specific topical sections, such as Biological Resources, Cultural Resources, and Tribal Cultural Resources. The Project includes the adoption of a Master Plan, including a General Plan Amendment and Pre-zone/Rezone to provide guidance for the development of a mix of urbanized uses in the future. Although no development is proposed, future development of the Project would result in a mix of urbanized uses in the City of Porterville. During the entitlement process of the SoTu Master Plan, the Project is reviewed and conditioned to be generally compliant with General Plan land use policies. A discussion of land use land use policies that are applicable to the Project are included in [Table 4-20](#). As discussed below, the Project is generally consistent with the General Plan.

Table 4-20 General Plan Policy and Project Consistency

General Plan Policy	Project Consistency
Policy LU-G-1. Promote a sustainable, balanced land use pattern that responds to existing needs and future needs of the City.	Consistent. The Project proposes a mix of uses in an underutilized and undeveloped portion of the City's planning area to meeting current and future needs of the City.
LU-G-7. Guide new development into compact neighborhoods with a defined, mixed-use center including public open space, a school or other community facilities, and neighborhood commercial.	Consistent. The Project includes a mix of residential densities, as well as non-residential uses such as commercial, office, and industrial. There is also a school site planned within the Project site to serve the area. Further, the Project utilizes the Tule River to create a trail feature that connects the area and provides protected open space for the proposed compact neighborhoods.
LU-G-9. Provide sufficient land with appropriate parcel sizes to support a full range of housing types and prices.	Consistent. The Project proposes a variety of residential densities that range six maximum dwelling units an acre to 24 maximum units an acre to support a full range of types of housing provided as well as price points and levels of affordability.
LU-G-19. Provide sufficient land for parks and open space to meet future demand.	Consistent. The Project proposes approximately 110 acres of land for parks and recreation. Some of this land is in the floodplain of the Tule River and not developable and some of it is intended for future trails. Additional 'pocket parks' or neighborhood parks may also be included on a project-by-project basis to ensure adequate open space is provided.
C-G-1. Promote safe and efficient vehicular circulation.	Consistent. The proposed Circulation Plan for the Project has been routed to Caltrans, Tulare County, and the City of Porterville to ensure that vehicular circulation is safe and efficient and does not conflict with any existing safety standards.
C-G-9. Promote the use of bicycles to alleviate vehicle traffic and improve public health.	Consistent. The Project proposes an integrated trail system that not only promotes safe and efficient vehicular traffic, but also encourages and protects alternative modes of transportation such as bicycle and pedestrian transportation.
C-G-10. Promote pedestrian activity.	

The SoTu Master Plan also includes several policies that future development in the area is required to comply with, including those established for the purpose of avoiding or mitigating an environmental effect. Through the entitlement process, future development would be reviewed for compliance with applicable regulations, including the Porterville 2030 General Plan and the SoTu Master Plan, inclusive of those adopted for the purpose of avoiding or mitigating environmental effects. Overall, the entitlement process would ensure that the Project complies with the General Plan, PMC, and any other applicable policies and regulations. As such, a less than significant impact would occur.

4.11.3 Mitigation Measures

None required.

4.12 MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	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?		X		
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?			X	

4.12.1 Environmental Setting

For the purposes of CEQA, mineral resources are land areas or deposits deemed significant by the California Department of Conservation (DOC). Mineral resources include oil, natural gas, and metallic and nonmetallic deposits, including aggregate resources.

Mineral Resources

The California Geological Survey (CGS) classifies and designates areas within California that contain or potentially contain significant mineral resources. Lands are classified into Aggregate and Mineral Resource Zones (MRZs), which identify known or inferred significant mineral resources. According to the California Department of Conservation, CGS's Surface Mining and Reclamation Act (SMARA) Mineral Lands Classification (MLC) data portal, the *Mineral Land Classification Map* in 1997 identified areas along the Tule River and the historical emergent wetland and forested shrub wetland that has been under agricultural production since 2007 (APN 259-040-044) is in the MRZ-3a zone.²⁴ The MRZ-3a is considered to have a moderate potential for the discovery of mineral deposits due to surface geologic evidence that are known to contain mineral resources elsewhere, but has not been sampled at the current location. **Figure 4-10** shows the *Mineral Land Classification Map* with the Project site identified.

According to the Porterville 2030 General Plan, the most economically significant mineral resources in Tulare County are sand, gravel, and crushed stone. These sources are usually alluvial deposits found in riverbeds and floodplains, and hard rock quarries. There are currently three (3) active construction grade sand and gravel mining sites in the city's Planning Area along the Tule River (not within the Project site). The General Plan established the following policies to protect mineral resources in the city's Planning Area.

Guiding Policy OSC-G-6 *Protect significant mineral resources.*

Implementation Policy OSC-I-24 *Require all mining and sand extraction operations to mitigate completely environmental impacts, including operations affecting water quality, habitat preservation, aesthetics and*

²⁴ California Department of Conservation. (1997). Mineral Lands Classification. Accessed on August 10, 2023, <https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc>

bridge undermining, and to submit reclamation and ultimate use plans for City approval prior to initiating operations.

Implementation Policy OSC-I-25 *Work with Tulare County to ensure that reclamation and ultimate use plans for mining operations land are consistent with the General Plan.*

Oil/Gas Wells

The Geologic Energy Management Division's (CalGEM) has an online mapping application, Well Finder, that presents California's oil and gas industry information, including the location of oil/gas wells, geothermal wells, gas/oil facilities (i.e., tank, vessel, sump), underground gas storage, as well as the boundaries of CalGEM-recognized oil/gas fields. According to Well Finder, the Project site is not within a CalGEM-recognized oil/gas field. There is one (1) existing dry hole well (API 0410720146) on APN 259-270-004 that is currently plugged.²⁵

²⁵ California Department of Conservation Geologic Energy Management Division. Well Finder. Accessed on August 10, 2023, <https://maps.conservation.ca.gov/doggr/wellfinder/>

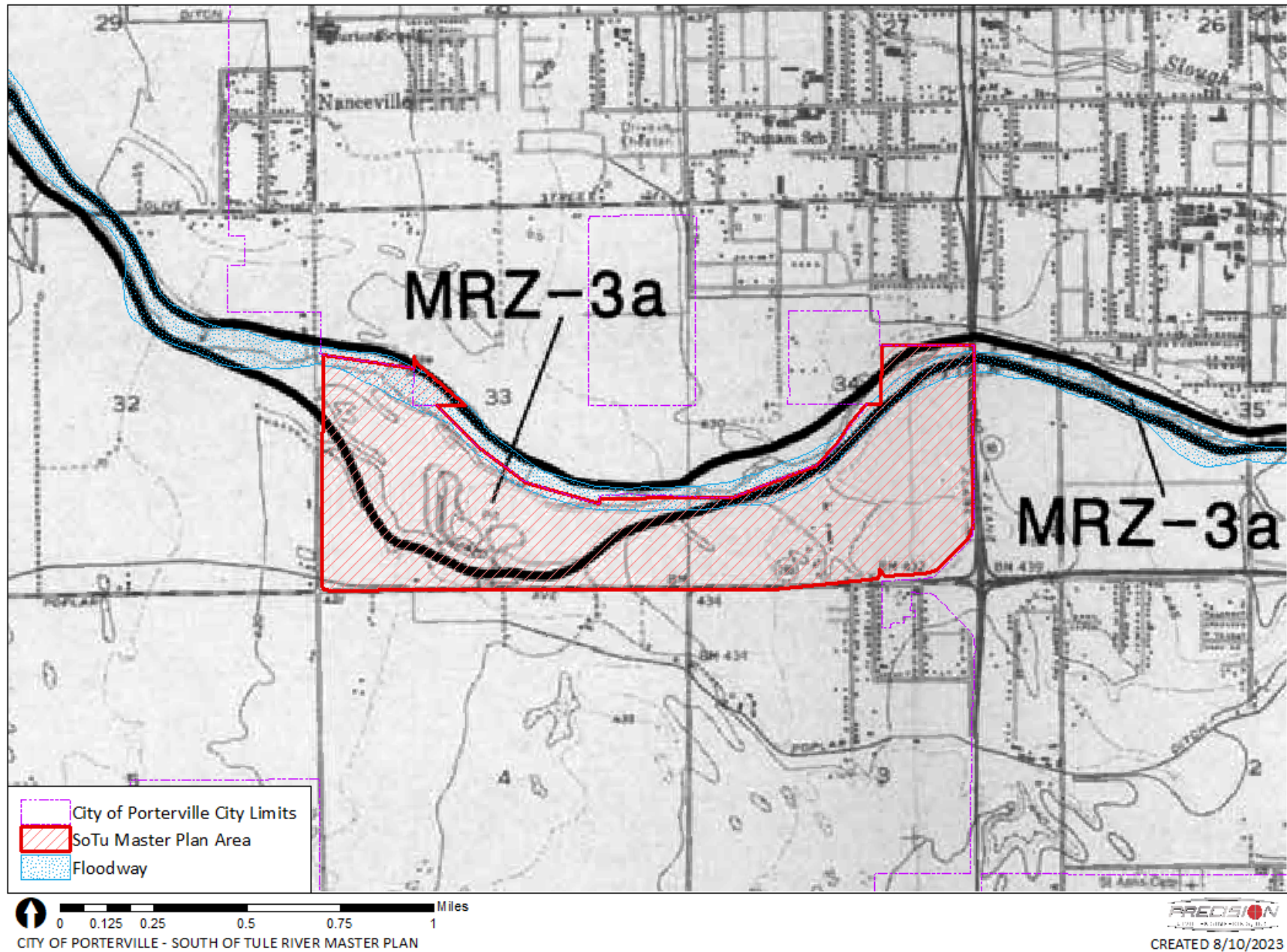


Figure 4-10 Mineral Lands Classification Map

4.12.2 Impact Assessment

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?*

Less than Significant Impact with Mitigation Incorporated. Portions of the Project site is classified as MRZ-3a, which may contain significant aggregate deposit. Implementation of the proposed Porterville 2030 General Plan as well as the SoTu Master Plan would result in the development of urbanized uses within the Project site, which are mostly adjacent to the Tule River. However, the lands immediately adjacent to the Tule River within the floodplain are designated as Open Space land use, thus would not be subject to future urban development since this land use largely prohibits the type of development that could occur in this land use designation. In the event the limited development did occur in the open space land use, it may require the approval from Department of Conservation prior to any entitlement approval. The Project shall incorporate **Mitigation Measure MIN-1** to mitigate the potential loss of availability of a known mineral resource.

In addition, development of the Project would not impede existing mining activities on the three (3) active mines since these mines are not located in or adjacent to the project site, nor would it result in the loss of availability of significant mineral resources. Pursuant to the Surface Mining and Reclamation Act of 1975 (SMARA), Porterville is responsible for designating Regionally Significant Construction Aggregate Resource Areas and identifying mineral resources to be conserved. The Project would not impede the implementation of the SMARA and the city's policies for the conservation of mineral resources. As a result, the Project would not 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. Therefore, a less than significant impact would occur because of the Project.

Mitigation Measure MIN-1: *If development is proposed within the Project site designated as MRZ-3a, a soils reports and investigation shall be prepared prior to the approval of building permits to ensure that availability of valuable aggregate deposit will not decrease.*

- 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?*

Less than Significant Impact. As described above, portions of the Project site are in the MRZ-3a area, which may contain significant aggregate deposits. The site does not currently contain active mining activities. As a result, the Project would not 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 site is not delineated in the General Plan, a Specific Plan, or other land use plan as a locally important mineral resource recovery site, thus it would not result in the loss of availability of a locally important mineral resource. Therefore, a less than significant impact would occur because of the Project.

4.12.3 Mitigation Measures

The Project shall implement and incorporate, as applicable, the Mineral Resources related mitigation measures as identified above and in the **MITIGATION MONITORING AND REPORTING PROGRAM** contained in **SECTION 5**.

4.13 NOISE

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	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?		X		
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	
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?			X	

4.13.1 Environmental Setting

An Acoustical Analysis of the Project was conducted on August 2, 2023, by WJV Acoustics, Inc. (WJVA). The full report is provided in [Appendix E](#). A summary of the Acoustical Analysis is provided below.

City of Porterville 2030 General Plan

The City of Porterville Noise Element of the General Plan (adopted 2008) sets noise compatibility standards for transportation noise sources in terms of the Day-Night Average Level (L_{dn}). The L_{dn} is the time-weighted average noise level for a 24-hour day with a penalty of 10 dB added to noise levels occurring during the nighttime hours (10:00 p.m.-7:00 a.m.).

The Noise Element establishes a land use compatibility criterion of 60 dB L_{dn} for exterior noise levels in outdoor activity areas of residential developments. Outdoor activity areas generally include backyards of single-family residences and outdoor common use areas as well as individual patios or decks of multi-family developments. The intent of the exterior noise level requirement is to provide an acceptable noise environment for outdoor activities and recreation.

The City of Porterville 2030 General Plan Noise Element provides land use compatibility guidelines for community noise exposure levels. [Table 4-21](#) below (Table 9-1 in the General Plan Noise Element) summarizes these land use compatibility guidelines for various noise exposure levels within the community. An exterior noise level up to 60 dB L_{dn} is considered “Normally Acceptable” and an exterior noise level between 60 dB L_{dn} and 70 dB L_{dn} is considered

“Conditionally Acceptable” for residential land uses within the City of Porterville. Exterior noise levels above 70 dB L_{dn} are generally considered unacceptable for residential land uses.

Table 4-21 Land Use Compatibility for Community Noise Environments

Land Use Category	Community Noise Exposure L _{dn} or C _{NEL} , dB						
	55	60	65	70	75	80	>80
Residential – Low Density Single Family, Duplex, Mobile Homes							
Residential – Multi Family							
Mixed-Use & High Density Residential							
Transient Lodging – Motels, Hotels							
Schools, Libraries, Churches, Hospitals, Nursing Homes							
Auditoriums, Concerts, Halls, Amphitheaters							
Sports Area, Outdoor Spectator Sports							
Playgrounds, Neighborhood Parks							
Golf Courses, Riding Stables, Water Recreation, Cemeteries							
Office Buildings, Businesses Commercial and Professional							
Industrial, Manufacturing Utilities, Agriculture							

Interpretation:

	Normally Acceptable	Specified land use is satisfactory, based upon the assumption that any building involved is of normal conventional construction, without any special noise insulation requirements. 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. 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. New construction or development should not be undertaken.
	Conditionally Acceptable	
	Normally Unacceptable	
	Clearly Unacceptable	

Source: City of Porterville, 2006.

City of Porterville Municipal Code

Section 18-90.4 (Exterior Noise Standards) of the City of Porterville Municipal Code establishes hourly acoustical performance standards for non-transportation noise sources. The standards, provided in Table 4-22, are made more restrictive during the nighttime hours of 10:00 p.m. to 7:00 a.m.

Table 4-22 Non-transportation Noise Level Standards, dBA

Daytime (7 am – 10 pm)		Nighttime (10 pm – 7 am)	
Leq	Lmax	Leq	Lmax
50	70	45	65

Source: City of Porterville Municipal Code

The municipal code states that *“In the event the measured ambient noise level without the alleged offensive source in operation exceeds the applicable noise level standard in either category above, the applicable standard or standards shall be adjusted so as to equal the ambient noise level.”*

Additionally, the municipal code states that *“Each of the noise level standards specified above shall be reduced by five (5) dB for pure tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises.”*

Construction Noise and Vibration

Section 18-90.6 (Noise Source Exemptions) provides the following stipulations that may be applicable to the project. The following activities shall be exempted from the provisions of this article:

- Activities conducted in public parks, public playgrounds and public or private school grounds, including, but not limited to, school athletic and school entertainment events, except as otherwise noted in this article
- Noise sources associated with construction, whether private or public, within five hundred feet (500') of the uses mentioned in subsection 18-90.4 of this article, provided such activities do not take place before six o'clock (6:00) A.M. or after nine o'clock (9:00) P.M. on any day except Saturday or Sunday, or before seven o'clock (7:00) A.M. or after five o'clock (5:00) P.M. on Saturday or Sunday.

There are no state or federal standards that specifically address construction vibration. Some guidance is provided by the Caltrans Transportation and Construction Vibration Guidance Manual. The Manual provides guidance for determining annoyance potential criteria and damage potential threshold criteria. These criteria are provided below in **Table 4-23** and **Table 4-24**, and are presented in terms of peak particle velocity (PPV) in inches per second (in/sec).

Table 4-23 Guideline Vibration Annoyance Potential Criteria

Human Response	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Barely Perceptible	0.04	0.01
Distinctly Perceptible	0.25	0.04
Strongly Perceptible	0.9	0.1
Severe	2.0	0.4

Source: Caltrans

Table 4-24 Guideline Vibration Damage Potential Threshold Criteria

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile, historic buildings, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

Source: Caltrans

Background Noise Level Measurements

Existing noise levels in the project vicinity are dominated by traffic noise along local roadways and noise associated with various agricultural land uses near and within the Project site, as well as occasional aircraft overflights. Measurements of existing ambient noise levels in the Project vicinity were conducted on June 27, 2023 and June 28, 2023.

Long-Term Noise Measurement

Long-term (24-hour) ambient noise level measurements were conducted at three (3) locations. Ambient noise levels were measured for a period of 24 continuous hours at each of the three (3) locations. All three sites were exposed to noise associated with vehicle traffic on roadways as well as periodic agricultural activities. The locations and noise measurement results of the three (3) sites are:

- **Site LT-1** is located within the western portion of the project site, along S. Westwood Street. Measured hourly energy average noise levels (L_{eq}) changed from a low of 61.0 dB between 1:00 a.m. and 2:00 a.m. to a high of 71.9 dBA between 5:00 p.m. and 6:00 p.m. Hourly maximum (L_{max}) noise levels ranged from 80.1 to 96.1 dBA. Residual noise levels at the monitoring site, as defined by the L_{90} , ranged from 37.2 to 53.3 dBA.²⁶ The measured L_{dn} value at site LT-1 was 74.3 dB L_{dn} .
- **Site LT-2** is located within the southern portion of the project site, along SR 190 (W. Poplar Avenue). Measured hourly energy average noise levels (L_{eq}) ranged from a low of 63.6 dB between 1:00 a.m. and 2:00 a.m. to a high of 74.1 dBA between 2:00 p.m. and 3:00 p.m. as well as between 3:00 p.m. and 4:00 p.m. Hourly maximum (L_{max}) noise levels ranged from 81.6 to 94.9 dBA. Residual noise levels at the monitoring site, as defined by the L_{90} , ranged from 40.2 to 59.0 dBA. The measured L_{dn} value was 76.6 dB L_{dn} .
- **Site LT-3** is located within the eastern portion project site, along SR 65. Measured hourly energy average noise levels (L_{eq}) ranged from a low of 60.2 dB between 2:00 a.m. and 3:00 a.m. to a high of 69.1 dBA between 9:00 p.m. and 10:00 p.m. Hourly maximum (L_{max}) noise levels ranged from 73.2 to 93.2 dBA. Residual noise levels at the monitoring site, as defined by the L_{90} , ranged from 41.7 to 61.2 dBA. The measured L_{dn} value at site LT-3 was 72.6 dB L_{dn} .

Short-Term Noise Measurement

Short-term noise measurements were conducted for 15-minute periods at each of the six (6) sites. **Table 4-25** summarizes short-term noise measurement results. The noise measurement data included energy average (L_{eq}) maximum (L_{max}) as well as five (5) individual statistical parameters. Observations were made of the dominant noise sources affecting the measurements. The statistical parameters describe the percent of time a noise level was exceeded during the measurement period. For instance, the L_{90} describes the noise level exceeded 90 percent of

²⁶ The L_{90} is a statistical descriptor that defines the noise level exceeded 90% of the time during each hour of the sample period. The L_{90} is generally considered to represent the residual (or background) noise level in the absence of identifiable single noise events from traffic, aircraft and other local noise sources.

the time during the measurement period and is generally considered to represent the residual (or background) noise level in the absence of identifiable single noise events from traffic, aircraft and other local noise sources.

Table 4-25 Summary of Short-Term Noise Measurement Data

Site	Time	A-Weighted Decibels, dBA							Sources
		Leq	Lmax	Lz	Lg	L25	L50	L90	
ST-1	8:30 am	55.2	72.0	67.4	55.6	45.7	42.7	39.2	TR, C
ST-1	4:15 pm	48.9	68.4	59.2	50.5	44.3	41.0	39.6	TR, V
ST-2	8:50 am	41.5	52.9	46.8	44.4	42.0	40.1	38.2	TR, B, D, V
ST-2	4:35 pm	49.2	71.2	53.8	50.7	44.1	41.1	39.2	TR, V
ST-3	9:10 pm	43.3	51.1	46.6	45.4	44.0	43.0	40.4	TR, L
ST-3	5:00 pm	45.5	60.8	50.0	47.4	45.5	43.8	41.6	TR, AC
ST-4	9:30 am	48.3	57.5	54.2	52.4	49.1	46.1	42.6	TR, B, D
ST-4	5:20 pm	52.9	70.3	56.6	53.8	50.4	47.7	43.1	TR, V
ST-5	9:55 am	64.2	74.2	72.5	69.7	65.6	61.1	52.1	TR, AG
ST-5	6:10 pm	65.0	76.1	73.0	68.8	65.5	62.3	53.7	TR
ST-6	10:20 am	55.8	59.5	58.7	57.8	56.8	55.6	52.5	TR, L, C
ST-6	5:45 pm	56.1	62.2	59.0	58.1	57.3	55.5	53.1	TR, AC

TR: Traffic AC: Aircraft AG: Agricultural Activities C: Construction Activities B: Birds D: Barking Dogs V: Voices L: Landscaping Activities

Source: WJV Acoustics, Inc.

Methodology

WJVA utilized the FHWA Traffic Noise Model to quantify expected project-related increases in traffic noise exposure along roadways in the project vicinity. The FHWA Model is a standard analytical method used by state and local agencies for roadway traffic noise prediction. The model is based upon reference energy emission levels for automobiles, medium trucks (2 axles) and heavy trucks (3 or more axles), with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site. The FHWA Model was developed to predict hourly L_{eq} values for free-flowing traffic conditions and is generally considered to be accurate within ± 1.5 dB. To predict L_{dn} values, it is necessary to determine the hourly distribution of traffic for a typical day and adjust the traffic volume input data to yield an equivalent hourly traffic volume.

Traffic volumes for the analyzed receptor locations were provided by the project traffic engineer, JLB Traffic Engineering, Inc. Truck percentages for SR 190 were provided by Caltrans. Truck percentages (for non-SR 190 traffic) and the day/night distribution of traffic were estimated by WJVA, based upon previous studies conducted in the project vicinity since project-specific data were not available from government sources.

Traffic noise exposure levels for Existing, Existing Plus Project, 2046 Cumulative No Project and 2046 Cumulative Plus Project traffic scenarios were calculated based upon the FHWA Model and the above-described model inputs and assumptions. Project-related significant impacts would occur if an increase in traffic noise associated with the project would result in noise levels exceeding the City's applicable noise level standards at the location(s) of sensitive receptors. For the purpose of this analysis a significant impact was also assumed to occur if traffic noise levels were to increase by 3 dB at sensitive receptor locations where noise levels already exceed the City's applicable noise level standards (without the project), as 3 dB generally represents the threshold of perception in change for the human ear.

The City's exterior noise level standard for residential land uses is 60 dB L_{dn}. Traffic noise was modeled at 12 receptor locations. The twelve modeled receptors are located at roadway setback distances representative of the sensitive receptors (residences) along each analyzed roadway segment. See **Figure 4-11** for receptor locations.



Figure 4-11 Modeled Traffic Noise Receptor Locations

4.13.2 Impact Assessment

- 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 in other applicable local, state, or federal standards?*

Less than Significant with Mitigation Incorporated. While no development is currently proposed, implementation of the Project would result in future development that would have noise generating activities.

Traffic Noise Exposure to Off-Site Sensitive Receptors

Existing Conditions: **Table 4-26** provides existing traffic noise exposure levels at the 12 analyzed representative receptor locations and provides what the Project contribution would be to existing traffic conditions.

Table 4-26 Project Contribution to Future Traffic Noise, dB, Ldn – Existing Traffic Conditions

Modeled Receptor	Existing Without Project Contribution	Existing Plus Project	Project Contribution	Significant Impact?
R-1	62	64	+2	No
R-2	60	60	0	No
R-3	63	65	+2	No
R-4	63	65	+2	No
R-5	58	59	+1	No
R-6	59	61	+2	Yes
R-7	60	65	+5	Yes
R-8	50	50	0	No
R-9	63	65	+2	No
R-10	63	64	+1	No
R-11	64	66	+2	No
R-12	60	60	0	No

Source: WJV Acoustics, Inc., JLB Traffic Engineering, Inc.

2046 Cumulative Conditions: **Table 4-27** provides 2046 Cumulative traffic noise exposure levels at the twelve analyzed representative receptor locations and provides what the project contribution would be to 2046 Cumulative traffic conditions.

Table 4-27 Project Contribution to Future Traffic Noise, dB, Ldn – 2046 Cumulative Traffic Conditions

Modeled Receptor	2040 Conditions Without Project Contribution	2046 Conditions Plus Project	Project Contribution	Significant Impact?
R-1	63	65	+2	No
R-2	60	60	0	No
R-3	64	66	+2	No
R-4	64	65	+1	No
R-5	58	59	+1	No
R-6	59	61	+2	Yes
R-7	61	65	+4	Yes
R-8	50	50	0	No
R-9	63	65	+2	No
R-10	63	64	+1	No
R-11	64	66	+2	No
R-12	60	60	0	No

Source: WJV Acoustics, Inc., JLB Traffic Engineering, Inc.

Reference to **Table 4-26** and **Table 4-27** indicate that the Project's contribution could result in significant impacts at sensitive receptor (residential) locations along Newcomb Street, both north and south of Olive Avenue. However, the noise levels provided in **Table 4-26** and **Table 4-27** do not consider any localized acoustic shielding provided by existing houses or sound walls. The exterior noise level compatibility standards are applied to outdoor activity areas. Outdoor activity areas are generally considered backyards of single-family residential land uses and outdoor common use areas (pools, BBQ/Picnic areas, playgrounds, etc.) as well as individual patios and balconies of multi-family residential land uses.

Most of the existing residential land uses located along Newcomb Street either front the roadway (in which case the homes provide acoustic shielding to the backyard areas) or they have existing 6-foot sound walls. In these situations, exterior noise levels would not be expected to exceed 60 dB L_{dn} , and the project would not result in a noise impact to these homes.

Future development of the Project site could result in a noise impact at a handful of existing residential land uses along Newcomb Street. This would only be the case at residential land uses along Newcomb Street that either 1) do not have existing sound walls, or 2) do not have homes that face the roadway. An example of one such home would be the residence indicated as R-7 on **Figure 4-11**, located on the corner of Newcomb Street and Clare Avenue.

Possibilities for exterior noise mitigation at existing noise-sensitive uses include the construction of effective sound walls. Due to the many complications of working with individual landowners to implement such measures, it may not be feasible to achieve successful noise mitigation for all existing noise-sensitive uses that could be impacted by the project. For that reason, this impact could remain significant and unavoidable. However, the City of Porterville considers exterior noise levels up to 70 dB L_{dn} to be conditionally acceptable for residential land uses. This is generally considered when a good faith effort to reduce exterior noise levels to 60 dB L_{dn} cannot be feasibly achieved, and the interior noise level standard of 45 dB L_{dn} is maintained. Therefore, noise levels would be at or below conditionally acceptable levels and would result in a less than significant impact with mitigation.

Traffic Noise Exposure to Proposed On-Site Sensitive Receptors

The City of Porterville 2030 General Plan Noise Element establishes an exterior noise level standard of 60 dB L_{dn} for outdoor activity areas of residential uses. An exterior noise level up to 60 dB L_{dn} is considered "Normally Acceptable" and an exterior noise level up to 70 dB L_{dn} is considered "Conditionally Acceptable" for residential land uses. Outdoor activity areas generally include backyards of single-family residences and individual patios or decks and common outdoor activity areas of multi-family developments. The noise element also requires that interior noise levels attributable to exterior noise sources not exceed 45 dB L_{dn} .

The proposed project would include new sensitive receptors (residential land uses) that could be impacted by traffic noise exposure adjacent to or near arterial roadways and highways. Such roadways include Westwood Street, SR 190 (W. Poplar Avenue), Newcomb Street and SR 65. WJVA used the above-described FHWA traffic noise model and traffic noise modeling assumptions to determine the distances from the center of the roadways to the 60 dB L_{dn} and 70 dB L_{dn} noise exposure contours. **Table 4-28** provides the distances from the center of each roadway to these noise exposure contours. **Table 4-28** provides the contour distances for 2046 Cumulative conditions as they represent a worst-case assessment of noise exposure at proposed sensitive receptor locations. Distances to the SR 65 contours are based upon existing traffic volumes as 2046 Cumulative volumes were not available at the time this analysis was prepared.

Table 4-28 Distances to Traffic Noise Contours – 2046 Conditions

Roadway Segment (Description)	Distance (Feet) From Roadway Centerline to Contour	
	60 dB L _{dn}	70 dB L _{dn}
Westwood Street	157	34
SR 190 (Poplar Avenue)	409	88
Newcomb Street	137	23
SR 65 *	674	145

Source: WJV Acoustics, Inc., JLB Traffic Engineering, Inc.

* based upon existing traffic volumes as future projected volumes were not available

It should be noted, contour distances provided in **Table 4-28** are based upon unattenuated traffic noise levels, and do not consider any localized acoustical shielding that may be provided by elevational/topographic changes between the receptor and the roadway, existing buildings, or walls. Therefore, these setback distances should be considered a worst-case assessment of traffic noise impacting the project site. Once site specific plans and details are developed, project site noise exposure may be re-evaluated based upon site-specific conditions.

A noise impact could occur if new proposed sensitive receptors (residential land uses) are located within the cumulative 60dB L_{dn} traffic noise contours. **Table 4-28** provides the setback distances from the centerline of each of the four (4) site-adjacent arterial roadways and highways to the 60 dB L_{dn} exterior noise level contour.

Noise levels from transportation noise sources may be effectively mitigated by incorporating noise mitigation measures into the project design that consider the geographical relationship between the noise sources of concern and potential receptors, the noise-producing characteristics of the sources and the path of transmission between noise sources and sensitive receptors. As such, the Project incorporates **Mitigation Measure NOI-1** which mitigates traffic noise, including the use of building setbacks or the construction of berms and sound walls.

Mitigation Measure NOI-1: Prior to project approval of residential development within the SoTu Master Plan, the City of Porterville shall ensure that proposed residential structures are located at least 157 feet from the centerline of Westwood Street, 409 feet from the centerline of SR 190 (Poplar Avenue), 137 feet from the centerline of Newcomb Street, and 674 feet from SR 65. If the project does not provide the listed setback for residential structures, sound walls shall be proposed to ensure that exterior noise of the residential site would not exceed 60 dB L_{dn}. If the project proposes sound walls in place of setbacks from roadway centerlines, a noise study shall be conducted as evidence that the sound wall is sufficient to maintain an exterior noise of 60 dB L_{dn} or 70 dB L_{dn}.

Stationary Noise Exposure

The proposed Project would include several land use designations with the potential to result in noise impacts to existing noise-sensitive (residential) land uses. These land uses include Commercial Mixed Use (32.99 acres), Retail Centers (24.35 acres), Neighborhood Commercial (8.61 acres) and Industrial Park (59.61 acres).

The noise level standards applicable to these proposed land uses are provided above in **Table 4-21** (Municipal Code standards for non-transportation noise sources). The noise standards become 5 dB more restrictive during nighttime hours (10:00 p.m. to 7:00 a.m.).

A wide variety of noise sources can be associated with such commercial, retail and light industrial land uses. The noise levels produced by such sources can also be highly variable and could potentially impact existing off-site and

proposed on-site sensitive receptors. Typical examples of stationary noise sources associated with such land uses include:

- HVAC/Mechanical equipment
- Truck movements
- Parking lot activities (closing of car doors and trunks, stereos, alarms etc.)
- Drive-Through operations
- Loading Dock Activities
- Car Wash Operations
- Refuse/Cardboard Compactor

The exact quantity, type and location of such noise-producing sources were not known at the time of this analysis. These potential noise sources are discussed in general terms below.

HVAC Mechanical Equipment

It is assumed that various components of the above-described land uses would include ground- or roof-mounted HVAC units for interior spaces. WJVA has conducted reference noise level measurements at numerous commercial and retail buildings with roof-mounted HVAC units, and associated noise levels typically range between approximately 45-50 dB at a distance of 50 feet from the building façade.

Truck Movements

Truck movements and deliveries would likely be associated with these land uses. Additionally, the Industrial Park land use designation could potentially include warehousing and/or distribution centers, which would involve associated truck movements.

WJVA has conducted measurements of the noise levels produced by slowly moving trucks for a number of studies. Such truck movements would be expected to produce noise levels in the range of 65 to 71 dBA at a distance of 100 feet. The range in measured truck noise levels is due to differences in the size of trucks, their speed of movement and whether they have refrigeration units in operation during the pass-by.

Parking Lot Activities

Noise due to traffic in parking lots is typically limited by low speeds and is not usually considered to be significant. Human activity in parking lots that can produce noise includes voices, stereo systems and the opening and closing of car doors and trunk lids. Such activities can occur at any time. The noise levels associated with these activities cannot be precisely defined due to variables such as the number of parking movements, time of day and other factors. It is typical for a passing car in a parking lot to produce a maximum noise level of 60-65 dBA at a distance of 50 feet, which is comparable to the level of a raised voice.

Drive-Through Retail

The proposed project could include multiple retail areas that could include drive-through quick-service restaurant operations. In order to assess potential noise levels associated with drive-through operations, WJVA reviewed reference noise levels measured at a Wendy's drive-through restaurant located on South Mooney Boulevard in Visalia. Measurements were conducted during the early afternoon of July 11, 2011 between 12:45 p.m. and 1:45 p.m. using the previously described noise monitoring equipment.

The microphone used by customers to order food and the loudspeaker used by employees to confirm orders are both integrated into a menu board that is located a few feet from the drive-through lane at the approximate height of a typical car window. Vehicles would enter the drive-through lane from the west and then turn to the north along the east side of the restaurant.

Reference noise measurements were obtained at a distance of approximately 40 feet from the menu board containing the microphone/loudspeaker system at an angle of about 45° toward the rear of the vehicle being served. This provided a worst-case exposure to sound from the loudspeaker system since the vehicle was not located directly between the loudspeaker and measurement location. Cars were lined up in the access lane during the noise measurement period indicating that the drive-through lane was operating at or near a peak level of activity.

Each ordering cycle was observed to take approximately 60 seconds including vehicle movements. A typical ordering cycle included 5-10 seconds of loudspeaker use with typical maximum noise levels in the range of 60-62 dBA at the 40 foot-reference location. Vehicles moving through the drive-through lane produced noise levels in the range of 55-60 dBA at the same distance. Vehicles parked at the ordering position (between the menu board and measurement site) were observed to provide significant acoustic shielding during the ordering sequence. The effects of such shielding are reflected by the noise measurement data. Noise levels were measured to approximately 60 dB L_{eq} at the measurement site, and included noise from all sources, including the loudspeaker, vehicle movements and HVAC equipment.

Loading Dock Activities

Noise sources typically associated with loading dock activities include truck engines, the operation of truck-mounted refrigeration units, fork lifts, the banging of hand carts and roll-up doors, noise from P.A. systems, and the voices of truck drivers and store employees. Truck engines and/or refrigeration units are typically turned off while trucks are in loading dock areas to reduce noise and save energy. Based upon noise level measurements conducted by WJVA for other studies, loading dock noise levels would be expected to be in the range of approximately 60 to 75 dBA at a distance of 100 feet.

Compactor

Retail and commercial land uses often include exterior-located compactors. Based upon noise studies conducted by WJVA for other projects, the maximum noise level produced by a typical unenclosed trash compactor (Hydra-Fab Model 1200) is approximately 74 dBA at a distance of 10 feet from the equipment.

Car Wash

Commercial/Retail land use designations could potentially include automated car wash operations. Noise levels associated with automated car wash operations vary widely, based upon car wash type, enclosure type, equipment type and orientation. WJVA has prepared numerous noise studies for various car wash projects. Noise levels associated with automated car wash operations are generally in the range of 83-87 dB at a distance of twenty feet from the source.

Noise levels from new stationary noise sources cannot be predicted with any certainty at this time since specific uses have not yet been proposed and the locations of stationary noise sources relative to the locations of new noise

sensitive uses are not known. However, under some circumstances there is a potential for such uses exceed the City’s noise standards for stationary noise sources at the locations of sensitive receptors.

Noise levels from new stationary noise sources may be effectively mitigated by incorporating noise mitigation measures into the project design that consider the geographical relationship between the noise sources of concern and potential receptors, the noise-producing characteristics of the sources and the path of transmission between noise sources and sensitive receptors. Options for noise mitigation include the use of building setbacks, the construction of sound walls and the use of noise source equipment enclosures.

When specific uses within the Project Site are proposed (and their locations are defined) that could result in a noise-related conflict between a commercial or other stationary noise source and project proposed sensitive receptors, an acoustical analysis should be required that quantifies project-related noise levels and recommends appropriate mitigation measures to achieve compliance with the City’s noise standards. The acoustical analysis should be the responsibility of the project applicant.

Construction Noise Exposure

Construction noise would occur at various locations within and near the project site through various phases. Existing sensitive receptors could be located as close as 100 feet from construction activities. **Table 4-29** provides typical construction-related noise levels at distances of 100 feet, 200 feet, and 300 feet.

Construction noise is not considered to be a significant impact if construction is limited to the allowed hours and construction equipment is adequately maintained and muffled. The City of Porterville limits hours of construction to occur only between the hours of 6:00 a.m. to 9:00 p.m. Monday through Friday, and 7:00 a.m. to 5:00 p.m. on weekends. Any construction activities occurring outside of these hours would be subject to the City’s stationary noise standards provided above in **Table 4-22**. Construction noise impacts could result in annoyance or sleep disruption for nearby residents if nighttime operations were to occur or if equipment is not properly muffled or maintained.

Table 4-29 Typical Construction Equipment Maximum Noise Levels, dBA

Type of Equipment	100 ft.	200 ft.	300 ft.
Concrete Saw	84	78	74
Crane	75	68	65
Excavator	75	69	65
Front End Loader	73	67	63
Jackhammer	83	77	73
Paver	71	65	61
Pneumatic Tool	79	73	69
Dozer	76	70	66
Rollers	74	68	64
Trucks	80	72	70
Pumps	74	68	64
Scrapers	81	75	71
Portable Generators	74	68	64
Backhoe	80	74	70
Grader	80	74	70

Source: FHWA, *Noise Control for Buildings and Manufacturing Plants*, Bolt, Beranek & Newman, 1987

A noise impact could occur if construction activities do not incorporate appropriate best management practices in regards to construction-related noise. **Mitigation Measure NOI-2** incorporates best management practices that should be implemented to minimize the potential for noise impacts on existing sensitive receptors in the Project area during project construction.

Mitigation Measure NOI-2: Prior to ground disturbing activities for projects within the SoTu Master Plan, the City of Porterville shall ensure the following with the Project proponent:

- Per the City of Porterville Municipal Code, construction activities should not occur outside the hours of 6:00 a.m. to 9:00 p.m. during weekdays and 7:00 a.m. to 5:00 p.m. on weekends. Construction activities that occur outside these hours would be subject to the stationary noise standards as set forth in the City of Porterville Municipal Code Section 18-90.4.
- All construction equipment shall be properly maintained and muffled as to minimize noise generation at the source.
- Noise-producing equipment shall not be operating, running, or idling while not in immediate use by a construction contractor.
- All noise-producing construction equipment shall be located and operated, to the extent possible, at the greatest possible distance from any noise-sensitive land uses.
- Locate construction staging areas, to the extent possible, at the greatest possible distances from any noise-sensitive land uses.
- Signs shall be posted at the construction site and near adjacent sensitive receptors displaying hours of construction activities and providing the contact phone number of a designated noise disturbance coordinator.

b) **Generation of excessive groundborne vibration or groundborne noise levels?**

Less than Significant Impact. The dominant sources of man-made vibration are sonic booms, blasting, pile driving, pavement breaking, demolition, diesel locomotives, and rail-car coupling. Vibration from construction activities could be detected at the closest sensitive land uses, especially during movements by heavy equipment or loaded trucks and during some paving activities (if they were to occur). Typical vibration levels at distances of 100 feet and 300 feet are summarized by **Table 4-30**. These levels would not be expected to exceed any significant threshold levels for annoyance or damage, as provided above in **Table 4-23** and **Table 4-24**.

Table 4-30 Typical Vibration Levels During Construction

Equipment	PPV (in/sec)	
	At 100 feet	At 300 feet
Bulldozer (Large)	0.011	0.006
Bulldozer (Small)	0.0004	0.00019
Loaded Truck	0.01	0.005
Jackhammer	0.005	0.002
Vibratory Roller	0.03	0.013
Caisson Drilling	0.01	0.006

Source: Caltrans

As a result, the Project would have a less than significant impact.

- c) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

Less than Significant Impact. The nearest public airport or public use airport is the Porterville Municipal Airport located approximately 1.1 miles south of the Project site. According to CALUP, the southwest corner of the Project site is located within the Safety Zone 6 – Traffic Pattern Zone, and the whole Project site is within the Airport Influence Area. In accordance with California Public Utilities Code (PUC) *Section 21676(b)*, prior to the adoption or amendment of general plan, specific plan, zoning ordinance, or building regulation that affects lands within the AIA defined in the CALUP, the referring agency shall first refer the proposed action to the Airport Land Use Commission (ALUC). The ALUC will make a finding of whether the action is consistent with the CALUP. As such, the SoTu Master Plan would also be subject to review of the ALUC to ensure land use consistency with the CALUP.

Regarding noise, the Project site is not within the airport's 55, 60, or 65 CNEL contour. Since the Project site not located within a noise contour and the SoTu Master Plan would be reviewed by the ALUC to ensure compliance with the CALUP, the Project would not result in exposing people residing or working in the Project area to excessive noise levels. Therefore, the impacts would be less than significant.

4.13.3 Mitigation Measures

The Project shall implement and incorporate, as applicable, the Noise related mitigation measures as identified above and in the **MITIGATION MONITORING AND REPORTING PROGRAM** contained in **SECTION 5**.

4.14 POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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)?			X	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?			X	

4.14.1 Environmental Setting

CEQA Guidelines *Section 15126.2(d)* requires that a CEQA document discuss the ways in which the proposed Project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. The CEQA Guidelines provide an example of a major expansion of a wastewater treatment plant that may allow for more construction within the service area. The CEQA Guidelines also note that the evaluation of growth inducement should consider the characteristics of a project that may encourage or facilitate other activities that could significantly affect the environment. Direct and Indirect Growth Inducement consists of activities that directly facilitate population growth, such as construction of new dwelling units. A key consideration in evaluating growth inducement is whether the activity in question constitutes “planned growth.”

Tulare County Association of Governments (TCAG)

The Tulare County Association of Governments (TCAG) is the Metropolitan Planning Organization (MPO) for Tulare County, inclusive of the City of Porterville. In 2022, TCAG adopted the long-term transportation planning document, 2022 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) that sets forth a forecasted development pattern, providing population and employment forecasts for the region between 2021 and 2046.²⁷ Tulare County is projected to increase by 85,734 people, build over 40,774 housing units, and add 31,709 jobs between 2021 and 2046, for a total population of 567,383, 195,210 total housing units, and 218,846 total jobs by

²⁷ AMBAG. (2022). 2022 Regional Transportation Plan/Sustainable Communities Strategy. Accessed August 11, 2023, <https://tularecog.org/tcag/planning/rtp/rtp-2022/>

2046. According to the City of Porterville Short Range Transit Plan (S RTP), the City of Porterville is projected to grow by 23,788 people between 2020 and 2040 from 63,505 to 87,293.²⁸

U.S. Census Bureau

According to the U.S. Census Bureau, the City of Porterville has a population of 62,623 in 2020, with a total of 18,931 housing units and an average household size of 3.73.²⁹

Depart of Finance (DOF)

According to the U.S. Department of Finance, the City of Porterville has an estimated population of 62,588 in 2023, with a total of 19,212 housing units and an average household size of 3.32.³⁰

City of Porterville Housing Element

The City of Porterville 2015-2023 Housing Element identifies the Regional Housing Needs Allocation (RHNA) for the City of Porterville as determined by TCAG. The RHNA for 2014-2023 is 3,196 units.³¹ The RHNA for the City of Porterville as determined by Tulare County Association of Governments is 4,064.

4.14.2 Impact Assessment

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)?*

Less than Significant Impact. The Project includes a General Plan Amendment and Rezone to change the existing planned land use from low density residential, retail, education, and open space to a mix of 10 different land uses including residential, commercial/retail, industrial, mixed use, institutional, and open space.

Although no physical development is proposed, the Project would facilitate future urbanized development containing residential, commercial/retail, industrial, mixed-use, institutional, and open space uses. Future buildout of the SoTu Master Plan is expected to consist of 516 single-family residential units, 1,697 multi-family residential units, 3,357,576 sf. of commercial space, 1,337,717 sf. of employment space (i.e., industrial and office space), 15.81 acres of public/semi-public uses, and 112.14 acres of parks and recreational facilities. Based on an average household size of 3.73, the 2,213 units (516 single-family units + 1,697 multi-family units) could generate approximately 8,254 new residents, thereby increasing the city's population from 62,623 to 70,877. The 2,213 units would also increase the total number of housing units from 18,931 to 21,144 which would result in a population increase of approximately 10.5% at full buildout beyond the standard projected growth in the City of 2.5% annual

²⁸ City of Porterville. (2018). Short Range Transit Plan. Accessed August 11, 2023, <https://tularecog.org/tcag/planning/rtp/rtp-2022/appendices/appendix-1-s-porterville-short-range-transit-plan/>

²⁹ U.S. Census Bureau. (2023). Porterville city, California. Accessed on August 11, 2023, https://data.census.gov/profile/Porterville_city,_California?g=160XX00US0658240

³⁰ U.S. Department of Finance (2023). E-5 City/County Population and Housing Estimates. Accessed on January 16, 2024, <https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2023/>

³¹ City of Porterville. (2015). 2015-2023 Housing Element. Accessed on August 11, 2023, https://cms9files.revize.com/PortervilleCA/Document_Center/Department/Community%20Development/Planning/Documents/20151216HousingElementFinal.pdf

growth. The commercial and employment space could generate approximately 323 employees, increasing the number of employees citywide from 68,879 to 69,202.³²

Overall, the population, housing units, and employees generated by the proposed Project would be within the TCAG projections for the region and city. The new units would also assist the city with meeting its RHNA. Therefore, the Project would not induce substantial unplanned population growth and a less than significant impact would occur.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Less than Significant Impact. There are approximately eight (8) existing single-family residences on the site which results in approximately 26 residents based on the estimated 3.32 persons per household. Although no physical development is proposed, the Project would facilitate future development which could result in the demolition of these existing residences. However, this demolition would occur at the decision of the property owner and none of the Master Plan is anticipated to exercise eminent domain to acquire property for the buildout of the master plan. All current property and land uses would retain their property rights and can continue their existing operations as legal non-conforming uses. Since the Project would not cause the displacement of a substantial number of existing people or housing and would provide an increased number of housings as a replacement, the Project would have a less than significant impact.

4.14.3 Mitigation Measures

None required.

³² Southern California Association of Governments. (2001). Employment Density Study Summary Report. Accessed on August 11, 2023, <https://www.mwcog.org/file.aspx?A=QTTITR24POOUlw5mPNzk8F4d8djdJe4LF9Exi6IXOU%3D>

4.15 PUBLIC SERVICES

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?			X	
ii. Police protection?			X	
iii. Schools?			X	
iv. Parks?			X	
v. Other public facilities?			X	

4.15.1 Environmental Setting

The Project is located outside of Porterville's city limits and within Porterville's General Plan Planning Area, or the city's Urban Area Boundary (UAB). The eastern half of the site is within the city's Urban Development Boundary (UDB) while the western half of the site is outside of the UDB. While no development is proposed, future development of the Project would be required to be annexed into the City of Porterville. As such, future development of the Project would be subject to fees for the construction, acquisition, and improvements for public services and facilities. Public services and facilities within Porterville's General Plan Planning Area are further described below.

Fire Protection Services

Fire protection services in the city are provided by the Porterville Fire Department (PFD). Fire protection services for the unincorporated areas within the city's Planning Area, inclusive of the Project site, are provided by Tulare County Fire Department and the California Department of Forestry and Fire Protection. Future implementation of the Project would require annexation of properties into the city, thus be served by the PFD. The PFD operates a total of three (3) fire stations that serve the city, with Fire Station 73 closest to the Project site at 1062 South Jaye Street, Porterville, CA 93257. Fire Station 73 is located approximately 1.0 miles southeast of the Project site. The total authorized staffing for PFD includes 42 sworn, full-time professional firefighters and administrative staff. In 2022, PFD responded to 5,453 calls for service and 519 calls for fires, which is a 19% increase in call volume over the last 10 years. The response time goal for fire protection and emergency services is to provide service within five

(5) minutes of the 911 call for 80% of the time. The General Plan Public Health & Safety Element includes the following goals and policies to ensure reductions in the potential for fire hazards and fire demand:

Guiding Policy PHS-G-3 Protect Porterville's residents and businesses from potential fire hazards.

Implementation Policy PHS-I-13 Maintain automatic and/or mutual aid agreements with surrounding jurisdictions for fire protection.

Implementation Policy PHS-I-14 Enforce weed abatement programs and building and fire code requirements to assure adequate fire protection.

Implementation Policy PHS-I-15 Develop and expand existing public fire safety and emergency life support education programs in order to promote public awareness of fire hazards and emergency procedures.

Implementation Policy PHS-I-16 Establish fire hazard standards and review procedures at least equivalent to State requirements to protect new development on or adjacent to the hillsides.

The Subdivision Ordinance and the Zoning Ordinance standards will require new development on the urban fringe to incorporate fuel breaks, fuel reduction and buffer zones to minimize potential fire losses.

Further, projects are subject to review by the PFD and to regulations and standards such as the California Uniform Fire Code (UFC), which includes regulations on construction, maintenance and building use. The UFC addresses fire department access, fire hydrants, sprinklers, fire alarm system, etc., for new buildings.

Police Protection Services

Police protection services in the city are provided by the Porterville Police Department (PPD). The PPD is located at 350 North D Street, Porterville, CA 93257, which is approximately 1.6 miles northeast of the Project site. According to the General Plan, there are 57 peace sworn officers and 22 civilian staff members employed, which provides a ratio of approximately 1.3 officers per thousand residents. According to the PPD, a ratio of 1.2 police officers per thousand residents would support adequate law enforcement efforts at buildout of the General Plan.

Educational Services

Educational services within the City of Porterville are provided by Porterville Unified School District, Burton School District, and Tulare County Office of Education (TCOE). The five (5) school districts operate 28 public schools within the city's Planning Area. The Project site is located within the Porterville Unified School District (PUSD), which includes 11 elementary schools, five (5) middle schools, eight (8) high schools, adult school, preschool programs, and a community day school. PUSD schools within a one (1)-mile radius of the Project site includes West Putman Elementary School.

The Porterville 2030 General Plan projected the generation of 13,069 new students at buildout of the General Plan, resulting in a total of 30,814 students, which would produce a demand of 12 new elementary schools, two (2) new middle schools, and three (3) new high schools. The General Plan Parks, Schools & Community Facilities Element includes the following policy for educational facilities:

Guiding Policy PSCF-G-4 Support efforts to provide superior public and private educational opportunities for all segments of the population.

Guiding Policy PSCF-G-5 Place schools at the core of new neighborhoods and co-locate parks and school sites where possible.

Guiding Policy PSCF-G-6 Advocate the development of post-secondary education institutions.

Implementing Policy PSCF-I-19 Cooperate with local school districts to ensure that educational facilities with sufficient permanent capacity are constructed to meet the needs of current and projected student enrollment and required infrastructure is constructed when needed.

Implementing Policy PSCF-I-20 Amend the Subdivision Ordinance to require reservation of school sites, as shown on the General Plan Land Use Diagram, for school district acquisition for a reasonable period of time, not to exceed five years.

Implementing Policy PSCF-I-21 Establish zoning and development incentives for developers who provide sites to accommodate higher education institutions.

Parks and Recreation

Park and recreation facilities are overseen by the City of Porterville Parks & Leisure Services Department. According to the General Plan, there are 15 planned and existing parks within the city, totaling 295 acres of parkland, which provides a parkland to population ratio of 4.7 acres of parkland per thousand people in 2020. This meets the 1975 Quimby Act, which requires a minimum of three (3) acres per thousand residents. However, it does not meet the city's park standard for neighborhood and community parks, which requires five (5) acres per thousand residents. This could be provided through in-lieu fees that would be used for any capacity-building park and recreation facility improvements. The City of Porterville 2030 General Plan Open Space & Conservation Element includes the following goals and policies related to park and recreational facilities and services:

Guiding Policy OSC-G-1 Protect the Tule River Corridor and Rocky Hill as significant open space resources.

Guiding Policy OSC-G-2 Use the open space system to meet multiple needs, including bike and trail linkages, storm water drainage and treatment, wildlife habitat, and active and passive recreation.

Guiding Policy OSC-G-3 Design public open spaces as sustainable systems.

Implementing Policy OSC-1-2 Work with the County with the objective of:

- Retaining agriculture and open space areas around the City, consistent with the General Plan; and
- Notifying the City of development applications to areas adjacent to the City's Planning Area.

Joint planning agreements or Memoranda of Understanding (MOUs) have been used successfully in many jurisdictions. This policy is intended to create a mechanism to protect the open space, wetlands, and creeks that form the backdrop for the City, so that the City can keep a distinct urban edge.

Implementing Policy OSC-1-3 Establish a secure funding source for open space acquisition and management.

Options to be evaluated may include, but are not limited to: a dedication by future private development; an increase in the Transient Occupancy Tax; a Utility User's Tax or a Property Transfer Tax. These latter options would require voter approval.

Implementing Policy OSC-1-4 Establish standards for the management and maintenance of open space within subdivisions, and require formation of open space acquisition and maintenance districts where necessary and appropriate, to protect open space resources.

Implementing Policy OSC-1-7 Use native vegetation, drought tolerant plants, recycled water irrigation, other water-saving devices drainage swales and water percolation systems, and recycled building materials in public open spaces for ease of maintenance and environmental sustainability.

Implementing Policy OSC-1-8 Provide a variety of outdoor recreation opportunities through improvements to open space and parks, construction of facilities, and sponsoring of programs that stimulate active resident participation.

Implementing Policy OSC-1-9 Require degraded open space areas be restored to an environmentally sustainable condition as part of development approval where these lands are proposed as permanent open space in new development.

Implementing Policy OSC-1-10 Work with property owners, law enforcement officials, and the public to protect open space resources. These efforts will include, but are not limited to:

- Soliciting volunteers to remove invasive vegetation;
- Removing abandoned items and trash; and
- Ensuring no illegal encampments occur on open space areas.

Implementing Policy OSC-1-11 Support regional and subregional efforts to acquire, develop, and maintain, open space lands.

Implementing Policy OSC-1-12 Establish priorities for open space preservation and acquisition based on an evaluation of:

- Significant natural areas that are historically, ecologically, or scientifically unique or are outstanding, important or threatened;
- Wildlife habitats and fragile ecosystems in need of protection;
- Watersheds or significant water recharge areas;
- Lands suitable for recreation such as biking, photography or nature study; and
- Land suitable for agricultural production.

Implementing Policy OSC-1-14 Establish incentives to preserve open space in very low density residential areas.

One option will be to allow clustering of housing units on smaller lots in return for preservation of common area open space.

Implementing Policy OSC-1-15 Preserve open space designated for public safety to minimize damage to people and property resulting from potential hazards. Such hazards include, but are not limited to: quaking, slope collapse, liquefaction, fire, earth sliding, flooding, erosion and siltation, soil compression, lateral spreading, and subsidence.

An easement can be used to restrict development near safety hazards, travel networks such as bike or pedestrian paths, as well as near natural resources such as streams that require buffers for water quality

protection. The easement does not require the transfer of ownership of property but rather reduces the development potential of the land in order that it may continue to serve the necessary open space purpose.

The General Plan Parks, Schools & Community Facilities Element also established policies for parks and recreational facilities, as listed below.

Guiding Policy PSCF-G-1 Establish and maintain a high-quality, enjoyable, and attractive public park system for the entire community.

Guiding Policy PSCF-G-2 Provide park and recreation facilities within close proximity to residents they are intended to serve.

Guiding Policy PSCF-G-3 Ensure adequate funding for park and recreation facilities acquisition, development, operations, maintenance, and enforcement of park rules.

Implementing Policy PSCF-I-4 Establish additional funding for the acquisition and development of specialized park and recreation facilities to serve existing and future residents.

Implementing Policy PSCF-I-5 Require developers for new neighborhoods to agree to the establishment of, or annexation into, a Park Maintenance District in new neighborhoods.

Implementing Policy PSCF-I-6 Establish a program for contributions to the City's park system by nonresidential developers, based on their proportional share of needs generated and use of facilities.

Implementing Policy PSCF-I-8 Provide lighted facilities for active community recreation areas in order to extend usability, whenever possible.

Address compatibility with surrounding uses and use energy-efficient lighting design with limited glare and spillover.

Implementing Policy PSCF-I-9 Design park and recreation facilities to be as flexible as possible, so that they may adapt to changes in the population served and in the recreation programs offered.

Changing neighborhood demographics can lead to different user requirements over the life of a park. By having flexible park facilities, this will enable the park to adapt to the changing needs of the adjacent neighborhood.

Implementing Policy PSCF-I-10 Place neighborhood and community parks at the core of new neighborhoods and co-locate parks and school sites where possible, as depicted on the General Plan Land Use Diagram.

Implementing Policy PSCF-I-11 Combine use of park, recreation, and open space lands with drainage facilities and school facilities, where feasible.

Implementing Policy PSCF-I-14 Develop a safe and efficient trail network throughout the City that links parks and other key City destinations.

Implementing Policy PSCF-I-15 Continue to support the development of the Tule River Parkway Bicycle and Pedestrian path and the Rails to Trails Project.

4.15.2 Impact Assessment

Would the project:

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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?

Less than Significant Impact. Although the Project site is currently outside of city limits, future development would be required to annex into the City of Porterville and would be served by the Porterville Fire Department at that time. Therefore, future development in accordance with the proposed Project would be served by the PFD. Although no specific development is proposed by the Project, the Project would facilitate future residential development that would introduce residents to the area and therefore could increase the demand for fire protection services. Porterville currently has three fire stations and utilized two Tulare County fire stations to service the City. Currently, the Porterville Fire Department responds to 60 percent of calls within five minutes which rated a Class 3 by the Insurance Service Office (ISO). This rating considers the fire defense against fire potential on a scale from 1 to 10, with 10 being the lowest. The Porterville 2030 General Plan **Implementation Policy PHS-I-25** requires that the City “maintain the City’s Class 3 ISO rating, or better, for fire protection”. However, the increase would be incremental and would be within the anticipated growth projections for the city (See [Section 4.14](#)). The Project’s proximity to the existing station would support adequate service ratios, response times, and other performance objectives for fire protection services. The City also has two planned fire stations: one on the west side of Newcomb Street, south of Scranton Avenue and another near the northwest corner of Jaye Street and Gibbons Avenue; both of which are less than two miles from the Project site. In addition, future development would be reviewed by the PFD for requirements related to water supply, fire hydrants, and fire apparatus access. Further, future development would be subject to proportionate payment of the Public Facilities Impact Fee for construction and acquisition costs for improvements to fire protection services and facilities. For these reasons, it can be determined that the Project would not result in the need for new or altered facilities that could have an environmental impact and a less than significant impact would occur.

ii. Police protection?

Less than Significant Impact. Although the Project site is currently outside of city limits, future development would be required to annex into the City of Porterville and would be served by the Porterville Police Department at that time. Therefore, future development in accordance with the proposed Project would be served by the PPD. Although no specific development is proposed by the Project, the Project would facilitate future residential development that would introduce residents to the area and therefore could increase the demand for police services. However, the increase would be incremental and would be within the anticipated growth projections for the city (See [Section 4.14](#)). The Project’s proximity to the existing station would support adequate service ratios, response times, and other performance objectives for police protection services. In addition, future development of the Project site would be reviewed by the PPD for requirements related to crime protection. Further, future development would be subject to proportionate payment of the Public Facilities Impact Fee for construction and acquisition costs for improvements to police protection services and facilities. For these reasons, it can be determined that the Project would not result in the need for new or altered facilities that could have an environmental impact and a less than significant impact would occur.

iii. Schools?

Less than Significant Impact. The Project site is within the PUSD, although several schools are within a one-mile radius for both PUSD and Burton School District including Summit Charter Academy, Oakgrove Elementary, Burton Elementary, Jim Maples Academy, West Putnam Elementary, and Porterville High School. Although no specific development is proposed by the Project, the Project would facilitate future residential development that would introduce residents to the area and therefore could generate new students that would increase the school districts' enrollment. An elementary school site is proposed within the Project site to accommodate the increase in students. In addition, a School Impact Fee would be assessed for future development of the Project site based on the rates in place at the time payment is due. As stated in Government Code *Section 65995 et. seq.*, payment of School Impact Fees is deemed full and complete mitigation for potential impacts to schools caused by development. Therefore, payment of the assessed School Impact Fee would reduce impacts related to new school facilities resulting from implementation of the Project and impacts would be less than significant.

iv. Parks?

Less than Significant Impact. Park and recreational facilities are typically impacted by an increase in use from residential development. Although no specific development is proposed by the Project, the Project would facilitate future residential development that would introduce residents to the area and therefore increases the demand for and use of existing neighborhood and regional parks or other recreational facilities. The nearest public parks to the Project site include the Burton Ballfields (0.8 miles north) and Veterans Park (1.2 miles north).

The SoTu Master Plan proposes 112.14 acres of parkland, including community parks and trails/parkway. The proposed Project anticipates future buildout of up to 2,213 single-family and multi-family residential units. Based on an average household size of 3.73, the 2,213 units could generate approximately 8,255 new residents. Based on the anticipated population within the SoTu Master Plan buildout and its proposed parkland, there would be a parkland to population ratio of 13.6 acres per thousand residents, which would exceed the city's standard of five (5) acres per thousand residents. Therefore, residential demand associated with future development of the Project site would maintain the city's performance standard.

In addition, future development would be subject to the applicable municipal code, including payment of the Public Facilities Impact Fee in order to mitigate any potential impacts to the city's park and recreation facilities generated by the incremental population increase. Compliance with these requirements would reduce any impacts resulting from increased residential demand for park and recreational facilities so as to not cause substantial physical deterioration of the facilities. For these reasons, the Project would have a less than significant impact.

v. Other public facilities?

Less than Significant Impact. Although no specific development is currently proposed, future development resulting from Project implementation could increase the demand for other public services, such as courts, libraries, hospitals, etc. Increased demand as a result of the continued implementation of the Project could result in development or expansion of public facilities. Typical environmental impacts associated with the development of these facilities include air quality, greenhouse gas emissions, noise, traffic, etc. The expansion of these facilities would be subject to CEQA as they are proposed. In addition, future development would be subject to the payment of the Public Facilities Impact Fee in order to mitigate any potential impacts to these public facilities. As a result, the Project would have a less than significant impact.

4.15.3 Mitigation Measures

None required.

4.16 RECREATION

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) 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?			X	
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?			X	

4.16.1 Environmental Setting

See Section 4.15.

4.16.2 Impact Assessment

Would the project:

a) 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. Park and recreational facilities are typically impacted by an increase in use from residential development. Although no specific development is proposed by the Project, the Project would facilitate future residential development that would introduce residents to the area and therefore increases the demand for and use of existing neighborhood and regional parks or other recreational facilities. The nearest public parks to the Project site include the Burton Ballfields (0.8 miles north) and Veterans Park (1.2 miles north).

The SoTu Master Plan proposes 112.14 acres of parkland, including community parks and trails/parkway. The proposed Project anticipates future buildout of up to 2,213 single-family and multi-family residential units. Based on an average household size of 3.73, the 2,213 units could generate approximately 8,255 new residents. Based on the anticipated population within the SoTu Master Plan buildout and its proposed parkland, there would be a parkland to population ratio of 13.6 acres per thousand residents, which would exceed the city’s standard of five (5) acres per thousand residents. Therefore, residential demand associated with future development of the Project site would maintain the city’s performance standard.

In addition, future development would be subject to the applicable municipal code, including payment of the Public Facilities Impact Fee in order to mitigate any potential impacts to the city’s park and recreation facilities generated by the incremental population increase. Compliance with these requirements would reduce any impacts resulting from increased residential demand for park and recreational facilities so as to not cause substantial physical deterioration of the facilities. For these reasons, the Project would have a less than significant impact.

b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

Less than Significant Impact. Future residential development resulting from the Project could include the construction of recreational facilities as required by the PMC. In such cases, development would be subject to compliance with the PMC and would be reviewed and conditioned by the City to ensure that physical effects on the environment are less than significant. Compliance would ensure that the facilities would not be in an area or be built to a scale that would cause an adverse physical effect on the environment. As a result, a less than significant impact would occur.

4.16.3 Mitigation Measures

None required.

4.17 TRANSPORTATION

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	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?	X			
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d) Result in inadequate emergency access?			X	

4.17.1 Environmental Setting

2022 Regional Active Transportation Plan for the Tulare County Region

The 2022 Regional Active Transportation Plan (RATP) for the Tulare County Region, approved April 18, 2022, was prepared as a response to recognition of the benefits of active transportation and a more diverse transportation for the county. The objective of the RATP is 1) provide a foundation for the pedestrian and bicycle component of the Tulare County Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS), and 2) identify high-priority projects to better compete for federal, state, and regional funding.³³ The RATP provides assessment and identifies priority projects for the county as well as cities within the County, including the City of Porterville.

According to the RATP, 1.7% of commuters walked to work and 0.5% of commuters biked to work in the City of Porterville. Traffic collisions in the City includes 27 pedestrian victims (1 killed, 4 severely injured) and 24 bicyclist victims (0 killed, 1 severely injured) in 2019. The roads with the highest numbers of collisions in the City are Henderson Avenue, Morton Avenue, Olive Avenue, Putnam Avenue and Westfield Avenue. Priority projects in the City of Porterville includes:

- Morton Avenue crosswalk warning lights
- P-2 Orange Avenue crosswalk warning lights
- P-3 Main Street crosswalk warning lights
- P-4 Tule River Parkway multi-use trail, Phase IV
- P-5 Porterville citywide bikeway network
- P-6 Putnam and Elderwood Pedestrian Corridor

³³ Tulare County Association of Governments. (2022). 2022 Regional Active Transportation Plan for the Tulare County Region. Accessed January 10, 2024, https://tularecog.org/sites/tcag/assets/File/TCAG%202022%20RATP_.pdf

- P-7 Butterfield Stage Corridor

VMT Analysis

A vehicles miles traveled (VMT) analysis of the Project was conducted on August 4, 2023, by JLB Traffic Engineering, Inc. The full report is provided in **Appendix F**. Regulatory settings, criteria of significance, and methodology of the VMT analysis are provided below.

Regulatory Setting

Senate Bill (SB) 743 requires that relevant CEQA analysis of transportation impacts be conducted using a metric known as VMT instead of Level of Service (LOS). VMT measures how much actual auto travel (additional miles driven) a proposed project would create on California roads. If the project adds excessive car travel onto the roads, the project may cause a significant transportation impact.

The State CEQA Guidelines were amended to implement SB 743, by adding *Section 15064.3*. Among its provisions, *Section 15064.3* confirms that, except with respect to transportation projects, a project's effect on automobile delay shall not constitute a significant environmental impact. Therefore, LOS measures of impacts on traffic facilities are no longer a relevant CEQA criteria for transportation impacts.

CEQA Guidelines *Section 15064.3(b)(4)* states that “[a] lead agency has discretion to evaluate a project’s vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project’s vehicle miles traveled, and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revision to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section.”

The City of Porterville has not yet adopted its own official VMT guidelines but uses the County of Tulare’s SB 743 Guidelines, referred to in this document as the County of Tulare’s VMT Guidelines. The County of Tulare’s VMT Guidelines were published on June 8, 2020 and are consistent with the requirements of CEQA Guidelines *Sections 15064.3* and *15064.7*. The December 2018 Technical Advisory on Evaluating Transportation Impacts in CEQA (Technical Advisory) published by the Governor’s Office of Planning and Research (OPR), was utilized as a reference and guidance document in the preparation of the County of Tulare’s VMT Guidelines.

Criteria of Significance

The County of Tulare’s VMT Guidelines adopted a screening standard and criteria that can be used to screen out qualified projects that meet the adopted criteria from needing to prepare a detailed VMT analysis. However, these screening criteria are generally applied to land development projects not general or community plans.

In terms of analyzing a plan, the County of Tulare’s VMT Guidelines states the following, “*VMT analysis for the General Plan or Community Plans would generally be conducted by comparing the total VMT/capita of the Project Site with the plan in the planning horizon year to the VMT/capita of the Project Site in the base year. This analysis would be conducted using the TCAG regional travel for updates to the General Plan.*” (County of Tulare, 2020). However, as there is no existing development located within the Project Site, a comparison to this Project Site in the base year would not represent a comparison to any meaningful existing data. Consequently, this VMT Analysis compares the VMT of the Project Site, including the plan, in the horizon year to the VMT of the entire region in the

base year. For this particular Plan and VMT Analysis, the entire region utilized is the boundaries of the County of Tulare. The Technical Advisory (TA) recommends the following in regard to analyzing a plan, *“Agencies should analyze VMT outcomes of land use plans across the full area over which the plan may substantively affect travel patterns, including beyond the boundary of the plan or the jurisdiction’s geography”* (Governor’s Office of Planning and Research, 2018). Therefore, the Project Site with the plan in the horizon year and the VMT of the entire region in the base year are the two scenarios and study regions that will be compared. If the horizon year output is less than the base year output, then the VMT associated with the Plan is determined to have a less than significant impact.

Methodology

This VMT Analysis not only compares the VMT per capita, as stated in the County of Tulare’s VMT Guidelines, it also includes an analysis of the VMT per employee and VMT per service population. As recommended within the TA, these outputs contain both origin and destination VMT. The Tulare County Association of Governments (TCAG) model was utilized to output the baseline and horizon year VMT for the analysis. The VMT per capita, VMT per employee and VMT per service population were output for the base year scenario for the entire region and the horizon year scenario for the Project Site. If the VMT associated with the Plan is determined to have a significant impact, then VMT mitigations would be applied to the Plan in order to reduce the VMT in the horizon year in the Project Site. As there are no VMT mitigation measures listed in the County of Tulare’s VMT Guidelines, the California Air Pollution Control Officers Association (CAPCOA) document Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (VMT Mitigation Guidelines) published in December 2021 was utilized to determine the effect of VMT mitigation measures.

4.17.2 Impact Assessment

Would the project:

- a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?***

Potentially Significant Impact. Although no development is proposed by the Project, future development of the Project site would be required by the City to comply with all project-level requirements implemented by a program, plan, ordinance, or policy addressing the circulation system, roadway, pedestrian and bicycle, and transit facilities. The Project’s consistency for each facility type is addressed below.

Roadway Facilities

CEQA Guidelines no longer use motorist delays or level of service (LOS) to measure transportation impacts. However, in evaluating Project consistency with the General Plan, a comparison of LOS is required per General Plan *Guiding Policy C-G-6* and *Implementing Policy C-I-8*. Therefore, a LOS analysis is provided for informational purposes.

Guiding Policy C-G-6 *Maintain acceptable levels of service and ensure that future development and the circulation system are in balance.*

Implementing Policy C-I-8 *Develop and manage the roadway system to obtain LOS D or better during the peak hour for all major roadways and intersections in the City. This policy does not extend to residential streets (i.e., streets with direct driveway access to homes) or state highways and their intersections, where*

Caltrans policies apply. Exceptions to LOS D policy may be allowed by the City Council in areas such as downtown and at highway interchanges, where allowing a lower LOS would result in clear public benefits.

Implementing Policy C-I-10 *Require traffic impact studies for all General Plan amendments that will generate more than 100 peak hour trips.*

Although no physical development is proposed, the Project is anticipated to increase multimodal transportation activity and would be required to comply with the Porterville Circulation Element's three Guiding Principles:

- Land use and the circulation system are interactive and interrelated;
- The City's traffic circulation planning efforts are integrated with those of the County and Caltrans in a cooperative, regional planning effort; and
- State-of-the-art traffic engineering is used to bring planned improvements to reality.

Porterville's existing roadway network is set up in hierarchical order ranging from Freeways to Local Streets. The roadway classifications surrounding and within the Project site includes State highways, major arterials, collectors, and local streets. The functional classification for each roadway type is defined below:

- Highways. Highways are designed to carry heavy traffic volumes and should serve longer distance intra-city travel as well as linking the City with other nearby urban areas. Access is limited, crossings are generally signalized at grade, parking is not allowed, and a continuous median separates lanes moving in opposite directions. State routes 65 and 190 are regional State Highways, with portions designated as freeways.
 - State Route (SR) 190. The Project site is bounded by SR 190 to the south and SR 65 to the east, which is classified as regional state highways, although portions are designated as freeway. Although SR 190 is currently a 2-lane roadway, with one travel lane per direction, the segment adjacent to the Project site has an annual average daily trip (AADT) of 5,700 and operates at a level of service (LOS) A, indicating the roadway has a free flow of traffic with insignificant delays.
 - State Route (SR) 65. The Project site is bounded by SR 65 to the east, which is also classified as regional state highways with portions designated as freeway. SR 65 is currently a 4-lane separated highway with an AADT of 25,000 and operation at an LOS A level.³⁴
- Arterials. Arterials are designed to move large volumes of traffic between freeways/highways and other arterials in Porterville and to adjacent jurisdictions. Major arterials are four- or six-lane, access-controlled roadways emphasizing mobility between major portions of the city and to regional freeways and highways. On-street parking may be restricted on major arterials to maintain traffic levels of service. Major east-west arterials will be Reid, Henderson, Morton, Olive, and Teapot Dome avenues. Westwood, Newcomb, Prospect, Indiana, Jaye, Main, Plano and Hillcrest streets will provide major north-south access.
 - Westwood Street. Westwood Street is a north/south arterial that bounds the Project site on the west side. The General Plan Circulation Element outlines the planned improvements to this roadway segment from SR 190 to Olive Ave, which encompasses the entire roadway segment adjacent to the Project site. These planned improvements include widening the roadway to a 4-

³⁴Porterville General Plan Circulation Element
http://www.ci.porterville.ca.us/depts/communitydevelopment/documents/Chapter4Circulation_000.pdf, Accessed February 2, 2024.

lane arterial. The segment adjacent to the Project site is currently a 2-lane roadway. With the proposed improvements, Westwood Street has an anticipated daily vehicle volume of 9,550 and would operate at an LOS B; with the current condition of the roadway, Westwood Street has a daily volume of 12,030 with a resulting LOS B.

- Newcomb Street. Newcomb Street is another north/south arterial that would provide connection between the Project site and the rest of the City. It also has planned improvements that would change the current 2-lane roadway to a 4-lane arterial; although none of the roadway segment is built through the Project site at this time. Additionally, there is a planned vehicular bridge over the Tule River that would connect vehicular traffic to the north. Both of these features have been incorporated into the Project to be consistent with the General Plan. With the planned improvements, Newcomb Avenue will expect a daily volume of 12,750 and operate at LOS B.
- Collectors. Collector streets provide a link between neighborhood streets and arterials. Collectors provide two travel lanes and bike lanes. On-street parking may be provided if sufficient width is available. Collectors also provide access to adjacent properties, so driveway access should be discouraged but need not be restricted (subject to accepted engineering practice). Bike lanes, landscaped parkstrips, sidewalks, and transit facilities may also be accommodated.
 - There is an unnamed planned collector within the Project site that travels east from Westwood Street and jogs north at the Prospect Avenue alignment. It is planned to connect to Prospect Avenue on the north side of the Tule River via a pedestrian bridge. Both the collector and the bridge have been incorporated into the Project to maintain consistency with the General Plan.
- Local Streets. The primary function of local streets is to provide direct access to adjacent properties. Neighborhood streets should provide two travel lanes, landscaped parkstrips, and sidewalks. On-street parking may be regulated. Bike lanes are usually not needed because neighborhood streets carry low traffic volumes and all neighborhood streets are considered to be bicycle friendly.
 - Although not specifically designated in the Circulation Element or the Project, it is assumed that local streets will be required on a project-by-project basis and required to provide two points of ingress/egress. The Project site will provide both local residential streets and local commercial streets pursuant to the existing City standards.

Pedestrian and Bicycle Facilities

Although the Project Site is located outside of City boundaries, the Porterville 2030 General Plan Circulation Element identifies several planned and proposed bicycle facilities. A proposed Class I bicycle facility is planned for the northern boundary of the Project Site, along the Tule River. At full build out, this bike facility will provide 10 miles of protected bike lane in the east/west direction. This trail segment is also identified as a priority project for Porterville in the 2022 Regional Active Transportation Plan for the Tulare County Region (ATP). This Class I facility would function as a multi-purpose trail and will include solar lighting fixtures, bridges, retaining walls and trail signage and markings. Additionally, Caltrans has requested this project address crossing design details at SR 65, which is a Caltrans facility.

Additionally, there is a proposed Class II along Newcomb Street and a Class III along Westwood Street. These facilities would connect to existing on planning facilities to connect non-vehicular traffic to the rest of the City. As new development is proposed, the bike network will be expanded as projects are reviewed and approved by the

City. Future development will be required to comply with the Circulation Element and ATP. Further, all future development will be subject to the Transportation Impact Fee program per PMC *Section 20-60* whereby all new development is required to contribute its proportionate share of the costs of new public facilities intended to serve the development. Through compliance with all applicable plans and programs, including payment of the Transportation Impact Fee, impacts to bicycle and transportation facilities would be less than significant.

Transit Facilities

The Tulare County Regional Transit Agency (TCRTA) provides municipal transit services to the City of Porterville. The transit service. Local fixed routes within the City are provided Monday through Saturday from 7:00am to 7:00pm and on Sunday from 8:00am to 5:00pm. Although there are currently no bus facilities within the Project Site, there are routes along roadway segment outside the Project Site boundary. Olive Avenue, the next east/west major arterials north of the Project Site boundary and has an existing bus stop that links up to Porterville Transit Center and transfer to all the other available transit lines within city limits.

Although no development is currently proposed, future development of the Project site would result in an incremental increase in residents which could result in an increased demand for transit. The Project itself places an emphasis on Complete Neighborhoods, which increases access to services like housing, jobs, and education within walking or biking distances to decrease the total number and distance of vehicular trips. Further, the Project is proposed in compliance with the guiding circulation principles and incorporates existing and planned facilities to ensure no conflicts with adopted plans.

Therefore, through compliance with the programs, plans, ordinances, and policies addressing the circulation system (inclusive of transit, roadway, bicycle, and pedestrian facilities), a less than significant impact would occur because of the Project.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less than Significant Impact. A vehicles miles traveled (VMT) analysis of the Project was conducted on August 4, 2023, by JLB Traffic Engineering, Inc. The full report is provided in **Appendix F**. Regulatory settings, criteria of significance, and methodology of the VMT analysis are provided in the **Environmental Setting** above. The following provides the output and analysis of the Project’s VMT per CEQA Guidelines *Section 15064.3, subdivision (b)*.

Table 4-31 displays the VMT per Capita, VMT per Employee and VMT per Service Population for the Base Year No Project (Entire Region) and the Horizon Year plus Project (Study Area) output by the TCAG model. The TCAG model outputs a Base Year No Project (Entire Region) of 14.51 VMT per Capita, 11.92 VMT per Employee, and 23.52 VMT per Service Population. The TCAG Base Year No Project (Entire Region) outputs act as the VMT Threshold. The TCAG model output a Horizon Year plus Project (Study Area) of 6.12 VMT per Capita, 11.74 VMT per Employee, and 23.52 VMT per Service Population. As can be seen in **Table 4-31**, before VMT mitigations or design features are considered, the Plan has a less than significant VMT impact in terms of VMT per Capita and VMT per Employee, but a significant VMT impact in terms of VMT per Service Population. As a result, the Project would need to implement design features to bring the Project to a less than significant impact, which have been incorporated into Section 3 of the SoTu Master Plan and are discussed below.

Table 4-31 VMT Output – Unmitigated

VMT Measurement	<i>TCAG Base Year No Project</i>	<i>TCAG Horizon Year plus Project</i>	<i>Significant VMT Impact Before</i>
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	VMT Results (Entire Region)	VMT Results (Study Area)	Mitigations?
VMT per Capita	14.51	6.12	No
VMT per Employee	11.92	11.74	No
VMT per Service Population	23.52	24.48	Yes

The VMT design features considered for this Project include those appropriate for the Project Site. The VMT design features that were considered feasible for this Plan are Improve Street Connectivity (T-17), Provide Pedestrian Network Improvements (T-18), Construct or Improve Bike Facility (T-19-A), Expand Bikeway Network (T-20), and Implement Transit- Supportive Roadway Treatments (T-27). **Appendix F** presents a summary of the VMT reduction associated with each mitigation measure utilized in this Report. The following inputs were assumed to calculate the VMT reduction rates for the Plan were based on the CAPCOA VMT Mitigation Guidelines.

- *The Project Site will construct 55.8 intersections per square mile at buildout. (T-17)*
- *There are 4.82 miles of existing sidewalk in Project Site. The Project Site will construct 7.32 miles of sidewalk at buildout. (T-18)*
- *88% of the Project VMT is anticipated to occur within the roadway parallel to the bike facility. (T-19-A)*
- *There are 2.75 miles of existing bikeway in Project Site. The Project has planned 5.05 miles of bikeway within the Project site. (T-20)*
- *100% of transit routes will receive treatments. (T-27)*

The design features combine to reduce the Plan’s VMT by 10.15%, as shown in **Table 4-32**. Incorporation of these design features would reduce the Plan’s VMT output by 0.62 VMT per Capita, 1.19 VMT per Employee, and 2.48 VMT per Service Population. Therefore, the VMT of the Horizon Year plus Plan (Plan Area) would be 5.50 VMT per Capita, 10.55 VMT per Employee, and 22.00 VMT per Service Population after mitigation is incorporated.

Table 4-32 VMT Output with Design Features Incorporated

VMT Measurement	TCAG Base Year No Plan VMT Results (Entire Region)	TCAG Horizon Year plus Project VMT Results (Study Area)	Significant VMT Impact Before Mitigations?
VMT per Capita	14.51	6.12	No
VMT per Employee	11.92	11.74	No
VMT per Service Population	23.52	24.48	Yes

As a result, the Plan is projected to have a less than significant VMT impact in terms of VMT per Capita, the VMT per Employee, and the VMT per Service Population with the design features included in Section 3 of the SoTu Master Plan incorporated.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than Significant Impact. Although the Project proposes to potential redistribute density and population, it does not propose to change land use types, meaning the Project will utilize existing General Plan land uses. Additionally, buildout of the Project would be in compliance with the existing Porterville 2030 General Plan Circulation Diagram and would be developed in accordance to all City standards and specifications, which will ultimately be incorporated into the Project. The following General Plan Policies would address design and safety issues:

C-G-1: *Promote safe and efficient vehicular circulation.*

Implementing Policy C-I-1: *Adopt street standards that provide flexibility in design, especially in residential neighborhoods. Revise right-of-way and pavement standards to reflect adjacent land use and/or anticipated traffic, and permit reduced right-of-way dimensions where necessary to maintain neighborhood character.*

Implementing Policy C-I-2: *Require all new developments to provide right-of-way and improvements consistent with the General Plan street designations and City street section Standards.*

Although no development is currently proposed, future development of the Project site would be subject to review and approval by the City through the entitlement process. Review by the City would ensure that project design does not include hazardous design features such as sharp curves or dangerous intersections, or incompatible uses. Therefore, the Project would not substantially increase hazards due to a geometric design feature or incompatible uses and a less than significant impact would occur.

d) Result in inadequate emergency access?

Less than Significant Impact. The Project does not involve a change to any emergency response plan. The Master Plan will also provide a mandatory secondary vehicular access point between Newcomb Avenue and SR 65 as well as assess points for development along the Tule River to ensure that the Project site has adequate access pursuant to Porterville Fire Department comments. In addition, although no development is currently proposed, future development of the Project site is subject to review by the City to ensure adequate site access including emergency access. In the case that future construction requires lane closures, access through existing roadways would be maintained through standard traffic control and therefore, potential lane closures would not affect emergency evacuation plans. Thus, a less than significant impact would occur because of the Project.

4.17.3 Mitigation Measures

None required.

4.18 TRIBAL CULTURAL RESOURCES

Would the project: Cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC <i>Section 21074</i> 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:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC <i>Section 5020.1(k)</i>, or,		X		
b) 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 <i>section 5024.1</i>. In applying the criteria set forth in subdivision (c) of PRC <i>section 5024.1</i>, the lead agency shall consider the significance of the resource to a California Native American tribe.		X		

4.18.1 Environmental Setting

See [Section 4.5](#).

4.18.2 Impact Assessment

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:

- a) *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*

Less than Significant Impact with Mitigation Incorporated. Based on the CHRIS Records Search conducted on June 26, 2023 there is one (1) recorded site partially located within the Project site. The site is identified as P-54-002208, the Poplar Ditch, which is still in use. There are no other resources recorded within one-quarter mile of the Project site.

While there is no evidence that historical resources exist on the Project site, there is some possibility that existing structures and the Poplar Ditch may qualify as historical resources or hidden, and buried resources may exist with no surface evidence that may be impacted by future physical development of the site. In the event of the accidental

discovery and recognition of previously unknown historical resources before or during construction activities, the Project shall incorporate **Mitigation Measure CUL-1** and **Mitigation Measure CUL-2** to assure construction activities do not result in significant impacts to any potential historical resources discovered above or below ground surface. Thus, if such resources were discovered, implementation of the required mitigation measures would reduce the impact to less than significant. As a result, the Project would have a less than significant impact with mitigation incorporated.

b) 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less than Significant Impact with Mitigation Incorporated. The Project site and its resources have not been determined by the City to be significant pursuant to *Section 5024.1*. However, as discussed in **Section 4.5**, there is some possibility that a non-visible, buried site may exist and may be uncovered during ground disturbing construction activities which could constitute a significant impact. Therefore, the Project shall incorporate **Mitigation Measure CUL-1** and **Mitigation Measure CUL-2** to assure construction activities do not result in significant impacts to any potential resources of significance to a California Native American tribe discovered above or below ground surface. Thus, if such resources were discovered, implementation of the required mitigation measures would reduce the impact to less than significant. As a result, the Project would have a less than significant impact with mitigation incorporated.

4.18.3 Mitigation Measures

The Project shall implement and incorporate, as applicable, the Cultural Resources related mitigation measures CUL-1 and CUL-2 as identified above and in the **MITIGATION MONITORING AND REPORTING PROGRAM** contained in **SECTION 5**.

4.19 UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	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 effect?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
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?			X	
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?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

4.19.1 Environmental Setting

The Project site would be annexed into Porterville city limits at the time physical development is proposed and thus, would be require city municipal services such as water, wastewater, and stormwater services. When future development is proposed for the Project site, it would also be required to connect to City utilities. Natural gas, electricity, and telecommunications are provided by private companies. Each utility system is described below.

Water

Water supply, usage, and services are described in [Section 4.10](#).

Wastewater

The City of Porterville Public Works Department operates and maintains the City's municipal wastewater facilities. There is approximately 150 miles of sewer pipe with diameters between six inches to 36-inches; the majority of the

sewer pipe is 12-inch. The primary existing trunk line adjacent to the Project Site include a 24-inch pipe that makes up the Grand-Newcomb Pipe. This sewer system services with entire General Plan planning area which includes approximately 75.2% acres of the Project Site and all of the City’s Urban Development Boundary. The remaining Project Site area that is within the Urban Area Boundary, but outside the Urban Development Boundary, is supported by on-site private septic systems.³⁵

The City’s wastewater is processed through the Porterville Wastewater Treatment Facility (WWTF), which has a capacity of eight million gallons per day. Due to the City’s flat topography, the sewers flows are conveyed via 18 different lift stations throughout the City.

Solid Waste

The Tulare County Consolidated Waste Management Authority (CWMA) provides solid waste collection services for residential, commercial, and industrial developments in the city, transporting waste to the Teapot Dome Landfill. This landfill is permitted to receive a maximum of 600 tons per day and has a remaining capacity of 998,468 cubic yards, with an estimated closure date that lapsed in 2004. As of 2022, Teapot Dome was no longer taking non-refuse disposal, nor is it open to the public. Once Teapot Dome reaches capacity, waste will be diverted to Woodville Landfill.³⁶

Stormwater

Stormwater services are described in **Section 4.10**.

Natural Gas and Electricity

According to the Porterville 2030 General Plan, Southern California Edison is the electricity service provider. Power is provided through both overhead and undergrounded lines with all new development required to underground power transmission lines. Natural gas is provided to residents through Southern California Gas Company.

Telecommunications Accordingly, telecommunications providers in the area incrementally expand and update their service systems in response to usage and demand. Upon request, the Project Site could be connected to existing broadband infrastructure and subject to applicable connection and service fees.

4.19.2 Impact Assessment

Would the project:

- 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?*

³⁵ 2030 Porterville General Plan Public Utilities Element, http://www.ci.porterville.ca.us/depts/communitydevelopment/documents/Chapter8PublicUtilities_000.pdf, Accessed January 28, 2024.

³⁶ 2030 Porterville General Plan Public Utilities Element, http://www.ci.porterville.ca.us/depts/communitydevelopment/documents/Chapter8PublicUtilities_000.pdf, Accessed January 28, 2024.

Less than Significant Impact. Although the Project site is currently outside of city limits, future development would be required to annex into the City of Porterville and would be required to connect to water, stormwater, and wastewater services, and utilize solid waste, collection services. Natural gas, electricity, and telecommunications would be provided by private companies. The City has reviewed the Project to determine adequate capacity in these systems and ensure compliance with applicable connection requirements. In addition to connections to water, stormwater, solid waste, and wastewater services, the Project would be served by Southern California Gas Company for natural gas and Southern California Edison for electricity and by the appropriate telecommunications provider for the Project site. Therefore, all wet and dry public utilities, facilities, and infrastructure are in place and available to serve the Project site. While new utility and service connections would need to be extended to and from the Project site (e.g., sewer, stormwater runoff, electrical), these new connections would not result in a need to modify the larger off-site infrastructure. Therefore, the Project would not require or result in the relocation or construction of new or expanded facilities and as such, and impact would be less than significant.

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. As discussed in detail in [Section 4.10](#), the city’s long-term water resource planning is addressed in the city’s UWMP. As concluded in [Section 4.10](#), it can be presumed that that existing and planned water supplies should be adequate to serve the Project’s anticipated demand at maximum buildout.

Regarding water supply availability for the Project and future development, the UWMP indicates the City utilizes a figure of 179 gallons per capita per day (gpcd) to project water demand. As identified in [Section 4.14](#), the project is anticipated to support up to 8,054 people at full build out. Based on the conservative approach of 179 gpcd, the additional population is anticipated to increase water usage by approximately 526 million gallons a year (mgy). However, as indicated in [Table 4-33](#), the City has a total water use of 5,731 mgy to support a population of 87,901. Additionally, as shown in [Table 4-33](#), there is 1,217 million gallons a year surplus to through at least 2040 which is 691 mgy more than what would be required to support full buildout of the Project.

Table 4-33 Normal Year Supply and Demand Comparison – Potable and Non-Potable

	2025	2030	2035	2040
Supply Total	8,542	8,834	9,166	9,539
Demand Total	5,731	6,497	7,337	8,322
Difference	2,812	2,337	1,829	1,217

Source: Table 7.2 of the 2020 Porterville Urban Water Management Plan

With the slow population growth and planned facilities for water supply, there is no indication the increased population would result in a water deficit and therefore the impact is less than significant.

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. Although no development is currently proposed, future development that results from the implementation of the Project would generate wastewater. Pursuant to the City’s UWMP, the City owns and operates a wastewater treatment facility (WWTF) which was built in 1954 with a capacity of 1.8 million gallons per day (mgd). The WWTF was upgraded in 1978 to support a capacity of 4.0 mgd and again in 1994 to support 8.0

mgd. The City also has a WWTF Waste Discharge Requirement Order (No. R5-2008-304) that restricts the average daily discharge of wastewater to 5.3 mgd. As of 2020, the total volume of wastewater collected was 1,712 million gallons for a total of 4.69 mgd. Under the existing Waste Discharge Requirement Order, the WWTF could support a total volume of daily discharge of 1,934 million gallons, which results in 5.3 mgd. To reach the total capacity of 8.0 mgd, total volume of wastewater generation would exceed 2,920 million gallons.

Additionally, at the time of development all projects will be reviewed by the City and required to comply with all applicable City WWTF policies, as well as pay any applicable development fees and service connection fees. Therefore, the Project would not have a significant impact.

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. Although no development is currently proposed, future development that results from the implementation of the Project would generate solid waste and recycling. Future development would be served by the Tulare County Consolidated Waste Management Authority (CWMA) and would be required to comply with local and state law regarding solid waste and recycling. Pursuant to the Porterville 2030 General Plan, solid waste is generated at a rate of 2.0 pounds per resident per day. The Project is anticipated to support a total of 8,054 new residents which would generate 16,108 pounds of solid waste per day. Assuming a 50 percent diversion from landfills pursuant to AB 939, the Project would send approximately 1,469.9 tons per year of solid waste to the Teapot Landfill, which is nearing capacity. The Woodville Disposal site is expected to receive solid waste disposal from Porterville once Teapot Landfill reaches capacity. The Woodville Disposal site was recently expanded and has a total of 27.5 million cubic yard capacity. The additional solid waste anticipated by the Project (1,469.9 tons) would account for less than 6.3% of the landfill's receiving maximum.

In addition, through the entitlement review process, future development would be required to comply with requirements outlined in PMC Chapter 13. - *Garbage and Refuse*. Compliance with these requirements would ensure regular collection and recycling of materials based on the capacity of local infrastructure. Through compliance, future development would not 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. For these reasons, the Project would have a less than significant impact.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less than Significant Impact. As described under criterion d), future development would be required to comply with state and local law which include management and reduction statutes and regulations to ensure that solid waste is handled, transported, and disposed accordingly. Through compliance with local and state law, it can be determined that future development would also comply with federal, state, and local management and reduction statutes and regulations related to solid waste. As a result, a less than significant impact would occur because of the Project.

4.19.3 Mitigation Measures

None required.

4.20 WILDFIRE

If located in or near state responsibility or lands classified as very high fire hazard severity zones, Would the project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
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?				X
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?			X	
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?				X

4.20.1 Environmental Setting

According to the General Plan EIR, the center portion of Porterville is highly urbanized and is less susceptible to wildland fires. The risk of wildland fires increases in the grasslands and other vegetation cover outside of the city's urban core. The area located in the northeast portion of the city's Planning Area near Lake Success is considered to have a high to very high risk of fire since it is heavily vegetated. The Project site is not located in or near state responsibility or lands classified as moderate, high, or very high fire hazard severity zones as identified by CAL FIRE.³⁷ Rather, the Project site is within an "area of local responsibility" that is an area of low fire risk. As an area of local responsibility, the Porterville Fire Department is responsible for providing fire protection services (See [Section 4.15](#)).

4.20.2 Impact Assessment

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

³⁷ California Department of Forestry and Fire Protection. FHSZ Viewer. Accessed on August 9, 2023, <https://egis.fire.ca.gov/FHSZ/>.

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. The Project would not impair access to the existing roadway network. While no development is proposed by the Project, future construction due to the implementation of the Project may require lane closure; however, these activities would be short-term and access through South Westwood Street or West Poplar Avenue (SR 190) would be maintained through standard traffic control. Following construction, existing roadways would continue to provide access to the site. Safe and convenient vehicular and pedestrian circulation would be provided in addition to adequate access for emergency vehicles. To determine and ensure adequate vehicular and pedestrian circulation and emergency vehicle access, future development of the Project site would be reviewed and conditioned by the city for compliance with applicable code and regulations including applicable emergency response and evacuation plans. Therefore, the Project would not substantially impair any emergency response plan or emergency evacuation plan and no impact would occur.

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?

No Impact. The Project site is located on a relatively flat property with minimal slope and is not in an area that is subject to strong prevailing winds or other factors that would exacerbate wildfire risks. The site is highly disturbed and is not located within a wildland (i.e., wild, uncultivated, and uninhabited land), which precludes the risk of wildfire. Further, the Project site is within an LRA and is not identified by Cal Fire to be in a VHFHSZ. For these reasons, no impact would occur as a result of this Project.

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?

Less than Significant Impact. Pursuant to the California Department of Forestry and Fire Protection, the Project site is not located in or near state responsibility or lands classified as very high fire hazard severity zones. While no development is proposed by the Project, future development of the Project site would include the construction of new infrastructure such as roads, fuel breaks, emergency water sources, power lines, and other utilities. Future development of the site would be reviewed and conditioned by the city and the Porterville Fire Department for compliance with applicable standards, specifications, and codes related to the installation and maintenance of the proposed infrastructure. Such infrastructure would be typical for urban uses and would not exacerbate fire risks or result in temporary or ongoing impacts to the environment. Therefore, no impact would occur.

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?

No Impact. The Project site is not located in or near state responsibility or lands classified as very high fire hazard severity zones. The topography of the Project site is relatively flat with stable, native soils, and is not susceptible to landslides according to the HMP. Therefore, no impact would occur because of the Project.

4.20.3 Mitigation Measures

None required.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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?		X		
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)?	X			
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	X			

4.21.1 Impact Assessment

- 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 an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?*

Less than Significant Impact with Mitigation Incorporated. The analyses of environmental issues contained in this Initial Study indicate that the Project is not expected to have substantial impact on habitat of a fish or wildlife species. Standard requirements that will be implemented through the entitlement process and the attached

mitigation monitoring and reporting program have been incorporated in the project to reduce all potentially significant impacts to less than significant. Therefore, the Project would have a less than significant impact.

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. Due to the nature of the Project and consistency with environmental policies, incremental contributions to impacts are considered less than cumulatively considerable.

As determined by the Initial Study, there may be potentially significant effects related to Air Quality which will be addressed in the EIR. Pursuant to CEQA §15063(c)(3), an EIR can focus on effects which are determined to be significant impacts in the Initial Study and scope out sections which are determined not to be significant. Focused EIRs, as defined in §21158, are EIRs on subsequent projects identified in the Master EIR. The City’s General Plan used a programmatic EIR approach, or PEIR, that specifically states that it does not assess site-specific impacts and that future development will be subject to environmental review. As such, a Focused EIR is being prepared that will focus on Air Quality since all other sections scope out, but project level analysis for each **Appendix A** impact area is provided in this initial study.

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

Potentially Significant Impact. Based on the analysis included in the Initial Study, the Project may have potentially significant impacts on Air Quality, and as a result may have direct or indirect adverse effects on human beings. As such, a Focused EIR is being prepared with further analysis on Air Quality and any potential adverse effects on human beings.

5 MITIGATION MONITORING AND REPORTING PROGRAM

This mitigation measure monitoring and reporting checklist was prepared pursuant to California Environmental Quality Act (CEQA) Guidelines *Section 15097* and *Section 21081.6* of the PRC (PRC). The timing of implementing each mitigation measure is identified in in the checklist, as well as identifies the entity responsible for verifying that the mitigation measures applied to a project are performed. Project applicants are responsible for providing evidence that mitigation measures are implemented. As lead agency, the City of Porterville is responsible for verifying that mitigation is performed/completed.

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initials
Air Quality					
Mitigation Measure AIR-2a: <i>The following measure shall be applied to all development under the proposed Master Plan to reduce emissions from construction.</i> <i>Prior to the issuance of a grading permit for the proposed project, the project applicant, project sponsor, or construction contractor shall provide reasonably detailed compliance with the following requirements to the City of Porterville Planning Department:</i> <i>Where portable diesel engines are used during construction, all off-road equipment with engines greater than 75 horsepower shall have engines that meet either EPA or ARB Tier 4 Final off-road emission standards except as otherwise specified herein. If engines that comply with Tier 4 Final off-road emission standards are not commercially available, then the construction contractor shall use the next cleanest piece of off-road equipment (e.g., Tier 4 Interim) that is commercially available. For purposes of this mitigation measure, “commercially available” shall mean the equipment at issue is available taking into</i>					

<i>consideration factors such as (i) critical-path timing of construction; and (ii) geographic proximity to the project site of equipment. If the relevant equipment is determined by the project applicant to not be commercially available, the contractor can confirm this conclusion by providing letters from at least two rental companies for each piece of off-road equipment that is at issue.</i>					
Mitigation Measure AIR-2b: Prior to issuance of building permits for non-single-family residential and mixed-use residential development projects in the proposed Master Plan planning area, the project applicant shall indicate on the building plans that the following features have been incorporated into the design of the building(s). Proper installation of these features shall be verified by the City of Porterville prior to the issuance of a Certificate of Occupancy. • Electric vehicle charging shall be provided as specified in Section A4.106.8.2 (Residential Voluntary Measures) of the California Green Building Standards Code (CALGreen). • Bicycle parking shall be provided as specified in Section A4.106.9 (Residential Voluntary Measures) of the CALGreen Code. • Retrofit off-road diesel equipment with Verified Diesel Emissions Control Strategy (VDECS) like Diesel Particulate Filters (DPF). Particulate Matter level 3 VDECS can provide at least an 85 percent reduction (CARB 2015).					

• <i>Use alternatively fueled (e.g., natural gas) diesel construction equipment, including all off-road and portable diesel-powered equipment.</i> • <i>Use electrically driven equipment that is not powered by a portable generator set.</i> • <i>Limit the hours of operation for heavy-duty equipment and/or limit the quantity of heavy-duty equipment operating at the same time.</i>					
Mitigation Measure AIR-2c: <i>Prior to the issuance of building permits for nonresidential development projects in the planning area, project applicants shall indicate on the building plans that the following features have been incorporated into the design of the building(s). Proper installation of these features shall be verified by the City of Porterville prior to the issuance of a Certificate of Occupancy.</i> • <i>For buildings with more than 10 tenant-occupants, changing/shower facilities shall be provided as specified in Section A5.106.4.3 (Nonresidential Voluntary Measures) of the California Green Building Standards Code (CALGreen).</i> • <i>Preferential parking for low-emitting, fuel-efficient, and carpool/van vehicles shall be provided as specified in Section A5.106.5.1 (Nonresidential Voluntary Measures) of the CALGreen Code.</i> • <i>Facilities shall be installed to support future electric vehicle charging at each nonresidential building with 30 or more parking spaces. Installation shall be</i>					

<i>consistent with Section A5.106.5.3 (Nonresidential Voluntary Measures) of the CALGreen Code.</i>					
Mitigation Measure AIR-2d: <i>The following measure shall be applied to all development under the proposed Master Plan during construction to facilitate the use of electric landscaping equipment during project operations:</i> <i>Provide electrical outlets on the outside of buildings or in other accessible areas to facilitate the use of electrically powered landscape equipment.</i>					
Mitigation Measure AIR-3a: <i>Prior to future discretionary approval for proposed implementing development projects, the City of Porterville shall evaluate potential impacts from localized emissions of criteria pollutants. The project applicant, project sponsor, or construction contractor shall submit an analysis demonstrating that the project would not result in a localized impact from criteria pollutants that follows SJVAPCD guidance. Options for relevant analyses to fulfill this mitigation measure are provided below:</i> <i>Provide a localized screening analysis demonstrating the project would not exceed 100 pounds per day of any criteria pollutant.</i> <i>Provide an Ambient Air Quality Analysis (AAQA) for the proposed project. An AAQA uses air dispersion modeling to determine if emission increases from a project will cause or contribute to a violation of State or National Ambient Air Quality Standards. The SJVAPCD recommends an AAQA be performed for the</i>					

<i>Project if emissions exceed 100 pounds per day of any pollutant.</i> <i>Supporting documentation approved by the SJVAPCD demonstrating that the proposed project would not have the potential to result in a significant impact from localized criteria pollutant emissions.</i>					
Mitigation Measure AIR-3b: <i>Prior to future discretionary approval for commercial or commercial mixed-use projects, the City of Porterville shall evaluate potential health risk impacts from new development proposals for any individual development projects within 1,000 feet of an existing or planned sensitive land use (e.g., residential, schools, day cares, hospitals, or nursing homes), as measured from the property line of the project to the property line of the nearest sensitive use. Such projects shall submit the following to the City of Porterville Planning Department:</i> <i>A Health Risk Prioritization Screening Analysis or a Health Risk Assessment for the project's potential to expose sensitive receptors to elevated levels of Toxic Air Contaminants during project construction and operations prepared in accordance with SJVAPCD guidance. If the Health Risk Assessment shows that the incremental health risks exceed their respective thresholds, as established by the SJVAPCD at the time a project is considered, the project applicant shall be required to identify and incorporate commercially feasible mitigation including appropriate enforcement mechanisms to reduce risks to an acceptable level. The</i>					

City of Porterville shall submit each Health Risk Screening Analysis or Health Risk Assessment to the SJVAPCD for review. Development projects that exceed the applicable thresholds established by the SJVAPCD shall implement mitigation sufficient to reduce potential impacts to the extent feasible.					
Mitigation Measure AIR-3c: To identify potential implementing development project-specific impacts resulting from the use of diesel trucks, proposed implementing development projects that include an excess of 10 dock doors for a single building, a minimum of 100 truck trips per day, 40 truck trips with Transport Refrigeration Units (TRUs) per day, or TRU operations exceeding 300 hours per week, and that are within 1,000 feet from existing or planned sensitive land uses; shall have a facility-specific Health Risk Assessment performed to assess the diesel particulate matter impacts from mobile source traffic generated by that implementing development project. If applicable, the results of the Health Risk Assessment shall be included in the CEQA documentation for each implementing development project. Development projects that exceed the applicable thresholds established by the SJVAPCD shall implement mitigation sufficient to reduce potential impacts to the extent feasible.					
Biological Resources					
Mitigation Measure BIO-1: Special-Status Species Surveys and Avoidance. The Project shall implement the following measures to avoid and minimize for impacts on special-status species due to construction activities.					

• Pre-Construction Surveys. The Project shall conduct parcel species biological evaluation(s) to determine the project-specific impacts. The evaluation(s) may require foot surveys and detailed habitat mapping, wetland delineation, special status plant survey(s), and protocol-level surveys for species of concern, including American badger, Northern California legless lizard, Vernal pool fairy shrimp, and San Joaquin adobe sunburst. <u>Any special-status species and natural communities detected during surveys shall be reported to the California Natural Diversity Database (CNDDB) using the field survey form or mailed electronically.</u> • Environmental Awareness Training. A qualified biologist shall conduct tailgate meeting to train construction staff on special status species that occur/may occur on the project site. • Biological Monitoring During Construction: In case of the accidental death or injury of a special-status species during construction-related activities, USFWS and CDFW will be contacted immediately by phone and notified in writing within three working days.					
Mitigation Measure BIO-2: Nesting Bird Surveys and Avoidance. The Project shall implement the following measures to mitigate for loss of nesting habitat of the Project in compliance with the federal Migratory Bird Treaty Act and relevant Fish and Game Codes: • Avoidance. In order to avoid impacts to nesting raptors and migratory birds, the Project will be constructed, if					

<i>feasible, from September 16th and January 31st, which is outside the avian nesting season.</i> • Preconstruction Surveys. <i>If Project activities must occur during the nesting season (February 1-September 15), a qualified biologist will conduct preconstruction surveys for active raptor and migratory bird nests within 10 days prior to the start of these activities. The qualified biologist will conduct pre-construction surveys per the Recommended Timing and Methodology for Swainson’s Hawk Nesting Surveys in California’s Central Valley (2000). The survey will include the proposed work area(s) and surrounding lands within 500 feet, where accessible, for all nesting raptors and migratory birds. If no active nests are found within the survey area, no further mitigation is required. <u>Any special-status species and natural communities detected during surveys shall be reported to the California Natural Diversity Database (CNDBB) using the field survey form or mailed electronically.</u></i> • Establish Buffers. <i>Should any active nests be discovered near proposed work areas, no disturbance buffers of 250 feet around active nests of non-listed bird species and 500 feet around active nests of non-listed raptors will be established. If work needs to occur within these no disturbance buffers, a qualified biologist will monitor the nest daily for one week, and thereafter once a week, throughout the duration of construction activity. Should the nature of construction activity significantly change, such that a</i>					
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<i>higher level of disturbance will be generated, monitoring will occur daily for one week and then resume the once-a-week regime. If, at any time, the biologist determines that construction activity may be compromising nesting success, construction activity within the designated buffer will be altered or suspended until the biologist determines that the nest site is no longer susceptible to deleterious disturbance.</i>					
Mitigation Measure BIO-3: <i>Swainson's Hawk Surveys and Avoidance. If Project activities must occur during the Swainson's hawk nesting season (February 15 to August 31), pre-construction surveys shall be conducted for Swainson's hawk nests in accordance with the Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley, Swainson's Hawk Technical Advisory Committee (CDFG, 2000). The surveys would be conducted on the Project site plus a 0.5-mile buffer. To meet the minimum level of protection for the species, surveys shall be conducted during at least two survey periods.</i> <i>If no Swainson's hawk nests are found, no further action is required.</i> <i>If an active Swainson's hawk nest is discovered at any time within 0.5 miles of active construction, a qualified biologist shall complete an assessment of the potential for current construction activities to impact the nest. The assessment would consider the type of construction activities, the location of construction relative to the nest, the visibility of construction activities from the nest location, and other existing</i>					

<i>disturbances in the area that are not related to the construction activities of this Project. Based on this assessment, the biologist will determine if construction activities can proceed and the level of nest monitoring required. Construction activities shall not occur within 500 feet of an active nest, but this distance may be reduced depending upon conditions at the site. Full-time monitoring to evaluate the effects of construction activities on nesting Swainson's hawks may be required. The qualified biologist shall have the authority to stop work if it is determined that Project construction is disturbing the nest. These buffers may need to increase depending on the sensitivity of the nesting Swainson's hawk to disturbances and at the discretion of the qualified biologist.</i> <u><i>Any special-status species and natural communities detected during surveys shall be reported to the California Natural Diversity Database (CNDDB) using the field survey form or mailed electronically.</i></u>					
Mitigation Measure BIO-4: <i>San Joaquin Kit Fox Surveys and Avoidance. Pre-construction surveys shall be conducted by a qualified biologist within 10 days prior to the start of any construction activities. Qualified biologist shall conduct pre-construction surveys in accordance with USFWS Standard Recommendations for Protection of the Endangered San Joaquin Kit Fox Prior to or During Ground Disturbance (2011).</i>					

1. <i>If no active or potential den is detected in or adjacent to work area during the survey, no further action is required.</i> 2. <i>If active or potential den is detected in or adjacent to work area during the pre-construction survey, the den shall not be disturbed or destroyed. Compliance with USFWS Recommendations for Protection of the Endangered San Joaquin Kit Fox Prior to or During Ground Disturbance (2011) required. USFW and CDFW will be immediately contacted to determine best course of action. Construction activities shall be carried out in a manner that minimizes disturbance to kit foxes.</i> 3. <i>In case of the accidental death or injury of a San Joaquin kit fox during construction-related activities, USFWS and CDFW will be contacted immediately by phone and notified in writing within three working days.</i> <u><i>Any special-status species and natural communities detected during surveys shall be reported to the California Natural Diversity Database (CNDBB) using the field survey form or mailed electronically.</i></u>					
Mitigation Measure BIO-5: <i>Wetland Delineation. Prior to the start of ground disturbance activities on APN 256-040-044, the applicant shall consult with the California Department of Fish and Wildlife (CDFW) and/or the U.S. Department of Fish and Wildlife Service (USFWS) to conduct a formal Wetland Delineation.</i>					

The NWI maps also show the area along the Tule River as freshwater forested shrub wetland and riverine wetland, which supports the river, adjacent wetlands, and riparian habitat. As discussed in criteria b), the Master Plan designates the riparian habitat area along the Tule River as Open Space land use to protect the riparian habitat from urban development, tree preservation, clustered development, and establishes wildlife movement corridors through the Project Site. As such, the NWI-identified wetlands along Tule River would have a less than significant impact from future development of the proposed Project.					
Cultural Resources					
<i>Mitigation Measure CUL-1: Prior to permit approval for development on sites with existing buildings and/or structures that are 45 years or older, a historical resources evaluation shall be completed for that individual site to confirm if the existing buildings and/or structures within these sites qualify as historical resources as defined by Section 15064.5(a) of CEQA Guidelines. The evaluation shall be prepared by a qualified architectural historian or historian who meets the Secretary of the Interior’s Professional Qualifications Standards (PQS) in architectural history or history. The qualified architectural historian or historian shall conduct an intensive-level evaluation in accordance with the guidelines and best practices promulgated by the State Office of Historic Preservation to identify any potential historical resources within the proposed project area. All properties 45 years of age or older shall be evaluated within their historic context and documented in a report meeting the State Office of Historic</i>					

<i>Preservation guidelines. All evaluated properties shall be documented on Department of Parks and Recreation Series 523 Forms. The report shall be submitted to the City for review and concurrence.</i> <i>Any relocation, rehabilitation, or alteration of the resource shall be implemented consistent with the Secretary of the Interior’s Standards for the Treatments of Historic Properties (Standards). In accordance with CEQA, a project that has been determined to conform with the Standards generally would not cause a significant adverse direct or indirect impact to historical resources (14 CCR Section 15126.4[b][1]). Application of the Standards shall be overseen by a qualified architectural historian or historic architect meeting the PQS. In conjunction with any development application that may affect the historical resource, a report identifying and specifying the treatment of character-defining features and construction activities shall be provided to the City for review and concurrence, in addition to the historical resources evaluation.</i> <i>If significant historical resources are identified on a development site and compliance with the Standards and or avoidance is not feasible, the applicant or developer shall provide a report explaining why compliance with the Standards and or avoidance is not feasible for the city’s review and approval. Site-specific mitigation measures shall be established and undertaken, including, but not limited to, documentation of the historical resource in the form of a Historic American Buildings Survey-Like report. The report shall be commissioned by the project applicant or their consultant to comply with the Secretary of the Interior’s Standards for</i>					
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<i>Architectural and Engineering Documentation and shall generally follow the Historic American Buildings Survey Level III requirements, including digital photographic recordation, detailed historic narrative report, and compilation of historic research. The documentation shall be completed by a qualified architectural historian or historian who meets the PQS and submitted to the City prior to issuance of any permits for demolition or alteration of the historical resource.</i>					
Mitigation Measure CUL-2: <i>In order to avoid the potential for impacts to historic and prehistoric archaeological resources, the following measures shall be implemented, as necessary, in conjunction with the construction of each phase of the Project:</i> <i>a. Cultural Resources Alert on Project Plans. The project proponent shall note on any plans that require ground disturbing excavation that there is a potential for exposing buried cultural resources.</i> <i>b. Stop Work Near any Discovered Cultural Resources. Should previously unidentified cultural resources be discovered during construction of the project, the project proponent shall cease work within 50 feet of the resources, and City of Porterville shall be notified immediately. The project archaeologist meeting the SOI's PQS for archeology shall immediately to evaluate the find pursuant to Public Resources Code Section 21083.2.</i> <i>c. Mitigation for Discovered Cultural Resources. If the professional archaeologist determines that any cultural resources exposed during construction constitute a historical</i>					

<i>resource and/or unique archaeological resource, he/she shall notify the project proponent and other appropriate parties of the evaluation and recommended mitigation measures to mitigate the impact to a less-than-significant level. If the archaeologist and, if applicable, a Native American monitor or other interested tribal representative determine it is appropriate, cultural materials collected from the site shall be processed and analyzed in a laboratory according to standard archaeological procedures. The age of the materials shall be determined using radiocarbon dating and/or other appropriate procedures; lithic artifacts, faunal remains, and other cultural materials shall be identified and analyzed according to current professional standards. The significance of the site(s) shall be evaluated according to the criteria of the CRHR and if applicable, NRHP. The results of the investigations shall be presented in a technical report following the standards of the California Office of Historic Preservation publication "Archaeological Resource Management Reports: Recommended Content and Format (1990 or latest edition)." Mitigation measures may include avoidance, preservation in-place, recordation, additional archaeological testing and data recovery, among other options. Treatment of any significant cultural resources shall be undertaken with the approval of the City of Porterville. The archaeologist shall document the resources using DPR 523 forms and file said forms with the California Historical Resources Information System, Southern San Joaquin Valley Information Center. The resources shall be photo documented and collected by the archaeologist for submittal to the City of Porterville. The archaeologist shall be required to submit to the City of Porterville s for review and</i>					
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<i>approval a report of the findings and method of curation or protection of the resources. This report shall be submitted to the NWIC after completion. Recommendations contained therein shall be implemented throughout the remainder of ground disturbance activities. Further grading or site work within the area of discovery shall not be allowed until the preceding steps have been taken.</i> <i>d. Data Recovery. Should the results of item c. yield resources that meet CRHR significance standards and if the resource cannot be avoided by project construction, the project applicant shall ensure that all feasible recommendations for mitigation of archaeological impacts are incorporated into the final design and approved by the City prior to construction. Any necessary data recovery excavation, conducted to exhaust the data potential of significant archaeological sites, shall be carried out by a qualified archaeologist meeting the SOI's PQS for archeology. Data recovery shall be conducted in accordance with a research design reviewed and approved by the City, prepared in advance of fieldwork, and using the appropriate archaeological field and laboratory methods consistent with the California Office of Historic Preservation Planning Bulletin 5, Guidelines for Archaeological Research Design, or the latest edition thereof. If the archaeological resource(s) of concern are Native American in origin, the qualified archaeologist shall confer with the City and local California Native American tribe(s). As applicable, the final Data Recovery reports shall be submitted to the City prior to issuance of any grading or construction permit. Recommendations contained therein shall be implemented</i>					
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<i>throughout all ground disturbance activities. Recommendations may include, but would not be limited to, Cultural Resources Monitoring, and/or measures for unanticipated discoveries. The final report shall be submitted to the NWIC upon completion.</i> <i>e. Disposition of Cultural Resources. Upon coordination with the City of Porterville, any pre-historic archaeological artifacts recovered shall be donated to an appropriate Tribal custodian or a qualified scientific institution where they would be afforded applicable cultural resources laws and guidelines.</i> <i>f. Cultural Resources Monitoring. If mitigation measures are recommended by reports written under item c. or d., the project applicant shall retain a qualified archaeologist to monitor project-related, ground-disturbing activities which may include the following but not limited to: grubbing, vegetation removal, trenching, grading, and/or excavations. The archaeological monitor shall coordinate with any Native American monitor as required. Monitoring logs must be completed by the archaeologist daily. Cultural resources monitoring may be reduced for the project if the qualified archaeologist finds it appropriate to reduce the monitoring efforts. Upon completion of ground disturbance for the project, a final report must be submitted to the City for review and approval documenting the monitoring efforts, cultural resources find, and resource disposition. The final report shall be submitted to the NWIC.</i>					
Geology and Soils					
Mitigation Measure GEO-1: <i>If any paleontological resources are encountered during ground-disturbance activities, all work within 25 feet of the find shall halt until a qualified paleontologist as defined by the Society of Vertebrate</i>					

<i>Paleontology Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources (2010), can evaluate the find and make recommendations regarding treatment. Paleontological resource materials may include resources such as fossils, plant impressions, or animal tracks preserved in rock. The qualified paleontologist shall contact the Natural History Museum of Los Angeles County or another appropriate facility regarding any discoveries of paleontological resources.</i> <i>If the qualified paleontologist determines that the discovery represents a potentially significant paleontological resource, additional investigations, and fossil recovery may be required to mitigate adverse impacts from Project implementation. If avoidance is not feasible, the paleontological resources shall be evaluated for their significance. If the resources are not significant, avoidance is not necessary. If the resources are significant, they shall be avoided to ensure no adverse effects or such effects must be mitigated. Construction in that area shall not resume until the resource-appropriate measures are recommended or the materials are determined to be less than significant. If the resource is significant and fossil recovery is the identified form of treatment, then the fossil shall be deposited in an accredited and permanent scientific institution. Copies of all correspondence and reports shall be submitted to the City of Kerman, Community Development Department.</i>					
Mineral Resources					
Mitigation Measure MIN-1: <i>If development is proposed within the Project site designated as MRZ-3a, a soils reports and investigation shall be prepared prior to the approval of building</i>					

permits to ensure that availability of valuable aggregate deposit will not decrease.					
Noise					
Mitigation Measure NOI-1: Prior to project approval of residential development within the SoTu Master Plan, the City of Porterville shall ensure that proposed residential structures are located at least 157 feet from the centerline of Westwood Street, 409 feet from the centerline of SR 190 (Poplar Avenue), 137 feet from the centerline of Newcomb Street, and 674 feet from SR 65. If the project does not provide the listed setback for residential structures, sound walls shall be proposed to ensure that exterior noise of the residential site would not exceed 60 dB L_{dn}. If the project proposes sound walls in place of setbacks from roadway centerlines, a noise study shall be conducted as evidence that the sound wall is sufficient to maintain an exterior noise of 60 dB L_{dn} or 70 dB L_{dn}.					
Mitigation Measure NOI-2: Prior to ground disturbing activities for projects within the SoTu Master Plan, the City of Porterville shall ensure the following with the Project proponent: Per the City of Porterville Municipal Code, construction activities should not occur outside the hours of 6:00 a.m. to 9:00 p.m. during weekdays and 7:00 a.m. to 5:00 p.m. on weekends. Construction activities that occur outside these hours would be subject to the stationary noise standards as set forth in the City of Porterville Municipal Code Section 18-90.4.					

• All construction equipment shall be properly maintained and muffled as to minimize noise generation at the source. • Noise-producing equipment shall not be operating, running, or idling while not in immediate use by a construction contractor. • All noise-producing construction equipment shall be located and operated, to the extent possible, at the greatest possible distance from any noise-sensitive land uses. • Locate construction staging areas, to the extent possible, at the greatest possible distances from any noise-sensitive land uses. • Signs shall be posted at the construction site and near adjacent sensitive receptors displaying hours of construction activities and providing the contact phone number of a designated noise disturbance coordinator.					
Tribal Cultural Resources					
See Cultural Resources					

6 REPORT PREPARATION

Names of Persons Who Prepared or Participated in the Initial Study:

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Initial Study Consultant		
Initial Study	Precision Civil Engineering 1234 O Street Fresno, CA 93721 (559) 449-4500	Bonique Emerson, AICP, VP of Planning
Technical Studies		
Air Quality, Health Risk, Greenhouse Gas Emissions, and Energy Analysis Technical Report	Johnson Johnson & Miller Air Quality Consulting Services	(559) 392-3665
Biological Resource Assessment	Argonaut Ecological Consulting, Inc.	2377 Gold Meadow Way, Ste 100 Gold River, CA 95670 (916) 803-1454
Cultural Resource Overview Report	Peak & Associates, Inc.	3941 Park Drive Ste 20-329 El Dorado Hills, 95762
Noise Assessment	WJV Acoustics, Inc.	133 N. Church Street, Suite 203 Visalia, CA 93291 (559) 627-4923
Vehicle Miles Traveled Analysis	JLB Traffic Engineering, Inc.	516 W. Shaw Avenue, Suite 103 Fresno, CA 93704 (559) 570-8991

7 APPENDICES

7.1 Appendix A: Air Quality, Greenhouse Gas Emissions, and Energy Analysis

Prepared by Johnson, Johnson, and Miller Air Quality Consulting Services, dated August 17, 2023.

**Air Quality, Greenhouse Gas, and Energy Analysis Report
SoTu Master Plan
City of Porterville, California**

Prepared for:	Prepared by:
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August 17, 2023

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ACRONYMS AND ABBREVIATIONS

$\mu\text{g}/\text{m}^3$	micrograms per cubic meter
AB	Assembly Bill
AQMP	Air Quality Management Plan
ARB	California Air Resources Board
BACT	best available control technology
BAU	Business as Usual
CalEEMod	California Emissions Estimator Model
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CEQA	California Environmental Quality Act
CO	carbon monoxide
CO_2	carbon dioxide
COG	Council of Governments
District	San Joaquin Valley Air Pollution Control District
DPM	diesel particulate matter
EMFAC	EMission FACTors Model
EPA	United States Environmental Protection Agency
GAMAQI	Guidance for Assessing and Mitigating Air Quality Impacts
GHG Rx	Greenhouse Gas Reduction Exchange
GHG(s)	greenhouse gas(es)
HAP	hazardous air pollutant
HRA	health risk assessment
IPCC	United Nations Intergovernmental Panel on Climate Change
MMTCO ₂ e	million metric tons of carbon dioxide equivalent
MPO	Metropolitan Planning Organization
MTCO ₂ e	metric tons of carbon dioxide equivalent
NO _x	nitrogen oxides
NSR	New Source Review
PG&E	Pacific Gas & Electric
PM ₁₀	particulate matter less than 10 microns in diameter
PM _{2.5}	particulate matter less than 2.5 microns in diameter
ppb	parts per billion
ppm	parts per million
ROG	reactive organic gases
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SB	Senate Bill
SCE	Southern California Edison

SJVAPCD	San Joaquin Valley Air Pollution Control District
SoCalGas	Southern California Gas Company
SO _x	sulfur oxides
TCAG	Tulare County Association of Governments
VOC	volatile organic compounds

SECTION 1: EXECUTIVE SUMMARY

1.1—Purpose and Methods of Analysis

The following air quality, greenhouse gas (GHG), and energy analyses were prepared to evaluate whether the estimated criteria air pollutants, toxic air contaminants (TACs), and GHG emissions generated from the SoTu Master Plan (proposed Master Plan) would cause significant impacts to air resources 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.). The methodology follows the Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI) prepared by the San Joaquin Valley Air Pollution Control District (SJVAPCD or District) for quantification of emissions and evaluation of potential impacts to air resources,¹ and the SJVAPCD's Guidance for Valley Land-Use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA.² An energy analysis was prepared to satisfy the requirements of CEQA Guidelines.

1.2—Project Description

1.2.1 - Project Location and Surrounding Land Use

The project is located near the City of Porterville, within Tulare County, California. This project lies within the San Joaquin Valley Air Basin. Specifically, the SoTu Master Plan Area (Plan Area) consists of 19 parcels that total approximately 447.30 gross acres and are generally bound to the north by the Tule River, to the south by State Route 190, to the east by State Route 65, and to the west by Westwood Street

Descriptions of the land uses surrounding the project site are listed below.

- North – The Tule River is the primary boundary directly north of the plan area. North of the Tule River is primarily residential subdivisions closest to the plan area with a mix of businesses, residences and schools continuing throughout West Porterville (west of Highway 65 which runs North and South and divides Porterville into east and west sides).
- East – East of the plan area is primarily residential subdivisions closest to the plan area with a mix of businesses including Home Depot and Harbor Freight Tools. The developed area of East Porterville is approximately 3.5 miles from the project site. To the northeast is Downtown Porterville, Corona Heights, and Porterville Cemetery. Granite Hills High School is about 3 miles northeast of the plan area.
- South – South of the plan area is primarily agricultural farmland with a scattering of rural residences and businesses. Eagle Mountain Casino is approximately 1.4 miles southwest, and Porterville College is approximately 1.3 miles southeast. There is also a Walmart Distribution Center approximately one (1) mile southeast of the plan area.
- West – West of the plan area is agricultural farmland with a scattering of rural residences, businesses, and dairies.

¹ 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 July 2023.

² San Joaquin Valley Air Pollution Control District (SJVAPCD). 2009a. Guidance for Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA. Website: www.valleyair.org/programs/CCAP/11-05-09/3_CCAP_FINAL_LU_Guidance_Nov_05_2009.pdf. Accessed July 2023.

1.2.2 - Project Description

The City of Porterville is proposing a master plan, known as SoTu Master Plan, on approximately 447.30 acres adjacent to City limits to facilitate future growth. Although there is no physical development proposed with the SoTu Master Plan, the goal is to provide the necessary framework to guide development in this area as it transitions from agricultural land to a vibrant, distinct, and multi-modal district of mixed densities and uses that is attractive to residential and visitors to live, work, explore, and shop. Although the Plan Area is not within City Limits, the planned land for this area includes Low Density Residential, Retail Centers, Education (Public), and Parks and Recreation.

The SoTu Master Plan Area consists of 19 parcels that total approximately 447.30 gross acres and are generally bound to the north by the Tule River, to the south by State Route 190, to the east by State Route 65, and to the west by Westwood Street. The complete project description and the project buildout assumptions used for the impact analysis are provided as part of Appendix A.

1.3—Summary of Analysis Results

The following is a summary of the analysis results. As shown below, the project would result in significant impacts for air quality impacts and less than significant for the GHG and energy impact criteria analyzed.

- | | |
|-------------------------|---|
| Impact AIR-1: | The project would conflict with or obstruct implementation of the applicable air quality plan. Significant and unavoidable impact. |
| Impact AIR-2: | The project would 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 (including releasing emissions, which exceed quantitative thresholds for ozone precursors)? Significant and unavoidable impact. |
| Impact AIR-3: | The project could expose sensitive receptors to substantial pollutant concentrations. Significant and unavoidable impact. |
| Impact AIR-4: | The project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Less than significant impact. |
| Impact GHG-1: | The project would not generate direct or indirect greenhouse gas emissions that would result in a significant impact on the environment. Less than significant impact. |
| Impact GHG-2: | The project would not conflict with any applicable plan, policy or regulation of an agency adopted to reduce the emissions of greenhouse gases. Less than significant impact. |
| 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.**

1.4—Standard Conditions and Mitigation Measures Applied to the Project

The following standard conditions are required by existing regulation:

SC AIR-1 New development under the proposed Master Plan would include installation of on-site charging units for electric vehicles. Plans for on-site electric vehicle charging shall demonstrate that proposed development projects would meet or exceed electric vehicle parking provisions required by California Green Building Standards.

SC AIR-2 Individual commercial projects subject to SJVAPCD Rule 9401 – Employee Trip Reduction, shall comply with this rule. Compliance with SJVAPCD 9401 will promote trip reductions through the use of strategies that may include, but are not limited to:

- Employee carpool/ride sharing program.
- Flex scheduling/compressed scheduling.
- Posting information about public transit, bicycling, and pedestrian facilities and programs in public areas and in employee breakrooms.
- Promote available websites providing transportation options for residents and businesses.
- Create and distribute a “new resident” or “new tenant” information packet addressing alternative modes of transportation for residential residents and commercial employees.
- Providing incentives for carpooling/ride sharing, transit ridership, bicycling, walking, and other forms of non-single occupant vehicle travel.
- Providing employee lockers.
- Providing preferential parking for carpool/ride share vehicles.
- Providing bicycle storage facilities in convenient and secure locations.

The following mitigation measures are required to reduce potential impacts:

MM AIR-2a The following measure shall be applied to all development under the proposed Master Plan to reduce emissions from construction.

Prior to the issuance of a grading permit for the proposed project, the project applicant, project sponsor, or construction contractor shall provide reasonably detailed compliance with the following requirements to the City of Porterville Planning Department:

- Where portable diesel engines are used during construction, all off-road equipment with engines greater than 75 horsepower shall have engines that meet either EPA or ARB Tier 4 Final off-road emission standards except as otherwise specified herein. If engines that comply with Tier 4 Final off-road emission standards are not commercially available, then the construction contractor shall use the next cleanest piece of off-road equipment (e.g., Tier 4 Interim) that is

commercially available. For purposes of this mitigation measure, “commercially available” shall mean the equipment at issue is available taking into consideration factors such as (i) critical-path timing of construction; and (ii) geographic proximity to the project site of equipment. If the relevant equipment is determined by the project applicant to not be commercially available, the contractor can confirm this conclusion by providing letters from at least two rental companies for each piece of off-road equipment that is at issue.

MM AIR-2b Prior to issuance of building permits for non-single-family residential and mixed-use residential development projects in the proposed Master Plan planning area, the project applicant shall indicate on the building plans that the following features have been incorporated into the design of the building(s). Proper installation of these features shall be verified by the City of Porterville prior to the issuance of a Certificate of Occupancy.

- Electric vehicle charging shall be provided as specified in Section A4.106.8.2 (Residential Voluntary Measures) of the California Green Building Standards Code (CALGreen).
- Bicycle parking shall be provided as specified in Section A4.106.9 (Residential Voluntary Measures) of the CALGreen Code.

MM AIR-2c Prior to the issuance of building permits for nonresidential development projects in the planning area, project applicants shall indicate on the building plans that the following features have been incorporated into the design of the building(s). Proper installation of these features shall be verified by the City of Porterville prior to the issuance of a Certificate of Occupancy.

- For buildings with more than 10 tenant-occupants, changing/shower facilities shall be provided as specified in Section A5.106.4.3 (Nonresidential Voluntary Measures) of the California Green Building Standards Code (CALGreen).
- Preferential parking for low-emitting, fuel-efficient, and carpool/van vehicles shall be provided as specified in Section A5.106.5.1 (Nonresidential Voluntary Measures) of the CALGreen Code.
- Facilities shall be installed to support future electric vehicle charging at each nonresidential building with 30 or more parking spaces. Installation shall be consistent with Section A5.106.5.3 (Nonresidential Voluntary Measures) of the CALGreen Code.

MM AIR-2d The following measure shall be applied to all development under the proposed Master Plan during construction to facilitate the use of electric landscaping equipment during project operations:

- Provide electrical outlets on the outside of buildings or in other accessible areas to facilitate the use of electrically powered landscape equipment.

MM AIR-3a Prior to future discretionary approval for proposed implementing development projects, the City of Porterville shall evaluate potential impacts from localized emissions of criteria pollutants. The project applicant, project sponsor, or

construction contractor shall submit an analysis demonstrating that the project would not result in a localized impact from criteria pollutants that follows SJVAPCD guidance. Options for relevant analyses to fulfill this mitigation measure are provided below:

- Provide a localized screening analysis demonstrating the project would not exceed 100 pounds per day of any criteria pollutant.
- Provide an Ambient Air Quality Analysis (AAQA) for the proposed project. An AAQA uses air dispersion modeling to determine if emission increases from a project will cause or contribute to a violation of State or National Ambient Air Quality Standards. The SJVAPCD recommends an AAQA be performed for the Project if emissions exceed 100 pounds per day of any pollutant.
- Supporting documentation approved by the SJVAPCD demonstrating that the proposed project would not have the potential to result in a significant impact from localized criteria pollutant emissions.

MM AIR-3b

Prior to future discretionary approval for commercial or commercial mixed-use projects, the City of Porterville shall evaluate potential health risk impacts from new development proposals for any individual development projects within 1,000 feet of an existing or planned sensitive land use (e.g., residential, schools, day cares, hospitals, or nursing homes), as measured from the property line of the project to the property line of the nearest sensitive use. Such projects shall submit the following to the City of Porterville Planning Department:

- A Health Risk Prioritization Screening Analysis or a Health Risk Assessment for the project's potential to expose sensitive receptors to elevated levels of Toxic Air Contaminants during project construction and operations prepared in accordance with SJVAPCD guidance. If the Health Risk Assessment shows that the incremental health risks exceed their respective thresholds, as established by the SJVAPCD at the time a project is considered, the project applicant shall be required to identify and incorporate commercially feasible mitigation including appropriate enforcement mechanisms to reduce risks to an acceptable level. The City of Porterville shall submit each Health Risk Screening Analysis or Health Risk Assessment to the SJVAPCD for review. Development projects that exceed the applicable thresholds established by the SJVAPCD shall implement mitigation sufficient to reduce potential impacts to the extent feasible.

MM AIR-3c

To identify potential implementing development project-specific impacts resulting from the use of diesel trucks, proposed implementing development projects that include an excess of 10 dock doors for a single building, a minimum of 100 truck trips per day, 40 truck trips with Transport Refrigeration Units (TRUs) per day, or TRU operations exceeding 300 hours per week, and that are within 1,000 feet from existing or planned sensitive land uses; shall have a facility-specific Health Risk Assessment performed to assess the diesel particulate matter impacts from mobile source traffic generated by that implementing development project. If applicable, the results of

the Health Risk Assessment shall be included in the CEQA documentation for each implementing development project. Development projects that exceed the applicable thresholds established by the SJVAPCD shall implement mitigation sufficient to reduce potential impacts to the extent feasible.

SECTION 2: AIR QUALITY SETTING

2.1—Environmental Setting

Air quality impacts are both local and regional. Local and regional air quality is impacted by topography, dominant airflows, atmospheric inversions, location, and season. The project is located in the San Joaquin Valley Air Basin (Air Basin), which experiences some of the most challenging environmental conditions for air quality in the nation. The following section describes these conditions as they pertain to the Air Basin. The information in this section is primarily from the SJVAPCD's GAMAQI.³

2.1.1 - San Joaquin Valley Air Basin

Topography

The topography of a region is important for air quality because mountains can block airflow that would help disperse pollutants and can channel air from upwind areas that transports pollutants to downwind areas. The SJVAPCD covers the entirety of the Air Basin. The Air Basin 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).

Climate

The climate is important for air quality because of differences in the atmosphere's ability to trap pollutants close to the ground, which creates adverse air quality; inversely, the atmosphere's ability to rapidly disperse pollutants over a wide area prevents high concentrations from accumulating under different climatic conditions. The Air Basin 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 Air Basin averages over 260 sunny days per year.

Inversion layers are significant in determining pollutant concentrations. Concentration levels can be related to the amount of mixing space below the inversion. Temperature inversions that occur on the summer days are usually encountered 2,000 to 2,500 feet above the valley floor. In winter months, overnight inversions occur 500 to 1,500 feet above the valley floor.

Dominant airflows provide the driving mechanism for transport and dispersion of air pollution. The mountains surrounding the Air Basin 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 Mojave Desert Air Basin portion of Kern County. As the wind moves through the Air Basin, it mixes with the air pollution generated locally, generally transporting air pollutants from the north to the south in the summer and in a reverse flow in the winter.

³ 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 July 2023.

The winds and unstable air conditions experienced during the passage of winter storms result in periods of low pollutant concentrations and excellent visibility. Between winter storms, high pressure and light winds allow cold moist air to pool on the San Joaquin Valley floor. This creates strong, low-level temperature inversions and very stable air conditions, which can lead to Tule fog. Wintertime conditions favorable to fog formation are also conditions favorable to high concentrations of PM_{2.5} and PM₁₀.

2.2—Regulatory Setting

Air pollutants are regulated to protect human health and for secondary effects such as visibility and building soiling. The Clean Air Act of 1970 tasks the United States Environmental Protection Agency (EPA) with setting air quality standards. The State of California also sets air quality standards, which are in some cases more stringent than federal standards, in addition to addressing additional pollutants. The following section describes these federal and state standards and the health effects of the regulated pollutants.

2.2.1 - Clean Air Act

Congress established much of the basic structure of the Clean Air Act (CAA) in 1970 and made major revisions in 1977 and 1990. Six common air pollutants (also known as criteria pollutants) are addressed in the CAA: particulate matter, ground-level ozone, carbon monoxide, sulfur oxides, nitrogen oxides, and lead. The EPA labels these pollutants as criteria air pollutants because they are regulated by developing human health-based and/or environmentally based criteria (science-based guidelines), which sets permissible levels. The set of limits based on human health are called primary standards. Another set of limits intended to prevent environmental and property damage are called secondary standards.⁴

The federal standards are called National Ambient Air Quality Standards (NAAQS). The air quality standards provide benchmarks for determining whether air quality is healthy at specific locations and whether development activities will cause or contribute to a violation of the standards. The criteria pollutants are:

- Ozone
- Nitrogen dioxide (NO₂)
- Lead
- Particulate matter (PM₁₀ and PM_{2.5})
- Carbon monoxide (CO)
- Sulfur dioxide

The federal standards were set to protect public health, including that of sensitive individuals; thus, the EPA is tasked with updating the standards as more medical research is available regarding the health effects of the criteria pollutants. Primary federal standards are the levels of air quality necessary, with an adequate margin of safety, to protect the public health.

2.2.2 - California Clean Air Act

The California Legislature enacted the California Clean Air Act (CCAA) in 1988 to address air quality issues of concern not adequately addressed by the federal CAA at the time. California's air quality

⁴ U.S. Environmental Protection Agency (EPA). 2014. Clean Air Act Requirements and History. Website: <https://www.epa.gov/clean-air-act-overview/clean-air-act-requirements-and-history>. Accessed July 2023.

problems were and continue to be some of the most severe in the nation and require additional actions beyond the federal mandates. The California Air Resources Board (ARB) administers California Ambient Air Quality Standards (CAAQS) for the 10 air pollutants designated in the CCAA. The 10 state air pollutants are the six federal standards listed above as well visibility-reducing particulates, hydrogen sulfide, sulfates, and vinyl chloride. The EPA authorized California to adopt its own regulations for motor vehicles and other sources that are more stringent than similar federal regulations implementing the CAA.

2.2.3 - Toxic Air Contaminants

A TAC is defined as an air pollutant that may cause or contribute to an increase in mortality or serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations. There are no ambient air quality standards for TAC emissions. TACs are regulated in terms of health risks to individuals and populations exposed to the pollutants. The 1990 Clean Air Act Amendments significantly expanded the EPA's authority to regulate hazardous air pollutants (HAP). Section 112 of the Clean Air Act lists 187 hazardous air pollutants to be regulated by source category. Authority to regulate these pollutants was delegated to individual states. ARB and local air districts regulate TACs and HAPs in California.

2.2.4 - Air Pollutant Description and Health Effects

The federal and state ambient air quality standards, relevant effects, properties, and sources of the pollutants are summarized in Table 1.

Table 1: Description of Air Pollutants

Air Pollutant	Averaging Time	California Standard	Federal Standard ^a	Most Relevant Effects from Pollutant Exposure	Properties	Sources
Ozone	1 Hour	0.09 ppm	—	Irritate respiratory system; reduce lung function; breathing pattern changes; reduction of breathing capacity; inflame and damage cells that line the lungs; make lungs more susceptible to infection; aggravate asthma; aggravate other chronic lung diseases; cause permanent lung damage; some immunological changes; increased mortality risk; vegetation and property damage.	Ozone is a photochemical pollutant as it is not emitted directly into the atmosphere, but is formed by a complex series of chemical reactions between volatile organic compounds (VOC), NO _x , and sunlight. Ozone is a regional pollutant that is generated over a large area and is transported and spread by the wind.	Ozone is a secondary pollutant; thus, it is not emitted directly into the lower level of the atmosphere. The primary sources of ozone precursors (VOC and NO _x) are mobile sources (on-road and off-road vehicle exhaust).
	8 Hour	0.070 ppm	0.070 ppm ^f			
Carbon monoxide (CO)	1 Hour	20 ppm	35 ppm	Ranges depending on exposure: slight headaches; nausea; aggravation of angina pectoris (chest pain) and other aspects of coronary heart disease; decreased exercise tolerance in persons with peripheral vascular disease and lung disease; impairment of central nervous system functions; possible increased risk to fetuses; death.	CO is a colorless, odorless, toxic gas. CO is somewhat soluble in water; therefore, rainfall and fog can suppress CO conditions. CO enters the body through the lungs, dissolves in the blood, replaces oxygen as an attachment to hemoglobin, and reduces available oxygen in the blood.	CO is produced by incomplete combustion of carbon-containing fuels (e.g., gasoline, diesel fuel, and biomass). Sources include motor vehicle exhaust, industrial processes (metals processing and chemical manufacturing), residential wood burning, and natural sources.
	8 Hour	9.0 ppm	9 ppm			
Nitrogen dioxide ^b (NO ₂)	1 Hour	0.18 ppm	0.100 ppm	Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; contribution to atmospheric discoloration; increased visits to hospital for respiratory illnesses.	During combustion of fossil fuels, oxygen reacts with nitrogen to produce nitrogen oxides—NO _x (NO, NO ₂ , NO ₃ , N ₂ O, N ₂ O ₃ , N ₂ O ₄ , and N ₂ O ₅). NO _x is a precursor to ozone, PM ₁₀ , and PM _{2.5} formation. NO _x can react with compounds to form nitric acid and related small particles and result in PM-related health effects.	NO _x is produced in motor vehicle internal combustion engines and fossil fuel-fired electric utility and industrial boilers. Nitrogen dioxide (NO ₂) forms quickly from NO _x emissions. NO ₂ concentrations near major roads can be 30 to 100 percent higher than those at monitoring stations.
	Annual	0.030 ppm	0.053 ppm			

Table 1 (cont.): Description of Air Pollutants

Air Pollutant	Averaging Time	California Standard	Federal Standard ^a	Most Relevant Effects from Pollutant Exposure	Properties	Sources
Sulfur dioxide ^c (SO ₂)	1 Hour	0.25 ppm	0.075 ppm	Bronchoconstriction accompanied by symptoms which may include wheezing, shortness of breath and chest tightness, during exercise or physical activity in persons with asthma. Some population-based studies indicate that the mortality and morbidity effects associated with fine particles show a similar association with ambient sulfur dioxide levels. It is not clear whether the two pollutants act synergistically or one pollutant alone is the predominant factor.	Sulfur dioxide is a colorless, pungent gas. At levels greater than 0.5 ppm, the gas has a strong odor, similar to rotten eggs. Sulfur oxides (SO _x) include sulfur dioxide and sulfur trioxide. Sulfuric acid is formed from sulfur dioxide, which can lead to acid deposition and can harm natural resources and materials. Although sulfur dioxide concentrations have been reduced to levels well below state and federal standards, further reductions are desirable because sulfur dioxide is a precursor to sulfate and PM ₁₀ .	Human-caused sources include fossil-fuel combustion, mineral ore processing, and chemical manufacturing. Volcanic emissions are a natural source of sulfur dioxide. The gas can also be produced in the air by dimethylsulfide and hydrogen sulfide. Sulfur dioxide is removed from the air by dissolution in water, chemical reactions, and transfer to soils and ice caps. The sulfur dioxide levels in the State are well below the maximum standards.
	3 Hour	—	0.5 ppm			
	24 Hour	0.04 ppm	0.14 (for certain areas)			
	Annual	—	0.030 ppm (for certain areas)			
Particulate matter (PM ₁₀)	24 Hour	50 µg/m ³	150 µg/m ³	- Short-term exposure (hours/days): irritation of the eyes, nose, throat; coughing; phlegm; chest tightness; shortness of breath; aggravates existing lung disease, causing asthma attacks and acute bronchitis; those with heart disease can suffer heart attacks and arrhythmias. - Long-term exposure: reduced lung function; chronic bronchitis; changes in lung morphology; death.	Suspended particulate matter is a mixture of small particles that consist of dry solid fragments, droplets of water, or solid cores with liquid coatings. The particles vary in shape, size, and composition. PM ₁₀ refers to particulate matter that is between 2.5 and 10 microns in diameter (1 micron is one-millionth of a meter). PM _{2.5} refers to particulate matter that is 2.5 microns or less in diameter, about one-thirtieth the size of the average human hair.	Stationary sources include fuel or wood combustion for electrical utilities, residential space heating, and industrial processes; construction and demolition; metals, minerals, and petrochemicals; wood products processing; mills and elevators used in agriculture; erosion from tilled lands; waste disposal; and recycling. Mobile or transportation-related sources are from vehicle exhaust and road dust. Secondary particles form from reactions in the atmosphere.
	Mean	20 µg/m ³	—			
Particulate matter (PM _{2.5})	24 Hour	—	35 µg/m ³			
	Annual	12 µg/m ³	12.0 µg/m ³			
Visibility-reducing particles	8 Hour	See note below ^d				

Table 1 (cont.): Description of Air Pollutants

Air Pollutant	Averaging Time	California Standard	Federal Standard ^a	Most Relevant Effects from Pollutant Exposure	Properties	Sources
Sulfates	24 Hour	25 µg/m ³	—	(a) Decrease in ventilatory function; (b) aggravation of asthmatic symptoms; (c) aggravation of cardio-pulmonary disease; (d) vegetation damage; (e) degradation of visibility; (f) property damage.	The sulfate ion is a polyatomic anion with the empirical formula SO ₄ ²⁻ . Sulfates occur in combination with metal and/or hydrogen ions. Many sulfates are soluble in water.	Sulfates are particulates formed through the photochemical oxidation of sulfur dioxide. In California, the main source of sulfur compounds is combustion of gasoline and diesel fuel.
Lead ^e	30-day	1.5 µg/m ³	—	Lead accumulates in bones, soft tissue, and blood and can affect the kidneys, liver, and nervous system. It can cause impairment of blood formation and nerve conduction, behavior disorders, mental retardation, neurological impairment, learning deficiencies, and low IQ.	Lead is a solid heavy metal that can exist in air pollution as an aerosol particle component. Leaded gasoline was used in motor vehicles until around 1970. Lead concentrations have not exceeded state or federal standards at any monitoring station since 1982.	Lead ore crushing, lead-ore smelting, and battery manufacturing are currently the largest sources of lead in the atmosphere in the United States. Other sources include dust from soils contaminated with lead-based paint, solid waste disposal, and crustal physical weathering.
	Quarter	—	1.5 µg/m ³			
	Rolling 3-month average	—	0.15 µg/m ³			
Vinyl chloride ^e	24 Hour	0.01 ppm	—	Short-term exposure to high levels of vinyl chloride in the air causes central nervous system effects, such as dizziness, drowsiness, and headaches. Epidemiological studies of occupationally exposed workers have linked vinyl chloride exposure to development of a rare cancer, liver angiosarcoma, and have suggested a relationship between exposure and lung and brain cancers.	Vinyl chloride, or chloroethene, is a chlorinated hydrocarbon and a colorless gas with a mild, sweet odor. In 1990, ARB identified vinyl chloride as a toxic air contaminant and estimated a cancer unit risk factor.	Most vinyl chloride is used to make polyvinyl chloride plastic and vinyl products, including pipes, wire and cable coatings, and packaging materials. It can be formed when plastics containing these substances are left to decompose in solid waste landfills. Vinyl chloride has been detected near landfills, sewage plants, and hazardous waste sites.
Hydrogen sulfide	1 Hour	0.03 ppm	—	High levels of hydrogen sulfide can cause immediate respiratory arrest. It can irritate the eyes and	Hydrogen sulfide (H ₂ S) is a flammable, colorless, poisonous gas that smells like rotten eggs.	Manure, storage tanks, ponds, anaerobic lagoons, and land application sites are the primary

Table 1 (cont.): Description of Air Pollutants

Air Pollutant	Averaging Time	California Standard	Federal Standard ^a	Most Relevant Effects from Pollutant Exposure	Properties	Sources
				respiratory tract and cause headache, nausea, vomiting, and cough. Long exposure can cause pulmonary edema.		sources of hydrogen sulfide. Anthropogenic sources include the combustion of sulfur-containing fuels (oil and coal).
Volatile organic compounds (VOC)		There are no state or federal standards for VOCs because they are not classified as criteria pollutants.		Although health-based standards have not been established for VOCs, health effects can occur from exposures to high concentrations because of interference with oxygen uptake. In general, concentrations of VOCs are suspected to cause eye, nose, and throat irritation; headaches; loss of coordination; nausea; and damage to the liver, the kidneys, and the central nervous system. Many VOCs have been classified as toxic air contaminants.	Reactive organic gases (ROG), or VOCs, are defined as any compound of carbon—excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate—that participates in atmospheric photochemical reactions. Although there are slight differences in the definition of ROG and VOCs, the two terms are often used interchangeably.	Indoor sources of VOCs include paints, solvents, aerosol sprays, cleansers, tobacco smoke, etc. Outdoor sources of VOCs are from combustion and fuel evaporation. A reduction in VOC emissions reduces certain chemical reactions that contribute to the formulation of ozone. VOCs are transformed into organic aerosols in the atmosphere, which contribute to higher PM ₁₀ and lower visibility.
Diesel particulate matter (DPM)		There are no ambient air quality standards for DPM.		Some short-term (acute) effects of DPM exposure include eye, nose, throat, and lung irritation, coughs, headaches, light-headedness, and nausea. Studies have linked elevated particle levels in the air to increased hospital admissions, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems. Human studies on the carcinogenicity of DPM demonstrate an increased risk of lung cancer, although the increased risk cannot be clearly attributed to diesel exhaust exposure.	DPM is a source of PM _{2.5} —diesel particles are typically 2.5 microns and smaller. Diesel exhaust is a complex mixture of thousands of particles and gases that is produced when an engine burns diesel fuel. Organic compounds account for 80 percent of the total particulate matter mass, which consists of compounds such as hydrocarbons and their derivatives, and polycyclic aromatic hydrocarbons and their derivatives. Fifteen polycyclic aromatic hydrocarbons are confirmed carcinogens, a number of which are found in diesel exhaust.	Diesel exhaust is a major source of ambient particulate matter pollution in urban environments. Typically, the main source of DPM is from combustion of diesel fuel in diesel-powered engines. Such engines are in on-road vehicles such as diesel trucks, off-road construction vehicles, diesel electrical generators, and various pieces of stationary construction equipment.

Table 1 (cont.): Description of Air Pollutants

Air Pollutant	Averaging Time	California Standard	Federal Standard ^a	Most Relevant Effects from Pollutant Exposure	Properties	Sources
Notes: ppm = parts per million (concentration) $\mu\text{g}/\text{m}^3$ = micrograms per cubic meter Annual = Annual Arithmetic Mean 30-day = 30-day average Quarter = Calendar quarter ^a Federal standard refers to the primary national ambient air quality standard, or the levels of air quality necessary, with an adequate margin of safety to protect the public health. All standards listed are primary standards except for 3 Hour SO_2, which is a secondary standard. A secondary standard is the level of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant. ^b To attain the 1-hour NO_2 national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 parts per billion (ppb) (0.100 ppm). ^c On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved. ^d Visibility-reducing particles: 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. ^e The ARB has identified lead and vinyl chloride as “toxic air contaminants” with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants. ^f The EPA Administrator approved a revised 8-hour ozone standard of 0.07 ppb on October 1, 2015. The new standard went into effect 60 days after publication of the Final Rule in the Federal Register. The Final Rule was published in the Federal Register on October 26, 2015 and became effective on December 28, 2015.						

Several pollutants listed in Table 1 are not addressed in this analysis. Analysis of lead, hydrogen sulfide, sulfates, and vinyl chloride are not included in this report because no new sources of these pollutant emissions are anticipated with the project. Visibility-reducing particles are not explicitly addressed in this analysis because particulate matter is addressed as PM₁₀ and PM_{2.5}.

Toxic Air Contaminants Health Effects

A TAC is defined as an air pollutant that may cause or contribute to an increase in mortality or serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations. There are no ambient air quality standards for TAC emissions. TACs are regulated in terms of health risks to individuals and populations exposed to the pollutants. The 1990 Clean Air Act Amendments significantly expanded the EPA's authority to regulate hazardous air pollutants. Section 112 of the Clean Air Act lists 187 hazardous air pollutants to be regulated by source category. Authority to regulate these pollutants was delegated to individual states. ARB and local air districts regulate TACs and hazardous air pollutants in California.

Exposures to TACs emissions can have both chronic long-term (over a year or longer) and acute short-term (over a period of hours) health impacts. The TACs of greatest concern are those that cause serious health problems or affect many people. Health problems can include cancer, respiratory irritation, nervous system problems, and birth defects. Some health problems occur very soon after a person inhales a TAC. These immediate effects may be minor, such as watery eyes, or they may be serious, such as life-threatening lung damage. Other health problems may not appear until many months or years after a person's first exposure to the TAC. Cancer is one example of a delayed health problem.

The California Almanac of Emissions and Air Quality—2009 Edition⁵ presents the relevant concentration and cancer risk data for the ten TACs that pose the most substantial health risk in California based on available data. The ten TACs are acetaldehyde, benzene, 1,3-butadiene, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, perchloroethylene, and diesel particulate matter (DPM).

DPM

Some studies indicate that DPM poses the greatest health risk among the TACs listed above. A 10-year research program⁶ demonstrated that DPM from diesel-fueled engines is a human carcinogen and that chronic (long-term) inhalation exposure to DPM poses a chronic health risk. In addition to increased risk of lung cancer, exposure to diesel exhaust can have other health effects. Diesel exhaust can irritate the eyes, nose, throat, and lungs, and it can cause a cough, headaches, lightheadedness, and nausea. Diesel exhaust is a major source of fine particulate pollution as well, and studies have linked elevated particle levels in the air to increased hospital admissions,

⁵ California Air Resources Board (ARB). 2009. The California Almanac of Emissions and Air Quality—2009 Edition. Chapter 4, Air Basin Trends and Forecasts—Criteria Pollutants. Website: <https://www.cityofdavis.org/home/showdocument?id=4101>. Accessed July 2023.

⁶ California Air Resources Board (ARB). 1998. The Toxic Air Contaminant Identification Process: Toxic Air Contaminant Emissions from Diesel-fueled Engines. Website: <http://www.arb.ca.gov/toxics/dieseltac/factsht1.pdf>. Accessed July 2023.

emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems.

DPM differs from other TACs in that it is not a single substance, but a complex mixture of hundreds of substances. Although DPM is emitted by diesel-fueled, internal combustion engines, the composition of the emissions varies, depending on: engine type, operating conditions, fuel composition, lubricating oil, and whether an emission control system is present. Unlike the other TACs, however, no ambient monitoring data are available for DPM because no routine measurement method currently exists. The ARB has made preliminary concentration estimates based on a DPM exposure method. This method uses the ARB emissions inventory's PM₁₀ database, ambient PM₁₀ monitoring data, and the results from several studies to estimate concentrations of DPM.

Health risks attributable to the top 10 TACs listed above are available from the ARB as part of its California Almanac of Emissions and Air Quality. As shown therein for data collected at air monitoring stations in urban areas of the San Joaquin Valley Air Basin, cancer risks attributable to all of the listed TACs above with the exception of DPM have declined about 70 percent from the mid-1990s to 2007. Risks associated with DPM emissions are provided only for the year 2000 and have not been updated in the Almanac. Although more recent editions of the Almanac do not provide estimated risk, they do provide emission inventories for DPM for later years. The 2013 Almanac provides emission inventory trends for DPM from 2000 through 2035. The same Almanac reports that DPM emissions were reduced in the SJVAB from 16 tons per day in 2000 to 11 tons per day in 2010, a 31 percent decrease. DPM emissions in the San Joaquin Valley are projected to decrease to 6 tons per day by 2015, a 62 percent reduction from year 2000 levels. ARB predicts a reduction to three tons per day by 2035, which would be an 81 percent reduction from year 2000 levels. Continued implementation of the ARB's Diesel Risk Reduction Plan is expected to provide continued reductions in DPM well into the future.⁷

Benzene

Out of the toxic compounds emitted from gasoline stations, benzene, ethylbenzene, and naphthalene have cancer toxicity values. However, benzene is the TAC which drives the risk, accounting for approximately 85 percent of cancer risk from gasoline vapors. Furthermore, benzene constitutes more than three to four times the weight of gasoline than ethylbenzene and naphthalene, respectively.⁸

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

⁷ California Air Resources Board (ARB). 2013. The California Almanac of Air Quality and Emissions—2013 Edition. Website: <http://www.arb.ca.gov/aqd/almanac/almanac13/almanac13.htm>. Accessed July 2023.

⁸ South Coast Air Quality Management District (SCAQMD). 2015. Risk Assessment Procedures for Rules 1401, 1401.1, and 212. Website: http://www.aqmd.gov/docs/default-source/rule-book/Proposed-Rules/1401/appx_1401riskassessproc_071517nw.pdf. Accessed July 2023.

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 that were constructed prior to the 1977 ban on asbestos for use in buildings. Exposure to naturally occurring asbestos can occur during soil-disturbing activities in areas with deposits present. No naturally occurring asbestos is located near the project site/plan area.

2.3—Existing Air Quality Conditions

The EPA developed the Air Quality Index (AQI) as an easy-to-understand measure of health impacts compared with concentrations in the air. Table 2 provides a description of the health impacts of ozone at different concentrations.

Table 2: Air Quality Index and Health Effects from Ozone

Air Quality Index/ 8-hour Ozone Concentration	Health Effects Description
AQI 51–100—Moderate Concentration 55–70 ppb	Sensitive Groups: Children and people with asthma are the groups most at risk.
	Health Effects Statements: Unusually sensitive individuals may experience respiratory symptoms.
	Cautionary Statements: Unusually sensitive people should consider limiting prolonged outdoor exertion.
AQI 101–150—Unhealthy for Sensitive Groups Concentration 71–85 ppb	Sensitive Groups: Children and people with asthma are the groups most at risk.
	Health Effects Statements: Increasing likelihood of respiratory symptoms and breathing discomfort in active children and adults and people with respiratory disease, such as asthma.
	Cautionary Statements: Active children and adults, and people with respiratory disease, such as asthma, should limit prolonged outdoor exertion.
AQI 151–200—Unhealthy Concentration 86–105 ppb	Sensitive Groups: Children and people with asthma are the groups most at risk.
	Health Effects Statements: Greater likelihood of respiratory symptoms and breathing difficulty in active children and adults and people with respiratory disease, such as asthma; possible respiratory effects in general population.
	Cautionary Statements: Active children and adults, and people with respiratory disease, such as asthma, should avoid prolonged outdoor exertion; everyone else, especially children, should limit prolonged outdoor exertion.
AQI 201–300—Very Unhealthy Concentration 106–200 ppb	Sensitive Groups: Children and people with asthma are the groups most at risk.
	Health Effects Statements: Increasingly severe symptoms and impaired breathing likely in active children and adults and people with respiratory disease, such as asthma; increasing likelihood of respiratory effects in general population.

	Cautionary Statements: Active children and adults, and people with respiratory disease, such as asthma, should avoid all outdoor exertion; everyone else, especially children, should limit outdoor exertion.
Source: Air Now. 2021. AQI Calculator: AQI to Concentration. Website: https://www.airnow.gov/aqi/aqi-calculator-concentration/ . Accessed July 2023.	

The other nonattainment pollutant of concern is PM_{2.5}. An AQI of 100 or lower is considered moderate and would be triggered by a 24-hour average concentration of 12.1 to 35.4 µg/m³. The relationship of the AQI to health effects is shown in Table 3.

Table 3: Air Quality Index and Health Effects of Particulate Pollution

Air Quality Index/ PM _{2.5} Concentration	Health Effects Description
AQI 51–100—Moderate Concentration 12.1–35.4 µg/m ³	Sensitive Groups: Some people who may be unusually sensitive to particle.
	Health Effects Statements: Unusually sensitive people should consider reducing prolonged or heavy exertion.
	Cautionary Statements: Unusually sensitive people: Consider reducing prolonged or heavy exertion. Watch for symptoms such as coughing or shortness of breath. These are signs to take it easier.
AQI 101–150—Unhealthy for Sensitive Groups Concentration 35.5–55.4 µg/m ³	Sensitive Groups: Sensitive groups include people with heart or lung disease, older adults, children, and teenagers.
	Health Effects Statements: Increasing likelihood of respiratory symptoms in sensitive individuals, aggravation of heart or lung disease and premature mortality in persons with cardiopulmonary disease, and the elderly.
AQI 151–200—Unhealthy Concentration 55.5–150.4 µg/m ³	Sensitive Groups: Everyone
	Health Effects Statements: Increased aggravation of heart or lung disease and premature mortality in persons with cardiopulmonary disease and the elderly; increased respiratory effects in general population.
	Cautionary Statements: Sensitive groups: Avoid prolonged or heavy exertion. Consider moving activities indoors or rescheduling. Everyone else: Reduce prolonged or heavy exertion. Take more breaks during outdoor activities.
AQI 201–300—Very Unhealthy Concentration 150.5–250.4 µg/m ³	Sensitive Groups: Everyone
	Health Effects Statements: Significant aggravation of heart or lung disease and premature mortality in persons with cardiopulmonary disease and the elderly; significant increase in respiratory effects in general population.
	Cautionary Statements: Sensitive groups: Avoid all physical activity outdoors. Move activities indoors or reschedule to a time when air quality is better. Everyone else: Avoid prolonged or heavy exertion. Consider moving activities indoors or rescheduling to a time when air quality is better.

Source: Air Now. 2021. AQI Calculator: AQI to Concentration. Website: <https://www.airnow.gov/aqi/aqi-calculator-concentration/>. Accessed July 2023.

2.3.1 - Attainment Status

The EPA and the ARB designate air basins where ambient air quality standards are exceeded as “nonattainment” areas. If standards are met, the area is designated 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 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 PM_{2.5} standard is met if the three-year average of the annual average PM_{2.5} concentration is less than or equal to the standard.

The current attainment designations for the Air Basin are shown in Table 4. The Air Basin is designated nonattainment for ozone, PM₁₀, and PM_{2.5}.

Table 4: San Joaquin Valley Air Basin Attainment Status

Pollutant	State Status	National Status
Ozone—One Hour	Nonattainment/Severe	No Standard
Ozone—Eight Hour	Nonattainment	Nonattainment/Extreme
Carbon monoxide	Attainment/Unclassified	Merced, Madera, and Kings Counties are unclassified; others are in Attainment
Nitrogen dioxide	Attainment	Attainment/Unclassified
Sulfur dioxide	Attainment	Attainment/Unclassified
PM ₁₀	Nonattainment	Attainment
PM _{2.5}	Nonattainment	Nonattainment
Lead	Attainment	No Designation/Classification
Source of State status: California Air Resources Board (ARB 2013). ⁹ Source of National status: U.S. Environmental Protection Agency (EPA 2021). ¹⁰ Source of additional status information (SJVAPCD 2017). ¹¹		

⁹ California Air Resources Board (ARB). 2013. Area Designation Maps/State and National. 2012 State Area Designations. Page last reviewed October 18, 2017. Website: <https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations>. Accessed July 2023.

¹⁰ U.S. Environmental Protection Agency (EPA). 2021. Green Book Nonattainment Areas for Criteria Pollutants as of September 30, 2021. Website: <https://www.epa.gov/green-book>. Accessed July 2023.

¹¹ San Joaquin Valley Air Pollution Control District (SJVAPCD). 2017. Ambient Air Quality Standards & Valley Attainment Status. Website: <https://www.valleyair.org/aqinfo/attainment.htm>. Accessed July 2023.

2.4—Air Quality Plans and Regulations

Air pollutants are regulated at the national, state, and air basin or county level, and each agency has a different level of regulatory responsibility: the EPA regulates at the national level, the ARB at the state level, and the SJVAPCD at the air basin level.

2.4.1 - San Joaquin Valley Air Pollution Control District

The SJVAPCD is responsible for controlling emissions primarily from stationary sources. The SJVAPCD, in coordination with the eight countywide transportation agencies, is also responsible for developing, updating, and implementing air quality attainment plans for the Air Basin. The SJVAPCD also has roles under CEQA.

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 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. This rule is enforced on a complaint basis.

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. Only compliant components are available for purchase in the San Joaquin Valley.

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. This regulation is enforced on the asphalt provider.

Regulation VIII—Fugitive PM₁₀ Prohibitions. Rules 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 within the Air Basin. The rule places application and emission reduction requirements on development projects meeting applicability criteria in order to reduce emissions through on-site mitigation, off-site District-administered projects, or a combination of the two. This project is subject to Rule 9510.

CEQA

The SJVAPCD has three roles under CEQA:

1. **Lead Agency:** Responsible for preparing environmental analyses for its own projects (adoption of rules, regulations, or plans) or permit projects filed with the SJVAPCD where the SJVAPCD has primary approval authority over the project.
2. **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 SJVAPCD 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 SJVAPCD regularly submits comments on documents prepared by lead agencies to ensure that the SJVAPCD's concerns are addressed.
3. **Commenting Agency:** The SJVAPCD reviews and comments on air quality analyses prepared by other public agencies (such as the proposed 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.

2.4.2 - Local

The City of Porterville 2030 General Plan was adopted on March 4, 2008. The City's applicable air quality goals and policies from the Air Quality section are listed below.

City of Porterville Air Quality Goals and Policies

The General Plan lists the following policies that are supportive of improved air quality. Policies that are directly related to the project are listed below:

Land Use Element

LU-G-3: Promote sustainability in the design and development of public and private development projects.

LU-G-11: Foster strong, visually attractive regional commercial centers with a mix of tenants to serve both local and regional needs.

LU-I-20: Establish standards for pedestrian-oriented design in neighborhood centers. Pedestrian-oriented design standards may include, but would not be limited to:

- Limitations on maximum block length;
- Minimum sidewalk width;
- Required streetscape improvements, including street trees;
- Building height and articulation;
- Building setbacks;
- Location of entries; and
- Parking location and required landscaping.

The City also may provide additional incentives for projects that contribute to the pedestrian, bicycle and transit networks, and/or the open space network.

Circulation Element

C-G-3: Make efficient use of existing transportation facilities and, through coordinated land use planning, strive to improve accessibility to shops, schools, parks and employment centers and reduce total vehicle miles traveled per household to minimize vehicle emissions and save energy.

C-I-2: Require all new developments to provide right-of-way and improvements consistent with the General Plan street designations and City street section standards.

C-I-3: Provide for greater street connectivity by: Incorporating in subdivision regulations requirements for a minimum number of access points to existing local or collector streets for each development;

Encouraging roundabouts over signals, where feasible and appropriate;

Requiring the bicycle and pedestrian connections from cul-de-sacs to nearby public areas and main streets; and

Requiring new residential communities on undeveloped land planned for urban uses to provide stubs for future connections to the edge of the property line. Where stubs exist on adjacent properties, new streets within the development should connect to these stubs.

C-G-8: Promote the use of public transit for daily trips to schools and work and for other purposes.

C-G-9: Promote the use of bicycles to alleviate vehicle traffic and improve public health.

C-G-10: Promote pedestrian activity.

C-I-21: Develop a series of continuous walkways within new office parks, commercial districts, and residential neighborhoods so they connect to one another.

Open Space & Conservation Element

OSC-G-9: Improve and protect Porterville’s air quality by making air quality a priority in land use and transportation planning and in development review.

OSC-I-58: Continue to assess air quality impacts through environmental review and require developers to implement best management practices to reduce air pollutant emissions associated with the construction and operation of development projects.

The City will use the San Joaquin Valley Air Pollution Control District (SJVAPCD) Guidelines for Assessing and Mitigating Air Quality Impacts for determining and mitigating project air quality impacts and related thresholds of significance for use in environmental documents. The City shall cooperate with the SJVAPCD in the review of development proposals.

BMPs could include transportation demand management strategies for large development projects such as:

- Providing bicycle access and parking facilities;
- Providing preferential parking for high-occupancy vehicles, carpools, or alternative fuels vehicles;
- Establishing telecommuting programs or satellite work centers;
- Allowing alternative work schedules;
- Subsidizing public transit costs for employee; and
- Scheduling deliveries at off-peak traffic periods.

OSC-I-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.

OSC-I-61: Coordinate air quality planning efforts with other local, regional and State agencies.

OSC-I-62: Be proactive in educating the public about the linkages between land use, transportation and air quality.

OSC-I-63: Notify local and regional jurisdictions of proposed projects that may affect regional air quality.

OSC-I-65: When asbestos has been identified in the preliminary soils report, require all new development and public works projects to comply with all provisions of State and regional ATCM regulations for control of airborne asbestos emissions relating to construction, road maintenance, and grading activities.

The City will establish Best Management Practices for construction, grading, and road maintenance in areas with naturally occurring asbestos, consistent with State and regional regulations for Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations. BMPs may include but are not limited to:

- Wetting soil during excavation and other dust suppression measures;
- Wetting roads, excavated materials and rinsing equipment;
- Limiting vehicle speeds within construction areas;
- Creating wind breaks and berms;
- Suspending activities when wind creates visible dust;
- Prohibiting rock-crushing of asbestos-containing materials;
- Monitoring dust levels;
- Posting warning signs;
- Replanting; and
- Paving or other permanent sealants or covers.

2.4.3 - Existing Sources of Toxic Emissions

No existing sources were identified that exceed ARB recommendations in its Air Quality Land Use Handbook for siting sensitive land uses impact the project.

2.4.4 - ARB Air Quality Land Use Handbook

Table 5 lists the following ARB advisory recommendations that address the issue of siting “sensitive land uses” near specific sources of air pollution:¹²

- High traffic freeways and roads
- Refineries

¹² California Air Resources Board (ARB). 2005. California Environmental Protection Agency. Air Quality and Land Use Handbook: A Community Health Perspective. April 2005. Website: www.arb.ca.gov/ch/landuse.htm. Accessed July 2023.

- Distribution centers
- Rail yards
- Ports
- Chrome plating facilities
- Dry cleaners
- Large gas dispensing facilities

The analysis examines the area around the site to determine if potential sources of TAC emissions may impact the project, based on the ARB recommended screening distances.

Table 5: Recommendations on Siting New Sensitive Land Uses

Source Category	Advisory Recommendations
Freeways and High-Traffic Roads	Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.
Distribution Centers	Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week). Take into account the configuration of existing distribution centers and avoid locating residences and other new sensitive land uses near entry and exit points.
Rail Yards	Avoid siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard. Within one mile of a rail yard, consider possible siting limitations and mitigation approaches.
Ports	Avoid siting of new sensitive land uses immediately downwind of ports in the most heavily impacted zones. Consult local air districts or the ARB on the status of pending analyses of health risks.
Refineries	Avoid siting new sensitive land uses immediately downwind of petroleum refineries. Consult with local air districts and other local agencies to determine an appropriate separation.
Chrome Platers	Avoid siting new sensitive land uses within 1,000 feet of a chrome plater.
Dry Cleaners Using Perchloroethylene	Avoid siting new sensitive land uses within 300 feet of any dry-cleaning operation. For operations with two or more machines, provide 500 feet. For operations with three or more machines, consult with the local air district. Do not site new sensitive land uses in the same building with perchloroethylene dry cleaning operations.
Gasoline Dispensing Facilities	Avoid siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50-foot separation is recommended for typical gas dispensing facilities.
Note: These recommendations are advisory. Land use agencies have to balance other considerations, including housing and transportation needs, economic development priorities, and other quality of life issues.	

SECTION 3: CLIMATE CHANGE SETTING

3.1—Climate Change

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

The United Nations Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. In its Fourth Assessment Report, the IPCC predicted that the global mean temperature change from 1990 to 2100, given six scenarios, could range from 1.1 degrees Celsius (°C) to 6.4°C. Regardless of analytical methodology, global average temperatures and sea levels are expected to rise under all scenarios.¹³ The report also concluded that “[w]arming of the climate system is unequivocal,” and that “most of the observed increase in global average temperatures since the mid-20th century is very likely due to the observed increase in anthropogenic greenhouse gas concentrations.”

An individual project cannot generate enough GHG emissions to cause a discernible change in global climate. However, the project participates in the potential for global climate change by its incremental contribution of GHGs—and when combined with the cumulative increase of all other sources of GHGs—constitute potential influences on global climate change.

3.1.1 - Consequences of Climate Change in California

In California, climate change may result in consequences such as the following:^{14,15}

- **A reduction in the quality and supply of water from the Sierra snowpack.** If heat-trapping emissions continue unabated, more precipitation will fall as rain instead of snow, and the snow that does fall will melt earlier, reducing the Sierra Nevada spring snowpack by as much as 70 to 90 percent. This can lead to challenges in securing adequate water supplies. It can also lead to a potential reduction in hydropower.
- **Increased risk of large wildfires.** If rain increases as temperatures rise, wildfires in the grasslands and chaparral ecosystems of southern California are estimated to increase by

¹³ Intergovernmental Panel on Climate Change (IPCC). 2007. Climate Change 2007: The Physical Science Basis. Contribution of Working Group I to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change (Solomon, S., D. Qin, M. Manning, Z. Chen, M. Marquis, K.B. Averyt, M. Tignor and H.L. Miller [eds.]). Cambridge University Press, Cambridge, United Kingdom and New York, NY, USA, Website: <https://www.ipcc.ch/report/ar4/wg1/>. Accessed July 2023.

¹⁴ California Climate Change Center (CCCC). 2006. Our Changing Climate, Assessing the Risks to California: A Summary Report from the California Climate Change Center. July 2006. CEC-500-2006-077. Website: www.scc.ca.gov/webmaster/ftp/pdf/climate_change/assessing_risks.pdf. Accessed July 2023.

¹⁵ Moser et al. 2009. Moser, Susie, Guido Franco, Sarah Pittiglio, Wendy Chou, Dan Cayan. 2009. The Future Is Now: An Update on Climate Change Science Impacts and Response Options for California. California Energy Commission, PIER Energy-Related Environmental Research Program. CEC-500-2008-071. Website: http://www.susannemoser.com/documents/CEC-500-2008-071_Moseretal_FutureisNow.pdf. Accessed July 2023.

approximately 30 percent toward the end of the 21st century because more winter rain will stimulate the growth of more plant “fuel” available to burn in the fall. In contrast, a hotter, drier climate could promote up to 90 percent more northern California fires by the end of the century by drying out and increasing the flammability of forest vegetation.

- **Reductions in the quality and quantity of certain agricultural products.** The crops and products likely to be adversely affected include wine grapes, fruit, nuts, and milk.
- **Exacerbation of air quality problems.** If temperatures rise to the medium warming range, there could be 75 to 85 percent more days with weather conducive to ozone formation in Los Angeles and the San Joaquin Valley, relative to today’s conditions. This is more than twice the increase expected if rising temperatures remain in the lower warming range. This increase in air quality problems could result in an increase in asthma and other health-related problems.
- **A rise in sea levels resulting in the displacement of coastal businesses and residences.** During the past century, sea levels along California’s coast have risen about seven inches. If emissions continue unabated and temperatures rise into the higher anticipated warming range, sea level is expected to rise an additional 22 to 35 inches by the end of the century. Elevations of this magnitude would inundate coastal areas with salt water, accelerate coastal erosion, threaten vital levees and inland water systems, and disrupt wetlands and natural habitats.
- **An increase in temperature and extreme weather events.** Climate change is expected to lead to increases in the frequency, intensity, and duration of extreme heat events and heat waves in California. More heat waves can exacerbate chronic disease or heat-related illness.
- **A decrease in the health and productivity of California’s forests.** Climate change can cause an increase in wildfires, an enhanced insect population, and establishment of non-native species.

3.2—Greenhouse Gases

Gases that trap heat in the atmosphere are referred to as GHGs. The effect is analogous to the way a greenhouse retains heat. Common GHGs include water vapor, carbon dioxide, methane, NO_x, chlorofluorocarbons, hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, ozone, and aerosols. Natural processes and human activities emit GHGs. The presence of GHGs in the atmosphere affects the earth’s temperature. It is believed that emissions from human activities, such as electricity production and vehicle use, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations.

Climate change is driven by forcings and feedbacks. Radiative forcing is the difference between the incoming energy and outgoing energy in the climate system. Positive forcing tends to warm the surface while negative forcing tends to cool it. Radiative forcing values are typically expressed in watts per square meter. A feedback is a climate process that can strengthen or weaken a forcing. For example, when ice or snow melts, it reveals darker land underneath which absorbs more radiation and causes more warming. The global warming potential is the potential of a gas or aerosol to trap heat in the atmosphere. The global warming potential of a gas is essentially a measurement of the radiative forcing of a GHG compared with the reference gas, CO₂.

Individual GHG compounds have varying global warming potential and atmospheric lifetimes. CO₂, the reference gas for global warming potential, has a global warming potential of one. The global warming potential of a GHG is a measure of how much a given mass of a GHG is estimated to contribute to global warming. To describe how much global warming a given type and amount of GHG may cause, the carbon dioxide equivalent is used. The calculation of the carbon dioxide equivalent is a consistent methodology for comparing GHG emissions since it normalizes various GHG emissions to a consistent reference gas, CO₂. For example, CH₄'s warming potential of 25 indicates that CH₄ has 25 times greater warming effect than CO₂ on a molecule-per-molecule basis. A carbon dioxide equivalent is the mass emissions of an individual GHG multiplied by its global warming potential. GHGs defined by Assembly Bill (AB) 32 (see the Climate Change Regulatory Environment section for a description) include CO₂, CH₄, NO_x, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. They are described in Table 6. A seventh GHG, nitrogen trifluoride, was added to Health and Safety Code section 38505(g)(7) as a GHG of concern. The global warming potential amounts are from IPCC Fourth Assessment Report (AR4). The AR4 GWP amounts, incorporated into CalEEMod, are used in this analysis. Although the newer IPCC Fifth Assessment Report (AR5) includes new global warming potential amounts, ARB continues to use AR4 rates for inventory purposes. Until such time as ARB updates its Scoping Plan inventories to utilize AR5 GWPs, it is appropriate to continue using AR4 GWPs for CEQA analyses, which are based on Scoping Plan consistency.

Table 6: Description of Greenhouse Gases

Greenhouse Gas	Description and Physical Properties	Sources
Nitrous oxide	Nitrous oxide (laughing gas) is a colorless GHG. It has a lifetime of 114 years. Its global warming potential is 298.	Microbial processes in soil and water, fuel combustion, and industrial processes.
Methane	Methane is a flammable gas and is the main component of natural gas. It has a lifetime of 12 years. Its global warming potential is 25.	Methane is extracted from geological deposits (natural gas fields). Other sources are landfills, fermentation of manure, and decay of organic matter.
Carbon dioxide	Carbon dioxide (CO ₂) is an odorless, colorless, natural GHG. Carbon dioxide's global warming potential is 1. The concentration in 2005 was 379 parts per million (ppm), which is an increase of about 1.4 ppm per year since 1960.	Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources are from burning coal, oil, natural gas, and wood.
Chlorofluorocarbons	These are gases formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms. They are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the earth's surface). Global warming potentials range from 124 to 14,800.	Chlorofluorocarbons were synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. They destroy stratospheric ozone. The Montreal Protocol on Substances that Deplete the Ozone Layer prohibited their production in 1987.
Perfluorocarbons	Perfluorocarbons have stable molecular structures and only break down by ultraviolet rays about 60 kilometers	Two main sources of perfluorocarbons are primary aluminum production and semiconductor manufacturing.

	above Earth's surface. Because of this, they have long lifetimes, between 10,000 and 50,000 years. Global warming potentials range from 7,390 to 12,200.	
Sulfur hexafluoride	Sulfur hexafluoride (SF ₆) is an inorganic, odorless, colorless, and nontoxic, nonflammable gas. It has a lifetime of 3,200 years. It has a high global warming potential of 22,800.	This gas is man-made and used for insulation in electric power transmission equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas.
Nitrogen trifluoride	Nitrogen trifluoride (NF ₃) was added to Health and Safety Code section 38505(g)(7) as a GHG of concern. It has a high global warming potential of 17,200.	This gas is used in electronics manufacture for semiconductors and liquid crystal displays.
Sources: Compiled from a variety of sources, primarily Intergovernmental Panel on Climate Change 2007a and 2007b.		

The State has begun addressing pollutants referred to as short-lived climate pollutants. Senate Bill (SB) 605, approved by the governor on September 14, 2014 required the ARB to complete a comprehensive strategy to reduce emissions of short-lived climate pollutants by January 1, 2016. ARB was required to complete an emission inventory of these pollutants, identify research needs, identify existing and potential new control measures that offer co-benefits, and coordinated with other state agencies and districts to develop measures. The Short-Lived Climate Pollutant Strategy was approved by the ARB on March 24, 2017. The strategy calls for reductions of 50 percent from black carbon, 40 percent from methane, and 40 percent from HFCs from the 2030 Business as Usual (BAU) inventory for these pollutants.¹⁶

The short-lived climate pollutants include three main components: black carbon, fluorinated gases, and methane. Fluorinated gases and methane are described in Table 6 and are already included in the California GHG inventory. Black carbon has not been included in past GHG inventories; however, ARB will include it in its comprehensive strategy.¹⁷

Ozone is another short-lived climate pollutant that will be part of the strategy. Ozone affects evaporation rates, cloud formation, and precipitation levels. Ozone is not directly emitted, so its precursor emissions, volatile organic compounds (VOC) and oxides of nitrogen (NO_x) on a regional scale and CH₄ on a hemispheric scale will be subject of the strategy.¹⁸

Black carbon is a component of fine particulate matter. Black carbon is formed by incomplete combustion of fossil fuels, biofuels, and biomass. Sources of black carbon within a jurisdiction may include exhaust from diesel trucks, vehicles, and equipment, as well as smoke from biogenic combustion. Biogenic combustion sources of black carbon include the burning of biofuels used for transportation, the burning of biomass for electricity generation and heating, prescribed burning of agricultural residue, and natural and unnatural wildfires. Black carbon is not a gas but an aerosol—

¹⁶ California Air Resources Board (ARB). 2017. Short-Lived Climate Pollutant Reduction Strategy. March. Website: https://www.arb.ca.gov/cc/shortlived/meetings/03142017/final_slcp_report.pdf. Accessed July 2023.

¹⁷ California Air Resources Board (ARB). 2015. Short-Lived Climate Pollutant Reduction Strategy, Concept Paper. May. Website: <https://ww2.arb.ca.gov/resources/documents/slcp-strategy-draft-may2015>. Accessed July 2023.

¹⁸ California Air Resources Board (ARB). 2015. Short-Lived Climate Pollutant Reduction Strategy, Concept Paper. May. Website: <https://ww2.arb.ca.gov/resources/documents/slcp-strategy-draft-may2015>. Accessed July 2023.

particles or liquid droplets suspended in air. Black carbon only remains in the atmosphere for days to weeks, whereas other GHGs can remain in the atmosphere for years. Black carbon can be deposited on snow, where it absorbs sunlight, reduces sunlight reflectivity, and hastens snowmelt. Direct effects include absorbing incoming and outgoing radiation; indirectly, black carbon can also affect cloud reflectivity, precipitation, and surface dimming (cooling).

Global warming potentials for black carbon were not defined by the IPCC in its Fourth Assessment Report. The ARB has identified a global warming potential of 3,200 using a 20-year time horizon and 900 using a 100-year time horizon from the IPCC Fifth Assessment. Sources of black carbon are already regulated by ARB, and air district criteria pollutant and toxic regulations that control fine particulate emissions from diesel engines and other combustion sources.¹⁹ Additional controls on the sources of black carbon specifically for their GHG impacts beyond those required for toxic and fine particulates are not likely to be needed.

Water vapor is also considered a GHG. Water vapor is an important component of our climate system and is not regulated. Increasing water vapor leads to warmer temperatures, which causes more water vapor to be absorbed into the air. Warming and water absorption increase in a spiraling cycle. Water vapor feedback can also amplify the warming effect of other GHGs, such that the warming brought about by increased carbon dioxide allows more water vapor to enter the atmosphere.²⁰

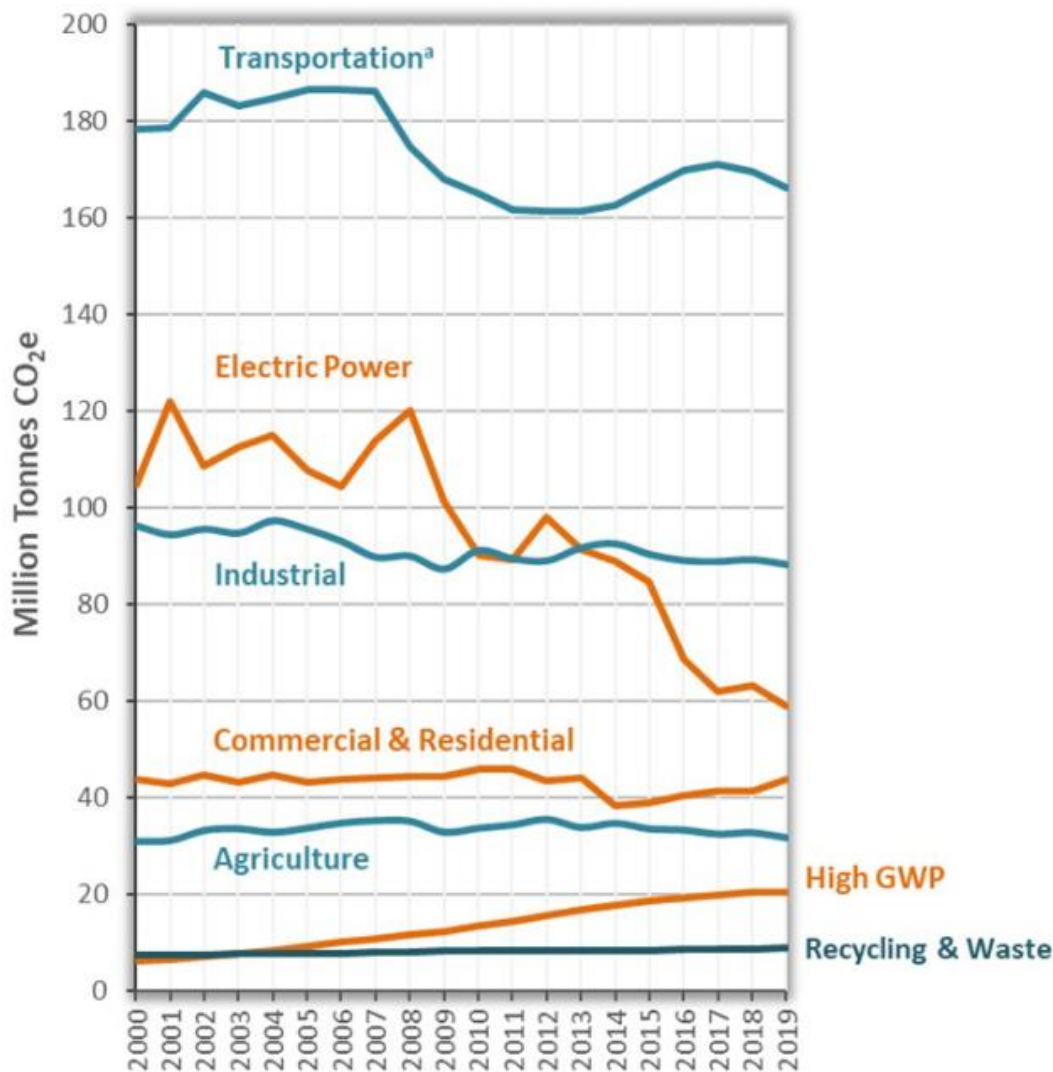
3.2.1 - Emissions Inventories

An emissions inventory is a database that lists, by source, the amount of air pollutants discharged into the atmosphere of a geographic area during a given time period. Figure 1 shows the contributors of GHG emissions in California between years 2000 and 2019 by Scoping Plan category. The main contributor was transportation. The second highest sector in 2019 was industrial, which includes sources from refineries, general fuel use, oil and gas extraction, cement plants, and cogeneration heat output. Emissions from the electricity sector account for 14 percent of the inventory and have shown a substantial decrease in 2019 due to increases in renewables. ARB reported that California's GHG emissions inventory was 418.2 MMTCO₂e in 2019.²¹

¹⁹ California Air Resources Board (ARB). 2015. ARB Emissions Trading Program. Website: http://www.arb.ca.gov/cc/capandtrade/guidance/cap_trade_overview.pdf. Accessed July 2023.

²⁰ National Aeronautics and Space Administration (NASA). 2021. NASA—Global Climate Change, Vital Signs of a Planet. September 28. Website: <http://climate.nasa.gov/causes/>. Accessed July 2023.

²¹ California Air Resources Board (ARB). 2021. California Greenhouse Gas Emissions for 2000 to 2019: Trends of Emissions and Other Indicators. Website: https://ww3.arb.ca.gov/cc/inventory/pubs/reports/2000_2019/ghg_inventory_trends_00-19.pdf. July 28. Accessed November July 2023.

Figure 1: Greenhouse Gas Emission Trends by Scoping Plan Category in CaliforniaSource: ARB 2021.²²

3.3—Regulatory Environment

3.3.1 - California

California Air Resources Board Adopted Scoping Plans

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

²² California Air Resources Board (ARB). 2021. California Greenhouse Gas Emissions for 2000 to 2019: Trends of Emissions and Other Indicators. Website: https://ww3.arb.ca.gov/cc/inventory/pubs/reports/2000_2019/ghg_inventory_trends_00-19.pdf. July 28. Accessed July 2023.

purposes such as energy and water conservation, but also provide GHG reductions. This section describes the major provisions of the legislation.

AB 32. The California State Legislature enacted AB 32, the California Global Warming Solutions Act of 2006. AB 32 requires that GHGs emitted in California be reduced to 1990 levels by the year 2020. “Greenhouse gases” as defined under AB 32 include carbon dioxide, methane, NO_x, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Since AB 32 was enacted, a seventh chemical, nitrogen trifluoride, has also been added to the list of GHGs. The ARB is the state agency charged with monitoring and regulating sources of GHGs. 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.

The ARB approved the 1990 GHG emissions level of 427 MMTCO₂e on December 6, 2007.²³ Therefore, to meet the State’s target, emissions generated in California in 2020 are required to be equal to or less than 427 MMTCO₂e. Emissions in 2020 in a BAU scenario were estimated to be 596 MMTCO₂e, which do not account for reductions from AB 32 regulations.²⁴ At that rate, a 28 percent reduction was required to achieve the 427 MMTCO₂e 1990 inventory. In October 2010, ARB prepared an updated 2020 forecast to account for the effects of the 2008 recession and slower forecasted growth. The 2020 inventory without the benefits of adopted regulation was then estimated at 545 MMTCO₂e. Therefore, under the updated forecast, a 21.7 percent reduction from BAU is required to achieve 1990 levels.²⁵

Calculation of the original 1990 limit approved in 2007 was revised in 2014 using the scientifically updated IPCC AR4 global warming potential values, to 431 MMTCO₂e. ARB approved 431 MMTCO₂e as the 2020 emission limit with the approval of the First Update to the Scoping Plan on May 22, 2014.

Progress in Achieving AB 32 Targets

The State made steady progress in implementing AB 32 and achieving targets included in Executive Order S-3-05. The progress was evident in emission inventories prepared by ARB, which showed that the State inventory dropped below 1990 levels for the first time in 2016.²⁶ The 2017 Scoping Plan Update includes projections indicating that the State will meet or exceed the 2020 target with

²³ California Air Resources Board (ARB). 2007. Staff Report. California 1990 Greenhouse Gas Level and 2020 Emissions Limit. November 16, 2007. Website: www.arb.ca.gov/cc/inventory/pubs/reports/staff_report_1990_level.pdf. Accessed July 2023.

²⁴ California Air Resources Board (ARB). 2008. (includes edits made in 2009) Climate Change Scoping Plan, a framework for change. Website: http://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf. Accessed July 2023.

²⁵ California Air Resources Board (ARB). 2010. 2020 Greenhouse Gas Emissions Projection and BAU Scenario Emissions Estimate. Website: https://ww3.arb.ca.gov/cc/inventory/archive/captrade_2010_projection.pdf. Accessed July 2023.

²⁶ California Air Resources Board (ARB). 2018. Climate Pollutants Fall Below 1990 Levels for the First Time. Website: <https://ww2.arb.ca.gov/news/climate-pollutants-fall-below-1990-levels-first-time>. Accessed July 2023.

adopted regulations.²⁷ In 2019, emissions from GHG emitting activities statewide were 418.2 MMTCO₂e, 7.2 MMTCO₂e lower than 2018 levels and almost 13 MMTCO₂e below the 2020 GHG Limit of 431 MMTCO₂e.²⁸

ARB 2008 Scoping Plan. The ARB's Climate Change Scoping Plan (Scoping Plan) contains measures designed to reduce the State's emissions to 1990 levels by the year 2020 to comply with AB 32 (ARB 2008)²⁹. The Scoping Plan identifies recommended measures for multiple GHG emission sectors and the associated emission reductions needed to achieve the year 2020 emissions target—each sector has a different emission reduction target. Most of the measures target the transportation and electricity sectors. As stated in the Scoping Plan, the key elements of the strategy for achieving the 2020 GHG target include:

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards;
- Achieving a statewide renewables energy mix of 33 percent;
- Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system;
- Establishing targets for transportation-related GHG emissions for regions throughout California and pursuing policies and incentives to achieve those targets;
- Adopting and implementing measures pursuant to existing State laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard; and
- Creating targeted fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the State's long-term commitment to AB 32 implementation.

SB 32 and the 2017 Scoping Plan. The Governor signed SB 32 on September 8, 2016. SB 32 now gives ARB the statutory responsibility to include the 2030 target previously contained in Executive Order B-30-15 in the 2017 Scoping Plan Update. SB 32 states that "In adopting rules and regulations to 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." The 2017 Climate Change Scoping Plan Update addressing the SB 32 targets was adopted on December 14, 2017. The major elements of the framework proposed to achieve the 2030 target are as follows:

²⁷ California Air Resources Board (ARB). 2017. The 2017 Climate Change Scoping Plan Update, the Proposed Strategy for Achieving California's 2030 Greenhouse Gas Target. January 17, 2017. Website: https://www.arb.ca.gov/cc/scopingplan/2030sp_pp_final.pdf. Accessed July 2023.

²⁸ California Air Resources Board (ARB). 2021. California Greenhouse Gas Emissions for 2000 to 2019: Trends of Emissions and Other Indicators. Website: https://ww3.arb.ca.gov/cc/inventory/pubs/reports/2000_2019/ghg_inventory_trends_00-19.pdf. July 28. Accessed July 2023.

²⁹ California Air Resources Board (ARB). 2008. (includes edits made in 2009) Climate Change Scoping Plan, a framework for change. Website: http://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf. Accessed July 2023.

1. SB 350
 - Achieve 50 percent Renewables Portfolio Standard (RPS) by 2030.
 - Doubling of energy efficiency savings by 2030.
2. Low Carbon Fuel Standard (LCFS)
 - Increased stringency (reducing carbon intensity 18 percent by 2030, up from 10 percent in 2020).
3. Mobile Source Strategy (Cleaner Technology and Fuels Scenario)
 - Maintaining existing GHG standards for light- and heavy-duty vehicles.
 - Put 4.2 million zero-emission vehicles (ZEVs) on the roads.
 - Increase ZEV buses, delivery and other trucks.
4. Sustainable Freight Action Plan
 - Improve freight system efficiency.
 - Maximize use of near-zero emission vehicles and equipment powered by renewable energy.
 - Deploy over 100,000 zero-emission trucks and equipment by 2030.
5. Short-Lived Climate Pollutant (SLCP) Reduction Strategy
 - Reduce emissions of methane and hydrofluorocarbons 40 percent below 2013 levels by 2030.
 - Reduce emissions of black carbon 50 percent below 2013 levels by 2030.
6. SB 375 Sustainable Communities Strategies
 - Increased stringency of 2035 targets.
7. Post-2020 Cap-and-Trade Program
 - Declining caps, continued linkage with Québec, and linkage to Ontario, Canada.
 - ARB will look for opportunities to strengthen the program to support more air quality co-benefits, including specific program design elements. In Fall 2016, ARB 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 greenhouse gas emissions from the refinery sector.
9. By 2018, develop Integrated Natural and Working Lands Action Plan to secure California's land base as a net carbon sink.³⁰

ARB's 2022 Scoping Plan

The most recent version of the ARB's Scoping Plan, the 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan), was adopted in December 2022. The 2022 Scoping Plan provides a detailed sector-by-sector guide to address climate change by reducing GHG emissions by 85 percent

³⁰ California Air Resources Board (ARB). 2017. The 2017 Climate Change Scoping Plan Update, the Proposed Strategy for Achieving California's 2030 Greenhouse Gas Target. January 17, 2017. Website: https://www.arb.ca.gov/cc/scopingplan/2030sp_pp_final.pdf. Accessed July 2023.

and achieving carbon neutrality by 2045, with the bulk of emission reductions efforts being tackled in the transportation and energy sectors.

The elements of the framework proposed to achieve the emission reduction targets are as follows:

- Transportation
 - Achieve 100 percent ZEV sales of light-duty vehicles by 2035 and medium heavy-duty vehicles by 2040.
 - Achieve a 20 percent zero-emission target for the aviation sector.
 - Prioritize and increase funding for clean transportation equity programs.
 - Accelerate the reduction and replacement of fossil fuel production and consumption in California.
 - Increase the stringency and scope of the Low Carbon Fuel Standard.
 - Achieve a per capita VMT reduction of at least 25 percent below 2019 levels by 2030 and 30 percent below by 2045.
- Clean Electricity Grid
 - Per SB 350, double Statewide energy efficiency savings by 2030.
 - Use long-term planning processes to support grid reliability and expansion of renewable and zero-carbon development.
 - Per SB 100 and 1020, achieve 90 percent, 95 percent, and 100 percent renewable and zero-carbon retail sales by 2035, 2040, and 2045, respectively.
- Sustainable Manufacturing and Buildings
 - Maximize air quality benefits using the best available control technologies for stationary sources in communities most in need.
 - Implement SB 905.
 - Develop a net-zero cement strategy to meet SB 956 targets for the GHG intensity of cement use.
 - Leverage energy efficiency and low carbon hydrogen programs.
 - Prioritize most vulnerable residents with the majority of funds in the new \$922 million Equitable Building Decarbonization program.
 - Achieve three million all-electric and electric-ready homes by 2030 and seven million by 2035 with six million heat pumps installed by 2030.
 - Adopt a zero-emission standard for new space and water heaters sold in California beginning in 2030.
 - Implement biomethane procurement targets for investor-owned utilities as specified in SB 1440.
- Carbon Dioxide Removal and Capture
 - Implement SB 905.
 - Achieve the 85 percent reduction in anthropogenic sources below 1990 levels per AB 1279 by incorporating Carbon Capture and Storage (CCS) into sectors and programs beyond transportation.
 - Evaluate and propose the role for CCS in cement decarbonization and as part of hydrogen peroxide pathways.
 - Explore carbon capture application for zero-carbon power for reliability needs per SB 100.

- Short-Lived Climate Pollutants (Non-Combustion Gases)
 - Install anaerobic digesters to maximize air and water quality protection, maximize biomethane capture, and direct biomethane to specific sectors.
 - Increase alternative manure management projects.
 - Expand markets for products made from organic waste.
 - Pursuant to SB 1137, develop leak detection and repair plans for facilities in health protection zones, implement emission detection system standards, and provide public access to emissions data.
 - Convert large HFC emitters to the lowest practical global warming potential (GWP) technologies.
- Natural and Working Lands
 - Implement AB 1757 and SB 27.
 - Implement the Climate Smart Strategy.
 - Accelerate the pace and scale of climate smart forest management to at least 2.3 million acres annually by 2025.
 - Accelerate the pace and scale of healthy soils practices to 80,000 acres annually by 2025, conserve at least 8,000 acres of annual crops annually, and increase organic agriculture to 20 percent of all cultivated acres by 2045.
 - Restore 60,000 acres of Delta wetlands annually by 2045.
 - Increase urban forestry investment annually by 200 percent, relative to business as usual.

California Regulations and Building Codes

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

Title 20 Appliance Efficiency Regulations. California Code of Regulations, Title 20: Division 2, Chapter 4, Article 4, Sections 1601–1608: Appliance Efficiency Regulations regulates the sale of appliances in California. The Appliance Efficiency Regulations include standards for both federally regulated appliances and non-federally regulated appliances. Twenty-three categories of appliances are included in the scope of these regulations including lighting, air conditioning, and most home appliances. The standards within these regulations apply to appliances that are sold or offered for sale in California, except those sold wholesale in California for final retail sale outside the State and those designed and sold exclusively for use in recreational vehicles or other mobile equipment.³¹

Title 24 Energy Efficiency Standards. California Code of Regulations Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. The 2019 Building

³¹ California Energy Commission (CEC). 2018a. California Code of Regulations Title 20, Division 2, Article 4 Appliance Efficiency Regulations. Website: [https://govt.westlaw.com/calregs/Browse/Home/California/CaliforniaCodeofRegulations?guid=I8F8F3BC0D44E11DEA95CA4428EC25FA0&originationContext=documenttoc&transitionType=Default&contextData=\(sc.Default\)](https://govt.westlaw.com/calregs/Browse/Home/California/CaliforniaCodeofRegulations?guid=I8F8F3BC0D44E11DEA95CA4428EC25FA0&originationContext=documenttoc&transitionType=Default&contextData=(sc.Default)). Accessed May 1, 2023.

Energy Efficiency Standards went into effect on January 1, 2020. The 2022 Standards went into effect January 1, 2023.

Title 24 California Green Building Standards Code (California Code of Regulations Title 24, Part 11 code) is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect January 1, 2011. The code is updated on a regular basis, with the most recent update consisting of the 2016 California Green Building Code Standards that became effective January 1, 2017. Local jurisdictions are permitted to adopt more stringent requirements, as state law provides methods for local enhancements. The Code recognizes that many jurisdictions have developed existing construction and demolition ordinances, and defers to them as the ruling guidance provided they provide a minimum 50-percent diversion requirement. The code also provides exemptions for areas not served by construction and demolition recycling infrastructure. State building code provides the minimum standard that buildings need to meet in order to be certified for occupancy, which is generally enforced by the local building official.

The California Green Building Standards Code (California Code of Regulations Title 24, Part 11 code) requires:

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

- **Water meters.** Separate water meters for buildings in excess of 50,000 square feet or buildings projected to consume more than 1,000 gallons per day (5.303.1).
- **Irrigation efficiency.** Moisture-sensing irrigation systems for larger landscaped areas (5.304.3).
- **Materials pollution control.** Low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring, and particleboard (5.404).
- **Building commissioning.** Mandatory inspections of energy systems (i.e., heat furnace, air conditioner, mechanical equipment) for nonresidential buildings over 10,000 square feet to ensure that all are working at their maximum capacity according to their design efficiencies (5.410.2).

Model Water Efficient Landscape Ordinance. The Model Water Efficient Landscape Ordinance (Ordinance) was required by AB 1881 Water Conservation Act. The bill required local agencies to adopt a local landscape ordinance at least as effective in conserving water as the Model Ordinance by January 1, 2010. Reductions in water use of 20 percent consistent with (SBX-7-7) 2020 mandate are expected for the ordinance. Former Governor Brown’s Drought Executive Order of April 1, 2015 (EO B-29-15) directed DWR to update the ordinance through expedited regulation.³² The California Water Commission approved the revised ordinance on July 15, 2015, which became effective on December 15, 2015. New development projects that include landscaped areas of 500 square feet or more are subject to the ordinance. The update requires:

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

California Supreme Court GHG Ruling

A November 30, 2015 ruling, the *California Supreme Court in Center for Biological Diversity (CBD) v. California Department of Fish and Wildlife (CDFW)* on the Newhall Ranch project, concluded that whether the project was consistent with meeting statewide emission reduction goals is a legally permissible criterion of significance, but the significance finding for the project was not supported by a reasoned explanation based on substantial evidence. The Court offered potential solutions on pages 25 to 27 of the ruling to address this issue summarized below.

Specifically, the Court advised that:

- **Substantiation of Project Reductions from BAU.** A lead agency may use a BAU comparison based on the Scoping Plan’s methodology if it also substantiates the reduction a particular project must achieve to comply with statewide goals. The Court suggested a lead agency could examine the “data behind the Scoping Plan’s business-as-usual model” to determine the

³² Brown, Edmund G. Jr. 2015. Press Release: California Establishes Most Ambitious Greenhouse Gas Goal in North America. Website: <https://www.ca.gov/archive/gov39/2015/04/29/news18938/index.html>. Accessed July 2023.

necessary project-level reductions from new land use development at the proposed location (p. 25).

- **Compliance with Regulatory Programs or Performance Based Standards.** “A lead agency might assess consistency with A.B. 32’s goal in whole or part by looking to compliance with regulatory programs designed to reduce greenhouse gas emissions from particular activities. (See Final Statement of Reasons, *supra*, at p. 64 [greenhouse gas emissions ‘may be best analyzed and mitigated at a programmatic level.’].) To the extent a project’s design features comply with or exceed the regulations outlined in the Scoping Plan and adopted by the Air Resources Board or other state agencies, a lead agency could appropriately rely on their use as showing compliance with ‘performance based standards’ adopted to fulfill ‘a statewide . . . plan for the reduction or mitigation of greenhouse gas emissions.’ (CEQA Guidelines § 15064.4(a)(2), (b)(3); see also *id.*, § 15064(h)(3) [determination that impact is not cumulatively considerable may rest on compliance with previously adopted plans or regulations, including ‘plans or regulations for the reduction of greenhouse gas emissions’].)” (p. 26).
- **Compliance with GHG Reduction Plans or Climate Action Plans (CAPs).** A lead agency may utilize “geographically specific GHG emission reduction plans” such as climate action plans or greenhouse gas emission reduction plans to provide a basis for the tiering or streamlining of project-level CEQA analysis (p. 26).
- **Compliance with Local Air District Thresholds.** A lead agency may rely on “existing numerical thresholds of significance for greenhouse gas emissions” adopted by, for example, local air districts (p. 27).

Therefore, consistent with CEQA Guidelines Appendix G, the three factors identified in CEQA Guidelines Section 15064.4 and the recently issued Newhall Ranch opinion, the GHG impacts would be considered significant if the project would:

- Conflict with a compliant GHG Reduction Plan if adopted by the lead agency;
- Exceed the SJVAPCD GHG Reduction Threshold; or
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of GHGs.

3.3.2 - San Joaquin Valley Air Pollution Control District

Climate Change Action Plan

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

- Develop GHG significance thresholds to address CEQA projects with GHG emission increases.
- Develop the San Joaquin Valley Carbon Exchange for banking and trading GHG reductions.

- Authorize use of the SJVAPCD's existing inventory reporting system to allow use for GHG reporting required by AB 32 regulations.
- Develop and administer GHG reduction agreements to mitigate proposed emission increases from new projects.
- Support climate protection measures that reduce greenhouse gas emissions as well as toxic and criteria pollutants. Oppose measures that result in a significant increase in toxic or criteria pollutant emissions in already impacted areas.

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

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

For non-exempt projects, those projects for which there is no applicable approved plan or program, or those projects not complying with an approved plan or program, the lead agency must evaluate the project against performance-based standards and would require the adoption of design elements, known as a Best Performance Standard, to reduce GHG emissions. The Best Performance Standards (BPS) have not yet fully been established, though they must be designed to achieve a 29 percent reduction when compared with the BAU projections identified in ARB's AB 32 Scoping Plan.

BAU represents the emissions that would occur in 2020 if the average baseline emissions during the 2002–2004 period were grown to 2020 levels, without control. Thus, these standards would carry with them pre-quantified emissions reductions, eliminating the need for project-specific quantification. Therefore, projects incorporating BPS would not require specific quantification of GHG emissions, and automatically would be determined to have a less than significant cumulative impact for GHG emissions.

For stationary source permitting projects, BPS means, "The most stringent of the identified alternatives for control of GHG emissions, including type of equipment, design of equipment and operational and maintenance practices, which are achieved-in-practice for the identified service, operation, or emissions unit class." The SJVAPCD has identified BPS for the following sources: boilers; dryers and dehydrators; oil and gas extraction; storage, transportation, and refining operations;

cogeneration; gasoline dispensing facilities; volatile organic compound control technology; and steam generators.

For development projects, BPS means, “Any combination of identified GHG emission reduction measures, including project design elements and land use decisions that reduce project-specific GHG emission reductions by at least 29 percent compared with business as usual.”

Projects not incorporating BPS would require quantification of GHG emissions and demonstration that BAU GHG emissions have been reduced or mitigated by 29 percent. As stated earlier, ARB’s adjusted inventory reduced the amount required by the State to achieve 1990 emission levels from 29 percent to 21.7 percent to account for slower growth experienced since the 2008 recession. The SJVAPCD has not yet adopted BPS for development projects. The SJVAPCD has not updated its guidance to address SB 32 2030 targets or AB 1279 2045 targets.

San Joaquin Valley Carbon Exchange

The SJVAPCD initiated work on the San Joaquin Valley Carbon Exchange in November 2008. The purpose of the carbon exchange is to quantify, verify, and track voluntary GHG emissions reductions generated within the San Joaquin Valley. However, the SJVAPCD has pursued an alternative strategy that incorporates the GHG emissions into its existing Rule 2301—Emission Reduction Credit Offset Banking that formerly only addressed criteria pollutants. The SJVAPCD is also participating with the California Air Pollution Control Officers Association (CAPCOA), of which it is a member, in the CAPCOA Greenhouse Gas Reduction Exchange (GHG Rx). The GHG Rx is operated cooperatively by air districts that have elected to participate. Participating districts have signed a Memorandum of Understanding (MOU) with CAPCOA and agree to post only those credits that meet the Rx standards for quality. The objective is to provide a secure, low-cost, high-quality greenhouse gas exchange for credits created in California. The GHG Rx is intended to help fulfill compliance obligations or mitigation needs of local projects subject to environmental review, reducing the uncertainty of using credits generated in distant locations. The SJVAPCD currently has no credits posted to the GHG Rx website as of this writing.³³

Rule 2301

While the Climate Change Action Plan indicated that the GHG emission reduction program would be called the San Joaquin Valley Carbon Exchange, the District incorporated a method to register voluntary GHG emission reductions into its existing Rule 2301—Emission Reduction Credit Banking through amendments of the rule. Amendments to the rule were adopted on January 19, 2012. The purposes of the amendments to the rule include the following:

- Provide an administrative mechanism for sources to bank voluntary GHG emission reductions for later use.
- Provide an administrative mechanism for sources to transfer banked GHG emission reductions to others for any use.

³³ California Air Pollution Control Officers Association (CAPCOA). 2021. CAPCOA Greenhouse Gas Reduction Exchange. Website: <http://www.ghgrx.org/>. Accessed May 2023.

- Define eligibility standards, quantitative procedures, and administrative practices to ensure that banked GHG emission reductions are real, permanent, quantifiable, surplus, and enforceable.

3.3.3 - Local

The City of Porterville General Plan includes a number of air quality and energy policies that reduce GHG emissions. The air quality policies are listed in the Air Quality Section of this document. The energy policies are listed below.

City of Porterville General Plan

The City of Porterville General Plan includes numerous policies aimed at reducing and controlling GHG emissions. The General Plan includes the following goals and policies that would reduce GHG emissions:

OSC-G-10: Reduce and conserve energy use in existing and new commercial, industrial, and public structures.

OSC-I-66: Adopt guidelines and incentives for using green building standards in new construction. Green building design guidelines may include required and recommended “green” design and construction strategies including: Building Site and Form, Natural Heating or Cooling, transportation, Building Envelope and Space Planning, Building Materials, Water Systems, Electrical Systems, HVAC Systems, Construction Management, and Commissioning.

OSC-I-70: Ensure City codes allow for environmentally acceptable alternative forms of energy production and green building techniques.

Waste Diversion

With the passage of SB 1016, the Per Capita Disposal Measurement System, only per capita disposal rates are measured. Targets are based on the per capita and employee disposal rates. The City of Porterville’s disposal rate for 2018 was 4.6 pounds per person per day, and 13.2 pounds per employee per day, which is well below the target of 7.6 pounds per person per day and 18 pounds per day.³⁴

³⁴ California Department of Resources Recycling and Recovery (CalRecycle). 2020. Countywide, Regionwide, and Statewide Jurisdiction Diversion/Disposal Progress Report06). Website <https://www2.calrecycle.ca.gov/LGCentral/AnnualReporting/DiversionDisposal>. Accessed July 2023.

SECTION 4: MODELING PARAMETERS AND ASSUMPTIONS

4.1—Model Selection and Guidance

Air pollutant emissions can be estimated by using emission factors and a level of activity. Emission factors represent the emission rate of a pollutant given the activity over time; for example, grams of NO_x per horsepower-hour or grams of NO_x per vehicle mile traveled. The ARB has published emission factors for on-road mobile vehicles/trucks in the Emission FACTors Model (EMFAC) mobile source emissions model and emission factors for off-road equipment and vehicles in the OFFROAD emissions model. An air emissions model (or calculator) combines the emission factors and the various levels of activity and outputs the emissions for the various pieces of equipment.

The California Emissions Estimator Model (CalEEMod) was developed in cooperation with air districts throughout the State. CalEEMod is designed as a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions associated with construction and operation from a variety of land uses.

The modeling follows SJVAPCD guidance where applicable from its GAMAQI. The models used in this analysis are summarized as follows:

- Construction emissions: CalEEMod, version 2022.1 (specifically, 2022.1.1.17)
- Operational emissions: CalEEMod, version 2022.1 (specifically, 2022.1.1.17)
- Other emission rates: EMFAC 2021

4.2—Air Pollutants and GHGs Assessed

4.2.1 - Criteria Pollutants Assessed

The following air pollutants are assessed in this analysis:

- Reactive organic gases (ROG)
- Nitrogen oxides (NO_x)
- Carbon monoxide (CO)
- Sulfur dioxide (SO₂)
- Particulate matter less than 10 microns in diameter (PM₁₀)
- Particulate matter less than 2.5 microns in diameter (PM_{2.5})

Note that the project would emit ozone precursors ROG and NO_x. However, the project would not directly emit ozone, since it is formed in the atmosphere during the photochemical reaction of ozone precursors. Other criteria pollutants such as vinyl chloride, hydrogen sulfide, lead, and sulfates were not included because of their low levels of emissions from the project.

As noted previously, the project would emit ultrafine particles. However, there is currently no standard separate from the PM_{2.5} standards for ultrafine particles and there is no accepted methodology to quantify or assess the significance of such particles.

4.2.2 - Greenhouse Gases Assessed

This analysis is restricted to GHGs identified by AB 32, which include carbon dioxide, methane, NO_x, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. The project would generate a variety of GHGs, including several defined by AB 32 such as carbon dioxide, methane, and NO_x.

The project may emit GHGs that are not defined by AB 32. For example, the project may generate aerosols through emissions of DPM from the vehicles and trucks that would access the project site. Aerosols are short-lived particles, as they remain in the atmosphere for about one week. Black carbon is a component of aerosol. Studies have indicated that black carbon has a high global warming potential; however, the Intergovernmental Panel on Climate Change states that it has a low level of scientific certainty.³⁵

Water vapor could be emitted from evaporated water used for landscaping, but this is not a significant impact because water vapor concentrations in the upper atmosphere are primarily due to climate feedbacks rather than emissions from project-related activities.

The project would emit nitrogen oxides and volatile organic compounds, which are ozone precursors. Ozone is a GHG; however, unlike the other GHGs, ozone in the troposphere is relatively short-lived and can be reduced in the troposphere on a daily basis. Stratospheric ozone can be reduced through reactions with other pollutants.

Certain GHGs defined by AB 32 would not be emitted by the project. Perfluorocarbons and sulfur hexafluoride are typically used in industrial applications, none of which would be used by the project. Therefore, it is not anticipated that the project would emit perfluorocarbons or sulfur hexafluoride.

4.3—Construction Modeling Assumptions

Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and prevailing weather conditions. Construction emissions result from on-site and off-site activities. On-site emissions principally consist of exhaust emissions from the activity levels of heavy-duty construction equipment, motor vehicle operation, and fugitive dust (mainly PM₁₀) from disturbed soil. Additionally, paving operations and application of architectural coatings would release VOC emissions. Off-site emissions are caused by motor vehicle exhaust from delivery vehicles, worker traffic, and road dust (PM₁₀ and PM_{2.5}).

4.3.1 - Project Schedule

Although no physical development is proposed by the project, this analysis analyzes the potential buildout of the plan area at a programmatic level using reasonable assumptions so that future development of the site can tier from this Initial Study pursuant to CEQA Guidelines Section 15168(c)(1) and 15168(d) for evaluations of environmental issues associated with later activities/subsequent projects. Buildout of development contemplated under the proposed Master

³⁵ Intergovernmental Panel on Climate Change (IPCC). 2007. Climate Change 2007: The Physical Science Basis. Contribution of Working Group I to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change (Solomon, S., D. Qin, M. Manning, Z. Chen, M. Marquis, K.B. Averyt, M. Tignor and H.L. Miller [eds.]). Cambridge University Press, Cambridge, United Kingdom and New York, NY, USA, Website: <https://www.ipcc.ch/report/ar4/wg1/>. Accessed July 2023.

Plan would occur over several years. For the purpose of estimating emissions, construction was anticipated to occur starting as early as the first quarter of 2024. The use of an earlier construction schedule in this analysis represents a conservative estimate of emissions, as emissions resulting from construction equipment and vehicle use are expected to decrease over time due to turnover and other factors. Overall CalEEMod default HP hours were retained. In instances where the CalEEMod default schedule was modified for ground-up construction to reflect the anticipated buildout schedule, equipment usage was proportionally modified to retain the overall HP hours. Full assumptions are provided and summarized in Appendix A.

4.3.2 - Construction Equipment Emission Factors

The analysis uses CalEEMod default assumptions for the equipment used during construction. CalEEMod default construction equipment and equipment activity are based on surveys of construction projects of various sizes. The full modeling assumptions are provided as part of Appendix A of this report. CalEEMod contains an inventory of construction equipment that incorporates estimates of the number of equipment, age, horsepower, and equipment emission, and control level or tier from which rates of emissions are developed. The CalEEMod default equipment assumptions were used in this analysis for the estimation of emissions from on-site construction equipment. As previously noted, equipment usage was proportionally modified to retain the overall HP hours in instances where the CalEEMod default schedule was modified. CalEEMod's off-road emission factors and load factors are from the ARB OFFROAD model.

4.4—Operation

Operational emissions are those emissions that occur when development contemplated by the Master Plan is occupied by the future businesses and residents. The major sources are summarized below.

4.4.1 - Motor Vehicles

Motor vehicle emissions refer to exhaust and road dust emissions from the automobiles that would travel to and from the plan area/project site. Project trip generation rates were obtained from the project Traffic Impact Study and are provided in Appendix A.

A pass-by trip accounts for vehicles already on the roadway network that stop at the project site as they pass-by; the pass-by trips are existing vehicle trips in the community. CalEEMod default rates of three percent pass-by trips were used in this analysis for the commercial shopping center. The pass-by trips for the fast-food land uses were adjusted to match project-specific values provided in the project Traffic Impact Study.

The vehicle fleet mix is defined as the mix of motor vehicle classes active during the operation of the project. Emission factors are assigned to the expected vehicle mix as a function of vehicle class, speed, and fuel use (gasoline and diesel-powered vehicles). The CalEEMod default vehicle fleet mixes were used to estimate emissions for commercial uses. The SJVAPCD-approved Residential Fleet Mix was used in the analysis for the residential land uses.

4.4.2 - Architectural Coatings (Painting)

Paints release VOC emissions during application and drying. The buildings in the project would be repainted on occasion. The project is required to comply with the SJVAPCD Rule 4601—Architectural Coatings. The rule required flat paints to meet a standard of 50 grams per liter (g/l) and gloss paints 100 g/l by 2012 for an average rate of 65 g/l. Most of the coatings used for residential and shopping center/nonresidential painting are flat paints. Effective January 1, 2022, nonflat gloss and semi-gloss paints are required to meet the 50 g/l standard, providing lower VOC emissions for buildings constructed after that date.

4.4.3 - Consumer Products

Consumer products are various solvents used in non-industrial applications, which emit VOCs during their product use. “Consumer Product” means a chemically formulated product used by household and institutional consumers, including but not limited to: detergents; cleaning compounds; polishes; floor finishes; cosmetics; personal care products; home, lawn, and garden products; disinfectants; sanitizers; aerosol paints; and automotive specialty products. It does not include other paint products, furniture coatings, or architectural coatings.³⁶ CalEEMod includes default consumer product use rates based on building square footage. The default emission factors developed for CalEEMod were used for consumer products.

4.4.4 - Landscape Equipment

CalEEMod estimated the landscaping equipment using the default assumptions in the model.

4.4.5 - Electricity

Electricity used by the project (for lighting, etc.) would result in emissions from the power plants that would generate electricity distributed on the electrical power grid. Electricity emissions estimates are only used in the GHG analysis. CalEEMod was used to estimate these emissions from the proposed Master Plan.

4.4.6 - Electricity Consumption

CalEEMod has three categories for electricity consumption: electricity that is impacted by Title 24 regulations, non-Title 24 electricity, and lighting. The Title 24 uses are defined as the major building envelope systems covered by California’s Building Code Title 24 Part 6, such as space heating, space cooling, water heating, and ventilation. Lighting is separate since it can be both part and not part of Title 24. Since lighting is not considered as part of the building envelope energy budget, CalEEMod does not consider lighting to have any further association with Title 24 references in the program. Non-Title 24 includes everything else such as appliances and electronics. Total electricity consumption in CalEEMod is divided into the three categories. The percentage for each category is determined by using percentages derived from the CalEEMod default electricity intensity factors. The percentages are then applied to the electricity consumption to result in the values used in the analysis.

³⁶ California Air Resources Board (ARB). 2020. Website: https://ww2.arb.ca.gov/sites/default/files/2020-12/cp_reg_article-2.pdf. Accessed July 2023.

4.4.7 - Natural Gas

The development under the proposed Master Plan would generate emissions from the combustion of natural gas for water heaters, heat, etc. CalEEMod has two categories for natural gas consumption: Title 24 and non-Title 24. CalEEMod defaults were used in the analysis.

4.4.8 - Water and Wastewater

GHG emissions are emitted from the use of electricity to pump water to the plan area/project site and to treat wastewater. CalEEMod defaults were used.

4.4.9 - Refrigerants

During operation, air conditioners and refrigeration systems may leak refrigerants (hydrofluorocarbons). Hydrofluorocarbons are typically used for refrigerants, which are long-lived GHGs. Regional and neighborhood commercial uses and residential uses of refrigerants are minor; however, CalEEMod default values were retained for all land uses analyzed to present a conservative estimate of GHG emissions.

4.4.10 - Solid Waste

GHG emissions would be generated from the decomposition of solid waste generated by implementation of the proposed Master Plan. CalEEMod was used to estimate the GHG emissions from this source.

4.4.11 - Vegetation

There is currently carbon sequestration occurring on-site from existing vegetation in the form of existing agricultural uses. Implementation of the proposed Master Plan would plant trees and integrate landscaping into the project design, which would provide carbon sequestration. However, the number of trees to be planted is unknown and data are insufficient to accurately determine the impact that existing plants have on carbon sequestration. For this analysis, it was assumed that the loss and addition of carbon sequestration that are due to the proposed Master Plan would be balanced; therefore, emissions due to carbon sequestration were not included.

SECTION 5: AIR QUALITY IMPACT ANALYSIS

This section calculates the expected emissions from construction and operation of the project as a necessary requisite for assessing the regulatory significance of project emissions on a regional and localized level.

5.1—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 air quality, the type, level, and impact of emissions generated by the project must be evaluated.

The following air quality significance thresholds are contained in Appendix G of the current CEQA Guidelines. A significant impact would occur if the project would:

- 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 nonattainment under an applicable national or state ambient air quality standard;
- c) Expose sensitive receptors to substantial pollutant concentrations; or
- d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people).

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 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. The applicable SJVAPCD thresholds and methodologies are contained under each impact statement below.

5.2—Impact Analysis

5.2.1 - Consistency with Air Quality Plan

Impact AIR-1: **The project would conflict with or obstruct implementation of the applicable air quality plan.**

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 indicates that projects that do not exceed SJVAPCD regional criteria pollutant emissions quantitative thresholds would not conflict with or obstruct the applicable air quality plan (AQP). An additional criterion regarding the project’s implementation of control measures was assessed to provide further evidence of the

project's consistency with current AQPs. This document proposes the following criteria for determining project consistency with the current AQPs:

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 emission reductions specified in the AQPs?
2. Will the project comply with applicable control measures in the AQPs? The primary control measures applicable to development projects include Regulation VIII—Fugitive PM₁₀ Prohibitions and Rule 9510 Indirect Source Review.

Contribution to Air Quality Violations

A measure for 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, 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. Regional air quality impacts and attainment of standards are the result of the cumulative impacts of all emission sources within the air basin. Individual projects are generally not large enough to contribute measurably to an existing violation of air quality standards. Therefore, the cumulative impact of the project is based on its cumulative contribution. 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 contribute to violations of the applicable standards and conflict with the attainment plans.

As discussed in Impact AIR-2 below, emissions of ROG, NO_x, CO, PM₁₀, and PM_{2.5} associated with the operations of buildout under the proposed Master Plan would exceed the SJVAPCD's regional significance thresholds. Although the proposed Master Plan would exceed the criteria pollutant thresholds for several pollutants, the proposed Master Plan would facilitate future growth. The proposed Master Plan would provide residential uses that will be designed to satisfy existing and future demand for quality housing in the area and would provide conveniently located commercial development to serve Porterville residents and the SoTu Master Plan development in a growing area near and in the City of Porterville. Several goals and policies contained in the City of Porterville's General Plan promote walkable mixed-use development. As a mixed-use project located adjacent to develop areas of a built-up city, the proposed Master Plan would create a considerable amount of internal capture among its components to reduce VMT compared to the same level of development built with land uses geographically separated from each other. Nonetheless, the impact would remain significant and unavoidable under this criterion.

Compliance with Applicable Control Measures

The AQP contains a number of control measures, which are enforceable requirements through the adoption of rules and regulations. A description of rules and regulations that apply to this project is provided below.

SJVAPCD Rule 9510—Indirect Source Review (ISR) is a control measure in the 2006 PM₁₀ Plan that requires NO_x and PM₁₀ emission reductions from development projects in the San Joaquin Valley. The NO_x emission reductions help reduce the secondary formation of PM₁₀ in the atmosphere

(primarily ammonium nitrate and ammonium sulfate) and also reduce the formation of ozone. Reductions in directly emitted PM₁₀ reduce particles such as dust, soot, and aerosols. Rule 9510 is also a control measure in the 2016 Plan for the 2008 8-Hour Ozone Standard. Developers of projects subject to Rule 9510 must reduce emissions occurring during construction and operational phases through on-site measures, or pay off-site mitigation fees. The project is required to comply with Rule 9510.

Regulation VIII—Fugitive PM₁₀ Prohibitions is a control measure that is one main strategies from the 2006 PM₁₀ for reducing the PM₁₀ emissions that are part of fugitive dust. Residential projects over 10 acres and non-residential projects over 5 acres are required to file a Dust Control Plan (DCP) containing dust control practices sufficient to comply with Regulation VIII. The project, or individual developments contemplated under the proposed Master Plan, will be required to prepare a DCP to comply with Regulation VIII.

Other control measures that apply to the project are Rule 4641—Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operation that requires reductions in VOC emissions during paving and Rule 4601—Architectural Coatings that limits the VOC content of all types of paints and coatings sold in the San Joaquin Valley. These measures apply at the point of sale of the asphalt and the coatings, so project compliance is ensured without additional mitigation measures.

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 attainment plan under this criterion.

Conclusion

The project's emissions are significant for ROG, NO_x, CO, PM₁₀, and PM_{2.5} and would be considered inconsistent with the AQP for this criterion. The project complies with applicable control measures of the AQP. Because the combined emissions from operations of development under the proposed Master Plan would continue to exceed at least one regional threshold after compliance with regulations and incorporation of mitigation, the impact would be significant.

Level of Significance Before Mitigation

Significant impact.

Mitigation Measures

Implement MM AIR-2a through AIR-2d (see Impact AIR-2).

Level of Significance After Mitigation

Significant and unavoidable impact.

5.2.2 - Cumulative Criteria Pollutant Impacts

Impact AIR-2: The project would 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.

Impact Analysis

To result in a less than significant impact, emissions of nonattainment pollutants must be below the SJVAPCD's regional significance thresholds. This is an approach recommended by the SJVAPCD in its GAMAQI.

To result in a less than significant impact, the following criteria must be met:

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 quality attainment plans including control measures and regulations. This is an approach consistent with Section 15130(b) of the CEQA Guidelines.

Criterion 1: Regional Emissions

Air pollutant emissions have both regional 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 assessed under Impact AIR-3.

The primary pollutants of concern during construction and operation of implementation of the proposed Master Plan are ROG, NO_x, PM₁₀, and PM_{2.5}. The SJVAPCD GAMAQI adopted in 2015 contains thresholds for CO, NO_x, ROG, SO_x, PM₁₀, and PM_{2.5}.

Ozone is a secondary pollutant that can be formed miles 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 Air Basin 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 Air Basin 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 the substantial contribution for both operational and construction emissions as follows:

- 100 tons per year CO
- 10 tons per year NO_x
- 10 tons per year ROG
- 27 tons per year SO_x
- 15 tons per year PM₁₀
- 15 tons per year PM_{2.5}

The project does not contain sources that would produce substantial quantities of SO_x emissions during construction and operation. Modeling conducted for the project show that SO_x emissions are well below the SJVAPCD GAMAQI thresholds, as shown in the modeling results contained in Appendix A. No further analysis of SO_x is required.

Construction Emissions

Construction emissions were modeled using the CalEEMod version 2022.1. The results of the modeling are presented in Table 7 and Table 8. For large plan areas, individual residential tracts and

commercial projects are constructed gradually with the various construction activities happening throughout the buildout period. The specific timing of individual development projects contemplated under the proposed master Plan is unknown and are dependent on market demand and other factors; therefore, the annual average construction emissions were calculated for comparison to the annual threshold of significance (see Table 7). In addition, the highest annual emissions are presented and compared to the applicable thresholds in Table 8.

The emissions reflect compliance with SJVAPCD regulations that apply to construction activities. For assumptions in estimating the emissions, please refer to Section 4, Modeling Parameters and Assumptions. As shown in Table 7, the annual average emissions are below the SJVAPCD significance thresholds. The highest annual emissions exceed the applicable threshold for regional emissions of NO_x (see Table 8).

Table 7: Construction Air Pollutant Emissions Summary – Annual Average (Unmitigated)

Construction Year	Emissions (tons per construction period)				
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}
Total Annual Emissions (2024)	1.46	12.09	13.13	3.24	1.48
Total Annual Emissions (2025)	2.70	13.58	23.38	3.88	1.22
Total Annual Emissions (2026)	2.14	9.52	19.40	3.26	0.93
Total Annual Emissions (2027)	1.78	7.43	16.63	2.84	0.75
Total Annual Emissions (2028)	1.70	7.02	15.81	2.83	0.74
Total Annual Emissions (2029)	1.59	6.68	14.96	2.82	0.73
Total Annual Emissions (2030)	1.51	6.45	14.29	2.81	0.72
Total Annual Emissions (2031)	1.37	6.17	13.56	2.80	0.71
Total Annual Emissions (2032)	1.31	5.95	12.99	2.80	0.69
Total Annual Emissions (2033)	7.86	4.69	10.44	2.62	0.61
Total Annual Emissions (2034)	2.36	2.77	5.39	1.55	0.37
Total Annual Emissions (2035)	0.51	2.62	4.98	1.44	0.35
Total Annual Emissions (2036)	6.98	2.66	5.25	1.69	0.39
Total Annual Emissions (2037)	1.78	0.28	0.59	0.21	0.05
Grand Total for All Construction Activities	35.05	87.91	170.8	34.79	9.74
Annual Average Emissions (Tons/Year)					
Average Annual Construction Emissions*	2.66	6.66	12.94	2.64	0.74
Significance threshold (tons/year)	10	10	100	15	15
Exceed threshold—significant impact?	No	No	No	No	No
Notes: PM ₁₀ and PM _{2.5} emissions are from the mitigated output to reflect compliance with Regulation VIII—Fugitive PM ₁₀ Prohibitions. * Calculated using 13.2 years, consistent with the assumptions used to estimate emissions (see Appendix x A). Source: CalEEMod output (Appendix A).					

Table 8: Construction Air Pollutant Emissions Summary – Maximum Annual Emissions by Development Year (Unmitigated)

Construction Year	Maximum Annual Emissions (tons per year)				
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}
Total Annual Emissions (2024)	1.46	12.09	13.13	3.24	1.48
Total Annual Emissions (2025)	2.70	13.58	23.38	3.88	1.22
Total Annual Emissions (2026)	2.14	9.52	19.40	3.26	0.93
Total Annual Emissions (2027)	1.78	7.43	16.63	2.84	0.75
Total Annual Emissions (2028)	1.70	7.02	15.81	2.83	0.74
Total Annual Emissions (2029)	1.59	6.68	14.96	2.82	0.73
Total Annual Emissions (2030)	1.51	6.45	14.29	2.81	0.72
Total Annual Emissions (2031)	1.37	6.17	13.56	2.80	0.71
Total Annual Emissions (2032)	1.31	5.95	12.99	2.80	0.69
Total Annual Emissions (2033)	7.86	4.69	10.44	2.62	0.61
Total Annual Emissions (2034)	2.36	2.77	5.39	1.55	0.37
Total Annual Emissions (2035)	0.51	2.62	4.98	1.44	0.35
Total Annual Emissions (2036)	6.98	2.66	5.25	1.69	0.39
Total Annual Emissions (2037)	1.78	0.28	0.59	0.21	0.05
Maximum Annual Emissions	7.86	13.58	23.38	3.88	1.48
Significance threshold (tons/year)	10	10	100	15	15
Exceed threshold—significant impact?	No	Yes	No	No	No
Notes: PM ₁₀ and PM _{2.5} emissions reflect compliance with Regulation VIII—Fugitive PM ₁₀ Prohibitions. Calculations use unrounded numbers; therefore, totals may not appear to sum exactly due to rounding. Source: CalEEMod output (Appendix A).					

As shown in Table 7, annual average emissions are below the applicable SJVAPCD significance thresholds; however, construction of the project exceeds the regional threshold for NO_x under the unmitigated scenario presented in Table 8. Therefore, the regional construction emissions have potentially significant impact on a project basis and mitigation is required.

MM AIR-2a requires the project applicant, project sponsor, or construction contractor for individual development projects under the Master Plan to provide documentation to the City of Porterville that the construction fleet meet the following requirement: all off-road diesel-powered construction equipment greater than 75 horsepower meet EPA or ARB Tier 4 Final off-road emissions standards.

Impacts would be less than significant on a project-level basis after incorporation of MM AIR-2a. Therefore, regional construction emissions would have a less-than-significant impact on a project basis with the incorporation of mitigation.

Operational Emissions

Operational emissions occur over the lifetime of the project and are from four main sources: area sources, energy consumption, motor vehicles (or mobile sources) and permitted sources. Area and mobile sources are non-permitted sources, while gasoline fueling activities are permitted sources. The SJVAPCD considers construction and operational emissions separately when making significance determinations. Furthermore, the SJVAPCD considers permitted and non-permitted emission sources separately when making significance determinations related to criteria pollutants. For assumptions in estimating the emissions, please refer to Section 4, Modeling Parameters and Assumptions. Emissions resulting from non-permitted and permitted sources during project operations are discussed separately below.

Non-permitted Sources

The emissions modeling results for non-permitted sources from project operation are summarized in Table 9.

Table 9: Operational Air Pollutant Emissions (Non-permitted Sources)

Phase and Year	Emissions (tons per year)				
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}
SoTu Master Plan Residential and Public Land Uses					
Area	12.69	0.79	10.86	0.06	0.06
Energy	0.13	2.22	0.98	0.18	0.18
Mobile	10.68	11.78	94.08	18.57	4.81
Residential and Public Uses Total	23.50	14.79	105.92	18.81	5.05
SoTu Master Plan Commercial and Industrial Land Uses					
Area	15.37	0.10	12.46	0.02	0.02
Energy	0.26	4.70	3.95	0.36	0.36
Mobile	42.51	62.58	255.49	49.77	13.46
Commercial and Industrial Uses Total	58.14	67.38	271.9	50.15	13.84
Combined (Full Buildout of the Proposed Master Plan in the Earliest Operational Year)					
Area	28.06	0.89	23.32	0.08	0.08
Energy	0.39	6.92	4.93	0.54	0.54
Mobile	53.19	74.36	349.57	68.34	18.27
Total Proposed Master Plan Emissions (Non-Permitted Sources)	81.64	82.17	377.82	68.96	18.89
Significance threshold	10	10	100	15	15
Exceed threshold—significant impact?	Yes	Yes	Yes	Yes	No
Notes: ROG = reactive organic gases NO _x = nitrogen oxides PM ₁₀ and PM _{2.5} = particulate matter Area source emissions include emissions from natural gas, landscape, and painting. Source: CalEEMod output (Appendix A).					

As shown in Table 9, the operational emissions for full buildout of the proposed Master Plan in the earliest operational year exceed the SJVAPCD thresholds for ROG, NO_x, CO, PM₁₀, and PM_{2.5}. Therefore, project operational emissions would result in a potentially significant impact prior to the incorporation of mitigation. MM AIR-2b through MM AIR-2d are recommended to reduce operational emissions from all development under the proposed Master Plan. Projects subject to project-level review would be required to assess residual impacts after incorporation of all applicable measures; however, it is not anticipated that all future development would be subject to discretionary review. These measures would help reduce operational emissions; however, at the time of this analysis, the precise emission reductions associated with these measures cannot be accurately determined because of a lack of sufficient information about how the proposed Master Plan would operate and to what extent the measures would affect those activities. Therefore, the project may continue to exceed the applicable thresholds of significance even after incorporation of mitigation. This represents a significant and unavoidable impact.

Permitted Sources

The SJVAPCD GAMAQI recommends assessing the emissions from permitted sources of emissions separate from non-permitted sources. The SJVAPCD's permitting process ensures that emissions of criteria pollutants from permitted equipment and activities at stationary sources are reduced or mitigated to below the SJVAPCD's thresholds of significance. SJVAPCD implementation of New Source Review (NSR) ensures that there is no net increase in emissions above specified thresholds from new and modified Stationary Sources subject to the rule for all nonattainment pollutants and their precursors. Permitted sources emitting more than the NSR Offset Thresholds for any criteria pollutant must, in general, offset all emission increases in excess of the thresholds.

It is anticipated that individual development projects that would be allowed under the proposed Master Plan could include stationary sources to support project operations that would require SJVAPCD permits; however, any details regarding potential permitted sources are currently unknown. The SJVAPCD will prepare an engineering evaluation of all permitted equipment to determine the controls required to achieve best available control technology (BACT) requirements. The permitted emissions are dependent on the control technology selected and any process limits included in the permit conditions.

Permitted sources will be required to comply with SJVAPCD BACT requirements. Compliance with regulations would ensure that the project's stationary sources would not exceed SJVAPCD thresholds of significance; therefore, the project's estimated permitted emissions would be less than significant.

Criterion 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 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 SJVAPCD attainment plans are based on a summary of projections that accounts for projected growth throughout the Air Basin, and the controls needed to achieve ambient air quality standards. This analysis considers the current CEQA Guidelines. The Air Basin is in nonattainment or maintenance status for ozone and particulate matter (PM₁₀ and PM_{2.5}), which means that concentrations of those pollutants currently exceed the ambient air quality standards for those pollutants, or that the standards have recently been attained in the case of pollutants with maintenance status. When concentrations of ozone, PM₁₀, or PM_{2.5} exceed the ambient air quality standard, then those sensitive to air pollution (such as children, the elderly, and the infirm) could experience health effects such as: decrease of pulmonary function and localized lung edema in humans and animals; increased mortality risk; and risk to public health, implied by altered connective tissue metabolism, altered pulmonary morphology in animals after long-term

exposures, and pulmonary function decrements in chronically exposed humans. See Section 2.3—Existing Air Quality Conditions for additional correlation of the health impacts with the existing pollutant concentrations experienced in the Porterville area.

Under the CEQA Guidelines, 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 Air Basin because that is the area in which the air pollutants generated by the sources within the Air Basin 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 authority over land use decisions, it is recognized that changes in land use and circulation planning would help the Air Basin achieve clean air mandates. The SJVAPCD evaluated emissions from land uses and transportation in the entire Air Basin when it developed its attainment plans. Emission inventories used to predict attainment of NAAQS must be based on the latest planning assumptions for mobile sources. The plan area is located directly southwest of the city limits of the City of Porterville in the jurisdiction of the County of Tulare, California. The site is generally bound to the north by the Tule River, to the south by State Route 190, to the east by State Route 65, and to the west by Westwood Street, consisting of 19 parcels that total approximately 447.30 gross acres. The proposed Master Plan project site has a City of Porterville General Plan land use designation of Low Density Residential, Parks, Public Institutional, and Retail Center (see Appendix A). The City of Porterville proposes a General Plan Amendment to change the land use designation to various land uses, as shown in the Master Plan Land Use Map (see Appendix A).

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.

The history and development of the SJVAPCD's current Ozone Attainment Plan is described in Section 2.4, Air Quality Plans. The 2007 8-Hour Ozone Plan contains measures to achieve reductions in emissions of ozone precursors, and sets plans towards attainment of ambient ozone standards by 2023. The 2012 PM_{2.5} Plan and the 2015 PM_{2.5} Plan for the 1997 PM_{2.5} Standard require fewer NO_x reductions to attain the PM_{2.5} standard than the Ozone Plan, so the Ozone Plan is considered the applicable plan for reductions of the ozone precursors NO_x and ROG. The 2012 PM_{2.5} Plan requires reductions in directly emitted PM_{2.5} from combustion sources, such as diesel engines and fireplaces, and from fugitive dust to attain the ambient standard and is the applicable plan for PM_{2.5} emissions. PM_{2.5} is also formed in secondary reactions in the atmosphere involving NO_x and ammonia to form nitrate particles. Reductions in NO_x required for ozone attainment are also sufficient for PM_{2.5} attainment. As discussed in Impact AIR-1, the proposed Master Plan is consistent with all applicable control measures in the air quality attainment plans. The proposed Master Plan would comply with any District rules and regulations that may pertain to implementation of the AQPs. Therefore, impacts would be less than significant with regard to compliance with applicable rules and regulations.

In conclusion, the growth resulting from the project is generally accounted for in the General Plan and the applicable AQP, and the project will comply with applicable rules and regulations implementing the AQP; however, the project exceeds SJVAPCD thresholds for ROG, NO_x, CO, PM₁₀

and PM_{2.5} and has the potential to continue to exceed thresholds after implementation of applicable mitigation measures; therefore, the project is considered significant for this criterion.

Conclusion

The proposed Master Plan would incorporate design features and required mitigation measures that reduce air quality impacts. In addition, regulations adopted by the SJVAPCD and the State of California provide emission reductions that would align with requirements of the mitigation measures included in the EIR and relevant General Plan policies. For example, Rule 9510 ISR, adopted in 2006, requires projects subject to the Rule to reduce operational NO_x emissions by 33 percent and PM₁₀ emissions by 50 percent through the implementation of design features or payment of off-site mitigation fees. Rule 4901 regulates the installation of wood burning devices in project residences. Rule 9401 Employee Trip Reduction requires large employers to prepare plans to reduce employee trips with measures listed in the mitigation measure, among others. Title 24 Building Energy Efficiency Standards are updated every three years and require increasingly stringent energy efficiency measures over time. Solar panels continue to be required under 2022 Title 24 standards that became effective on January 1, 2023. Individual development projects will be subject to the most recent Title 24 in effect that building permits are issued, which will ensure that building energy consumption would not be wasteful or inefficient. Buildout of the proposed Master Plan would provide future residents, visitors, and employees connectivity within the plan area/project site and to adjoining land uses through pedestrian and bicycle connections. The proximity of the proposed new development to existing buildout in the City of Porterville, coupled with the design features of the proposed Master Plan, would increase would improve mobility and connectivity within the plan/project area. Overall, the proposed Master Plan would create a considerable amount of internal capture between its components to reduce VMT compared to the same level of development built with land uses geographically separated from each other.

The project's operational emissions exceed SJVAPCD regional criteria pollutant thresholds for ROG, NO_x, CO, PM₁₀, and PM_{2.5}; therefore, this is considered a significant impact.

Level of Significance Before Mitigation

Significant impact.

Mitigation Measures

MM AIR-2a The following measure shall be applied to all development under the proposed Master Plan to reduce emissions from construction.

Prior to the issuance of a grading permit for the proposed project, the project applicant, project sponsor, or construction contractor shall provide reasonably detailed compliance with the following requirements to the City of Porterville Planning Department:

- Where portable diesel engines are used during construction, all off-road equipment with engines greater than 75 horsepower shall have engines that meet either EPA or ARB Tier 4 Final off-road emission standards except as otherwise specified herein. If engines that comply with Tier 4 Final off-road emission

standards are not commercially available, then the construction contractor shall use the next cleanest piece of off-road equipment (e.g., Tier 4 Interim) that is commercially available. For purposes of this mitigation measure, “commercially available” shall mean the equipment at issue is available taking into consideration factors such as (i) critical-path timing of construction; and (ii) geographic proximity to the project site of equipment. If the relevant equipment is determined by the project applicant to not be commercially available, the contractor can confirm this conclusion by providing letters from at least two rental companies for each piece of off-road equipment that is at issue.

MM AIR-2b Prior to issuance of building permits for non-single-family residential and mixed-use residential development projects in the proposed Master Plan planning area, the project applicant shall indicate on the building plans that the following features have been incorporated into the design of the building(s). Proper installation of these features shall be verified by the City of Porterville prior to the issuance of a Certificate of Occupancy.

- Electric vehicle charging shall be provided as specified in Section A4.106.8.2 (Residential Voluntary Measures) of the California Green Building Standards Code (CALGreen).
- Bicycle parking shall be provided as specified in Section A4.106.9 (Residential Voluntary Measures) of the CALGreen Code.

MM AIR-2c Prior to the issuance of building permits for nonresidential development projects in the planning area, project applicants shall indicate on the building plans that the following features have been incorporated into the design of the building(s). Proper installation of these features shall be verified by the City of Porterville prior to the issuance of a Certificate of Occupancy.

- For buildings with more than 10 tenant-occupants, changing/shower facilities shall be provided as specified in Section A5.106.4.3 (Nonresidential Voluntary Measures) of the California Green Building Standards Code (CALGreen).
- Preferential parking for low-emitting, fuel-efficient, and carpool/van vehicles shall be provided as specified in Section A5.106.5.1 (Nonresidential Voluntary Measures) of the CALGreen Code.
- Facilities shall be installed to support future electric vehicle charging at each nonresidential building with 30 or more parking spaces. Installation shall be consistent with Section A5.106.5.3 (Nonresidential Voluntary Measures) of the CALGreen Code.

MM AIR-2d The following measure shall be applied to all development under the proposed Master Plan during construction to facilitate the use of electric landscaping equipment during project operations:

- Provide electrical outlets on the outside of buildings or in other accessible areas to facilitate the use of electrically powered landscape equipment.

Level of Significance After Mitigation

Significant and unavoidable impact.

Sensitive Receptors

Impact AIR-3: **The project could expose sensitive receptors to substantial pollutant concentrations.**

Impact Analysis

Sensitive Receptors

Those who are sensitive to air pollution include children, the elderly, and persons with pre-existing respiratory or cardiovascular illness. 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 closest off-site sensitive receptors include existing residences located within approximately 220 feet from the plan area boundary to the north, east, south, and west.

Depending on the order of buildout of development contemplated under the proposed Master Plan, the nearest sensitive receptors for project activities are expected to change as newly developed uses included in plan area would begin to be occupied prior to full buildout.

The ARB Air Quality and Land Use Handbook contains recommendations that will “help keep California’s children and other vulnerable populations out of harm’s way with respect to nearby sources of air pollution” (ARB 2005), including recommendations for distances between sensitive receptors and certain land uses. In the *California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal.4th 369 (2015) (Case No. S213478) the California Supreme Court held that “agencies subject to CEQA generally are not required to analyze the impact of existing environmental conditions on a project’s future users or residents. But when a proposed project risks exacerbating those environmental hazards or conditions that already exist, an agency must analyze the potential impact of such hazards on future residents or users. In those specific instances, it is the project’s impact on the environment—and not the environment’s impact on the project—that compels an evaluation of how future residents or users could be affected by exacerbated conditions.” Although the Court ruled that impacts from the existing environment on projects are not required to be addressed under CEQA, land uses such as gasoline stations, dry cleaners, distribution centers, and auto body shops can expose residents to high levels of TAC emissions if they are close to sensitive receptors.

Localized Air Pollutant Emissions and Toxic Air Contaminants

Construction activities are expected to occur over several years as the Master Plan area and individual developments are gradually built out. For each area, most emissions are expected to occur during the initial site preparation and grading activities and to a lesser extent during ground-up construction. Emissions occurring at or near the plan area 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.

The SJVAPCDs GAMAQI includes screening thresholds for identifying projects that need detailed analysis for localized impacts. Projects with on-site emission increases from construction activities or operational activities that exceed the 100 pounds per day screening level of any criteria pollutant after compliance with Rule 9510 and implementation of all enforceable mitigation measures would require preparation of an Ambient Air Quality Analysis. The criteria pollutants of concern for localized impact in the Air Basin are PM₁₀, PM_{2.5}, NO_x, and CO.

Localized emissions from full build out of the proposed Master Plan are provided in Appendix A. The combined localized emissions from buildout of the proposed Master Plan are well over the applicable SJVAPCD-recommended 100-pounds-per-day screening thresholds for several pollutants; however, it is not appropriate to combine all emissions to compare against the screening thresholds as the plan area totals 447.30 gross acres. Localized analyses are only informative when they are conducted at a project level; therefore, a meaningful quantification of localized impacts is not applicable for this program-level environmental analysis. Therefore, MM AIR-3a is required for implementing developing projects.

Toxic Air Contaminants and Health Risk Impacts

During construction and operation, the development contemplated under the proposed plan would result in emissions of several Toxic Air Contaminants (TACs) that could potentially impact existing and future sensitive receptors. For instance, project construction would involve the use of diesel-fueled vehicles and equipment that emit DPM, which is considered a TAC. The SJVAPCD's latest threshold of significance for TAC emissions is an increase in cancer risk for the maximally exposed individual of 20 in a million (formerly 10 in a million).

Construction and operational health risk assessments are only informative when they are conducted at a project level; therefore, a meaningful quantification of health risk is not applicable for this program-level environmental analysis. Therefore, MM AIR-3b and MM AIR-3c would be required to ensure that individual development accommodated under the proposed Master Plan would minimize adverse impacts and limit the construction and operational health risks to nearby sensitive receptors under thresholds determined by SJVAPCD. In addition, implementation of MM AIR-2a (see Impact AIR-2) would limit health risk impacts from project construction.

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. During 2000–2018, a total of 65,438 coccidioidomycosis cases were reported in California; median statewide annual incidence was 7.9 per 100,000 population and varied by region from 1.1 in Northern and Eastern California to 90.6 in the Southern San Joaquin Valley, with the largest increase (15-fold) occurring in the Northern San Joaquin Valley. Incidence has been consistently high in six counties in the Southern San Joaquin Valley (Fresno, Kern, Kings, Madera, Tulare, and Merced counties) and Central Coast (San Luis Obispo

County) regions.³⁷ California experienced 6,490 new cases of Valley fever in 2020. A total of 195 Valley fever cases were reported in Tulare County in 2020.³⁸

The distribution of *C. immitis* within endemic areas is not uniform and growth sites are commonly small (a few tens of meters) and widely scattered. Known sites appear to have some ecological factors in common suggesting that certain physical, chemical, and biological conditions are more favorable for *C. immitis* growth. Avoidance, when possible, of sites favorable for the occurrence of *C. immitis* is a prudent risk management strategy. Listed below are ecological factors and sites favorable for the occurrence of *C. immitis*:

- 1) Rodent burrows (often a favorable site for *C. immitis*, perhaps because temperatures are more moderate and humidity higher than on the ground surface)
- 2) Old (prehistoric) Indian campsites near fire pits
- 3) Areas with sparse vegetation and alkaline soils
- 4) Areas with high salinity soils
- 5) Areas adjacent to arroyos (where residual moisture may be available)
- 6) Packrat middens
- 7) Upper 30 centimeters of the soil horizon, especially in virgin undisturbed soils
- 8) Sandy, well-aerated soil with relatively high water-holding capacities

Sites within endemic areas less favorable for the occurrence of *C. immitis* include:

- 1) Cultivated fields
- 2) Heavily vegetated areas (e.g. grassy lawns)
- 3) Higher elevations (above 7,000 feet)
- 4) Areas where commercial fertilizers (e.g. ammonium sulfate) have been applied
- 5) Areas that are continually wet
- 6) Paved (asphalt or concrete) or oiled areas
- 7) Soils containing abundant microorganisms
- 8) Heavily urbanized areas where there is little undisturbed virgin soil (USGS 2000).

The proposed plan includes urbanization of a site that was formerly used for agricultural purposes.

³⁷ Centers for Disease Control and Prevention (CDC). 2020. Regional Analysis of Coccidioidomycosis Incidence—California, 2000–2018. Website: https://www.cdc.gov/mmwr/volumes/69/wr/mm6948a4.htm?s_cid=mm6948a4_e. Accessed July 2023.

³⁸ California Department of Public Health (CDPH). 2021. Coccidioidomycosis in California Provisional Monthly Report January 2021. Website: <https://www.cdph.ca.gov/Programs/CID/DCDC/CDPH%20Document%20Library/CocciinCAProvisionalMonthlyReport.pdf>. Accessed July 2023.

Construction activities would generate fugitive dust that could contain *C. immitis* spores. Development contemplated under the proposed plan will minimize the generation of fugitive dust during construction activities by complying with the District's Regulation VIII. Therefore, this regulation, combined with the relatively low probability of the presence of *C. immitis* spores, would reduce Valley fever impacts to less than significant.

During operations, dust emissions are anticipated to be negligible, because most of the developed plan area would be occupied by buildings, pavement, and landscaped areas. This condition would preclude the possibility of individual projects providing habitat suitable for *C. immitis* spores and for generating fugitive dust that may contribute to Valley fever exposure. Impacts would be 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),³⁹ there are no such areas in the plan area. Ultramafic rock that contains asbestos is located at various locations in the foothills of Tulare County, but are not near the plan area. Therefore, development of the proposed Master Plan is not anticipated to expose receptors to naturally occurring asbestos. Impacts would be less than significant.

Conclusion

The plan area is not in an area with suitable habitat for Valley fever spores and is not in area known to have naturally occurring asbestos. Individual development projects under the proposed Master Plan would be required to implement MM AIR-3a to ensure localized impacts would not result in significant adverse impacts for any criteria pollutant. Similarly, individual development projects under the proposed Master Plan would be required to implement MM AIR-3b and MM AIR-3c to minimize health risk impacts. However, because impacts may remain significant after individual development projects identify all feasible and enforceable mitigation measures required to reduce impacts, the impact from the proposed Master Plan remains significant and unavoidable.

Level of Significance Before Mitigation

Significant impact.

Mitigation Measures

Implement MM AIR-2a and the following:

MM AIR-3a Prior to future discretionary approval for proposed implementing development projects, the City of Porterville shall evaluate potential impacts from localized emissions of criteria pollutants. The project applicant, project sponsor, or construction contractor shall submit an analysis demonstrating that the project would not result in a localized impact from criteria pollutants that follows SJVAPCD guidance. Options for relevant analyses to fulfill this mitigation measure are provided below:

³⁹ U.S. Geological Survey. 2011. Van Gosen, B.S., and Clendenbeard, J.P. California Geological Survey Map Sheet 59. Reported Historic Asbestos Mines, Historic Asbestos Prospects, and Other Natural Occurrences of Asbestos in California. Open-File Report 2011-1188 Website: <http://pubs.usgs.gov/of/2011/1188/>. Accessed July 2023.

- Provide a localized screening analysis demonstrating the project would not exceed 100 pounds per day of any criteria pollutant.
- Provide an Ambient Air Quality Analysis (AAQA) for the proposed project. An AAQA uses air dispersion modeling to determine if emission increases from a project will cause or contribute to a violation of State or National Ambient Air Quality Standards. The SJVAPCD recommends an AAQA be performed for the Project if emissions exceed 100 pounds per day of any pollutant.
- Supporting documentation approved by the SJVAPCD demonstrating that the proposed project would not have the potential to result in a significant impact from localized criteria pollutant emissions.

MM AIR-3b

Prior to future discretionary approval for commercial or commercial mixed-use projects, the City of Porterville shall evaluate potential health risk impacts from new development proposals for any individual development projects within 1,000 feet of an existing or planned sensitive land use (e.g., residential, schools, day cares, hospitals, or nursing homes), as measured from the property line of the project to the property line of the nearest sensitive use. Such projects shall submit the following to the City of Porterville Planning Department:

- A Health Risk Prioritization Screening Analysis or a Health Risk Assessment for the project's potential to expose sensitive receptors to elevated levels of Toxic Air Contaminants during project construction and operations prepared in accordance with SJVAPCD guidance. If the Health Risk Assessment shows that the incremental health risks exceed their respective thresholds, as established by the SJVAPCD at the time a project is considered, the project applicant shall be required to identify and incorporate commercially feasible mitigation including appropriate enforcement mechanisms to reduce risks to an acceptable level. The City of Porterville shall submit each Health Risk Screening Analysis or Health Risk Assessment to the SJVAPCD for review. Development projects that exceed the applicable thresholds established by the SJVAPCD shall implement mitigation sufficient to reduce potential impacts to the extent feasible.

MM AIR-3c

To identify potential implementing development project-specific impacts resulting from the use of diesel trucks, proposed implementing development projects that include an excess of 10 dock doors for a single building, a minimum of 100 truck trips per day, 40 truck trips with Transport Refrigeration Units (TRUs) per day, or TRU operations exceeding 300 hours per week, and that are within 1,000 feet from existing or planned sensitive land uses; shall have a facility-specific Health Risk Assessment performed to assess the diesel particulate matter impacts from mobile source traffic generated by that implementing development project. If applicable, the results of the Health Risk Assessment shall be included in the CEQA documentation for each implementing development project. Development projects that exceed the applicable thresholds established by the SJVAPCD shall implement mitigation sufficient to reduce potential impacts to the extent feasible.

Level of Significance After Mitigation

Significant and unavoidable impact.

5.2.3 - Objectionable Odors

Impact AIR-4: **The project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.**

Impact Analysis

Thresholds of Significance

Odor impacts on residential areas and other sensitive receptors, such as hospitals, day-care centers, schools, etc. warrant the closest scrutiny, but consideration should also be given to other land uses where people may congregate, such as recreational facilities, worksites, and commercial areas.

Two situations create a potential for odor impact. The first occurs when a new odor source is located near an existing sensitive receptor. The second occurs when a new sensitive receptor locates near an existing source of odor. According to the *CBIA v. BAAQMD* ruling, impacts of existing sources of odors on the project are not subject to CEQA review. The SJVAPCD has determined the common land use types that are known to produce odors in the Air Basin. These types are shown in Table 10.

Table 10: Screening Levels for Potential Odor Sources

Odor Generator	Screening Distance
Wastewater Treatment Facilities	2 miles
Sanitary Landfill	1 mile
Transfer Station	1 mile
Composting Facility	1 mile
Petroleum Refinery	2 miles
Asphalt Batch Plant	1 mile
Chemical Manufacturing	1 mile
Fiberglass Manufacturing	1 mile
Painting/Coating Operations (e.g., auto body shop)	1 mile
Food Processing Facility	1 mile
Feed Lot/Dairy	1 mile
Rendering Plant	1 mile
Source: SJVAPCD 2015. ⁴⁰	

⁴⁰ San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. Revised March 19, 2015. Website: http://www.valleyair.org/transportation/GAMAQI_3-19-15.pdf. Accessed July 2023.

According to the SJVAPCD GAMAQI, analysis of potential odor impacts should be conducted for the following two situations:

- **Generators:** projects that would potentially generate odorous emissions proposed to locate near existing sensitive receptors or other land uses where people may congregate, and
- **Receivers:** residential or other sensitive receptor projects or other projects built for the intent of attracting people located near existing odor sources.

Project Analysis

Project as a Generator

Land uses that are typically identified as sources of objectionable odors include landfills, transfer stations, sewage treatment plants, wastewater pump stations, composting facilities, feed lots, coffee roasters, asphalt batch plants, and rendering plants. The proposed Master Plan is not anticipated to facilitate any development projects that engage in any of these activities. Therefore, the proposed Mater Plan would not be considered a generator of objectionable odors during operations.

During construction, the various diesel-powered vehicles and equipment in use on-site would create localized odors. These odors would be temporary and would not likely be noticeable for extended periods of time beyond the immediate area where construction would be occurring. Therefore, potential for odor impacts from construction of development of the proposed Master Plan would be less than significant.

Project as a Receiver

The buildout of the proposed Mater Plan would include the development of sensitive receptor land uses, including schools, parks, and residential uses. With the *CBIA v. BAAQMD* ruling, analysis of odor impacts on receivers is not required for CEQA compliance unless the project would exacerbate an existing impact. As noted above, the proposed Mater Plan would not result in odors that would adversely affect a substantial number of people. Therefore, no further analysis of the proposed Master Plan's as a receiver is required.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation measures are required.

SECTION 6: GREENHOUSE GAS IMPACT ANALYSIS

6.1—CEQA Guidelines

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, which were amendments adopted into the Guidelines on March 18, 2010, pursuant to SB 97 and most recently amended December 28, 2019. A significant impact would occur if the project would:

- (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.

6.2—Impact Analysis

6.2.1 - Greenhouse Gas Inventory

Impact GHG-1: **The project would generate direct and indirect greenhouse gas emissions; however, these emissions would not result in a significant impact on the environment.**

Impact Analysis

Threshold of Significance

Section 15064.4(b) of the CEQA Guidelines’ 2018 amendments for GHG emissions states that a lead agency may take into account the following three considerations in assessing the significance of impacts from GHG emissions.

- **Consideration #1:** The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting.
- **Consideration #2:** Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
- **Consideration #3:** The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such regulations or requirements must be adopted by the relevant public agency through a public review process and must include specific requirements that reduce or mitigate the project’s incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project. 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.

The SJVAPCD's *Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA* provides guidance for preparing a BAU analysis.⁴¹ Under the SJVAPCD guidance, projects meeting one of the following would have a less than significant impact on climate change:

- Exempt from CEQA;
- Complies with an approved GHG emission reduction plan or GHG mitigation program;
- Project achieves 29 percent GHG reductions by using approved Best Performance Standards; and
- Project achieves AB 32 targeted 29 percent GHG reductions compared with "business as usual."

The SJVAPCD has not yet adopted BPS for development projects. For development projects, BPS means, "Any combination of identified GHG emission reduction measures, including project design elements and land use decisions that reduce project-specific GHG emission reductions by at least 29 percent compared with business as usual."

The 29 percent GHG reduction level is based on the target established by ARB's AB 32 Scoping Plan, approved in 2008. The GHG reduction level for the State to reach 1990 emission levels by 2020 was reduced to 21.7 percent from BAU in 2020 in the 2014 First Update to the Scoping Plan to account for slower than projected growth after the 2008 recession.⁴² First occupancy at the project site is expected to occur in 2024, which is after the AB 32 target year. The SJVAPCD has not updated its guidance to address SB 32 2030 targets or AB 1279 2045 targets.

The analysis also addresses consistency with the SB 32 targets and the 2017 Scoping Plan Update with an assessment of the project's reduction from BAU based on emissions in 2030 compared with the 21.7 percent reduction and with a consistency analysis. This approach provides estimates of project emissions in the new 2030 milestone year with the existing threshold to address Considerations 1 and 2 above. Therefore, whether the project's GHG emissions would result in a significant impact on the environment is determined by assessing consistency with relevant GHG reduction plans.

Impact Analysis

The following analysis assesses the proposed Master Plan's compliance with Consideration #3 regarding consistency with adopted plans to reduce GHG emissions. The City of Porterville has not adopted a GHG reduction plan. In addition, the City has not completed the GHG inventory, benchmarking, or goal-setting process required to identify a reduction target and take advantage of the streamlining provisions contained in the CEQA Guidelines amendments adopted for SB 97 and

⁴¹ San Joaquin Valley Air Pollution Control District (SJVAPCD). 2009. "Final Staff Report, Addressing Greenhouse Gas Emissions Impacts under the California Environmental Quality Act." Website: http://www.valleyair.org/programs/CCAP/11-05-09/1_CCAP_FINAL_CEQA_GHG_Draft_Staff_Report_Nov_05_2009.pdf. December 2009. Accessed July 2023.

⁴² California Air Resources Board (ARB). 2014. First Update to the Climate Change Scoping Plan. Website: <http://www.arb.ca.gov/cc/scopingplan/document/updatedscopingplan2013.htm>. Accessed July 2023.

clarifications provided in the CEQA Guidelines amendments adopted on December 28, 2018. The SJVAPCD has adopted a Climate Action Plan, but it does not contain measures that are applicable to the proposed Master Plan. Therefore, the SJVAPCD Climate Action Plan cannot be applied to the proposed Master Plan. Since no other local or regional Climate Action Plan is in place, the proposed Master Plan is assessed for its consistency with ARB's adopted Scoping Plans.

Consistency with ARB's Adopted Scoping Plans

The State's regulatory program implementing the 2008 Scoping Plan is now fully mature. All regulations envisioned in the Scoping Plan have been adopted, and the effectiveness of those regulations has been estimated by the agencies during the adoption process and then tracked to verify their effectiveness after implementation. The combined effect of this successful effort is that the State now projects that it will meet the 2020 target and achieve continued progress toward meeting post-2020 targets. Governor Brown, in the introduction to Executive Order B-30-15, stated "California is on track to meet or exceed the current target of reducing greenhouse gas emissions to 1990 levels by 2020, as established in the California Global Warming Solutions Act of 2006 (AB 32)."

Consistency with SB 32 and the 2017 Scoping Plan

Table 11 provides an analysis of the proposed Master Plan's consistency with the 2017 Scoping Plan Update measures.

Table 11: Consistency with SB 32 2017 Scoping Plan Update

Scoping Plan Measure	Project Consistency
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 individual development projects built out under the proposed Master Plan will purchase electricity from a utility subject to the SB 350 Renewable Mandate.
SB 350 Double Building Energy Efficiency by 2030. This is equivalent to a 20 percent reduction from 2014 building energy usage compared to current projected 2030 levels	Not Applicable. This measure applies to existing buildings. New structures are required to comply with Title 24 Energy Efficiency Standards that are expected to increase in stringency until new development achieves zero net energy. While there are currently existing structures in the plan area, they are not a part of the individual development projects that would be built out under the proposed Master Plan.
Low Carbon Fuel Standard. This measure requires fuel providers to meet an 18 percent reduction in carbon content by 2030.	Consistent. Vehicles accessing the plan area 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 project occupants and visitors can be expected to purchase increasing numbers of more fuel efficient and zero emission cars and trucks each year. The 2022 CALGreen Code requires commercial developments to include EV infrastructure and requires electrical service in new single-family housing to be EV charger-ready. In addition, deliveries will be made by increasing numbers of ZEV delivery trucks.

Sustainable Freight Action Plan The plan's target is to improve freight system efficiency 25 percent by increasing the value of goods and services produced from the freight sector, relative to the amount of carbon that it produces by 2030. This would be achieved by deploying over 100,000 freight vehicles and equipment capable of zero emission operation and maximize near-zero emission freight vehicles and equipment powered by renewable energy by 2030.	Not Applicable. The measure applies to owners and operators of trucks and freight operations. Deliveries to the proposed commercial development are expected to be made by increasing number of ZEV delivery trucks.
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. The future Master Plan residences will include only natural gas hearths that produce very little black carbon compared to woodburning fireplaces and heaters. Additionally, commercial uses contemplated as part of the proposed Master Plan are not expected to be sources of 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 Master Plan will provide mixed-use residential and commercial development in the region that is consistent with the Regional Transportation Plan/Sustainable Communities Strategy (SCS) strategy to increase development densities to reduce VMT. The proposed Master Plan includes mixed-use development including schools, residential, and commercial within the same area, which will also contribute to reductions in VMT.
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.

Natural and Working Lands Action Plan. The ARB is working in coordination with several other agencies at the federal, state, and local levels, stakeholders, and with the public, to develop measures as outlined in the Scoping Plan Update and the governor’s Executive Order B-30-15 to reduce GHG emissions and to cultivate net carbon sequestration potential for California’s natural and working land.	Not Applicable. The proposed Master Plan includes a mix of residential and commercial development and will not be considered natural or working lands.
Source: ARB 2017 Scoping Plan Update.	

As described in Table 11, the proposed Master Plan would be consistent with applicable 2017 Scoping Plan Update measures and would not obstruct the implementation of others that are not applicable. The State’s regulatory program is able to target both new and existing development because the two most important strategies, motor vehicle fuel efficiency and emissions from electricity generation, obtain substantial reductions from both existing sources and new sources. This is because all vehicle operators use cleaner low carbon fuels and buy vehicles subject to the fuel efficiency regulations and all building owners or operators purchase cleaner energy from the grid that is produced by increasing percentages of renewable fuels. This includes regulations on mobile sources such as the Pavley standards that apply to all vehicles purchased in California, the LCFS (Low Carbon Fuel Standard) that applies to all fuel sold in California, and the Renewable Portfolio Standard and Renewable Energy Standard under SB 100 that apply to utilities providing electricity to all California end users.

Moreover, the Scoping Plan strategy will achieve more than average reductions from energy and mobile source sectors that are the primary sources related to development projects and lower than average reductions from other sources such as agriculture. Operational GHG emissions from development projects contemplated under the proposed Master Plan would principally be generated from electricity consumption and vehicle use (including heavy trucks), which are directly under the purview of the Scoping Plan strategy and have experienced reductions above the State average reduction. Considering the information summarized above, the proposed Master Plan would be consistent with the State’s AB 32 and SB 32 GHG reduction goals. As such, the proposed Master Plan’s GHG impacts would be less than significant.

Consistency Regarding GHG Reduction Goals for 2050 under Executive Order S-3-05 and GHG Reduction Goals for 2045 under the 2022 Scoping Plan

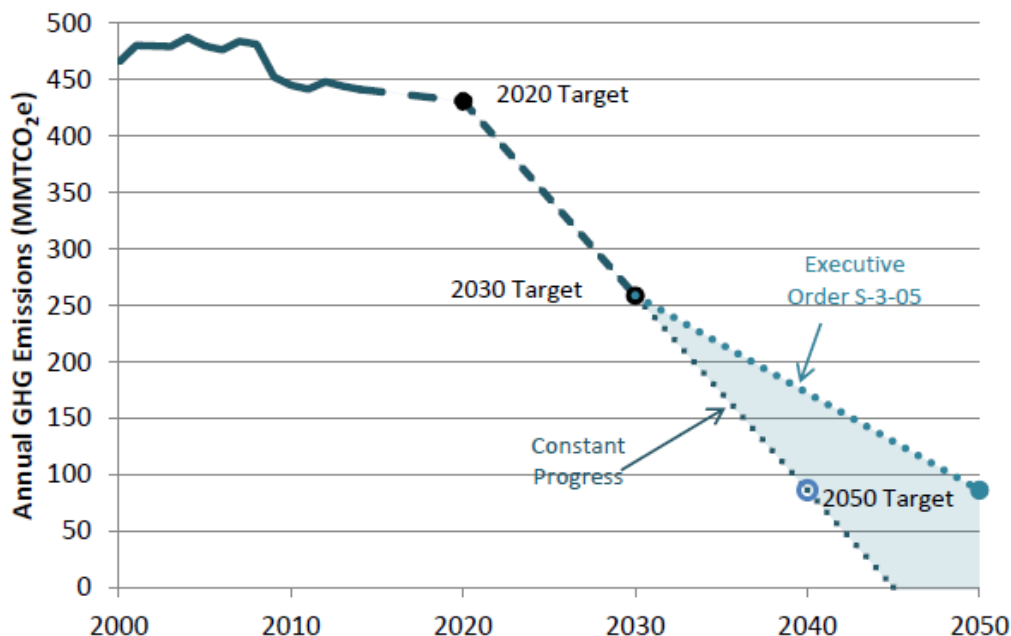
Regarding goals for 2050 under Executive Order S-3-05, at this time it is not possible to quantify the emissions savings from future regulatory measures, as they have not yet been developed; nevertheless, it can be anticipated that operation of the development projects built out under the proposed Master Plan would comply with whatever measures are enacted that State lawmakers decide would lead to an 80 percent reduction below 1990 levels by 2050. In its 2008 Scoping Plan, ARB acknowledged that the “measures needed to meet the 2050 are too far in the future to define in detail.” In the First Scoping Plan Update; however, ARB generally described the type of activities required to achieve the 2050 target: “energy demand reduction through efficiency and activity changes; large scale electrification of on-road vehicles, buildings, and industrial machinery; decarbonizing electricity and fuel supplies; and rapid market penetration of efficiency and clean energy technologies that requires significant efforts to deploy and scale markets for the cleanest technologies immediately.”

The ARB recognized that AB 32 established an emissions reduction trajectory that will allow California to achieve the more stringent 2050 target: “These [greenhouse gas emission reduction] measures also put the State on a path to meet the long-term 2050 goal of reducing California’s GHG emissions to 80 percent below 1990 levels. This trajectory is consistent with the reductions that are needed globally to stabilize the climate.” In addition, ARB’s First Update “lays the foundation for establishing a broad framework for continued emission reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050,” and many of the emission reduction strategies recommended by ARB would serve to reduce the proposed project’s post-2020 emissions level to the extent applicable by law:

- **Energy Sector:** Continued improvements in California’s appliance and building energy efficiency programs and initiatives, such as the State’s zero net energy building goals, would serve to reduce the proposed project’s emissions level. Additionally, further additions to California’s renewable resource portfolio would favorably influence the project’s emissions level.
- **Transportation Sector:** Anticipated deployment of improved vehicle efficiency, zero emission technologies, lower carbon fuels, and improvement of existing transportation systems all will serve to reduce the project’s emissions level.
- **Water Sector:** The project’s emissions level will be reduced as a result of further desired enhancements to water conservation technologies.
- **Waste Management Sector:** Plans to further improve recycling, reuse and reduction of solid waste will beneficially reduce the project’s emissions level.

For the reasons described above, the project’s post-2020 emissions trajectory is expected to follow a declining trend, consistent with the 2030 and 2050 targets. The trajectory required to achieve the post-2020 targets is shown in Figure 2.

Figure 2: California’s Path to Achieving the 2050 Target



Source: ARB 2017 Scoping Plan Update

In his January 2015 inaugural address, former Governor Brown expressed a commitment to achieve “three ambitious goals” that he would like to see accomplished by 2030 to reduce the State’s GHG emissions:

- Increasing the State’s Renewable Portfolio Standard from 33 percent in 2020 to 50 percent in 2030;
- Cutting the petroleum use in cars and trucks in half; and
- Doubling the efficiency of existing buildings and making heating fuels cleaner.

These expressions of executive branch policy may be manifested in adopted legislative or regulatory action through the state agencies and departments responsible for achieving the State’s environmental policy objectives, particularly those relating to global climate change. Further, recent studies show that the State’s existing and proposed regulatory framework will allow the State to reduce its GHG emissions level to 40 percent below 1990 levels by 2030, and to 80 percent below 1990 levels by 2050. Even though these studies did not provide an exact regulatory and technological roadmap to achieve the 2030 and 2050 goals, they demonstrated that various combinations of policies could allow the statewide emissions level to remain very low through 2050, suggesting that the combination of new technologies and other regulations not analyzed in the studies could allow the State to meet the 2050 target.

Given the proportional contribution of mobile source-related GHG emissions to the State’s inventory, recent studies also show that relatively new trends—such as the increasing importance of web-based shopping, the emergence of different driving patterns, and the increasing effect of web-based applications on transportation choices—are beginning to substantially influence transportation choices and the energy used by transportation modes. These factors have changed the direction of transportation trends in recent years and will require the creation of new models to effectively analyze future transportation patterns and the corresponding effect on GHG emissions. For the reasons described above, the proposed Master Plan future emissions trajectory is expected to follow a declining trend, consistent with the 2030 and 2050 targets.

The 2017 Scoping Plan provides an intermediate target that is intended to achieve reasonable progress toward the 2050 target. In addition, the 2022 Scoping Plan outlines objectives, regulations, planning efforts, and investments in clean technologies and infrastructure that outlines how the State can achieve carbon-neutrality by 2045. Accordingly, taking into account the proposed Master Plan’s design features (including strategically planning new mixed-use development in such a way that minimizes VMT) and the progress being made by the State towards reducing emissions in key sectors such as transportation, industry, and electricity, the proposed Master Plan would be consistent with State GHG Plans and would further the State’s goals of reducing GHG emissions 40 percent below 1990 levels by 2030, carbon neutral by 2045, and 80 percent below 1990 levels by 2050, and does not obstruct their attainment.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation measures are required.

6.2.2 - Greenhouse Gas Reduction Plans

Impact GHG-2: **The project would not conflict with any applicable plan, policy, or regulation of an agency adopted to reduce the emissions of greenhouse gases.**

Impact Analysis

The following analysis assesses the proposed Master Plan's compliance with Consideration #3 regarding consistency with adopted plans to reduce GHG emissions. The City of Porterville has not adopted a GHG reduction plan. In addition, the City has not completed the GHG inventory, benchmarking, or goal-setting process required to identify a reduction target and take advantage of the streamlining provisions contained in the CEQA Guidelines amendments adopted for SB 97 and clarifications provided in the CEQA Guidelines amendments adopted on December 28, 2018. The SJVAPCD has adopted a Climate Action Plan, but it does not contain measures that are applicable to the project. Therefore, the SJVAPCD Climate Action Plan cannot be applied to the project. Since no other local or regional Climate Action Plan is in place, the project is assessed for its consistency with ARB's adopted Scoping Plans. This assessment is included under Impact GHG-1 above. As demonstrated in the analysis contained under Impact GHG-1, the project would not conflict with any applicable plan, policy, or regulation of an agency adopted to reduce the emissions of greenhouse gases.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation measures are required.

SECTION 7: ENERGY

7.1—CEQA Guidelines

CEQA requires that EIRs include a discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy. Appendix F of the CEQA Guidelines applies to the direct and indirect impact analysis, as well as the cumulative impact analysis.

7.2—Impact Analysis

7.2.1 - Energy

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.

Impact Analysis

Threshold of Significance

Appendix F does not prescribe a threshold for the determination of significance. Rather, Appendix F focuses on reducing and minimizing inefficient, wasteful, and unnecessary consumption of energy. Therefore, for the purposes of this analysis, a significant impact to energy would result if the project would:

1. Result in the wasteful and inefficient use of nonrenewable resources during its construction.
2. Result in the wasteful and inefficient use of nonrenewable resources during long-term operation.
3. Be inconsistent with Adopted Plans and Policies.

Construction Energy Consumption

Project construction associated with buildout of the proposed Master Plan is anticipated to be completed over several years. Construction activities would consume energy through the operation of heavy off-road equipment, trucks, and worker traffic. Construction equipment fuel consumption for each of was based on equipment lists generated using CalEEMod default values and the horsepower, usage hours, and load factors from CalEEMod model runs prepared for the project's air quality analysis. Equipment fuel consumption was calculated using Offroad2017 v1.0.1 for Tulare County. Fuel consumption was estimated assuming all equipment would be diesel-powered.

Based on the anticipated hours of use, off-road construction equipment would result in the consumption of approximately 431,722.08 gallons of diesel fuel over the entire construction period.

Worker, vendor, and haul trips would result in approximately 67,440,611 VMT over the entire construction period. Fuel consumption averages were calculated for worker, vendor, and haul trips separately and per phase based on data from EMFAC 2021 for Tulare County. The results indicate

that construction trips would consume approximately 3,719,560 gallons of gasoline and diesel combined over the entire construction period.

Although implementation of the proposed Master Plan would result in the consumption of an estimated 431,722 gallons of diesel from off-road equipment and 3,719,560 gallons of motor vehicle fuels during construction, the project is expected to achieve energy efficiencies typical for mixed-use projects in the City of Porterville and the larger Tulare County area. Construction equipment fleet turnover and increasingly stringent state and federal regulations on engine efficiency, combined with local, state, and federal regulations limiting engine idling times and requiring recycling of construction debris, would further reduce the amount of transportation fuel demand during project construction. Considering these reductions in transportation fuel use, the proposed Master Plan would not result in the wasteful and inefficient use of energy resources during construction, and impacts would be less than significant. Detailed modeling results are provided in Appendix B of this technical report. Construction energy use is summarized in Table 12.

Table 12: Construction Energy Consumption

Activity		Energy Consumption Activity	Consumption Amount
Project Construction (Buildout of the Proposed Master Plan)			
Construction Equipment Diesel Fuel Use	Off-road Construction Equipment fuel	21,575,701 Horsepower Hours (total)	431,722 gallons (diesel)
On-road Construction Vehicle Fuel	Worker	52,551,881 VMT (miles)	2,047,336 gallons (gasoline and diesel combined)
	Vendor	14,638,730 VMT (miles)	1,629,698 gallons (gasoline and diesel combined)
	Haul	250,000 VMT (miles)	42,526 gallons (diesel)
	<i>Project On-road Construction Vehicle Fuel Subtotal</i>	<i>67,440,611 VMT (miles)</i>	<i>3,719,560 gallons (gasoline and diesel combined)</i>
Notes: VMT = vehicle miles traveled Source of data for construction and VMT: CalEEMod 2022.1 (see Appendix A). Source of data for consumption rates: EMFAC 2021 (see Appendix B). Energy calculations are provided in Appendix B.			

Operation Energy Consumption

Long-term energy consumption associated with the implementation of the proposed Master Plan includes electricity and natural gas consumption by residents and businesses, energy required for water supply, treatment, distribution, and wastewater treatment, and motor vehicle travel.

Electricity and Natural Gas Consumption

During operations, individual developments contemplated under the proposed Master Plan would consume natural gas for space heating, water heating, and cooking associated with the land uses within the plan area. The natural gas consumption was estimated using the CalEEMod default values and results. The results of the analysis indicate that the buildout under the proposed Master Plan

would consume approximately 143,971,024 thousand British thermal units (kBtu) of natural gas per year during operation.

In addition to the consumption of natural gas, the development built out under the proposed Master Plan would use electricity for lighting, appliances, and other uses associated with the individual developments. Electricity use during operations was estimated using CalEEMod default values. The results of the modeling indicate that the buildout of the development contemplated under the Master Plan would use approximately 112,006,579 kilowatt-hours (kWh) of electricity per year. Title 24 (2022 standards) requires the installation of solar panels in commercial developments, including most newly constructed shopping center developments. Title 24 (2022 standards) also requires the installation of solar panels in residential developments, including most newly constructed single-family homes and low-rise multi-family developments. Variations in the amount of solar installed can be due to local conditions and project design. In addition, some projects may use community solar instead of rooftop solar installations. Although the energy estimates show total consumption, a portion of the electricity used by the development contemplated under the proposed Master Plan is expected to be generated by zero emission renewable sources. In addition, additional solar panels may be installed voluntarily to take advantage of energy cost savings that are increasingly possible as the cost of solar has declined over time.

As described above, the development under the proposed Master Plan would result in a long-term increase in demand for electricity from Southern California Edison (SCE). However, individual development projects built out under the Master Plan would be designed to meet the most recent Title 24 standards in effect at the time building permits are issued. Title 24 specifically establishes energy efficiency standards for residential and non-residential buildings constructed in the State of California in order to reduce energy demand and consumption. Title 24 is updated periodically to incorporate and consider new energy efficiency technologies and methodologies. Therefore, impacts from the wasteful or inefficient use of electricity or natural gas during operation of development under the Master Plan would be less than significant.

Fuel Consumption

During operation of the development built out under the proposed Master Plan, vehicle trips would be generated by the individual developments. Build out of the proposed Master Plan was modeled with CalEEMod using project-specific trip generation rates and default trip lengths (with longer trip lengths applied to the truck trips associated with the industrial park land use). The results show that the vehicle trips generated would result in approximately 188,565,656 annual VMT from build out of the proposed Master Plan. As shown in Table 13, the proposed Master Plan would result in the consumption of an estimated 7,914,219 gallons per year of transportation fuel.

Table 13: Long-term Operational Vehicle Fuel Consumption

Vehicle Type	Annual VMT	Average Fuel Economy (miles/gallon)	Total Annual Fuel Consumption (gallons)
Passenger Cars (LDA)	81,575,631	37.19	2,193,569
Light Trucks and Medium Duty Vehicles (LDT1, LDT2, MDV)	75,053,399	27.76	2,703,846

Light-Heavy to Heavy-Heavy Diesel Trucks (LHD1, LHD2, MHDT, HHDT)	27,944,682	10.02	2,788,812
Motorcycles (MCY)	2,832,794	38.01	74,527
Other (OBUS, UBUS, SBUS, MH)	1,159,149	7.55	153,466
Mater Plan Total	188,565,655	—	7,914,220
Notes: VMT = vehicle miles traveled “Other” consists of buses and motor homes. Source of data for vehicle trips and VMT: Appendix A. Source of Tulare County miles/gallon for an early operational year (2025): EMFAC 2021. Energy calculations are provided in Appendix B.			

Various federal and state regulations including the Low Carbon Fuel Standard, Pavley Clean Car Standards, and Low Emission Vehicle Program would serve to reduce the projects’ transportation fuel consumption progressively into the future. In addition, the proposed Master Plan would locate a mix of commercial and residential uses, providing connectivity within the community. Therefore, the proposed Master Plan would be designed to avoid the wasteful and inefficient use of transportation fuel during operations, and impacts would be less than significant.

State and federal regulatory requirements addressing fuel efficiency are expected to increase fuel efficiency over time as older, less fuel-efficient vehicles are retired. The efficiency standards and light/heavy vehicle efficiency/hybridization programs contribute to increased fuel efficiency and therefore would reduce vehicle fuel energy consumption rates over time. While build out of the proposed Master Plan would increase the consumption of gasoline and diesel proportionately with projected population growth, the increase would be accommodated within the projected growth as part of the energy projections for the State and the region and would not require the construction of new regional energy production facilities. Therefore, energy impacts related to fuel consumption/efficiency during project operations would be less than significant.

Impact Summary

As described above, the proposed Master Plan would result in less than significant impacts on the wasteful, inefficient, or unnecessary use of energy due to project design features that will comply with the City’s design guidelines and regulations that apply to the project such as Title 24 Building Energy Efficiency Standards and the California Green Building Standards Code that apply to newly constructed commercial and residential buildings. The installation of solar panels required by 2022 Title 24 standards is expected to offset some of the electricity used by the development under the proposed Master Plan. Furthermore, various federal and state regulations—including the Low Carbon Fuel Standard, Pavley Clean Car Standards, and Low Emission Vehicle Program—would serve to reduce the transportation fuel demand by the development under the proposed Master Plan.

With the adherence to the increasingly stringent building and vehicle efficiency standards as well as implementation of design features that would reduce energy consumption, the proposed Master Plan would not contribute to a cumulative impact to the wasteful or inefficient use of energy. As such, the proposed Master Plan would not result in a significant environmental impact, due to wasteful, inefficient, or unnecessary consumption of energy resources, during construction or operation of

buildout of the proposed Master Plan. A summary of estimated operational energy consumption from build out of the proposed Master Plan is provided in Table 14.

Table 14: Summary of Estimated Operational Annual Energy Consumption

Energy Consumption Activity	Annual Consumption
Project Operations	
Electricity Consumption	112,006,579 kWh/year
Natural Gas Consumption	143,971,024 kBTU/year
Total Vehicle Fuel Consumption	7,914,219 gallons/year (gallons of gasoline and diesel)
Notes: kWh = kilowatt-hour kBTU = kilo-British Thermal Unit VMT = vehicle miles traveled Source: Appendix B.	

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation measures are required.

7.2.2 - Renewable Energy or Energy Efficiency Plans

Impact ENERGY-2: The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Impact Analysis

The City of Porterville General Plan includes goals and strategies related to energy efficiency. The following policies relate to energy efficiency and are relevant to the proposed Master Plan:

- **OSC-G-10:** Reduce and conserve energy use in existing and new commercial, industrial, and public structures.
- **OSC-I-66:** Adopt guidelines and incentives for using green building standards in new construction. Green building design guidelines may include required and recommended “green” design and construction strategies including: Building Site and Form, Natural Heating or Cooling, transportation, Building Envelope and Space Planning, Building Materials, Water Systems, Electrical Systems, HVAC Systems, Construction Management, and Commissioning.
- **OSC-I-70:** Ensure City codes allow for environmentally acceptable alternative forms of energy production and green building techniques.

Construction

As discussed under Impact ENERGY-1, the proposed Master Plan would result in energy consumption through the combustion of fossil fuels in construction vehicles, worker commute vehicles, and construction equipment, and the use of electricity for temporary buildings, lighting, and other sources. California Code of Regulations Title 13, Sections 2449(d)(3) and 2485, limit idling from both on-road and off-road diesel-powered equipment and are enforced by the ARB. Individual

development under the proposed Master Plan would comply with these regulations. Consistent with required regulations, buildout of the proposed Master would increase the use of energy conservation features and renewable sources of energy within the City of Porterville and Tulare County due to the previously discussed design features. Thus, the proposed Master Plan would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing energy use or increasing the use of renewable energy. Therefore, construction-related energy efficiency and renewable energy standards consistency impacts would be less than significant.

Operation

The proposed Master Plan would be served with electricity provided by SCE. SCE's 2019 Green Rate 50 percent option includes 67.5 percent eligible renewable resources, including wind, geothermal, solar, eligible hydroelectric, and biomass and biowaste; 4 percent large hydroelectric; 8.1 percent natural gas; 4.1 percent nuclear; 0.1 percent other; and 16.3 percent unspecified sources of power⁴³ SCE's 2019 Green Rate 100 percent option includes 100 percent eligible renewable resources, composed entirely of solar. Approximately 43 percent of the electricity that SCE delivered in 2020 was a combination of renewable and GHG-emissions-free resources.⁴⁴ SCE was ahead of schedule in meeting the California's RPS 2020 mandate of serving their load with at least 33 percent RPS-eligible resources. SCE would be required to meet California's RPS standards of 60 percent by 2030 and carbon-free sourced-electricity by 2045.

Part 11, Chapter 4 and 5, of the State's Title 24 energy efficiency standards establishes mandatory measures for residential and nonresidential buildings, including solar, electric vehicle (EV) charging equipment, bicycle parking, energy efficiency, water efficiency and conservation, and material conservation and resource efficiency. Development under the proposed Master Plan would be required to comply with these mandatory measures. The proposed Master Plan would locate housing next to jobs in order to reduce or eliminate motor vehicle travel for home-to-work trips and provide connectivity through pedestrian and bicycle connections. In addition, the proposed Master Plan's location adjacent to an existing community (built up areas the City of Porterville) allows future development to provide further connectivity. Compliance with the mandatory measures previously mentioned would ensure that the development built out under the proposed Master Plan would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing energy use or increasing the use of renewable energy. Therefore, operational energy efficiency and renewable energy standards consistency impacts would be less than significant.

The proposed Master Plan was reviewed for consistency with local and State of California plans that aim to reduce GHG emissions in GHG impact analysis. These plans also serve as the applicable energy plans. The ARB 2008 Scoping Plan, the ARB 2017 Scoping Plan, and the ARB 2022 Scoping Plan provide the State's strategy for achieving legislated GHG reduction targets. Although the primary purpose of the Scoping Plans is to reduce GHG emissions, the strategies to achieve the GHG reduction targets rely on the use of increasing amounts of renewable fuels under the LCFS and RPS, and energy efficiency with updates to Title 24 and the CalGreen Code. Buildings constructed under implementation of the proposed Master Plan will meet the latest efficiency standards in effect that building permits are issued. In addition, vehicles and equipment will continue to become cleaner over time as new vehicles and equipment are required to adhere to the latest fuel efficiency

⁴³ "Unspecified sources of power" means electricity from transactions that are not traceable to specific generation sources.

⁴⁴ Edison International. 2021. 2020 Sustainability Report. Website: <https://www.edison.com/home/sustainability/sustainability-report.html>. Accessed July 2023.

standards. For instance, vehicles and equipment associated with build out of the proposed Master Plan will use fuels subject to the LCFS.⁴⁵

Summary

The proposed Master Plan is consistent with applicable plans and policies and would not result in wasteful or inefficient use of nonrenewable energy sources; therefore, impacts would be less than significant.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation measures are required.

⁴⁵ California Energy Commission (CEC). 2019. Final Staff Report 2019 California Energy Action Plan. Website: <https://www.energy.ca.gov/filebrowser/download/1900>. Accessed July 2023.

Appendix A: CalEEMod Modeling Assumptions and Results

City of Porterville – SoTu Master Plan

Project Description

1 Project Title

South of the Tule River Master Plan (General Plan Amendment, Prezone, Conditional Use Permit)

2 Applicant

City of Porterville
291 N. Main Street
Porterville, CA, 93257

3 Project Location

The Project site is directly southwest of the city limits of the City of Porterville in the jurisdiction of the County of Tulare, California (see **Figure 2-1**). The site is generally bound to the north by the Tule River, to the south by State Route 190, to the east by State Route 65, and to the west by Westwood Street, consisting of 19 parcels that total approximately 447.30 gross acres. **Figure 2-2** shows the ariel image of the site. The site is identified by the Tulare County Assessor as Assessor's Parcel Number (APN) 259-150-001, 259-030-031, 259-270-004, 259-030-011, 259-040-041, 259-040-044, 259-040-028, 259-040-027, 259-040-026, 259-040-025, 259-040-043, 259-040-042, 259-040-045, 259-040-046, 259-040-010, 259-040-039, 259-320-001, 259-370-058, and 259-370-002 (see **Figure 2-3**). The site is a portion of Township 21 South, Range 27 East, Section 33 and 34, Mount Diablo Base and Meridian.

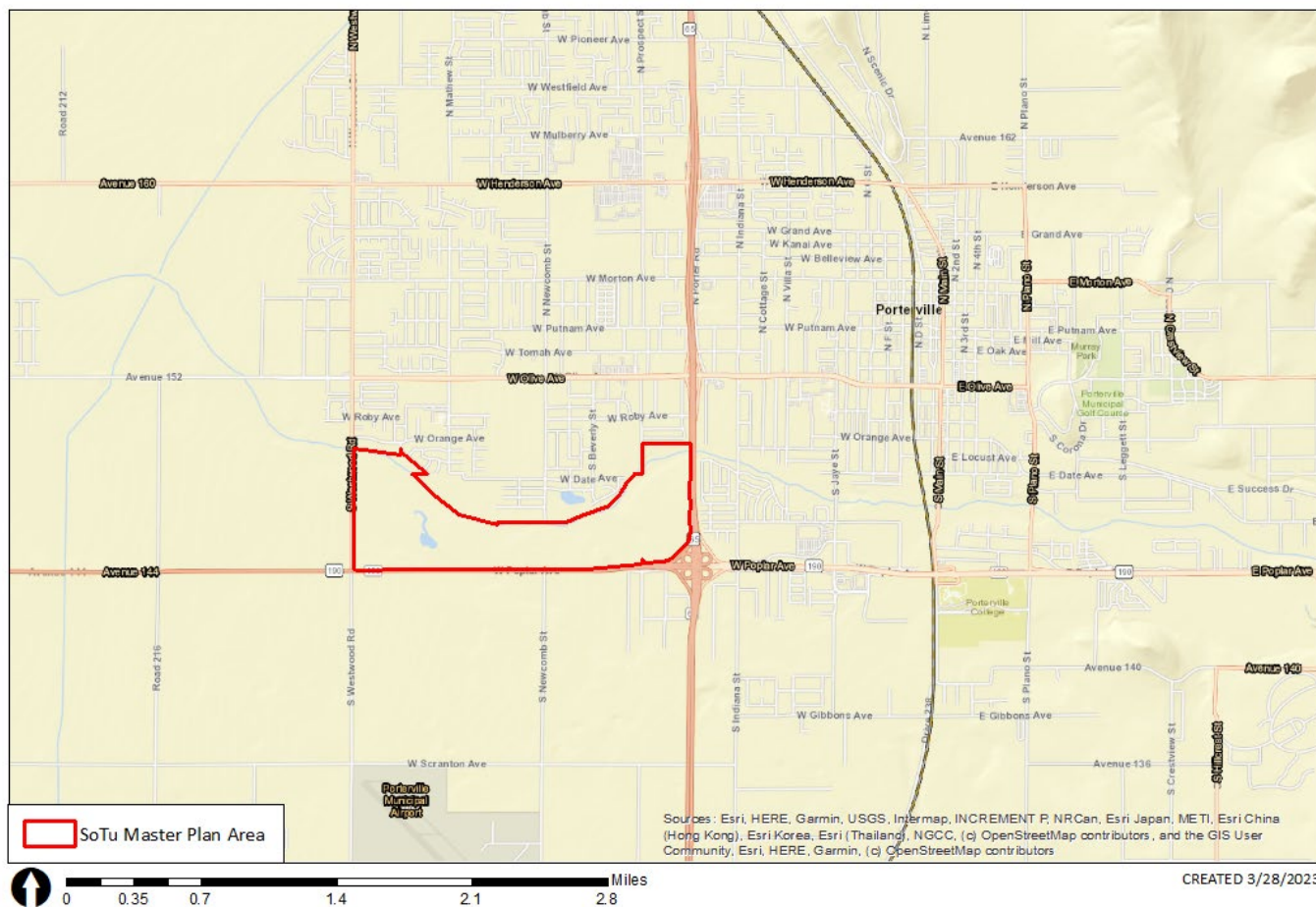


Figure 2-1 Regional Location

4 General Plan Designation

The Project site has a City of Porterville General Plan (General Plan) land use designation of Low Density Residential, Parks, Public Institutional, and Retail Center (see Figure 2-4). The City of Porterville (Applicant) proposes a General Plan Amendment (GPA) to change the land use designation to various land uses, as shown in the Master Plan Land Use Map in Figure 2-5. According to the City of Porterville General Plan, the purpose of each land use and their permitted intensity and density are shown in Table 2-1.

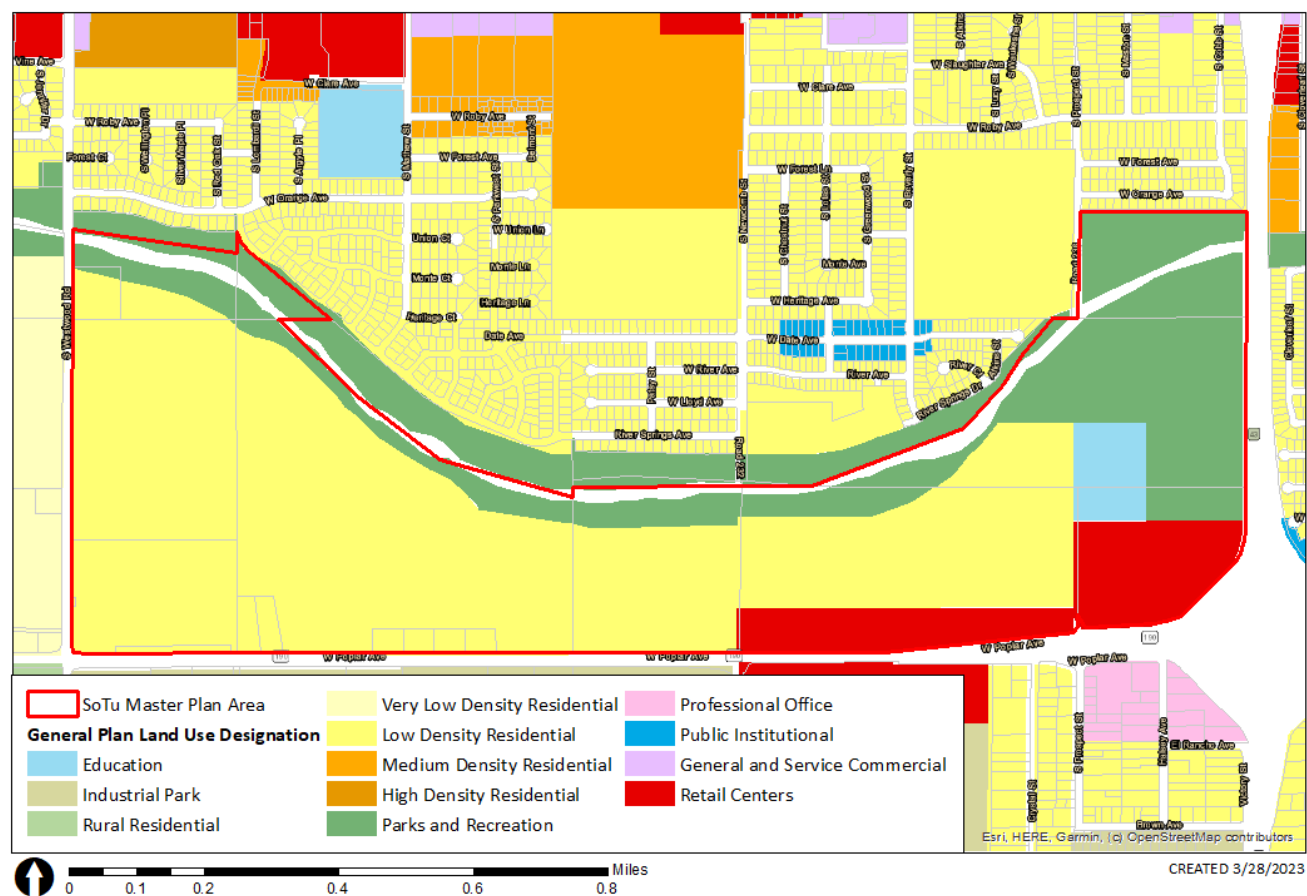


Figure 2-4 City of Porterville General Plan Land Use Designation Map (Existing)

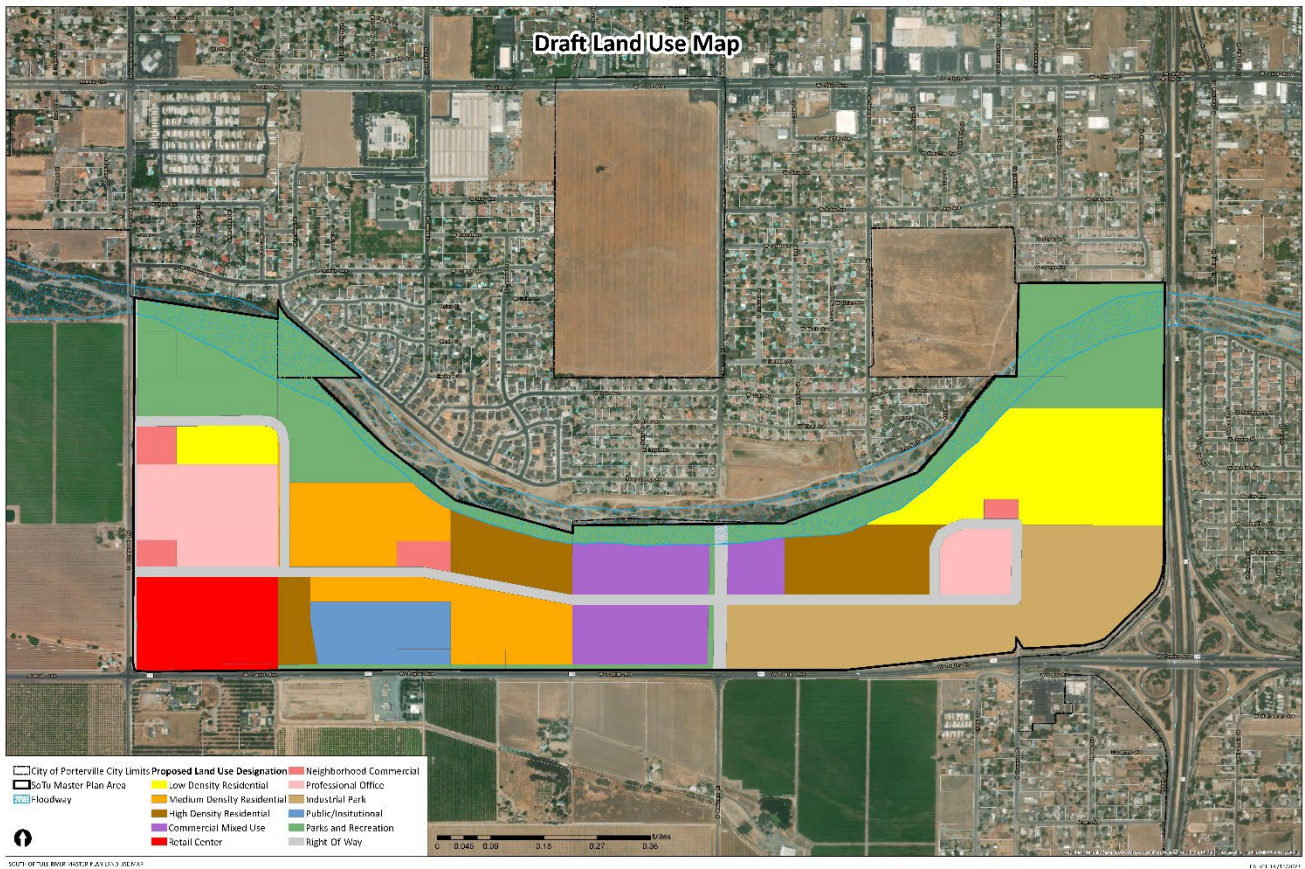


Figure 2-5 City of Porterville General Plan Land Use Designation Map/ SoTu Land Use Map (Proposed)

Table 2-1 General Plan Land Use Designation Descriptions

Land Use Designation	Purpose	Permitted Intensity/Density
Low Density Residential	This density represents typical single-family subdivisions.	maximum residential density of 6.0 units per gross acre
Medium Density Residential	This density range would accommodate a variety of housing types, such as small-lot single-family homes, detached zero lot line developments, duplexes, townhouses, and garden apartments. Pedestrian-oriented design and clustered development can support higher levels of density.	maximum residential density of 12.0 units per gross acre
High Density Residential	This classification is intended to accommodate attached homes, two- to four-plexes, and apartment buildings.	maximum residential density of 24.0 units per gross acre
Commercial Mixed Use	This designation allows for either horizontal or vertical mixed-use development. Commercial, service, office, and residential uses are allowed. Buildings more than one story are strongly encouraged.	maximum FAR of 2.0 and maximum residential density of 24.0 units per gross acre
Retail Centers	Design and use standards will be established for regional shopping centers located at major circulation intersections. Large format or “big box” retail and auto sales as well as travel related services, such as hotels and gas stations are allowed.	maximum FAR of 0.35
Neighborhood Commercial	This designation is intended for small-scale commercial development that primarily provides office space and convenience retail for local neighborhoods.	maximum FAR of 0.30
Professional Office	This designation is intended for office complex development, including professional and medical offices, as well as research and development activities. Small restaurants, support services, convenience retail and limited medium and high density residential are also allowed.	maximum FAR of 0.50
Industrial Park	This designation comprises a mix of light industrial, secondary office, bulk retail, and service uses. Typical uses include warehouse, mini-storage, research and development, wholesale, bulk retail, and office space with limited customer access. Other uses may be allowed, such as commercial recreation, distribution centers, or other uses that require large, warehouse-style buildings. Small-scale retail and service uses serving local employees and visitors are permitted as secondary uses.	maximum FAR of 0.40

5 Zoning

The Project site is in the RS-1 – Very Low Density Residential, RS-2 – Low Density Residential, CR – Retail Centers, and PK – Parks and Public Recreation Facilities zoning districts (Figure 2-6). The City of Porterville (Applicant) proposes a Pre-zone/Rezone (RZ) to change the zoning districts in consistent with the proposed land use designations (Figure 2-5).

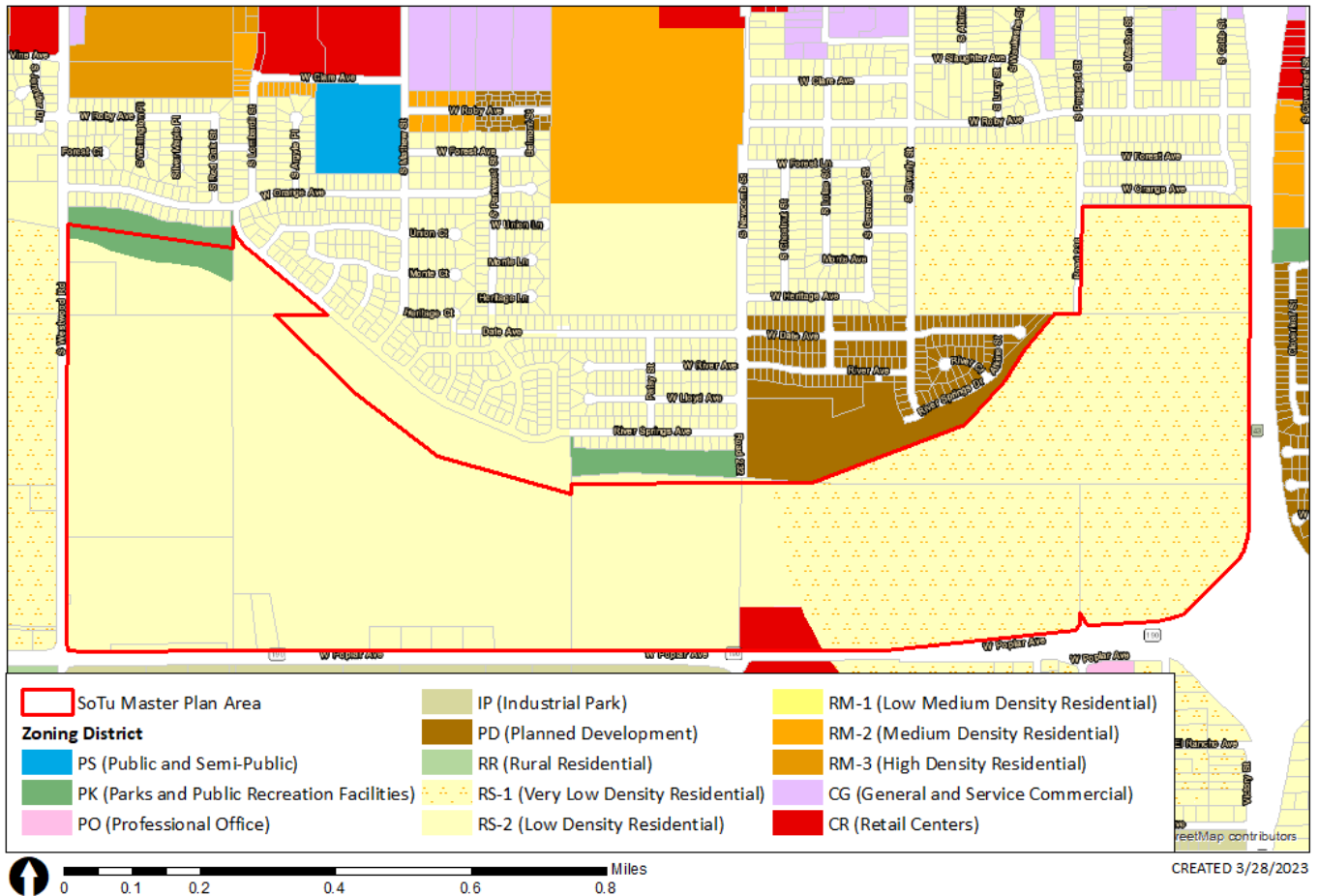


Figure 2-6 City of Porterville Zoning District Map (Existing)

6 Description of Project

South of Tule River (SoTu) Master Plan, including entitlements for a Conditional Use Permit (CUP) General Plan Amendment (GPA), and Pre-zone/Rezone (PZ), is filed by the City of Porterville (Applicant) and pertain to 19 parcels that is located directly southwest of the city limits of the City of Porterville in the jurisdiction of the County of Tulare, California. The SoTu Master Plan is generally bound to the north by the Tule River, to the south by State Route 190, to the east by State Route 65, and to the west by Westwood Street (“Project site”). The site totals approximately 447.30 gross acres. The site is identified by the Tulare County Assessor as APNs 259-150-001, 259-030-031, 259-270-004, 259-030-011, 259-040-041, 259-040-044, 259-040-028, 259-040-027, 259-040-026, 259-040-025, 259-040-043, 259-040-042, 259-040-045, 259-040-046, 259-040-010, 259-040-039, 259-320-001, 259-370-058, and 259-370-002. The CUP facilitates the adoption of the SoTu Master Plan. The GPA requests amendment of the existing land use designations to the mix of 10 different land uses proposed in the SoTu Master Plan. The PZ requests a prezone from the existing zoning districts to zoning districts that are consistent with the proposed land use designation. No physical development is proposed.

Project Assumptions

This Project is funded by LEAP funding for the purpose of providing the necessary framework to guide development in this area as it transitions from agricultural land to a vibrant, distinct, and multi-modal district of mixed densities and uses that is attractive to residential and visitors to live, work, explore, and shop. Currently, the site is primarily occupied by agricultural operations with a few single-family residential dwellings.

Although no physical development is proposed by the Project, this Initial Study analyzes the potential buildout of the Project site at a programmatic level, using reasonable assumptions so that future development of the site can tier from this Initial Study pursuant to CEQA Guidelines *Section 15168(c)(1)* and *15168(d)* for evaluations of environmental issues associated with later activities/subsequent projects. However, depending on the final design of future physical development, additional project specific CEQA review may be required as determined by the City through the entitlement review and approval process.

For the purposes of the analysis contained in this Initial Study, **Table 2-2** shows the assumption of the Project buildout. As shown in the table, the Project assumes the development of 2,213 dwelling units, 2,873,801 square feet of mixed-use, and 1,821,492 square feet of employment uses.

Table 2-2 Project Buildout Assumption for Impact Analysis

Land Use Designation	Acreage	Permitted Intensity/Density	Average Density		Assumed	
Residential						
Low Density Residential	51.37	7.5 du/ac	5.35 du/ac		5.35 du/ac	
Medium Density Residential	43.72	15.0 du/ac	6.0 du/ac for Single Family Residential		6.0 du/ac for Single Family Residential	
			11.30 du/ac for Multi-family Residential		11.30 du/ac for Multi-family Residential	
High Density Residential	35.08	30.0 du/ac	22.55 du/ac		22.55 du/ac	
Mixed-Use						
Commercial Mixed Use	32.99	30.0 du/ac	20.0 du/ac	2.0 FAR	20.0 du/ac	2.0 FAR
Employment						
Retail Centers	24.35	0.35 FAR	0.35 FAR		0.35 FAR	
Neighborhood Commercial	8.61	0.30 FAR	0.30 FAR		0.30 FAR	
Professional Office	32.83	0.50 FAR	0.30 FAR		0.30 FAR	
Industrial Park	59.61	0.60 FAR	0.35 FAR		0.35 FAR	
Public Uses and Open Space						
Public/Institutional	15.81	0.25 FAR	0.25 FAR		0.25 FAR	
Parks	30.79	0.10 FAR	0.10 FAR		0.10 FAR	
Right-of-Way (ROW)	30.79					
Total	447.30					

SoTu Master Plan Analysis—Construction Assumptions

Construction Phase			Num Days	
Phase Name	Start Date	End Date	Week	Num Days
Residential and Public Uses				
Site Preparation	1/1/2024	9/6/2024	5	180
Grading	9/7/2024	6/19/2026	5	465
Building Construction	9/7/2024	8/5/2033	5	2,325
Paving	9/7/2024	4/25/2025	5	165
Architectural Coating	1/1/2033	4/7/2034	5	330
Commercial and Industrial Uses				
Site Preparation	1/1/2024	10/4/2024	5	200
Grading	10/05/2024	3/21/2025	5	120
Building Construction	3/22/2025	2/6/2037	5	3,100
Paving	3/22/2025	1/23/2026	5	220
Architectural Coating	5/3/2036	3/6/2037	5	220

OffRoad Equipment					
Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Residential and Public Uses					
Site Preparation	Rubber Tired Dozers	3	8	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8	84	0.37
Grading	Excavators	2	8	36	0.38
Grading	Graders	1	8	148	0.41
Grading	Rubber Tired Dozers	1	8	367	0.40
Grading	Scrapers	2	8	423	0.48
Grading	Tractors/Loaders/Backhoes	2	8	84	0.37
Building Construction	Cranes	2	7	367	0.29
Building Construction	Forklifts	6	8	82	0.20
Building Construction	Generator Sets	2	8	14	0.74
Building Construction	Tractors/Loaders/Backhoes	6	7	84	0.37
Building Construction	Welders	2	8	46	0.45
Paving	Pavers	4	8	81	0.42
Paving	Paving Equipment	4	8	89	0.36
Paving	Rollers	4	8	36	0.38
Architectural Coating	Air Compressors	1	6	37	0.48
Commercial and Industrial Uses					
Site Preparation	Rubber Tired Dozers	3	8	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8	84	0.37
Grading	Excavators	2	8	36	0.38
Grading	Graders	1	8	148	0.41
Grading	Rubber Tired Dozers	1	8	367	0.40
Grading	Scrapers	2	8	423	0.48
Grading	Tractors/Loaders/Backhoes	2	8	84	0.37
Building Construction	Cranes	1	7	367	0.29
Building Construction	Forklifts	3	8	82	0.20
Building Construction	Generator Sets	1	8	14	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7	84	0.37
Building Construction	Welders	1	8	46	0.45
Paving	Pavers	2	8	81	0.42
Paving	Paving Equipment	2	8	89	0.36
Paving	Rollers	2	8	36	0.38
Architectural Coating	Air Compressors	1	6	37	0.48

Trips and VMT Phase Name	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length
Residential and Public Uses						
Site Preparation	17.50	4	0	7.7	6.8	20
Grading	20	4	0	7.7	6.8	20
Building Construction	1290.30	226.75	0	7.7	6.8	20
Paving	15	4	0	7.7	6.8	20
Architectural Coating	258.06	4	0	7.7	6.8	20
Commercial and Industrial Uses						
Site Preparation	17.50	4	62.50	7.7	6.8	20
Grading	20	4	0	7.7	6.8	20
Building Construction	1181.84	521.92	0	7.7	6.8	20
Paving	15	4	0	7.7	6.8	20
Architectural Coating	236.37	4	0	7.7	6.8	20

Project Name

Completed By: MA 4/24/2023
Checked By: CS 4/24/2023

Proposed Project Land Use Trip Generation

Land Use (ITE CODE)	Size	Unit	Daily		A.M. Peak Hour					P.M. Peak Hour						
			Rate	Total	Trip Rate	In	Out	Total	Trip Rate	In	Out	Total				
Industrial Park (130)	1628.300	k.s.f.	3.37	5,487	0.34	81	19	449	105	554	0.34	22	78	122	432	554
Single-Family Detached Housing (210)	539	d.u.	9.43	5,083	0.70	26	74	98	279	377	0.94	63	37	319	188	507
Multifamily Housing (Low Rise) Not Close to Transit (220)	1486	d.u.	6.74	10,016	0.40	24	76	143	451	594	0.51	63	37	478	280	758
Public Park (411)	66.48	Acres	0.78	52	0.02	59	41	1	0	1	0.11	55	45	4	3	7
Elementary School (520)	750	Students	2.27	1,703	0.74	54	46	300	255	555	0.16	46	54	55	65	120
General Office Building (710)	761.700	k.s.f.	10.84	8,257	1.52	88	12	1,019	139	1,158	1.44	17	83	186	911	1,097
Shopping Center (>150k) (820)	403.200	k.s.f.	37.01	14,922	0.84	62	38	210	129	339	3.40	48	52	658	713	1,371
Shopping Plaza (40-150k) - Supermarket - Yes (821)	256.400	k.s.f.	94.49	24,227	3.53	62	38	561	344	905	9.03	48	52	1,111	1,204	2,315
Strip Retail Plaza (<40k) (822)	134.800	k.s.f.	54.45	7,340	2.36	60	40	191	127	318	6.59	50	50	444	444	888
Sub Total Project Trips				77,087				2972	1829	4801				3377	4240	7617

* Source ITE Trip Generation 11th Edition

SoTu Master Plan - Residential and Public Uses Custom Report

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8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	SoTu Master Plan - Residential and Public Uses
Construction Start Date	1/1/2024
Operational Year	2025
Lead Agency	—
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	2.10
Precipitation (days)	23.0
Location	36.053553, -119.055397
County	Tulare
City	Unincorporated
Air District	San Joaquin Valley APCD
Air Basin	San Joaquin Valley
TAZ	2736
EDFZ	9
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.17

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
------------------	------	------	-------------	-----------------------	------------------------	--------------------------------	------------	-------------

Single Family Housing	539	Dwelling Unit	73.2	1,051,050	6,313,230	—	1,822	—
Apartments Low Rise	1,486	Dwelling Unit	56.9	1,575,160	372,046	—	5,023	—
City Park	66.5	Acre	66.5	0.00	2,895,869	2,895,869	—	—
Elementary School	750	Student	15.8	62,703	103,303	103,303	—	—
Other Asphalt Surfaces	14.6	Acre	14.6	0.00	95,527	—	—	—
Parking Lot	21.7	Acre	21.7	0.00	141,722	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	17.6	16.0	84.3	148	0.17	3.29	17.1	20.4	3.04	4.13	7.01	—	27,764	27,764	1.21	1.25	47.2	28,213
2025	16.2	15.0	76.8	140	0.17	2.87	17.1	20.0	2.64	3.98	6.62	—	27,500	27,500	1.18	1.21	44.3	27,935
2026	13.4	11.9	57.3	114	0.14	1.95	15.3	17.3	1.80	3.79	5.59	—	24,027	24,027	1.05	1.17	39.5	24,440
2027	9.13	8.09	28.3	80.4	0.08	0.74	9.96	10.7	0.69	2.17	2.85	—	16,955	16,955	0.75	1.09	35.1	17,335
2028	8.49	7.69	26.8	76.2	0.08	0.67	9.96	10.6	0.62	2.17	2.79	—	16,692	16,692	0.71	1.03	31.4	17,048
2029	8.02	7.23	25.6	72.3	0.08	0.62	9.96	10.6	0.58	2.17	2.74	—	16,425	16,425	0.49	1.03	27.9	16,772
2030	7.43	6.87	24.7	68.9	0.08	0.59	9.96	10.6	0.55	2.17	2.71	—	16,163	16,163	0.49	0.99	24.7	16,496
2031	7.06	6.29	23.7	65.5	0.08	0.55	9.96	10.5	0.52	2.17	2.68	—	15,905	15,905	0.43	0.99	21.8	16,233
2032	6.66	5.90	22.8	62.6	0.08	0.52	9.96	10.5	0.45	2.17	2.61	—	15,655	15,655	0.43	0.96	19.1	15,971

2033	7.25	58.5	23.4	67.7	0.08	0.45	13.0	13.5	0.42	2.67	3.08	—	16,981	16,981	0.44	0.74	19.1	17,230
2034	0.82	52.8	1.21	7.21	< 0.005	0.01	3.08	3.08	0.01	0.50	0.51	—	1,534	1,534	0.04	0.03	2.18	1,546
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	16.6	14.9	86.0	133	0.17	3.29	17.1	20.4	3.04	4.13	7.01	—	26,824	26,824	1.33	1.25	1.22	27,230
2025	15.3	14.0	78.2	127	0.17	2.87	17.1	20.0	2.64	3.98	6.62	—	26,584	26,584	1.30	1.21	1.15	26,978
2026	12.6	10.9	58.8	101	0.14	1.95	15.3	17.3	1.80	3.79	5.59	—	23,143	23,143	1.13	1.17	1.03	23,520
2027	8.21	7.33	29.5	69.1	0.08	0.74	9.96	10.7	0.69	2.17	2.85	—	16,105	16,105	0.61	1.09	0.91	16,447
2028	7.83	7.00	28.0	65.9	0.08	0.67	9.96	10.6	0.62	2.17	2.79	—	15,861	15,861	0.58	1.06	0.82	16,192
2029	7.22	6.59	26.6	63.0	0.08	0.62	9.96	10.6	0.58	2.17	2.74	—	15,612	15,612	0.58	1.06	0.72	15,943
2030	6.88	6.29	25.7	60.1	0.08	0.59	9.96	10.6	0.55	2.17	2.71	—	15,367	15,367	0.55	1.03	0.64	15,687
2031	6.54	5.74	24.7	57.5	0.08	0.55	9.96	10.5	0.52	2.17	2.68	—	15,125	15,125	0.49	1.00	0.57	15,435
2032	6.20	5.44	23.7	55.1	0.08	0.52	9.96	10.5	0.45	2.17	2.61	—	14,890	14,890	0.49	0.96	0.50	15,188
2033	6.53	58.0	24.2	59.4	0.08	0.45	13.0	13.5	0.42	2.67	3.08	—	16,076	16,076	0.51	1.00	0.50	16,387
2034	0.76	52.7	1.28	5.91	< 0.005	0.01	3.08	3.08	0.01	0.50	0.51	—	1,385	1,385	0.05	0.07	0.06	1,408
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	6.00	5.29	37.2	47.3	0.06	1.54	8.38	9.92	1.42	2.92	4.34	—	8,860	8,860	0.40	0.31	4.76	8,969
2025	10.0	8.99	48.1	81.6	0.11	1.71	11.1	12.8	1.57	2.71	4.28	—	17,606	17,606	0.82	0.84	13.5	17,891
2026	7.62	6.81	31.0	62.5	0.08	0.96	8.71	9.67	0.89	2.06	2.95	—	14,113	14,113	0.67	0.81	12.1	14,382
2027	5.93	5.31	20.8	50.4	0.06	0.53	6.96	7.49	0.49	1.52	2.01	—	11,676	11,676	0.55	0.78	10.8	11,933
2028	5.67	5.08	19.6	48.1	0.06	0.48	6.97	7.45	0.44	1.52	1.97	—	11,530	11,530	0.39	0.76	9.72	11,775
2029	5.36	4.78	18.6	45.6	0.06	0.44	6.96	7.40	0.41	1.52	1.93	—	11,317	11,317	0.37	0.74	8.60	11,554
2030	4.96	4.54	18.1	43.7	0.06	0.42	6.96	7.38	0.39	1.52	1.91	—	11,138	11,138	0.37	0.71	7.65	11,368
2031	4.69	4.15	17.3	41.7	0.06	0.40	6.96	7.35	0.37	1.52	1.89	—	10,962	10,962	0.33	0.71	6.74	11,188
2032	4.48	3.94	16.7	40.1	0.06	0.37	6.97	7.34	0.32	1.52	1.84	—	10,821	10,821	0.33	0.69	5.91	11,040
2033	3.17	40.0	10.4	27.5	0.04	0.19	6.24	6.44	0.18	1.25	1.43	—	7,356	7,356	0.21	0.45	3.81	7,497
2034	0.15	10.0	0.24	1.15	< 0.005	< 0.005	0.56	0.56	< 0.005	0.09	0.09	—	271	271	0.01	0.01	0.18	273

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	1.09	0.96	6.79	8.64	0.01	0.28	1.53	1.81	0.26	0.53	0.79	—	1,467	1,467	0.07	0.05	0.79	1,485
2025	1.83	1.64	8.77	14.9	0.02	0.31	2.02	2.33	0.29	0.49	0.78	—	2,915	2,915	0.14	0.14	2.24	2,962
2026	1.39	1.24	5.65	11.4	0.01	0.18	1.59	1.76	0.16	0.38	0.54	—	2,337	2,337	0.11	0.13	2.01	2,381
2027	1.08	0.97	3.79	9.19	0.01	0.10	1.27	1.37	0.09	0.28	0.37	—	1,933	1,933	0.09	0.13	1.79	1,976
2028	1.04	0.93	3.57	8.77	0.01	0.09	1.27	1.36	0.08	0.28	0.36	—	1,909	1,909	0.07	0.13	1.61	1,950
2029	0.98	0.87	3.40	8.33	0.01	0.08	1.27	1.35	0.07	0.28	0.35	—	1,874	1,874	0.06	0.12	1.42	1,913
2030	0.90	0.83	3.29	7.98	0.01	0.08	1.27	1.35	0.07	0.28	0.35	—	1,844	1,844	0.06	0.12	1.27	1,882
2031	0.86	0.76	3.16	7.60	0.01	0.07	1.27	1.34	0.07	0.28	0.34	—	1,815	1,815	0.05	0.12	1.12	1,852
2032	0.82	0.72	3.04	7.31	0.01	0.07	1.27	1.34	0.06	0.28	0.34	—	1,792	1,792	0.05	0.11	0.98	1,828
2033	0.58	7.29	1.90	5.02	0.01	0.04	1.14	1.17	0.03	0.23	0.26	—	1,218	1,218	0.04	0.07	0.63	1,241
2034	0.03	1.83	0.04	0.21	< 0.005	< 0.005	0.10	0.10	< 0.005	0.02	0.02	—	44.9	44.9	< 0.005	< 0.005	0.03	45.2

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	77.6	71.5	63.9	685	1.27	0.90	111	111	0.85	28.0	28.9	—	130,547	130,547	6.08	6.25	491	133,052
Area	13.3	75.8	17.9	125	0.11	1.42	—	1.42	1.41	—	1.41	0.00	21,637	21,637	0.41	0.04	—	21,661
Energy	1.42	0.71	12.2	5.37	0.08	0.98	—	0.98	0.98	—	0.98	—	34,193	34,193	2.53	0.17	—	34,307
Water	—	—	—	—	—	—	—	—	—	—	—	169	1,272	1,441	17.4	0.42	—	2,001
Waste	—	—	—	—	—	—	—	—	—	—	—	962	0.00	962	96.2	0.00	—	3,366
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	19.1	19.1
Total	92.3	148	94.0	815	1.46	3.31	111	114	3.23	28.0	31.2	1,131	187,650	188,781	123	6.88	510	194,406
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Mobile	67.9	61.5	75.1	537	1.15	0.91	111	111	0.85	28.0	28.9	—	117,698	117,698	6.88	6.82	12.7	119,913
Area	1.97	65.0	16.8	7.15	0.11	1.36	—	1.36	1.36	—	1.36	0.00	21,319	21,319	0.40	0.04	—	21,341
Energy	1.42	0.71	12.2	5.37	0.08	0.98	—	0.98	0.98	—	0.98	—	34,193	34,193	2.53	0.17	—	34,307
Water	—	—	—	—	—	—	—	—	—	—	—	169	1,272	1,441	17.4	0.42	—	2,001
Waste	—	—	—	—	—	—	—	—	—	—	—	962	0.00	962	96.2	0.00	—	3,366
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	19.1	19.1
Total	71.3	127	104	549	1.33	3.25	111	114	3.19	28.0	31.2	1,131	174,482	175,613	123	7.45	31.8	180,948
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	64.2	58.5	64.5	516	1.10	0.84	101	102	0.79	25.6	26.4	—	112,493	112,493	5.97	6.04	197	114,640
Area	6.05	69.5	4.34	59.5	0.03	0.34	—	0.34	0.33	—	0.33	0.00	4,947	4,947	0.10	0.01	—	4,952
Energy	1.42	0.71	12.2	5.37	0.08	0.98	—	0.98	0.98	—	0.98	—	34,193	34,193	2.53	0.17	—	34,307
Water	—	—	—	—	—	—	—	—	—	—	—	169	1,272	1,441	17.4	0.42	—	2,001
Waste	—	—	—	—	—	—	—	—	—	—	—	962	0.00	962	96.2	0.00	—	3,366
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	19.1	19.1
Total	71.7	129	81.1	580	1.20	2.16	101	103	2.10	25.6	27.7	1,131	152,905	154,036	122	6.65	216	159,286
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	11.7	10.7	11.8	94.1	0.20	0.15	18.4	18.6	0.14	4.67	4.81	—	18,624	18,624	0.99	1.00	32.5	18,980
Area	1.10	12.7	0.79	10.9	< 0.005	0.06	—	0.06	0.06	—	0.06	0.00	819	819	0.02	< 0.005	—	820
Energy	0.26	0.13	2.22	0.98	0.01	0.18	—	0.18	0.18	—	0.18	—	5,661	5,661	0.42	0.03	—	5,680
Water	—	—	—	—	—	—	—	—	—	—	—	27.9	211	239	2.88	0.07	—	331
Waste	—	—	—	—	—	—	—	—	—	—	—	159	0.00	159	15.9	0.00	—	557
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.15	3.15
Total	13.1	23.5	14.8	106	0.22	0.39	18.4	18.8	0.38	4.67	5.05	187	25,315	25,502	20.2	1.10	35.7	26,372

3. Construction Emissions Details

3.1. Site Preparation (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.34	3.65	36.0	32.9	0.05	1.60	—	1.60	1.47	—	1.47	—	5,296	5,296	0.21	0.04	—	5,314
Dust From Material Movement	—	—	—	—	—	—	7.68	7.68	—	3.94	3.94	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	14.3	14.3	< 0.005	< 0.005	0.02	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.34	3.65	36.0	32.9	0.05	1.60	—	1.60	1.47	—	1.47	—	5,296	5,296	0.21	0.04	—	5,314
Dust From Material Movement	—	—	—	—	—	—	7.68	7.68	—	3.94	3.94	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	14.4	14.4	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.14	1.80	17.7	16.2	0.02	0.79	—	0.79	0.73	—	0.73	—	2,612	2,612	0.11	0.02	—	2,621
Dust From Material Movement	—	—	—	—	—	—	3.79	3.79	—	1.94	1.94	—	—	—	—	—	—	—

Onsite truck	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	0.76	0.76	< 0.005	0.08	0.08	—	7.07	7.07	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.39	0.33	3.24	2.96	< 0.005	0.14	—	0.14	0.13	—	0.13	—	432	432	0.02	< 0.005	—	434
Dust From Material Movement	—	—	—	—	—	—	0.69	0.69	—	0.35	0.35	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	0.14	0.14	< 0.005	0.01	0.01	—	1.17	1.17	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.10	0.06	0.91	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	108	108	0.01	< 0.005	0.44	—
Vendor	0.01	< 0.005	0.13	0.05	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	87.4	87.4	< 0.005	0.01	0.23	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.09	0.07	0.71	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	95.4	95.4	0.01	< 0.005	0.01	—
Vendor	0.01	< 0.005	0.14	0.05	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	87.5	87.5	< 0.005	0.01	0.01	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.03	0.36	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	48.8	48.8	< 0.005	< 0.005	0.09	—
Vendor	< 0.005	< 0.005	0.07	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	43.1	43.1	< 0.005	0.01	0.05	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.07	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.08	8.08	< 0.005	< 0.005	0.02	—
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	7.14	7.14	< 0.005	< 0.005	0.01	—

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
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3.3. Grading (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.19	3.52	34.3	30.2	0.06	1.45	—	1.45	1.33	—	1.33	—	6,598	6,598	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	—	3.59	3.59	—	1.42	1.42	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	14.3	14.3	< 0.005	< 0.005	0.02	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.19	3.52	34.3	30.2	0.06	1.45	—	1.45	1.33	—	1.33	—	6,598	6,598	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	—	3.59	3.59	—	1.42	1.42	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	14.4	14.4	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.95	0.80	7.78	6.85	0.01	0.33	—	0.33	0.30	—	0.30	—	1,498	1,498	0.06	0.01	—	1,503

Dust From Material Movement	—	—	—	—	—	—	0.81	0.81	—	0.32	0.32	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	0.35	0.35	< 0.005	0.04	0.04	—	3.26	3.26	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.15	1.42	1.25	< 0.005	0.06	—	0.06	0.06	—	0.06	—	248	248	0.01	< 0.005	—	249
Dust From Material Movement	—	—	—	—	—	—	0.15	0.15	—	0.06	0.06	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.06	0.06	< 0.005	0.01	0.01	—	0.54	0.54	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.11	0.07	1.04	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	123	123	0.01	0.01	0.50	—
Vendor	0.01	< 0.005	0.13	0.05	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	87.4	87.4	< 0.005	0.01	0.23	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.10	0.08	0.81	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	109	109	0.01	0.01	0.01	—
Vendor	0.01	< 0.005	0.14	0.05	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	87.5	87.5	< 0.005	0.01	0.01	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.02	0.19	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	25.7	25.7	< 0.005	< 0.005	0.05	—
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	19.9	19.9	< 0.005	< 0.005	0.02	—
Hauling	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	—

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.25	4.25	< 0.005	< 0.005	0.01	—
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.29	3.29	< 0.005	< 0.005	< 0.005	—
Hauling	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	—

3.5. Grading (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.80	3.20	29.7	28.3	0.06	1.23	—	1.23	1.14	—	1.14	—	6,599	6,599	0.27	0.05	—	6,622
Dust From Material Movement	—	—	—	—	—	—	3.59	3.59	—	1.42	1.42	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	14.0	14.0	< 0.005	< 0.005	0.02	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.80	3.20	29.7	28.3	0.06	1.23	—	1.23	1.14	—	1.14	—	6,599	6,599	0.27	0.05	—	6,622
Dust From Material Movement	—	—	—	—	—	—	3.59	3.59	—	1.42	1.42	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	14.2	14.2	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	2.72	2.28	21.2	20.2	0.04	0.88	—	0.88	0.81	—	0.81	—	4,713	4,713	0.19	0.04	—	4,730
Dust From Material Movement	—	—	—	—	—	—	2.56	2.56	—	1.02	1.02	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	1.10	1.10	< 0.005	0.11	0.11	—	10.1	10.1	< 0.005	< 0.005	0.01	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.50	0.42	3.87	3.69	0.01	0.16	—	0.16	0.15	—	0.15	—	780	780	0.03	0.01	—	783
Dust From Material Movement	—	—	—	—	—	—	0.47	0.47	—	0.19	0.19	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.20	0.20	< 0.005	0.02	0.02	—	1.66	1.66	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.11	0.06	0.95	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	121	121	0.01	0.01	0.46	—
Vendor	0.01	< 0.005	0.12	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	85.9	85.9	< 0.005	0.01	0.23	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.09	0.07	0.75	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	107	107	0.01	0.01	0.01	—
Vendor	0.01	< 0.005	0.13	0.05	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	86.0	86.0	< 0.005	0.01	0.01	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	0.05	0.55	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	79.1	79.1	0.01	< 0.005	0.14	—

Vendor	< 0.005	< 0.005	0.09	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	61.4	61.4	< 0.005	0.01	0.07	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.10	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	13.1	13.1	< 0.005	< 0.005	0.02	—
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	10.2	10.2	< 0.005	< 0.005	0.01	—
Hauling	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	—

3.7. Grading (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.62	3.04	27.2	27.6	0.06	1.12	—	1.12	1.03	—	1.03	—	6,599	6,599	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	—	3.59	3.59	—	1.42	1.42	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	13.7	13.7	< 0.005	< 0.005	0.02	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.62	3.04	27.2	27.6	0.06	1.12	—	1.12	1.03	—	1.03	—	6,599	6,599	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	—	3.59	3.59	—	1.42	1.42	—	—	—	—	—	—	—

Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	13.9	13.9	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.21	1.01	9.06	9.17	0.02	0.37	—	0.37	0.34	—	0.34	—	2,195	2,195	0.09	0.02	—	2,203
Dust From Material Movement	—	—	—	—	—	—	1.19	1.19	—	0.47	0.47	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.51	0.51	< 0.005	0.05	0.05	—	4.59	4.59	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.22	0.18	1.65	1.67	< 0.005	0.07	—	0.07	0.06	—	0.06	—	363	363	0.01	< 0.005	—	365
Dust From Material Movement	—	—	—	—	—	—	0.22	0.22	—	0.09	0.09	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.09	0.09	< 0.005	0.01	0.01	—	0.76	0.76	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.10	0.05	0.88	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	118	118	0.01	0.01	0.42	—
Vendor	0.01	< 0.005	0.12	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	84.4	84.4	< 0.005	0.01	0.21	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.07	0.69	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	105	105	0.01	0.01	0.01	—
Vendor	< 0.005	< 0.005	0.12	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	84.5	84.5	< 0.005	0.01	0.01	—

Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.02	0.24	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	36.1	36.1	< 0.005	< 0.005	0.06	—
Vendor	< 0.005	< 0.005	0.04	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	28.1	28.1	< 0.005	< 0.005	0.03	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.97	5.97	< 0.005	< 0.005	0.01	—
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.65	4.65	< 0.005	< 0.005	< 0.005	—
Hauling	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	—

3.9. Building Construction (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.87	2.41	22.4	26.2	0.05	1.00	—	1.00	0.92	—	0.92	—	4,795	4,795	0.19	0.04	—	4,812
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	14.3	14.3	< 0.005	< 0.005	0.02	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.87	2.41	22.4	26.2	0.05	1.00	—	1.00	0.92	—	0.92	—	4,795	4,795	0.19	0.04	—	4,812
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	14.4	14.4	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.65	0.55	5.09	5.95	0.01	0.23	—	0.23	0.21	—	0.21	—	1,089	1,089	0.04	0.01	—	1,092
Onsite truck	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	0.35	0.35	< 0.005	0.04	0.04	—	3.26	3.26	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	0.93	1.09	< 0.005	0.04	—	0.04	0.04	—	0.04	—	180	180	0.01	< 0.005	—	181
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.06	0.06	< 0.005	0.01	0.01	—	0.54	0.54	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	7.95	7.37	4.23	67.1	0.00	0.00	7.02	7.02	0.00	1.65	1.65	—	7,957	7,957	0.50	0.33	32.6	—
Vendor	0.33	0.22	7.17	2.64	0.03	0.07	1.29	1.36	0.07	0.36	0.43	—	4,957	4,957	0.10	0.75	13.2	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	6.98	6.35	5.31	52.6	0.00	0.00	7.02	7.02	0.00	1.65	1.65	—	7,037	7,037	0.62	0.33	0.84	—
Vendor	0.31	0.21	7.66	2.72	0.03	0.07	1.29	1.36	0.07	0.36	0.43	—	4,962	4,962	0.10	0.75	0.34	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.62	1.49	1.07	12.3	0.00	0.00	1.57	1.57	0.00	0.37	0.37	—	1,657	1,657	0.13	0.08	3.19	—
Vendor	0.07	0.05	1.70	0.61	0.01	0.02	0.29	0.31	0.02	0.08	0.10	—	1,126	1,126	0.02	0.17	1.29	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.30	0.27	0.20	2.25	0.00	0.00	0.29	0.29	0.00	0.07	0.07	—	274	274	0.02	0.01	0.53	—
Vendor	0.01	0.01	0.31	0.11	< 0.005	< 0.005	0.05	0.06	< 0.005	0.01	0.02	—	186	186	< 0.005	0.03	0.21	—
Hauling	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	—

3.11. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.69	2.25	20.9	26.1	0.05	0.86	—	0.86	0.79	—	0.79	—	4,795	4,795	0.19	0.04	—	4,812
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	14.0	14.0	< 0.005	< 0.005	0.02	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.69	2.25	20.9	26.1	0.05	0.86	—	0.86	0.79	—	0.79	—	4,795	4,795	0.19	0.04	—	4,812
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	14.2	14.2	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.92	1.61	14.9	18.6	0.03	0.62	—	0.62	0.57	—	0.57	—	3,425	3,425	0.14	0.03	—	3,437
Onsite truck	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	1.10	1.10	< 0.005	0.11	0.11	—	10.1	10.1	< 0.005	< 0.005	0.01	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.35	0.29	2.72	3.40	0.01	0.11	—	0.11	0.10	—	0.10	—	567	567	0.02	< 0.005	—	569
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.20	0.20	< 0.005	0.02	0.02	—	1.66	1.66	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	7.28	6.94	3.93	61.5	0.00	0.00	7.02	7.02	0.00	1.65	1.65	—	7,786	7,786	0.48	0.33	29.8	—
Vendor	0.33	0.19	6.88	2.53	0.03	0.07	1.29	1.36	0.07	0.36	0.43	—	4,872	4,872	0.10	0.72	13.2	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	6.39	6.00	4.78	48.2	0.00	0.00	7.02	7.02	0.00	1.65	1.65	—	6,888	6,888	0.59	0.33	0.77	—
Vendor	0.31	0.17	7.30	2.59	0.03	0.07	1.29	1.36	0.07	0.36	0.43	—	4,877	4,877	0.10	0.72	0.34	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.65	4.39	3.18	35.6	0.00	0.00	4.94	4.94	0.00	1.16	1.16	—	5,103	5,103	0.38	0.24	9.17	—
Vendor	0.23	0.13	5.12	1.83	0.02	0.05	0.91	0.96	0.05	0.25	0.30	—	3,481	3,481	0.07	0.51	4.06	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.85	0.80	0.58	6.50	0.00	0.00	0.90	0.90	0.00	0.21	0.21	—	845	845	0.06	0.04	1.52	—
Vendor	0.04	0.02	0.93	0.33	< 0.005	0.01	0.17	0.18	0.01	0.05	0.05	—	576	576	0.01	0.09	0.67	—
Hauling	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	—

3.13. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	2.56	2.14	19.7	25.9	0.05	0.76	—	0.76	0.70	—	0.70	—	4,794	4,794	0.19	0.04	—	4,811
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	13.7	13.7	< 0.005	< 0.005	0.02	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.56	2.14	19.7	25.9	0.05	0.76	—	0.76	0.70	—	0.70	—	4,794	4,794	0.19	0.04	—	4,811
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	13.9	13.9	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.83	1.53	14.1	18.5	0.03	0.54	—	0.54	0.50	—	0.50	—	3,425	3,425	0.14	0.03	—	3,436
Onsite truck	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	1.10	1.10	< 0.005	0.11	0.11	—	9.86	9.86	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.33	0.28	2.57	3.38	0.01	0.10	—	0.10	0.09	—	0.09	—	567	567	0.02	< 0.005	—	569
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.20	0.20	< 0.005	0.02	0.02	—	1.63	1.63	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	6.79	6.46	3.43	56.7	0.00	0.00	7.02	7.02	0.00	1.65	1.65	—	7,621	7,621	0.48	0.33	27.1	—
Vendor	0.30	0.19	6.58	2.41	0.03	0.07	1.29	1.36	0.07	0.36	0.43	—	4,783	4,783	0.10	0.72	11.8	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	6.02	5.44	4.48	44.5	0.00	0.00	7.02	7.02	0.00	1.65	1.65	—	6,745	6,745	0.56	0.33	0.70	—

Vendor	0.28	0.17	7.01	2.50	0.03	0.07	1.29	1.36	0.07	0.36	0.43	—	4,788	4,788	0.10	0.72	0.31	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.34	4.11	2.81	32.8	0.00	0.00	4.94	4.94	0.00	1.16	1.16	—	4,996	4,996	0.36	0.24	8.37	—
Vendor	0.20	0.13	4.88	1.75	0.02	0.05	0.91	0.96	0.05	0.25	0.30	—	3,418	3,418	0.07	0.51	3.65	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.79	0.75	0.51	5.98	0.00	0.00	0.90	0.90	0.00	0.21	0.21	—	827	827	0.06	0.04	1.39	—
Vendor	0.04	0.02	0.89	0.32	< 0.005	0.01	0.17	0.18	0.01	0.05	0.05	—	566	566	0.01	0.09	0.60	—
Hauling	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	—

3.15. Building Construction (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.46	2.06	18.8	25.9	0.05	0.67	—	0.67	0.62	—	0.62	—	4,794	4,794	0.19	0.04	—	4,811
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	13.5	13.5	< 0.005	< 0.005	0.01	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.46	2.06	18.8	25.9	0.05	0.67	—	0.67	0.62	—	0.62	—	4,794	4,794	0.19	0.04	—	4,811
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	13.6	13.6	< 0.005	< 0.005	< 0.005	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.76	1.47	13.4	18.5	0.03	0.48	—	0.48	0.44	—	0.44	—	3,424	3,424	0.14	0.03	—	3,436
Onsite truck	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	1.10	1.10	< 0.005	0.11	0.11	—	9.66	9.66	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.32	0.27	2.45	3.37	0.01	0.09	—	0.09	0.08	—	0.08	—	567	567	0.02	< 0.005	—	569
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.20	0.20	< 0.005	0.02	0.02	—	1.60	1.60	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	6.37	5.84	3.16	52.1	0.00	0.00	7.02	7.02	0.00	1.65	1.65	—	7,465	7,465	0.45	0.33	24.6	—
Vendor	0.30	0.18	6.28	2.33	0.03	0.07	1.29	1.36	0.07	0.36	0.43	—	4,683	4,683	0.10	0.72	10.5	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	5.46	5.10	3.96	40.8	0.00	0.00	7.02	7.02	0.00	1.65	1.65	—	6,609	6,609	0.31	0.33	0.64	—
Vendor	0.28	0.17	6.71	2.41	0.03	0.07	1.29	1.36	0.07	0.36	0.43	—	4,688	4,688	0.10	0.72	0.27	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.96	3.71	2.61	30.2	0.00	0.00	4.94	4.94	0.00	1.16	1.16	—	4,895	4,895	0.34	0.24	7.58	—
Vendor	0.20	0.13	4.69	1.69	0.02	0.05	0.91	0.96	0.05	0.25	0.30	—	3,347	3,347	0.07	0.51	3.22	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.72	0.68	0.48	5.50	0.00	0.00	0.90	0.90	0.00	0.21	0.21	—	810	810	0.06	0.04	1.26	—

Vendor	0.04	0.02	0.86	0.31	< 0.005	0.01	0.17	0.18	0.01	0.05	0.05	—	554	554	0.01	0.09	0.53	—
Hauling	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	—

3.17. Building Construction (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.37	1.98	17.8	25.9	0.05	0.60	—	0.60	0.55	—	0.55	—	4,795	4,795	0.19	0.04	—	4,811
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	13.2	13.2	< 0.005	< 0.005	0.01	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.37	1.98	17.8	25.9	0.05	0.60	—	0.60	0.55	—	0.55	—	4,795	4,795	0.19	0.04	—	4,811
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	13.3	13.3	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.70	1.42	12.8	18.5	0.03	0.43	—	0.43	0.40	—	0.40	—	3,434	3,434	0.14	0.03	—	3,446
Onsite truck	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	1.11	1.11	< 0.005	0.11	0.11	—	9.49	9.49	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.31	0.26	2.33	3.38	0.01	0.08	—	0.08	0.07	—	0.07	—	569	569	0.02	< 0.005	—	571
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.20	0.20	< 0.005	0.02	0.02	—	1.57	1.57	< 0.005	< 0.005	< 0.005	—

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	5.83	5.53	2.85	48.0	0.00	0.00	7.02	7.02	0.00	1.65	1.65	—	7,315	7,315	0.42	0.30	22.2	—
Vendor	0.29	0.18	6.04	2.24	0.03	0.07	1.29	1.36	0.07	0.36	0.43	—	4,569	4,569	0.10	0.69	9.24	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	5.18	4.85	3.68	37.7	0.00	0.00	7.02	7.02	0.00	1.65	1.65	—	6,478	6,478	0.28	0.33	0.58	—
Vendor	0.28	0.16	6.44	2.33	0.03	0.07	1.29	1.36	0.07	0.36	0.43	—	4,575	4,575	0.10	0.69	0.24	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.77	3.53	2.24	27.9	0.00	0.00	4.95	4.95	0.00	1.16	1.16	—	4,811	4,811	0.18	0.24	6.86	—
Vendor	0.20	0.12	4.51	1.63	0.02	0.05	0.91	0.96	0.05	0.25	0.30	—	3,274	3,274	0.07	0.49	2.85	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.69	0.64	0.41	5.08	0.00	0.00	0.90	0.90	0.00	0.21	0.21	—	797	797	0.03	0.04	1.14	—
Vendor	0.04	0.02	0.82	0.30	< 0.005	0.01	0.17	0.18	0.01	0.05	0.06	—	542	542	0.01	0.08	0.47	—
Hauling	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	—

3.19. Building Construction (2029) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	2.31	1.93	17.2	25.8	0.05	0.55	—	0.55	0.51	—	0.51	—	4,794	4,794	0.19	0.04	—	4,810
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	12.9	12.9	< 0.005	< 0.005	0.01	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.31	1.93	17.2	25.8	0.05	0.55	—	0.55	0.51	—	0.51	—	4,794	4,794	0.19	0.04	—	4,810
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	13.1	13.1	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.65	1.38	12.3	18.4	0.03	0.39	—	0.39	0.36	—	0.36	—	3,424	3,424	0.14	0.03	—	3,436
Onsite truck	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	1.10	1.10	< 0.005	0.11	0.11	—	9.26	9.26	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.30	0.25	2.24	3.36	0.01	0.07	—	0.07	0.07	—	0.07	—	567	567	0.02	< 0.005	—	569
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.20	0.20	< 0.005	0.02	0.02	—	1.53	1.53	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	5.46	5.16	2.61	44.3	0.00	0.00	7.02	7.02	0.00	1.65	1.65	—	7,173	7,173	0.20	0.30	19.9	—
Vendor	0.25	0.14	5.80	2.20	0.03	0.07	1.29	1.36	0.07	0.36	0.43	—	4,446	4,446	0.10	0.69	8.02	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.68	4.53	3.19	34.9	0.00	0.00	7.02	7.02	0.00	1.65	1.65	—	6,354	6,354	0.28	0.33	0.52	—

Vendor	0.23	0.12	6.16	2.28	0.03	0.07	1.29	1.36	0.07	0.36	0.43	—	4,451	4,451	0.10	0.69	0.21	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.54	3.30	2.04	25.6	0.00	0.00	4.94	4.94	0.00	1.16	1.16	—	4,706	4,706	0.16	0.22	6.13	—
Vendor	0.17	0.10	4.30	1.59	0.02	0.05	0.91	0.96	0.05	0.25	0.30	—	3,177	3,177	0.07	0.49	2.47	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.65	0.60	0.37	4.67	0.00	0.00	0.90	0.90	0.00	0.21	0.21	—	779	779	0.03	0.04	1.01	—
Vendor	0.03	0.02	0.78	0.29	< 0.005	0.01	0.17	0.18	0.01	0.05	0.05	—	526	526	0.01	0.08	0.41	—
Hauling	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	—

3.21. Building Construction (2030) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.25	1.88	16.8	25.8	0.05	0.52	—	0.52	0.48	—	0.48	—	4,794	4,794	0.19	0.04	—	4,810
Onsite truck	< 0.005	< 0.005	0.06	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	12.6	12.6	< 0.005	< 0.005	0.01	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.25	1.88	16.8	25.8	0.05	0.52	—	0.52	0.48	—	0.48	—	4,794	4,794	0.19	0.04	—	4,810
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	12.8	12.8	< 0.005	< 0.005	< 0.005	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.61	1.34	12.0	18.4	0.03	0.37	—	0.37	0.34	—	0.34	—	3,424	3,424	0.14	0.03	—	3,436
Onsite truck	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	1.10	1.10	< 0.005	0.11	0.11	—	9.08	9.08	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.29	0.25	2.19	3.36	0.01	0.07	—	0.07	0.06	—	0.06	—	567	567	0.02	< 0.005	—	569
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.20	0.20	< 0.005	0.02	0.02	—	1.50	1.50	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.93	4.85	2.33	41.0	0.00	0.00	7.02	7.02	0.00	1.65	1.65	—	7,041	7,041	0.20	0.30	17.7	—
Vendor	0.25	0.14	5.56	2.12	0.03	0.07	1.29	1.36	0.07	0.36	0.43	—	4,316	4,316	0.10	0.65	7.00	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.39	4.28	2.91	32.1	0.00	0.00	7.02	7.02	0.00	1.65	1.65	—	6,240	6,240	0.26	0.33	0.46	—
Vendor	0.23	0.12	5.96	2.20	0.03	0.07	1.29	1.36	0.07	0.36	0.43	—	4,321	4,321	0.10	0.65	0.18	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.18	3.10	1.86	23.8	0.00	0.00	4.94	4.94	0.00	1.16	1.16	—	4,621	4,621	0.16	0.22	5.48	—
Vendor	0.17	0.10	4.15	1.54	0.02	0.05	0.91	0.96	0.05	0.25	0.30	—	3,084	3,084	0.07	0.47	2.16	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.58	0.57	0.34	4.34	0.00	0.00	0.90	0.90	0.00	0.21	0.21	—	765	765	0.03	0.04	0.91	—

Vendor	0.03	0.02	0.76	0.28	< 0.005	0.01	0.17	0.18	0.01	0.05	0.05	—	511	511	0.01	0.08	0.36	—
Hauling	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	—

3.23. Building Construction (2031) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.20	1.84	16.2	25.7	0.05	0.49	—	0.49	0.45	—	0.45	—	4,794	4,794	0.19	0.04	—	4,810
Onsite truck	< 0.005	< 0.005	0.06	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	12.4	12.4	< 0.005	< 0.005	0.01	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.20	1.84	16.2	25.7	0.05	0.49	—	0.49	0.45	—	0.45	—	4,794	4,794	0.19	0.04	—	4,810
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	12.6	12.6	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.57	1.31	11.6	18.4	0.03	0.35	—	0.35	0.32	—	0.32	—	3,424	3,424	0.14	0.03	—	3,436
Onsite truck	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	1.10	1.10	< 0.005	0.11	0.11	—	8.90	8.90	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.29	0.24	2.12	3.35	0.01	0.06	—	0.06	0.06	—	0.06	—	567	567	0.02	< 0.005	—	569
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.20	0.20	< 0.005	0.02	0.02	—	1.47	1.47	< 0.005	< 0.005	< 0.005	—

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.62	4.32	2.05	37.7	0.00	0.00	7.02	7.02	0.00	1.65	1.65	—	6,920	6,920	0.17	0.30	15.7	—
Vendor	0.24	0.13	5.38	2.08	0.03	0.07	1.29	1.36	0.07	0.36	0.43	—	4,179	4,179	0.06	0.65	6.08	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.11	3.77	2.63	29.6	0.00	0.00	7.02	7.02	0.00	1.65	1.65	—	6,134	6,134	0.23	0.30	0.41	—
Vendor	0.23	0.12	5.72	2.15	0.03	0.07	1.29	1.36	0.07	0.36	0.43	—	4,184	4,184	0.06	0.65	0.16	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.95	2.74	1.66	21.8	0.00	0.00	4.94	4.94	0.00	1.16	1.16	—	4,543	4,543	0.14	0.22	4.85	—
Vendor	0.17	0.10	3.98	1.51	0.02	0.05	0.91	0.96	0.05	0.25	0.30	—	2,986	2,986	0.05	0.46	1.88	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.54	0.50	0.30	3.97	0.00	0.00	0.90	0.90	0.00	0.21	0.21	—	752	752	0.02	0.04	0.80	—
Vendor	0.03	0.02	0.73	0.28	< 0.005	0.01	0.17	0.18	0.01	0.05	0.05	—	494	494	0.01	0.08	0.31	—
Hauling	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	—

3.25. Building Construction (2032) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	2.14	1.79	15.7	25.6	0.05	0.45	—	0.45	0.41	—	0.41	—	4,794	4,794	0.19	0.04	—	4,810
Onsite truck	< 0.005	< 0.005	0.06	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	12.2	12.2	< 0.005	< 0.005	0.01	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.14	1.79	15.7	25.6	0.05	0.45	—	0.45	0.41	—	0.41	—	4,794	4,794	0.19	0.04	—	4,810
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	12.3	12.3	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.53	1.28	11.3	18.3	0.03	0.32	—	0.32	0.30	—	0.30	—	3,433	3,433	0.14	0.03	—	3,445
Onsite truck	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	1.11	1.11	< 0.005	0.11	0.11	—	8.76	8.76	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.28	0.23	2.06	3.34	0.01	0.06	—	0.06	0.05	—	0.05	—	568	568	0.02	< 0.005	—	570
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.20	0.20	< 0.005	0.02	0.02	—	1.45	1.45	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.28	3.97	1.81	34.9	0.00	0.00	7.02	7.02	0.00	1.65	1.65	—	6,805	6,805	0.17	0.30	13.9	—
Vendor	0.24	0.13	5.18	2.04	0.03	0.07	1.29	1.36	0.03	0.36	0.39	—	4,045	4,045	0.06	0.61	5.25	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.82	3.52	2.36	27.4	0.00	0.00	7.02	7.02	0.00	1.65	1.65	—	6,033	6,033	0.23	0.30	0.36	—

Vendor	0.23	0.12	5.51	2.11	0.03	0.07	1.29	1.36	0.03	0.36	0.39	—	4,051	4,051	0.06	0.61	0.14	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.78	2.56	1.47	20.2	0.00	0.00	4.95	4.95	0.00	1.16	1.16	—	4,480	4,480	0.14	0.22	4.28	—
Vendor	0.17	0.10	3.87	1.49	0.02	0.05	0.91	0.96	0.02	0.25	0.28	—	2,899	2,899	0.05	0.44	1.62	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.51	0.47	0.27	3.69	0.00	0.00	0.90	0.90	0.00	0.21	0.21	—	742	742	0.02	0.04	0.71	—
Vendor	0.03	0.02	0.71	0.27	< 0.005	0.01	0.17	0.18	< 0.005	0.05	0.05	—	480	480	0.01	0.07	0.27	—
Hauling	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	—

3.27. Building Construction (2033) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.10	1.75	15.3	25.6	0.05	0.41	—	0.41	0.37	—	0.37	—	4,794	4,794	0.19	0.04	—	4,810
Onsite truck	< 0.005	< 0.005	0.06	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	12.0	12.0	< 0.005	< 0.005	0.01	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.10	1.75	15.3	25.6	0.05	0.41	—	0.41	0.37	—	0.37	—	4,794	4,794	0.19	0.04	—	4,810
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	12.1	12.1	< 0.005	< 0.005	< 0.005	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.89	0.74	6.51	10.9	0.02	0.17	—	0.17	0.16	—	0.16	—	2,036	2,036	0.08	0.02	—	2,043
Onsite truck	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.66	0.66	< 0.005	0.07	0.07	—	5.11	5.11	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16	0.14	1.19	1.98	< 0.005	0.03	—	0.03	0.03	—	0.03	—	337	337	0.01	< 0.005	—	338
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.12	0.12	< 0.005	0.01	0.01	—	0.85	0.85	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.02	3.75	1.75	32.4	0.00	0.00	7.02	7.02	0.00	1.65	1.65	—	6,702	6,702	0.14	0.09	12.2	—
Vendor	0.21	0.14	5.01	2.01	0.03	0.03	1.29	1.33	0.03	0.36	0.39	—	3,918	3,918	0.06	0.58	4.46	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.43	3.35	2.08	25.5	0.00	0.00	7.02	7.02	0.00	1.65	1.65	—	5,943	5,943	0.20	0.30	0.32	—
Vendor	0.19	0.12	5.35	2.07	0.03	0.03	1.29	1.33	0.03	0.36	0.39	—	3,924	3,924	0.06	0.58	0.12	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.58	1.45	0.77	11.2	0.00	0.00	2.94	2.94	0.00	0.69	0.69	—	2,616	2,616	0.07	0.13	2.22	—
Vendor	0.09	0.06	2.21	0.86	0.01	0.01	0.54	0.56	0.01	0.15	0.16	—	1,665	1,665	0.03	0.25	0.82	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.29	0.26	0.14	2.04	0.00	0.00	0.54	0.54	0.00	0.13	0.13	—	433	433	0.01	0.02	0.37	—

Vendor	0.02	0.01	0.40	0.16	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	276	276	< 0.005	0.04	0.14	—
Hauling	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	—

3.29. Paving (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.03	1.70	15.6	20.1	0.03	0.78	—	0.78	0.72	—	0.72	—	3,023	3,023	0.12	0.02	—	3,034
Paving	—	0.58	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	14.3	14.3	< 0.005	< 0.005	0.02	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.03	1.70	15.6	20.1	0.03	0.78	—	0.78	0.72	—	0.72	—	3,023	3,023	0.12	0.02	—	3,034
Paving	—	0.58	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	14.4	14.4	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.46	0.39	3.55	4.55	0.01	0.18	—	0.18	0.16	—	0.16	—	686	686	0.03	0.01	—	689
Paving	—	0.13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	0.35	0.35	< 0.005	0.04	0.04	—	3.26	3.26	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.08	0.07	0.65	0.83	< 0.005	0.03	—	0.03	0.03	—	0.03	—	114	114	< 0.005	< 0.005	—	114
Paving	—	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.06	0.06	< 0.005	0.01	0.01	—	0.54	0.54	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.09	0.05	0.78	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	92.5	92.5	0.01	< 0.005	0.38	—
Vendor	0.01	< 0.005	0.13	0.05	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	87.4	87.4	< 0.005	0.01	0.23	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.06	0.61	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	81.8	81.8	0.01	< 0.005	0.01	—
Vendor	0.01	< 0.005	0.14	0.05	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	87.5	87.5	< 0.005	0.01	0.01	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.01	0.14	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	19.3	19.3	< 0.005	< 0.005	0.04	—
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	19.9	19.9	< 0.005	< 0.005	0.02	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.19	3.19	< 0.005	< 0.005	0.01	—
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.29	3.29	< 0.005	< 0.005	< 0.005	—
Hauling	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	—

3.31. Paving (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.90	1.60	14.9	20.0	0.03	0.70	—	0.70	0.64	—	0.64	—	3,023	3,023	0.12	0.02	—	3,033
Paving	—	0.58	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	14.0	14.0	< 0.005	< 0.005	0.02	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.90	1.60	14.9	20.0	0.03	0.70	—	0.70	0.64	—	0.64	—	3,023	3,023	0.12	0.02	—	3,033
Paving	—	0.58	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	14.2	14.2	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.43	0.36	3.36	4.49	0.01	0.16	—	0.16	0.14	—	0.14	—	680	680	0.03	0.01	—	683
Paving	—	0.13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	0.35	0.35	< 0.005	0.03	0.03	—	3.17	3.17	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.07	0.61	0.82	< 0.005	0.03	—	0.03	0.03	—	0.03	—	113	113	< 0.005	< 0.005	—	113
Paving	—	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.06	0.06	< 0.005	0.01	0.01	—	0.52	0.52	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.05	0.71	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	90.5	90.5	0.01	< 0.005	0.35	—
Vendor	0.01	< 0.005	0.12	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	85.9	85.9	< 0.005	0.01	0.23	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	0.06	0.56	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	80.1	80.1	0.01	< 0.005	0.01	—
Vendor	0.01	< 0.005	0.13	0.05	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	86.0	86.0	< 0.005	0.01	0.01	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.01	0.13	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	18.7	18.7	< 0.005	< 0.005	0.03	—
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	19.4	19.4	< 0.005	< 0.005	0.02	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.09	3.09	< 0.005	< 0.005	0.01	—
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.20	3.20	< 0.005	< 0.005	< 0.005	—
Hauling	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	—

3.33. Architectural Coating (2033) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.11	0.09	0.76	1.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	52.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.06	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	12.0	12.0	< 0.005	< 0.005	0.01	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.76	1.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	52.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	12.1	12.1	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.07	0.55	0.79	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	95.4	95.4	< 0.005	< 0.005	—	95.7
Architectural Coatings	—	37.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	1.10	1.10	< 0.005	0.11	0.11	—	8.59	8.59	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.10	0.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	15.8	15.8	< 0.005	< 0.005	—	15.8
Architectural Coatings	—	6.78	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.20	0.20	< 0.005	0.02	0.02	—	1.42	1.42	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.80	0.75	0.35	6.48	0.00	0.00	1.40	1.40	0.00	0.33	0.33	—	1,340	1,340	0.03	0.02	2.43	—
Vendor	< 0.005	< 0.005	0.09	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	69.1	69.1	< 0.005	0.01	0.08	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.69	0.67	0.42	5.10	0.00	0.00	1.40	1.40	0.00	0.33	0.33	—	1,189	1,189	0.04	0.06	0.06	—
Vendor	< 0.005	< 0.005	0.09	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	69.2	69.2	< 0.005	0.01	< 0.005	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.53	0.49	0.26	3.76	0.00	0.00	0.99	0.99	0.00	0.23	0.23	—	880	880	0.02	0.04	0.75	—
Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	—	49.4	49.4	< 0.005	0.01	0.02	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.09	0.05	0.69	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	146	146	< 0.005	0.01	0.12	—
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	8.18	8.18	< 0.005	< 0.005	< 0.005	—
Hauling	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	—

3.35. Architectural Coating (2034) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.11	0.09	0.76	1.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	52.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.06	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	11.8	11.8	< 0.005	< 0.005	0.01	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.76	1.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	52.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	11.9	11.9	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.14	0.21	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	25.3	25.3	< 0.005	< 0.005	—	25.4
Architectural Coatings	—	9.88	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.29	0.29	< 0.005	0.03	0.03	—	2.25	2.25	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.20	4.20	< 0.005	< 0.005	—	4.21
Architectural Coatings	—	1.80	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.01	—	0.37	0.37	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.70	0.69	0.30	6.03	0.00	0.00	1.40	1.40	0.00	0.33	0.33	—	1,322	1,322	0.03	0.02	2.11	—
Vendor	< 0.005	< 0.005	0.09	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	67.0	67.0	< 0.005	0.01	0.07	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.64	0.62	0.37	4.72	0.00	0.00	1.40	1.40	0.00	0.33	0.33	—	1,172	1,172	0.04	0.06	0.05	—
Vendor	< 0.005	< 0.005	0.09	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	67.1	67.1	< 0.005	0.01	< 0.005	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.12	0.07	0.92	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	231	231	0.01	< 0.005	0.17	—
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	12.7	12.7	< 0.005	< 0.005	0.01	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.01	0.17	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	38.2	38.2	< 0.005	< 0.005	0.03	—
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.11	2.11	< 0.005	< 0.005	< 0.005	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	23.1	21.3	18.9	209	0.38	0.26	33.7	33.9	0.25	8.53	8.77	—	39,442	39,442	1.85	1.88	148	40,196
Apartments Low Rise	45.3	41.7	37.0	410	0.75	0.52	66.0	66.5	0.48	16.7	17.2	—	77,314	77,314	3.63	3.69	289	78,792
City Park	0.72	0.67	0.63	5.17	0.01	0.01	0.86	0.87	0.01	0.22	0.23	—	1,086	1,086	0.05	0.05	4.27	1,108
Elementary School	8.41	7.85	7.36	60.4	0.12	0.12	10.1	10.2	0.11	2.56	2.67	—	12,705	12,705	0.55	0.63	50.0	12,955
Other Asphalt Surfaces	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	0.00
Parking Lot	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	0.00
Total	77.6	71.5	63.9	685	1.27	0.90	111	111	0.85	28.0	28.9	—	130,547	130,547	6.08	6.25	491	133,052
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	20.2	18.3	22.3	163	0.35	0.26	33.7	33.9	0.25	8.53	8.77	—	35,496	35,496	2.09	2.05	3.83	36,164
Apartments Low Rise	39.6	35.8	43.6	319	0.68	0.52	66.0	66.5	0.48	16.7	17.2	—	69,578	69,578	4.11	4.03	7.50	70,888
City Park	0.64	0.59	0.72	4.33	0.01	0.01	0.86	0.87	0.01	0.22	0.23	—	994	994	0.05	0.06	0.11	1,013
Elementary School	7.48	6.90	8.46	50.7	0.11	0.12	10.1	10.2	0.11	2.56	2.67	—	11,629	11,629	0.63	0.68	1.30	11,848
Other Asphalt Surfaces	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	0.00

Parking Lot	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	0.00
Total	67.9	61.5	75.1	537	1.15	0.91	111	111	0.85	28.0	28.9	—	117,698	117,698	6.88	6.82	12.7	119,913
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	3.69	3.36	3.69	30.3	0.06	0.05	5.94	5.99	0.04	1.50	1.55	—	5,950	5,950	0.32	0.32	10.3	6,063
Apartments Low Rise	6.58	5.98	6.58	54.0	0.11	0.08	10.6	10.7	0.08	2.68	2.76	—	10,609	10,609	0.57	0.57	18.5	10,812
City Park	0.06	0.06	0.07	0.42	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02	—	88.8	88.8	< 0.005	< 0.005	0.16	90.6
Elementary School	1.39	1.28	1.45	9.37	0.02	0.02	1.81	1.83	0.02	0.46	0.48	—	1,976	1,976	0.10	0.11	3.57	2,014
Other Asphalt Surfaces	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	0.00
Parking Lot	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	0.00
Total	11.7	10.7	11.8	94.1	0.20	0.15	18.4	18.6	0.14	4.67	4.81	—	18,624	18,624	0.99	1.00	32.5	18,980

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	6,981	6,981	0.43	0.05	—	7,008

Apartme Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	9,984	9,984	0.62	0.08	—	10,022
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Element ary School	—	—	—	—	—	—	—	—	—	—	—	—	603	603	0.04	< 0.005	—	605
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	1,206	1,206	0.07	0.01	—	1,211
Total	—	—	—	—	—	—	—	—	—	—	—	—	18,774	18,774	1.16	0.14	—	18,846
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	6,981	6,981	0.43	0.05	—	7,008
Apartme nts Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	9,984	9,984	0.62	0.08	—	10,022
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Element ary School	—	—	—	—	—	—	—	—	—	—	—	—	603	603	0.04	< 0.005	—	605
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	1,206	1,206	0.07	0.01	—	1,211
Total	—	—	—	—	—	—	—	—	—	—	—	—	18,774	18,774	1.16	0.14	—	18,846
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	1,156	1,156	0.07	0.01	—	1,160

Apartme Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	1,653	1,653	0.10	0.01	—	1,659
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Element ary School	—	—	—	—	—	—	—	—	—	—	—	—	99.8	99.8	0.01	< 0.005	—	100
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	200	200	0.01	< 0.005	—	200
Total	—	—	—	—	—	—	—	—	—	—	—	—	3,108	3,108	0.19	0.02	—	3,120

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.58	0.29	4.97	2.11	0.03	0.40	—	0.40	0.40	—	0.40	—	6,307	6,307	0.56	0.01	—	6,324
Apartme nts Low Rise	0.79	0.40	6.75	2.87	0.04	0.55	—	0.55	0.55	—	0.55	—	8,572	8,572	0.76	0.02	—	8,596
City Park	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
Element ary School	0.05	0.02	0.45	0.38	< 0.005	0.03	—	0.03	0.03	—	0.03	—	540	540	0.05	< 0.005	—	541
Other Asphalt Surfaces	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

Parking Lot	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
Total	1.42	0.71	12.2	5.37	0.08	0.98	—	0.98	0.98	—	0.98	—	15,419	15,419	1.36	0.03	—	15,462
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.58	0.29	4.97	2.11	0.03	0.40	—	0.40	0.40	—	0.40	—	6,307	6,307	0.56	0.01	—	6,324
Apartments Low Rise	0.79	0.40	6.75	2.87	0.04	0.55	—	0.55	0.55	—	0.55	—	8,572	8,572	0.76	0.02	—	8,596
City Park	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
Elementary School	0.05	0.02	0.45	0.38	< 0.005	0.03	—	0.03	0.03	—	0.03	—	540	540	0.05	< 0.005	—	541
Other Asphalt Surfaces	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
Parking Lot	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
Total	1.42	0.71	12.2	5.37	0.08	0.98	—	0.98	0.98	—	0.98	—	15,419	15,419	1.36	0.03	—	15,462
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.11	0.05	0.91	0.39	0.01	0.07	—	0.07	0.07	—	0.07	—	1,044	1,044	0.09	< 0.005	—	1,047
Apartments Low Rise	0.14	0.07	1.23	0.52	0.01	0.10	—	0.10	0.10	—	0.10	—	1,419	1,419	0.13	< 0.005	—	1,423
City Park	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
Elementary School	0.01	< 0.005	0.08	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	89.3	89.3	0.01	< 0.005	—	89.6

Other Asphalt Surfaces	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
Parking Lot	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
Total	0.26	0.13	2.22	0.98	0.01	0.18	—	0.18	0.18	—	0.18	—	2,553	2,553	0.23	< 0.005	—	2,560

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	1.97	0.98	16.8	7.15	0.11	1.36	—	1.36	1.36	—	1.36	0.00	21,319	21,319	0.40	0.04	—	21,341
Consumer Products	—	59.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	4.70	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	11.4	10.8	1.15	117	0.01	0.06	—	0.06	0.05	—	0.05	—	318	318	0.01	< 0.005	—	320
Total	13.3	75.8	17.9	125	0.11	1.42	—	1.42	1.41	—	1.41	0.00	21,637	21,637	0.41	0.04	—	21,661
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	1.97	0.98	16.8	7.15	0.11	1.36	—	1.36	1.36	—	1.36	0.00	21,319	21,319	0.40	0.04	—	21,341

Consumer Products	—	59.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	4.70	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	1.97	65.0	16.8	7.15	0.11	1.36	—	1.36	1.36	—	1.36	0.00	21,319	21,319	0.40	0.04	—	21,341
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.08	0.04	0.69	0.29	< 0.005	0.06	—	0.06	0.06	—	0.06	0.00	793	793	0.01	< 0.005	—	794
Consumer Products	—	10.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.86	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.02	0.97	0.10	10.6	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	26.0	26.0	< 0.005	< 0.005	—	26.1
Total	1.10	12.7	0.79	10.9	< 0.005	0.06	—	0.06	0.06	—	0.06	0.00	819	819	0.02	< 0.005	—	820

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	44.0	524	568	4.54	0.11	—	715

Apartme Low Rise	—	—	—	—	—	—	—	—	—	—	—	121	386	507	12.5	0.30	—	908
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	328	328	0.02	< 0.005	—	329
Element ary School	—	—	—	—	—	—	—	—	—	—	—	3.48	22.1	25.6	0.36	0.01	—	37.2
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	4.86	4.86	< 0.005	< 0.005	—	4.88
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	7.21	7.21	< 0.005	< 0.005	—	7.24
Total	—	—	—	—	—	—	—	—	—	—	—	169	1,272	1,441	17.4	0.42	—	2,001
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	44.0	524	568	4.54	0.11	—	715
Apartme nts Low Rise	—	—	—	—	—	—	—	—	—	—	—	121	386	507	12.5	0.30	—	908
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	328	328	0.02	< 0.005	—	329
Element ary School	—	—	—	—	—	—	—	—	—	—	—	3.48	22.1	25.6	0.36	0.01	—	37.2
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	4.86	4.86	< 0.005	< 0.005	—	4.88
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	7.21	7.21	< 0.005	< 0.005	—	7.24
Total	—	—	—	—	—	—	—	—	—	—	—	169	1,272	1,441	17.4	0.42	—	2,001
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	7.28	86.8	94.1	0.75	0.02	—	118

Apartme Low Rise	—	—	—	—	—	—	—	—	—	—	—	20.1	64.0	84.0	2.06	0.05	—	150
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	54.2	54.2	< 0.005	< 0.005	—	54.4
Element ary School	—	—	—	—	—	—	—	—	—	—	—	0.58	3.66	4.24	0.06	< 0.005	—	6.15
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.80	0.80	< 0.005	< 0.005	—	0.81
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	1.19	1.19	< 0.005	< 0.005	—	1.20
Total	—	—	—	—	—	—	—	—	—	—	—	27.9	211	239	2.88	0.07	—	331

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	293	0.00	293	29.3	0.00	—	1,025
Apartme nts Low Rise	—	—	—	—	—	—	—	—	—	—	—	592	0.00	592	59.2	0.00	—	2,072
City Park	—	—	—	—	—	—	—	—	—	—	—	3.08	0.00	3.08	0.31	0.00	—	10.8
Element ary School	—	—	—	—	—	—	—	—	—	—	—	73.8	0.00	73.8	7.37	0.00	—	258

Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	962	0.00	962	96.2	0.00	—	3,366
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	293	0.00	293	29.3	0.00	—	1,025
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	592	0.00	592	59.2	0.00	—	2,072
City Park	—	—	—	—	—	—	—	—	—	—	—	3.08	0.00	3.08	0.31	0.00	—	10.8
Elementary School	—	—	—	—	—	—	—	—	—	—	—	73.8	0.00	73.8	7.37	0.00	—	258
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	962	0.00	962	96.2	0.00	—	3,366
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	48.5	0.00	48.5	4.85	0.00	—	170
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	98.1	0.00	98.1	9.80	0.00	—	343
City Park	—	—	—	—	—	—	—	—	—	—	—	0.51	0.00	0.51	0.05	0.00	—	1.78

Elementary School	—	—	—	—	—	—	—	—	—	—	—	12.2	0.00	12.2	1.22	0.00	—	42.7
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	159	0.00	159	15.9	0.00	—	557

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7.53	7.53
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	11.3	11.3
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Elementary School	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.24	0.24
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	19.1	19.1
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7.53	7.53
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	11.3	11.3
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Elementary School	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.24	0.24
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	19.1	19.1
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.25	1.25
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.87	1.87
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Elementary School	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.04	0.04
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.15	3.15

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
----------------	-----	-----	-----	----	-----	-------	-------	-------	--------	--------	--------	------	-------	------	-----	-----	---	------

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
-------	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequest ered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Remove d	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequest ered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Remove d	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
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Site Preparation	Site Preparation	1/01/2024	9/6/2024	5.00	180	—
Grading	Grading	9/7/2024	6/19/2026	5.00	465	—
Building Construction	Building Construction	9/7/2024	8/5/2033	5.00	2,325	Halved duration to account for concurrent development
Paving	Paving	9/7/2024	4/25/2025	5.00	165	Halved duration to account for concurrent development
Architectural Coating	Architectural Coating	1/1/2033	4/7/2034	5.00	330	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	2.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	6.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	2.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	6.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	2.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Average	4.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	4.00	8.00	89.0	0.36

Paving	Rollers	Diesel	Average	4.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	7.70	LDA,LDT1,LDT2
Site Preparation	Vendor	4.00	6.80	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	4.00	0.50	HHDT
Grading	—	—	—	—
Grading	Worker	20.0	7.70	LDA,LDT1,LDT2
Grading	Vendor	4.00	6.80	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	4.00	0.50	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	1,290	7.70	LDA,LDT1,LDT2
Building Construction	Vendor	227	6.80	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	4.00	0.50	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	7.70	LDA,LDT1,LDT2
Paving	Vendor	4.00	6.80	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	4.00	0.50	HHDT

Architectural Coating	—	—	—	—
Architectural Coating	Worker	258	7.70	LDA,LDT1,LDT2
Architectural Coating	Vendor	4.00	6.80	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	4.00	0.50	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Limit vehicle speeds on unpaved roads to 25 mph	44%	44%

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	5,318,075	1,772,692	94,055	31,352	94,900

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	50,000	50,000	270	0.00	—
Grading	—	—	1,395	0.00	—
Paving	0.00	0.00	0.00	0.00	179,442

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
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Water Exposed Area	2	61%	61%
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5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Single Family Housing	5.94	0%
Apartments Low Rise	—	0%
City Park	145,000	0%
Elementary School	34,400	0%
Other Asphalt Surfaces	14.6	100%
Parking Lot	21.7	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00	532	0.03	< 0.005
2025	0.00	532	0.03	< 0.005
2026	0.00	532	0.03	< 0.005
2027	0.00	532	0.03	< 0.005
2028	0.00	532	0.03	< 0.005
2029	0.00	532	0.03	< 0.005
2030	0.00	532	0.03	< 0.005
2031	0.00	532	0.03	< 0.005
2032	0.00	532	0.03	< 0.005
2033	0.00	532	0.03	< 0.005
2034	0.00	532	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Single Family Housing	5,083	5,110	4,571	1,829,977	47,510	47,760	42,722	17,104,420
Apartments Low Rise	10,016	6,761	5,736	3,262,957	93,618	63,197	53,613	30,498,199
City Park	52.0	130	146	27,943	432	1,082	1,209	231,957
Elementary School	1,703	1,703	1,703	621,595	14,137	14,137	14,137	5,159,922
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Single Family Housing	—
Wood Fireplaces	0
Gas Fireplaces	270
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	270
Conventional Wood Stoves	0
Catalytic Wood Stoves	27

Non-Catalytic Wood Stoves	27
Pellet Wood Stoves	0
Apartments Low Rise	—
Wood Fireplaces	0
Gas Fireplaces	743
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	743
Conventional Wood Stoves	0
Catalytic Wood Stoves	74
Non-Catalytic Wood Stoves	74
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
5318075.25	1,772,692	94,055	31,352	94,900

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO₂ and CH₄ and N₂O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Single Family Housing	4,789,802	532	0.0330	0.0040	19,679,429
Apartments Low Rise	6,850,371	532	0.0330	0.0040	26,748,148
City Park	0.00	532	0.0330	0.0040	0.00
Elementary School	413,525	532	0.0330	0.0040	1,683,691
Other Asphalt Surfaces	0.00	532	0.0330	0.0040	0.00
Parking Lot	827,659	532	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Single Family Housing	22,941,268	111,359,776
Apartments Low Rise	63,248,098	6,562,560
City Park	0.00	92,873,745
Elementary School	1,818,180	3,313,028
Other Asphalt Surfaces	0.00	1,378,647
Parking Lot	0.00	2,045,339

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Single Family Housing	544	—
Apartments Low Rise	1,099	—
City Park	5.72	—
Elementary School	137	—

Other Asphalt Surfaces	0.00	—
Parking Lot	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Apartments Low Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Low Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
City Park	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
City Park	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Elementary School	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Elementary School	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Elementary School	Stand-alone retail refrigerators and freezers	R-134a	1,430	< 0.005	1.00	0.00	1.00
Elementary School	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
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5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
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5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)
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5.17. User Defined

Equipment Type	Fuel Type
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5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
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5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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8. User Changes to Default Data

Screen	Justification
Land Use	Land uses based on project description and traffic report. Run includes Low Density Residential, Medium Density Residential, High Density Residential, Public/Institutional, Parks, and portion of Right-of-Ways.
Construction: Construction Phases	Default phase durations. The SoTu Master Plan is intended to be a guiding document for future development. There are no individual projects proposed at this time.
Construction: Off-Road Equipment	Adjusted equipment to match CalEEMod default total HP hours (increased equipment in paving and building construction phases).
Construction: Paving	Added paved area for park and elementary school land uses (5%).
Operations: Vehicle Data	Trip generation rates adjusted to match rates from the Institute of Transportation Engineers (ITE) Manual, 11th Edition - consistent with the project-specific traffic study.
Operations: Hearths	SJVAPCD Rule 4901 - Woodburning No woodburning fireplaces or wood stoves
Operations: Fleet Mix	SJVAPCD-approved residential fleet mix for the 2025 operational year applied to residential land uses. The use of an earlier operational year provides a conservative estimate of emissions.

SoTu Master Plan - Commercial and Industrial Uses Custom Report

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8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	SoTu Master Plan - Commercial and Industrial Uses
Construction Start Date	1/1/2024
Operational Year	2025
Lead Agency	—
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	2.10
Precipitation (days)	23.0
Location	36.053553, -119.055397
County	Tulare
City	Unincorporated
Air District	San Joaquin Valley APCD
Air Basin	San Joaquin Valley
TAZ	2736
EDFZ	9
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.17

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
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General Office Building	762	1000sqft	17.5	761,700	114,255	—	—	—
Industrial Park	1,628	1000sqft	37.4	1,628,300	244,245	—	—	—
Regional Shopping Center	403	1000sqft	9.26	403,200	60,480	—	—	—
Supermarket	256	1000sqft	5.89	256,400	38,460	—	—	—
Strip Mall	135	1000sqft	3.09	134,800	20,220	—	—	—
Other Non-Asphalt Surfaces	8.53	Acre	8.53	0.00	55,726	—	—	—
Other Asphalt Surfaces	24.7	Acre	24.7	0.00	161,381	—	—	—
Parking Lot	92.2	Acre	92.2	0.00	602,428	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	4.66	3.86	41.9	35.3	0.08	1.68	10.6	12.3	1.56	4.45	6.01	—	10,000	10,000	0.32	0.77	11.4	10,249
2025	9.82	10.2	37.6	86.0	0.12	0.94	12.8	13.7	0.88	2.68	3.56	—	22,459	22,459	0.84	2.01	58.2	23,139
2026	8.19	7.42	28.2	70.4	0.10	0.54	11.1	11.6	0.50	2.49	3.00	—	20,400	20,400	0.77	1.98	51.9	21,063
2027	7.75	6.81	26.8	66.1	0.10	0.49	11.1	11.5	0.47	2.49	2.96	—	20,027	20,027	0.74	1.98	46.6	20,683
2028	7.19	6.47	25.5	62.2	0.10	0.46	11.1	11.5	0.43	2.49	2.93	—	19,628	19,628	0.71	1.88	41.6	20,247
2029	6.73	6.01	24.4	58.5	0.10	0.43	11.1	11.5	0.41	2.49	2.90	—	19,212	19,212	0.51	1.88	36.7	19,822

2030	6.21	5.70	23.4	55.3	0.10	0.42	11.1	11.5	0.40	2.49	2.89	—	18,792	18,792	0.51	1.79	32.4	19,370
2031	5.89	5.18	22.5	52.2	0.10	0.40	11.1	11.5	0.38	2.49	2.87	—	18,366	18,366	0.40	1.79	28.4	18,938
2032	5.55	4.85	21.5	49.5	0.10	0.38	11.1	11.4	0.28	2.49	2.78	—	17,952	17,952	0.40	1.71	24.8	18,497
2033	5.22	4.63	20.9	47.1	0.10	0.28	11.1	11.3	0.27	2.49	2.76	—	17,565	17,565	0.38	1.43	21.4	18,023
2034	4.74	4.36	20.2	45.0	0.10	0.27	11.1	11.3	0.26	2.49	2.75	—	17,202	17,202	0.38	1.43	18.3	17,656
2035	4.59	4.21	19.6	43.1	0.10	0.26	11.1	11.3	0.24	2.49	2.74	—	16,865	16,865	0.38	1.35	15.6	17,293
2036	5.10	78.7	20.0	47.4	0.10	0.25	14.0	14.3	0.24	2.97	3.21	—	17,950	17,950	0.38	1.38	14.6	18,386
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	4.64	3.84	42.4	35.2	0.08	1.68	10.6	12.3	1.56	4.45	6.01	—	9,991	9,991	0.32	0.77	0.30	10,228
2025	8.97	9.30	39.4	73.9	0.12	1.24	12.8	13.7	1.14	2.68	3.56	—	21,639	21,639	0.95	2.01	1.51	22,264
2026	8.43	8.68	37.5	70.0	0.12	0.86	12.8	13.7	0.80	2.68	3.48	—	21,298	21,298	0.91	2.01	1.36	21,922
2027	6.88	6.09	28.5	55.9	0.10	0.49	11.1	11.5	0.47	2.49	2.96	—	19,255	19,255	0.61	1.98	1.21	19,863
2028	6.57	5.81	27.2	52.9	0.10	0.46	11.1	11.5	0.43	2.49	2.93	—	18,874	18,874	0.58	1.91	1.08	19,457
2029	5.97	5.41	25.8	50.1	0.10	0.43	11.1	11.5	0.41	2.49	2.90	—	18,476	18,476	0.58	1.91	0.95	19,059
2030	5.68	5.15	24.8	47.4	0.10	0.42	11.1	11.5	0.40	2.49	2.89	—	18,071	18,071	0.56	1.83	0.84	18,630
2031	5.40	4.66	23.8	44.9	0.10	0.40	11.1	11.5	0.38	2.49	2.87	—	17,659	17,659	0.45	1.80	0.74	18,208
2032	5.11	4.41	22.8	42.8	0.10	0.38	11.1	11.4	0.28	2.49	2.78	—	17,259	17,259	0.45	1.71	0.64	17,780
2033	4.64	4.22	21.9	40.9	0.10	0.28	11.1	11.3	0.27	2.49	2.76	—	16,884	16,884	0.43	1.63	0.56	17,382
2034	4.42	4.00	21.2	39.1	0.10	0.27	11.1	11.3	0.26	2.49	2.75	—	16,531	16,531	0.43	1.63	0.48	17,029
2035	4.28	3.90	20.7	37.7	0.10	0.26	11.1	11.3	0.24	2.49	2.74	—	16,204	16,204	0.40	1.35	0.40	16,618
2036	4.82	78.4	21.2	41.2	0.10	0.25	14.0	14.3	0.24	2.97	3.21	—	17,164	17,164	0.44	1.38	0.38	17,587
2037	4.62	78.2	20.7	39.8	0.10	0.24	14.0	14.3	0.23	2.97	3.19	—	16,888	16,888	0.44	1.38	0.32	17,311
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	3.29	2.73	29.1	24.6	0.05	1.17	6.65	7.82	1.08	2.71	3.79	—	6,649	6,649	0.23	0.43	2.75	6,787
2025	5.68	5.78	26.3	46.6	0.07	0.72	7.78	8.49	0.67	1.72	2.39	—	13,263	13,263	0.54	1.14	14.1	13,629
2026	5.41	4.92	21.2	43.8	0.07	0.40	7.80	8.20	0.37	1.76	2.13	—	14,242	14,242	0.57	1.42	16.1	14,695

2027	4.98	4.42	19.9	40.8	0.07	0.35	7.73	8.08	0.33	1.75	2.08	—	13,909	13,909	0.54	1.42	14.4	14,359
2028	4.77	4.23	18.9	38.6	0.07	0.33	7.75	8.08	0.31	1.76	2.07	—	13,670	13,670	0.40	1.36	12.9	14,100
2029	4.46	3.93	17.9	36.4	0.07	0.31	7.73	8.04	0.29	1.75	2.04	—	13,345	13,345	0.38	1.34	11.3	13,766
2030	4.11	3.73	17.3	34.6	0.07	0.30	7.73	8.03	0.28	1.75	2.03	—	13,053	13,053	0.38	1.29	10.0	13,456
2031	3.88	3.39	16.5	32.6	0.07	0.29	7.73	8.01	0.27	1.75	2.02	—	12,756	12,756	0.31	1.28	8.78	13,153
2032	3.71	3.21	15.9	31.1	0.07	0.27	7.75	8.02	0.20	1.76	1.96	—	12,501	12,501	0.31	1.23	7.66	12,882
2033	3.51	3.08	15.3	29.7	0.07	0.20	7.73	7.93	0.19	1.75	1.94	—	12,197	12,197	0.29	1.17	6.59	12,558
2034	3.18	2.89	14.9	28.4	0.07	0.19	7.73	7.92	0.18	1.75	1.93	—	11,943	11,943	0.29	1.02	5.66	12,260
2035	3.09	2.81	14.4	27.3	0.07	0.18	7.73	7.91	0.17	1.75	1.92	—	11,707	11,707	0.27	0.97	4.81	12,007
2036	3.33	38.2	14.6	28.8	0.07	0.18	9.10	9.28	0.17	1.97	2.14	—	12,141	12,141	0.28	0.98	4.35	12,445
2037	0.37	9.75	1.52	3.21	0.01	0.02	1.14	1.16	0.02	0.24	0.25	—	1,309	1,309	0.03	0.10	0.41	1,340
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.60	0.50	5.31	4.49	0.01	0.21	1.21	1.43	0.20	0.49	0.69	—	1,101	1,101	0.04	0.07	0.45	1,124
2025	1.04	1.06	4.80	8.50	0.01	0.13	1.42	1.55	0.12	0.31	0.44	—	2,196	2,196	0.09	0.19	2.33	2,256
2026	0.99	0.90	3.88	8.00	0.01	0.07	1.42	1.50	0.07	0.32	0.39	—	2,358	2,358	0.09	0.23	2.66	2,433
2027	0.91	0.81	3.64	7.44	0.01	0.06	1.41	1.47	0.06	0.32	0.38	—	2,303	2,303	0.09	0.23	2.38	2,377
2028	0.87	0.77	3.44	7.04	0.01	0.06	1.41	1.47	0.06	0.32	0.38	—	2,263	2,263	0.07	0.23	2.13	2,334
2029	0.81	0.72	3.27	6.63	0.01	0.06	1.41	1.47	0.05	0.32	0.37	—	2,209	2,209	0.06	0.22	1.87	2,279
2030	0.75	0.68	3.16	6.31	0.01	0.05	1.41	1.46	0.05	0.32	0.37	—	2,161	2,161	0.06	0.21	1.66	2,228
2031	0.71	0.62	3.02	5.95	0.01	0.05	1.41	1.46	0.05	0.32	0.37	—	2,112	2,112	0.05	0.21	1.45	2,178
2032	0.68	0.59	2.91	5.68	0.01	0.05	1.41	1.46	0.04	0.32	0.36	—	2,070	2,070	0.05	0.20	1.27	2,133
2033	0.64	0.56	2.79	5.42	0.01	0.04	1.41	1.45	0.03	0.32	0.35	—	2,019	2,019	0.05	0.19	1.09	2,079
2034	0.58	0.53	2.72	5.18	0.01	0.04	1.41	1.45	0.03	0.32	0.35	—	1,977	1,977	0.05	0.17	0.94	2,030
2035	0.56	0.51	2.62	4.98	0.01	0.03	1.41	1.44	0.03	0.32	0.35	—	1,938	1,938	0.04	0.16	0.80	1,988
2036	0.61	6.98	2.66	5.25	0.01	0.03	1.66	1.69	0.03	0.36	0.39	—	2,010	2,010	0.05	0.16	0.72	2,060
2037	0.07	1.78	0.28	0.59	< 0.005	< 0.005	0.21	0.21	< 0.005	0.04	0.05	—	217	217	0.01	0.02	0.07	222

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	348	325	404	2,281	5.40	6.85	396	403	6.50	101	108	—	553,671	553,671	22.4	34.9	2,272	566,917
Area	24.6	95.8	1.17	138	0.01	0.25	—	0.25	0.19	—	0.19	—	570	570	0.02	< 0.005	—	572
Energy	2.83	1.42	25.7	21.6	0.15	1.96	—	1.96	1.96	—	1.96	—	123,848	123,848	8.50	0.76	—	124,287
Water	—	—	—	—	—	—	—	—	—	—	—	1,118	3,415	4,533	115	2.75	—	8,223
Waste	—	—	—	—	—	—	—	—	—	—	—	2,554	0.00	2,554	255	0.00	—	8,935
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	53,585	53,585
Total	375	422	431	2,441	5.56	9.06	396	405	8.64	101	110	3,672	681,504	685,176	401	38.5	55,857	762,518
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	310	285	454	1,959	5.02	6.86	396	403	6.50	101	108	—	515,618	515,618	25.8	36.9	58.9	527,302
Area	—	73.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	2.83	1.42	25.7	21.6	0.15	1.96	—	1.96	1.96	—	1.96	—	123,848	123,848	8.50	0.76	—	124,287
Water	—	—	—	—	—	—	—	—	—	—	—	1,118	3,415	4,533	115	2.75	—	8,223
Waste	—	—	—	—	—	—	—	—	—	—	—	2,554	0.00	2,554	255	0.00	—	8,935
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	53,585	53,585
Total	313	360	480	1,980	5.18	8.82	396	405	8.46	101	110	3,672	642,881	646,553	404	40.4	53,644	722,332
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	250	233	343	1,400	3.69	5.46	267	273	5.18	68.5	73.7	—	379,823	379,823	18.3	28.5	713	389,482
Area	12.1	84.2	0.58	68.3	< 0.005	0.12	—	0.12	0.09	—	0.09	—	281	281	0.01	< 0.005	—	282
Energy	2.83	1.42	25.7	21.6	0.15	1.96	—	1.96	1.96	—	1.96	—	123,848	123,848	8.50	0.76	—	124,287
Water	—	—	—	—	—	—	—	—	—	—	—	1,118	3,415	4,533	115	2.75	—	8,223

Waste	—	—	—	—	—	—	—	—	—	—	—	2,554	0.00	2,554	255	0.00	—	8,935
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	53,585	53,585
Total	265	319	369	1,490	3.85	7.54	267	275	7.23	68.5	75.8	3,672	507,367	511,039	397	32.0	54,298	584,794
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	45.7	42.5	62.6	255	0.67	1.00	48.8	49.8	0.95	12.5	13.5	—	62,884	62,884	3.03	4.72	118	64,483
Area	2.22	15.4	0.10	12.5	< 0.005	0.02	—	0.02	0.02	—	0.02	—	46.5	46.5	< 0.005	< 0.005	—	46.7
Energy	0.52	0.26	4.70	3.95	0.03	0.36	—	0.36	0.36	—	0.36	—	20,504	20,504	1.41	0.13	—	20,577
Water	—	—	—	—	—	—	—	—	—	—	—	185	565	751	19.0	0.46	—	1,361
Waste	—	—	—	—	—	—	—	—	—	—	—	423	0.00	423	42.3	0.00	—	1,479
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8,872	8,872
Total	48.4	58.1	67.4	272	0.70	1.38	48.8	50.1	1.32	12.5	13.8	608	84,000	84,608	65.7	5.30	8,990	96,819

3. Construction Emissions Details

3.1. Site Preparation (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.34	3.65	36.0	32.9	0.05	1.60	—	1.60	1.47	—	1.47	—	5,296	5,296	0.21	0.04	—	5,314
Dust From Material Movement	—	—	—	—	—	—	7.67	7.67	—	3.94	3.94	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	14.3	14.3	< 0.005	< 0.005	0.02	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.34	3.65	36.0	32.9	0.05	1.60	—	1.60	1.47	—	1.47	—	5,296	5,296	0.21	0.04	—	5,314
Dust From Material Movement	—	—	—	—	—	—	7.67	7.67	—	3.94	3.94	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	14.4	14.4	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.38	2.00	19.7	18.0	0.03	0.88	—	0.88	0.81	—	0.81	—	2,902	2,902	0.12	0.02	—	2,912
Dust From Material Movement	—	—	—	—	—	—	4.21	4.21	—	2.16	2.16	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	0.85	0.85	< 0.005	0.08	0.08	—	7.86	7.86	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.43	0.36	3.60	3.29	< 0.005	0.16	—	0.16	0.15	—	0.15	—	480	480	0.02	< 0.005	—	482
Dust From Material Movement	—	—	—	—	—	—	0.77	0.77	—	0.39	0.39	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	0.15	0.15	< 0.005	0.02	0.02	—	1.30	1.30	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.10	0.06	0.91	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	108	108	0.01	< 0.005	0.44	—

Vendor	0.01	< 0.005	0.13	0.05	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	87.4	87.4	< 0.005	0.01	0.23	—
Hauling	0.21	0.10	5.70	1.40	0.03	0.08	1.16	1.24	0.08	0.32	0.40	—	4,495	4,495	0.10	0.71	10.7	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.09	0.07	0.71	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	95.4	95.4	0.01	< 0.005	0.01	—
Vendor	0.01	< 0.005	0.14	0.05	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	87.5	87.5	< 0.005	0.01	0.01	—
Hauling	0.20	0.10	6.12	1.43	0.03	0.08	1.16	1.24	0.08	0.32	0.40	—	4,497	4,497	0.10	0.71	0.28	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.04	0.40	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	54.2	54.2	< 0.005	< 0.005	0.10	—
Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	47.9	47.9	< 0.005	0.01	0.05	—
Hauling	0.11	0.06	3.27	0.78	0.02	0.05	0.63	0.67	0.05	0.17	0.22	—	2,464	2,464	0.05	0.39	2.53	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.07	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.98	8.98	< 0.005	< 0.005	0.02	—
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	7.94	7.94	< 0.005	< 0.005	0.01	—
Hauling	0.02	0.01	0.60	0.14	< 0.005	0.01	0.11	0.12	0.01	0.03	0.04	—	408	408	0.01	0.06	0.42	—

3.3. Grading (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.19	3.52	34.3	30.2	0.06	1.45	—	1.45	1.33	—	1.33	—	6,598	6,598	0.27	0.05	—	6,621

Dust From Material Movement	—	—	—	—	—	—	3.59	3.59	—	1.42	1.42	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	14.4	14.4	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.72	0.61	5.90	5.20	0.01	0.25	—	0.25	0.23	—	0.23	—	1,136	1,136	0.05	0.01	—	1,140
Dust From Material Movement	—	—	—	—	—	—	0.62	0.62	—	0.25	0.25	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.27	0.27	< 0.005	0.03	0.03	—	2.47	2.47	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	1.08	0.95	< 0.005	0.05	—	0.05	0.04	—	0.04	—	188	188	0.01	< 0.005	—	189
Dust From Material Movement	—	—	—	—	—	—	0.11	0.11	—	0.04	0.04	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.05	0.05	< 0.005	< 0.005	< 0.005	—	0.41	0.41	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.10	0.08	0.81	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	109	109	0.01	0.01	0.01	—
Vendor	0.01	< 0.005	0.14	0.05	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	87.5	87.5	< 0.005	0.01	0.01	—
Hauling	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	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.01	0.14	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	19.5	19.5	< 0.005	< 0.005	0.04	—
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	15.1	15.1	< 0.005	< 0.005	0.02	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.23	3.23	< 0.005	< 0.005	0.01	—
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.49	2.49	< 0.005	< 0.005	< 0.005	—
Hauling	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	—

3.5. Grading (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.80	3.20	29.7	28.3	0.06	1.23	—	1.23	1.14	—	1.14	—	6,599	6,599	0.27	0.05	—	6,622
Dust From Material Movement	—	—	—	—	—	—	3.59	3.59	—	1.42	1.42	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	14.2	14.2	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.60	0.50	4.65	4.43	0.01	0.19	—	0.19	0.18	—	0.18	—	1,033	1,033	0.04	0.01	—	1,037

Dust From Material Movement	—	—	—	—	—	—	0.56	0.56	—	0.22	0.22	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.24	0.24	< 0.005	0.02	0.02	—	2.20	2.20	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.85	0.81	< 0.005	0.04	—	0.04	0.03	—	0.03	—	171	171	0.01	< 0.005	—	172
Dust From Material Movement	—	—	—	—	—	—	0.10	0.10	—	0.04	0.04	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.04	0.04	< 0.005	< 0.005	< 0.005	—	0.36	0.36	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.09	0.07	0.75	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	107	107	0.01	0.01	0.01	—
Vendor	0.01	< 0.005	0.13	0.05	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	86.0	86.0	< 0.005	0.01	0.01	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.01	0.12	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	17.3	17.3	< 0.005	< 0.005	0.03	—
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	13.5	13.5	< 0.005	< 0.005	0.02	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.87	2.87	< 0.005	< 0.005	0.01	—
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.23	2.23	< 0.005	< 0.005	< 0.005	—

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
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3.7. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.35	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	14.0	14.0	< 0.005	< 0.005	0.02	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.35	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	14.2	14.2	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.75	0.63	5.83	7.27	0.01	0.24	—	0.24	0.22	—	0.22	—	1,337	1,337	0.05	0.01	—	1,342
Onsite truck	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	0.86	0.86	< 0.005	0.09	0.09	—	7.85	7.85	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.11	1.06	1.33	< 0.005	0.04	—	0.04	0.04	—	0.04	—	221	221	0.01	< 0.005	—	222
Onsite truck	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	0.16	0.16	< 0.005	0.02	0.02	—	1.30	1.30	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	6.66	6.36	3.60	56.3	0.00	0.00	6.43	6.43	0.00	1.51	1.51	—	7,132	7,132	0.44	0.30	27.3	—
Vendor	0.76	0.43	15.8	5.82	0.08	0.16	2.98	3.13	0.16	0.82	0.98	—	11,214	11,214	0.24	1.66	30.3	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	5.86	5.50	4.38	44.2	0.00	0.00	6.43	6.43	0.00	1.51	1.51	—	6,309	6,309	0.54	0.30	0.71	—
Vendor	0.72	0.40	16.8	5.96	0.08	0.16	2.98	3.13	0.16	0.82	0.98	—	11,226	11,226	0.24	1.66	0.79	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.32	3.14	2.27	25.5	0.00	0.00	3.53	3.53	0.00	0.83	0.83	—	3,650	3,650	0.27	0.17	6.56	—
Vendor	0.41	0.23	9.20	3.30	0.04	0.09	1.64	1.73	0.09	0.45	0.54	—	6,257	6,257	0.13	0.92	7.30	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.61	0.57	0.42	4.65	0.00	0.00	0.64	0.64	0.00	0.15	0.15	—	604	604	0.04	0.03	1.09	—
Vendor	0.07	0.04	1.68	0.60	0.01	0.02	0.30	0.32	0.02	0.08	0.10	—	1,036	1,036	0.02	0.15	1.21	—
Hauling	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	—

3.9. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	1.28	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	13.7	13.7	< 0.005	< 0.005	0.02	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.28	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	13.9	13.9	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.91	0.77	7.04	9.26	0.02	0.27	—	0.27	0.25	—	0.25	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	1.10	1.10	< 0.005	0.11	0.11	—	9.86	9.86	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	1.28	1.69	< 0.005	0.05	—	0.05	0.05	—	0.05	—	283	283	0.01	< 0.005	—	284
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.20	0.20	< 0.005	0.02	0.02	—	1.63	1.63	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	6.22	5.92	3.14	51.9	0.00	0.00	6.43	6.43	0.00	1.51	1.51	—	6,980	6,980	0.44	0.30	24.8	—
Vendor	0.68	0.43	15.2	5.54	0.08	0.16	2.98	3.13	0.16	0.82	0.98	—	11,009	11,009	0.24	1.66	27.1	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	5.52	4.99	4.10	40.7	0.00	0.00	6.43	6.43	0.00	1.51	1.51	—	6,178	6,178	0.51	0.30	0.65	—

Vendor	0.65	0.40	16.1	5.76	0.08	0.16	2.98	3.13	0.16	0.82	0.98	—	11,021	11,021	0.23	1.66	0.70	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.98	3.76	2.57	30.0	0.00	0.00	4.52	4.52	0.00	1.06	1.06	—	4,576	4,576	0.33	0.22	7.66	—
Vendor	0.47	0.29	11.2	4.03	0.06	0.11	2.10	2.21	0.11	0.58	0.69	—	7,867	7,867	0.17	1.18	8.39	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.73	0.69	0.47	5.48	0.00	0.00	0.83	0.83	0.00	0.19	0.19	—	758	758	0.05	0.04	1.27	—
Vendor	0.09	0.05	2.05	0.74	0.01	0.02	0.38	0.40	0.02	0.11	0.13	—	1,303	1,303	0.03	0.20	1.39	—
Hauling	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	—

3.11. Building Construction (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.23	1.03	9.39	12.9	0.02	0.34	—	0.34	0.31	—	0.31	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	13.5	13.5	< 0.005	< 0.005	0.01	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.23	1.03	9.39	12.9	0.02	0.34	—	0.34	0.31	—	0.31	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	13.6	13.6	< 0.005	< 0.005	< 0.005	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.88	0.74	6.71	9.24	0.02	0.24	—	0.24	0.22	—	0.22	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	1.10	1.10	< 0.005	0.11	0.11	—	9.66	9.66	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16	0.13	1.22	1.69	< 0.005	0.04	—	0.04	0.04	—	0.04	—	283	283	0.01	< 0.005	—	284
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.20	0.20	< 0.005	0.02	0.02	—	1.60	1.60	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	5.83	5.35	2.89	47.7	0.00	0.00	6.43	6.43	0.00	1.51	1.51	—	6,837	6,837	0.41	0.30	22.5	—
Vendor	0.68	0.42	14.5	5.36	0.08	0.16	2.98	3.13	0.16	0.82	0.98	—	10,779	10,779	0.24	1.66	24.1	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	5.01	4.67	3.62	37.4	0.00	0.00	6.43	6.43	0.00	1.51	1.51	—	6,053	6,053	0.29	0.30	0.59	—
Vendor	0.64	0.39	15.5	5.55	0.08	0.16	2.98	3.13	0.16	0.82	0.98	—	10,791	10,791	0.23	1.66	0.62	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.63	3.39	2.39	27.6	0.00	0.00	4.52	4.52	0.00	1.06	1.06	—	4,484	4,484	0.31	0.22	6.95	—
Vendor	0.47	0.29	10.8	3.88	0.06	0.11	2.10	2.21	0.11	0.58	0.69	—	7,703	7,703	0.16	1.18	7.40	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.66	0.62	0.44	5.04	0.00	0.00	0.83	0.83	0.00	0.19	0.19	—	742	742	0.05	0.04	1.15	—

Vendor	0.09	0.05	1.97	0.71	0.01	0.02	0.38	0.40	0.02	0.11	0.13	—	1,275	1,275	0.03	0.20	1.23	—
Hauling	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	—

3.13. Building Construction (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.18	0.99	8.92	12.9	0.02	0.30	—	0.30	0.28	—	0.28	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	13.2	13.2	< 0.005	< 0.005	0.01	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.18	0.99	8.92	12.9	0.02	0.30	—	0.30	0.28	—	0.28	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	13.3	13.3	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.85	0.71	6.39	9.26	0.02	0.22	—	0.22	0.20	—	0.20	—	1,717	1,717	0.07	0.01	—	1,723
Onsite truck	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	1.11	1.11	< 0.005	0.11	0.11	—	9.49	9.49	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	1.17	1.69	< 0.005	0.04	—	0.04	0.04	—	0.04	—	284	284	0.01	< 0.005	—	285
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.20	0.20	< 0.005	0.02	0.02	—	1.57	1.57	< 0.005	< 0.005	< 0.005	—

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	5.34	5.07	2.61	44.0	0.00	0.00	6.43	6.43	0.00	1.51	1.51	—	6,700	6,700	0.38	0.28	20.3	—
Vendor	0.66	0.41	13.9	5.17	0.08	0.16	2.98	3.13	0.16	0.82	0.98	—	10,517	10,517	0.23	1.58	21.3	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.74	4.44	3.37	34.5	0.00	0.00	6.43	6.43	0.00	1.51	1.51	—	5,933	5,933	0.26	0.30	0.53	—
Vendor	0.64	0.38	14.8	5.36	0.08	0.16	2.98	3.13	0.16	0.82	0.98	—	10,530	10,530	0.23	1.58	0.55	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.45	3.24	2.05	25.5	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	4,407	4,407	0.17	0.22	6.29	—
Vendor	0.46	0.29	10.4	3.76	0.06	0.11	2.11	2.22	0.11	0.58	0.69	—	7,537	7,537	0.16	1.13	6.56	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.63	0.59	0.37	4.66	0.00	0.00	0.83	0.83	0.00	0.19	0.19	—	730	730	0.03	0.04	1.04	—
Vendor	0.08	0.05	1.89	0.69	0.01	0.02	0.38	0.40	0.02	0.11	0.13	—	1,248	1,248	0.03	0.19	1.09	—
Hauling	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	—

3.15. Building Construction (2029) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	1.15	0.97	8.58	12.9	0.02	0.28	—	0.28	0.25	—	0.25	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	12.9	12.9	< 0.005	< 0.005	0.01	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.15	0.97	8.58	12.9	0.02	0.28	—	0.28	0.25	—	0.25	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	13.1	13.1	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.82	0.69	6.13	9.22	0.02	0.20	—	0.20	0.18	—	0.18	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	1.10	1.10	< 0.005	0.11	0.11	—	9.26	9.26	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	1.12	1.68	< 0.005	0.04	—	0.04	0.03	—	0.03	—	283	283	0.01	< 0.005	—	284
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.20	0.20	< 0.005	0.02	0.02	—	1.53	1.53	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	5.01	4.73	2.39	40.5	0.00	0.00	6.43	6.43	0.00	1.51	1.51	—	6,570	6,570	0.18	0.28	18.2	—
Vendor	0.57	0.32	13.3	5.05	0.08	0.16	2.98	3.13	0.16	0.82	0.98	—	10,233	10,233	0.23	1.58	18.5	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.28	4.15	2.92	31.9	0.00	0.00	6.43	6.43	0.00	1.51	1.51	—	5,820	5,820	0.26	0.30	0.47	—

Vendor	0.53	0.29	14.2	5.24	0.08	0.16	2.98	3.13	0.16	0.82	0.98	—	10,246	10,246	0.23	1.58	0.48	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.24	3.02	1.87	23.4	0.00	0.00	4.52	4.52	0.00	1.06	1.06	—	4,311	4,311	0.15	0.20	5.61	—
Vendor	0.40	0.22	9.90	3.67	0.06	0.11	2.10	2.21	0.11	0.58	0.69	—	7,313	7,313	0.16	1.13	5.68	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.59	0.55	0.34	4.28	0.00	0.00	0.83	0.83	0.00	0.19	0.19	—	714	714	0.02	0.03	0.93	—
Vendor	0.07	0.04	1.81	0.67	0.01	0.02	0.38	0.40	0.02	0.11	0.13	—	1,211	1,211	0.03	0.19	0.94	—
Hauling	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	—

3.17. Building Construction (2030) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.12	0.94	8.39	12.9	0.02	0.26	—	0.26	0.24	—	0.24	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	< 0.005	< 0.005	0.06	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	12.6	12.6	< 0.005	< 0.005	0.01	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.12	0.94	8.39	12.9	0.02	0.26	—	0.26	0.24	—	0.24	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	12.8	12.8	< 0.005	< 0.005	< 0.005	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.80	0.67	5.99	9.20	0.02	0.19	—	0.19	0.17	—	0.17	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	1.10	1.10	< 0.005	0.11	0.11	—	9.08	9.08	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	1.09	1.68	< 0.005	0.03	—	0.03	0.03	—	0.03	—	283	283	0.01	< 0.005	—	284
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.20	0.20	< 0.005	0.02	0.02	—	1.50	1.50	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.52	4.44	2.13	37.5	0.00	0.00	6.43	6.43	0.00	1.51	1.51	—	6,449	6,449	0.18	0.28	16.2	—
Vendor	0.57	0.32	12.8	4.89	0.08	0.16	2.98	3.13	0.16	0.82	0.98	—	9,933	9,933	0.23	1.49	16.1	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.02	3.92	2.67	29.4	0.00	0.00	6.43	6.43	0.00	1.51	1.51	—	5,715	5,715	0.23	0.30	0.42	—
Vendor	0.53	0.29	13.7	5.06	0.08	0.16	2.98	3.13	0.16	0.82	0.98	—	9,946	9,946	0.23	1.50	0.42	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.91	2.84	1.70	21.8	0.00	0.00	4.52	4.52	0.00	1.06	1.06	—	4,233	4,233	0.15	0.20	5.02	—
Vendor	0.39	0.22	9.56	3.55	0.06	0.11	2.10	2.21	0.11	0.58	0.69	—	7,099	7,099	0.16	1.07	4.98	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.53	0.52	0.31	3.97	0.00	0.00	0.83	0.83	0.00	0.19	0.19	—	701	701	0.02	0.03	0.83	—

Vendor	0.07	0.04	1.74	0.65	0.01	0.02	0.38	0.40	0.02	0.11	0.13	—	1,175	1,175	0.03	0.18	0.82	—
Hauling	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	—

3.19. Building Construction (2031) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.10	0.92	8.12	12.8	0.02	0.24	—	0.24	0.22	—	0.22	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	< 0.005	< 0.005	0.06	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	12.4	12.4	< 0.005	< 0.005	0.01	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.10	0.92	8.12	12.8	0.02	0.24	—	0.24	0.22	—	0.22	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	12.6	12.6	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.78	0.66	5.80	9.18	0.02	0.17	—	0.17	0.16	—	0.16	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	1.10	1.10	< 0.005	0.11	0.11	—	8.90	8.90	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.12	1.06	1.67	< 0.005	0.03	—	0.03	0.03	—	0.03	—	283	283	0.01	< 0.005	—	284
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.20	0.20	< 0.005	0.02	0.02	—	1.47	1.47	< 0.005	< 0.005	< 0.005	—

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.23	3.95	1.88	34.5	0.00	0.00	6.43	6.43	0.00	1.51	1.51	—	6,339	6,339	0.16	0.28	14.4	—
Vendor	0.56	0.31	12.4	4.80	0.08	0.16	2.98	3.13	0.16	0.82	0.98	—	9,618	9,618	0.15	1.49	14.0	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.76	3.46	2.41	27.1	0.00	0.00	6.43	6.43	0.00	1.51	1.51	—	5,619	5,619	0.21	0.28	0.37	—
Vendor	0.53	0.29	13.2	4.96	0.08	0.16	2.98	3.13	0.16	0.82	0.98	—	9,631	9,631	0.15	1.50	0.36	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.71	2.51	1.52	19.9	0.00	0.00	4.52	4.52	0.00	1.06	1.06	—	4,161	4,161	0.13	0.20	4.45	—
Vendor	0.39	0.22	9.17	3.47	0.06	0.11	2.10	2.21	0.11	0.58	0.69	—	6,874	6,874	0.11	1.06	4.33	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.49	0.46	0.28	3.64	0.00	0.00	0.83	0.83	0.00	0.19	0.19	—	689	689	0.02	0.03	0.74	—
Vendor	0.07	0.04	1.67	0.63	0.01	0.02	0.38	0.40	0.02	0.11	0.13	—	1,138	1,138	0.02	0.18	0.72	—
Hauling	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	—

3.21. Building Construction (2032) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	1.07	0.90	7.87	12.8	0.02	0.22	—	0.22	0.21	—	0.21	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	< 0.005	< 0.005	0.06	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	12.2	12.2	< 0.005	< 0.005	0.01	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.07	0.90	7.87	12.8	0.02	0.22	—	0.22	0.21	—	0.21	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	12.3	12.3	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.77	0.64	5.64	9.16	0.02	0.16	—	0.16	0.15	—	0.15	—	1,717	1,717	0.07	0.01	—	1,723
Onsite truck	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	1.11	1.11	< 0.005	0.11	0.11	—	8.76	8.76	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.12	1.03	1.67	< 0.005	0.03	—	0.03	0.03	—	0.03	—	284	284	0.01	< 0.005	—	285
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.20	0.20	< 0.005	0.02	0.02	—	1.45	1.45	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.92	3.64	1.65	32.0	0.00	0.00	6.43	6.43	0.00	1.51	1.51	—	6,233	6,233	0.16	0.28	12.7	—
Vendor	0.56	0.31	11.9	4.71	0.08	0.16	2.98	3.13	0.08	0.82	0.90	—	9,310	9,310	0.15	1.41	12.1	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.50	3.22	2.16	25.1	0.00	0.00	6.43	6.43	0.00	1.51	1.51	—	5,526	5,526	0.21	0.28	0.33	—

Vendor	0.53	0.29	12.7	4.87	0.08	0.16	2.98	3.13	0.08	0.82	0.90	—	9,323	9,323	0.15	1.41	0.31	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.55	2.35	1.35	18.5	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	4,103	4,103	0.13	0.20	3.92	—
Vendor	0.39	0.22	8.91	3.42	0.06	0.11	2.11	2.22	0.06	0.58	0.64	—	6,672	6,672	0.11	1.01	3.73	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.46	0.43	0.25	3.38	0.00	0.00	0.83	0.83	0.00	0.19	0.19	—	679	679	0.02	0.03	0.65	—
Vendor	0.07	0.04	1.63	0.62	0.01	0.02	0.38	0.40	0.01	0.11	0.12	—	1,105	1,105	0.02	0.17	0.62	—
Hauling	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	—

3.23. Building Construction (2033) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.05	0.88	7.67	12.8	0.02	0.20	—	0.20	0.19	—	0.19	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	< 0.005	< 0.005	0.06	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	12.0	12.0	< 0.005	< 0.005	0.01	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.05	0.88	7.67	12.8	0.02	0.20	—	0.20	0.19	—	0.19	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	12.1	12.1	< 0.005	< 0.005	< 0.005	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.75	0.63	5.48	9.13	0.02	0.15	—	0.15	0.13	—	0.13	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	1.10	1.10	< 0.005	0.11	0.11	—	8.59	8.59	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.11	1.00	1.67	< 0.005	0.03	—	0.03	0.02	—	0.02	—	283	283	0.01	< 0.005	—	284
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.20	0.20	< 0.005	0.02	0.02	—	1.42	1.42	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.68	3.43	1.60	29.7	0.00	0.00	6.43	6.43	0.00	1.51	1.51	—	6,139	6,139	0.13	0.08	11.1	—
Vendor	0.48	0.32	11.5	4.63	0.08	0.08	2.98	3.06	0.08	0.82	0.90	—	9,018	9,018	0.15	1.33	10.3	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.14	3.07	1.91	23.3	0.00	0.00	6.43	6.43	0.00	1.51	1.51	—	5,444	5,444	0.18	0.28	0.29	—
Vendor	0.44	0.27	12.3	4.77	0.08	0.08	2.98	3.06	0.08	0.82	0.90	—	9,031	9,031	0.15	1.33	0.27	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.43	2.23	1.18	17.2	0.00	0.00	4.52	4.52	0.00	1.06	1.06	—	4,031	4,031	0.11	0.20	3.42	—
Vendor	0.33	0.22	8.56	3.35	0.06	0.06	2.10	2.16	0.06	0.58	0.64	—	6,445	6,445	0.11	0.95	3.16	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.44	0.41	0.22	3.14	0.00	0.00	0.83	0.83	0.00	0.19	0.19	—	667	667	0.02	0.03	0.57	—

Vendor	0.06	0.04	1.56	0.61	0.01	0.01	0.38	0.39	0.01	0.11	0.12	—	1,067	1,067	0.02	0.16	0.52	—
Hauling	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	—

3.25. Building Construction (2034) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.03	0.86	7.52	12.8	0.02	0.19	—	0.19	0.18	—	0.18	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	< 0.005	< 0.005	0.06	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	11.8	11.8	< 0.005	< 0.005	0.01	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.03	0.86	7.52	12.8	0.02	0.19	—	0.19	0.18	—	0.18	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	11.9	11.9	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.74	0.62	5.37	9.12	0.02	0.14	—	0.14	0.13	—	0.13	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	1.10	1.10	< 0.005	0.11	0.11	—	8.47	8.47	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	0.98	1.66	< 0.005	0.03	—	0.03	0.02	—	0.02	—	283	283	0.01	< 0.005	—	284
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.20	0.20	< 0.005	0.02	0.02	—	1.40	1.40	< 0.005	< 0.005	< 0.005	—

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.22	3.17	1.38	27.6	0.00	0.00	6.43	6.43	0.00	1.51	1.51	—	6,053	6,053	0.13	0.08	9.67	—
Vendor	0.48	0.32	11.2	4.62	0.08	0.08	2.98	3.06	0.08	0.82	0.90	—	8,740	8,740	0.15	1.33	8.65	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.94	2.86	1.68	21.6	0.00	0.00	6.43	6.43	0.00	1.51	1.51	—	5,368	5,368	0.18	0.28	0.25	—
Vendor	0.44	0.27	12.0	4.69	0.08	0.08	2.98	3.06	0.08	0.82	0.90	—	8,754	8,754	0.15	1.33	0.22	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.12	2.06	1.16	15.9	0.00	0.00	4.52	4.52	0.00	1.06	1.06	—	3,975	3,975	0.11	0.06	2.99	—
Vendor	0.33	0.21	8.35	3.28	0.06	0.06	2.10	2.16	0.06	0.58	0.64	—	6,247	6,247	0.11	0.95	2.67	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.39	0.38	0.21	2.91	0.00	0.00	0.83	0.83	0.00	0.19	0.19	—	658	658	0.02	0.01	0.50	—
Vendor	0.06	0.04	1.52	0.60	0.01	0.01	0.38	0.39	0.01	0.11	0.12	—	1,034	1,034	0.02	0.16	0.44	—
Hauling	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	—

3.27. Building Construction (2035) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	1.01	0.85	7.34	12.7	0.02	0.18	—	0.18	0.17	—	0.17	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	< 0.005	< 0.005	0.06	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	11.6	11.6	< 0.005	< 0.005	0.01	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.01	0.85	7.34	12.7	0.02	0.18	—	0.18	0.17	—	0.17	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	11.8	11.8	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.72	0.61	5.24	9.06	0.02	0.13	—	0.13	0.12	—	0.12	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	1.10	1.10	< 0.005	0.11	0.11	—	8.35	8.35	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	0.96	1.65	< 0.005	0.02	—	0.02	0.02	—	0.02	—	283	283	0.01	< 0.005	—	284
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.20	0.20	< 0.005	0.02	0.02	—	1.38	1.38	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.09	3.04	1.35	25.8	0.00	0.00	6.43	6.43	0.00	1.51	1.51	—	5,977	5,977	0.13	0.08	8.38	—
Vendor	0.48	0.32	10.9	4.54	0.08	0.08	2.98	3.06	0.08	0.82	0.90	—	8,480	8,480	0.15	1.25	7.19	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.83	2.78	1.65	20.3	0.00	0.00	6.43	6.43	0.00	1.51	1.51	—	5,302	5,302	0.16	0.08	0.22	—

Vendor	0.43	0.27	11.6	4.68	0.08	0.08	2.98	3.06	0.08	0.82	0.90	—	8,493	8,493	0.15	1.25	0.19	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.04	1.99	1.00	14.9	0.00	0.00	4.52	4.52	0.00	1.06	1.06	—	3,926	3,926	0.09	0.06	2.58	—
Vendor	0.33	0.21	8.08	3.28	0.06	0.06	2.10	2.16	0.06	0.58	0.64	—	6,061	6,061	0.11	0.90	2.22	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.37	0.36	0.18	2.72	0.00	0.00	0.83	0.83	0.00	0.19	0.19	—	650	650	0.02	0.01	0.43	—
Vendor	0.06	0.04	1.47	0.60	0.01	0.01	0.38	0.39	0.01	0.11	0.12	—	1,003	1,003	0.02	0.15	0.37	—
Hauling	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	—

3.29. Building Construction (2036) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.99	0.83	7.12	12.6	0.02	0.17	—	0.17	0.16	—	0.16	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	< 0.005	< 0.005	0.06	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	11.5	11.5	< 0.005	< 0.005	0.01	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.99	0.83	7.12	12.6	0.02	0.17	—	0.17	0.16	—	0.16	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	11.7	11.7	< 0.005	< 0.005	< 0.005	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.71	0.60	5.10	9.03	0.02	0.12	—	0.12	0.11	—	0.11	—	1,717	1,717	0.07	0.01	—	1,723
Onsite truck	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	1.11	1.11	< 0.005	0.11	0.11	—	8.28	8.28	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	0.93	1.65	< 0.005	0.02	—	0.02	0.02	—	0.02	—	284	284	0.01	< 0.005	—	285
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.20	0.20	< 0.005	0.02	0.02	—	1.37	1.37	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.94	2.88	1.15	24.2	0.00	0.00	6.43	6.43	0.00	1.51	1.51	—	5,908	5,908	0.10	0.08	7.20	—
Vendor	0.47	0.31	10.6	4.46	0.08	0.08	2.98	3.06	0.08	0.82	0.90	—	8,244	8,244	0.15	1.25	5.92	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.73	2.65	1.43	18.9	0.00	0.00	6.43	6.43	0.00	1.51	1.51	—	5,241	5,241	0.16	0.08	0.19	—
Vendor	0.43	0.27	11.4	4.60	0.08	0.08	2.98	3.06	0.08	0.82	0.90	—	8,258	8,258	0.15	1.25	0.15	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.97	1.94	0.99	14.1	0.00	0.00	4.54	4.54	0.00	1.06	1.06	—	3,891	3,891	0.09	0.06	2.22	—
Vendor	0.33	0.21	7.89	3.24	0.06	0.06	2.11	2.16	0.06	0.58	0.64	—	5,909	5,909	0.11	0.90	1.83	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.36	0.35	0.18	2.56	0.00	0.00	0.83	0.83	0.00	0.19	0.19	—	644	644	0.02	0.01	0.37	—

Vendor	0.06	0.04	1.44	0.59	0.01	0.01	0.38	0.39	0.01	0.11	0.12	—	978	978	0.02	0.15	0.30	—
Hauling	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	—

3.31. Building Construction (2037) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.98	0.82	6.99	12.5	0.02	0.16	—	0.16	0.14	—	0.14	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	< 0.005	< 0.005	0.06	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	11.6	11.6	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.06	0.51	0.91	< 0.005	0.01	—	0.01	0.01	—	0.01	—	174	174	0.01	< 0.005	—	174
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.11	0.11	< 0.005	0.01	0.01	—	0.83	0.83	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.09	0.17	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	28.7	28.7	< 0.005	< 0.005	—	28.8
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	—	0.14	0.14	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.57	2.49	1.40	17.9	0.00	0.00	6.43	6.43	0.00	1.51	1.51	—	5,188	5,188	0.16	0.08	0.16	—
Vendor	0.43	0.27	11.1	4.60	0.08	0.08	2.98	3.06	0.08	0.82	0.90	—	8,048	8,048	0.15	1.25	0.12	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.19	0.18	0.08	1.35	0.00	0.00	0.46	0.46	0.00	0.11	0.11	—	389	389	0.01	0.01	0.19	—
Vendor	0.03	0.02	0.78	0.33	0.01	0.01	0.21	0.22	0.01	0.06	0.06	—	582	582	0.01	0.09	0.15	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.02	0.25	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	64.5	64.5	< 0.005	< 0.005	0.03	—
Vendor	0.01	< 0.005	0.14	0.06	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	96.4	96.4	< 0.005	0.02	0.02	—
Hauling	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	—

3.33. Paving (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.95	0.80	7.45	9.98	0.01	0.35	—	0.35	0.32	—	0.32	—	1,511	1,511	0.06	0.01	—	1,517
Paving	—	1.39	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	14.0	14.0	< 0.005	< 0.005	0.02	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.95	0.80	7.45	9.98	0.01	0.35	—	0.35	0.32	—	0.32	—	1,511	1,511	0.06	0.01	—	1,517
Paving	—	1.39	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	14.2	14.2	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.53	0.45	4.16	5.57	0.01	0.19	—	0.19	0.18	—	0.18	—	843	843	0.03	0.01	—	846
Paving	—	0.78	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	0.86	0.86	< 0.005	0.09	0.09	—	7.85	7.85	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.08	0.76	1.02	< 0.005	0.04	—	0.04	0.03	—	0.03	—	140	140	0.01	< 0.005	—	140
Paving	—	0.14	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	0.16	0.16	< 0.005	0.02	0.02	—	1.30	1.30	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.05	0.71	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	90.5	90.5	0.01	< 0.005	0.35	—
Vendor	0.01	< 0.005	0.12	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	85.9	85.9	< 0.005	0.01	0.23	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	0.06	0.56	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	80.1	80.1	0.01	< 0.005	0.01	—

Vendor	0.01	< 0.005	0.13	0.05	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	86.0	86.0	< 0.005	0.01	0.01	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.03	0.32	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	46.3	46.3	< 0.005	< 0.005	0.08	—
Vendor	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	48.0	48.0	< 0.005	0.01	0.06	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.67	7.67	< 0.005	< 0.005	0.01	—
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	7.94	7.94	< 0.005	< 0.005	0.01	—
Hauling	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	—

3.35. Paving (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.91	0.76	7.12	9.94	0.01	0.32	—	0.32	0.29	—	0.29	—	1,511	1,511	0.06	0.01	—	1,516
Paving	—	1.39	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	13.9	13.9	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.04	0.03	0.32	0.45	< 0.005	0.01	—	0.01	0.01	—	0.01	—	68.0	68.0	< 0.005	< 0.005	—	68.2
Paving	—	0.06	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.07	0.07	< 0.005	0.01	0.01	—	0.62	0.62	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.06	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.3	11.3	< 0.005	< 0.005	—	11.3
Paving	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	0.10	0.10	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.05	0.52	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	78.4	78.4	0.01	< 0.005	0.01	—
Vendor	< 0.005	< 0.005	0.12	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	84.5	84.5	< 0.005	0.01	0.01	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.66	3.66	< 0.005	< 0.005	0.01	—
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.80	3.80	< 0.005	< 0.005	< 0.005	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.61	0.61	< 0.005	< 0.005	< 0.005	—
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.63	0.63	< 0.005	< 0.005	< 0.005	—
Hauling	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	—

3.37. Architectural Coating (2036) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.75	1.10	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	134	134	0.01	< 0.005	—	134
Architect ural Coatings	—	74.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.06	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	11.5	11.5	< 0.005	< 0.005	0.01	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.75	1.10	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	134	134	0.01	< 0.005	—	134
Architect ural Coatings	—	74.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	11.7	11.7	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.36	0.52	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	63.5	63.5	< 0.005	< 0.005	—	63.7
Architect ural Coatings	—	35.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.73	0.73	< 0.005	0.07	0.07	—	5.50	5.50	< 0.005	< 0.005	< 0.005	—

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.5	10.5	< 0.005	< 0.005	—	10.5
Architectural Coatings	—	6.42	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	0.13	0.13	< 0.005	0.01	0.01	—	0.91	0.91	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.59	0.58	0.23	4.85	0.00	0.00	1.29	1.29	0.00	0.30	0.30	—	1,182	1,182	0.02	0.02	1.44	—
Vendor	< 0.005	< 0.005	0.08	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	63.2	63.2	< 0.005	0.01	0.05	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.55	0.53	0.29	3.79	0.00	0.00	1.29	1.29	0.00	0.30	0.30	—	1,048	1,048	0.03	0.02	0.04	—
Vendor	< 0.005	< 0.005	0.09	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	63.3	63.3	< 0.005	0.01	< 0.005	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.26	0.26	0.13	1.87	0.00	0.00	0.60	0.60	0.00	0.14	0.14	—	517	517	0.01	0.01	0.29	—
Vendor	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	30.1	30.1	< 0.005	< 0.005	0.01	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.02	0.34	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	85.5	85.5	< 0.005	< 0.005	0.05	—
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.98	4.98	< 0.005	< 0.005	< 0.005	—
Hauling	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	—

3.39. Architectural Coating (2037) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.75	1.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	134	134	0.01	< 0.005	—	134
Architect ural Coatings	—	74.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.06	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	11.6	11.6	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.10	0.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	17.0	17.0	< 0.005	< 0.005	—	17.0
Architect ural Coatings	—	9.42	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.20	0.20	< 0.005	0.02	0.02	—	1.46	1.46	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.81	2.81	< 0.005	< 0.005	—	2.82
Architect ural Coatings	—	1.72	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.04	0.04	< 0.005	< 0.005	< 0.005	—	0.24	0.24	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.51	0.50	0.28	3.58	0.00	0.00	1.29	1.29	0.00	0.30	0.30	—	1,038	1,038	0.03	0.02	0.03	—
Vendor	< 0.005	< 0.005	0.08	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	61.7	61.7	< 0.005	0.01	< 0.005	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.03	0.47	0.00	0.00	0.16	0.16	0.00	0.04	0.04	—	137	137	< 0.005	< 0.005	0.07	—
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	7.84	7.84	< 0.005	< 0.005	< 0.005	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.09	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	22.7	22.7	< 0.005	< 0.005	0.01	—
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.30	1.30	< 0.005	< 0.005	< 0.005	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	40.8	38.1	35.7	293	0.60	0.56	48.8	49.3	0.53	12.4	12.9	—	61,599	61,599	2.66	3.04	242	62,814
Industrial Park	27.1	25.3	23.7	195	0.40	0.37	32.4	32.8	0.35	8.24	8.59	—	40,935	40,935	1.76	2.02	161	41,742
Regional Shopping Center	82.5	78.7	50.0	398	0.71	0.69	55.9	56.6	0.65	14.2	14.9	—	72,507	72,507	4.50	4.22	278	74,154
Supermarket	147	137	129	1,057	2.18	2.02	176	178	1.91	44.7	46.6	—	222,173	222,173	9.58	11.0	873	226,556
Strip Mall	36.2	33.8	31.7	261	0.54	0.50	43.3	43.8	0.47	11.0	11.5	—	54,758	54,758	2.36	2.70	215	55,838
Other Non-Asphalt Surfaces	14.2	11.3	134	77.5	0.97	2.71	39.9	42.6	2.59	10.7	13.3	—	101,698	101,698	1.54	12.0	502	105,812
Other Asphalt Surfaces	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	0.00
Parking Lot	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	0.00
Total	348	325	404	2,281	5.40	6.85	396	403	6.50	101	108	—	553,671	553,671	22.4	34.9	2,272	566,917
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	36.3	33.4	41.0	246	0.55	0.56	48.8	49.3	0.53	12.4	12.9	—	56,384	56,384	3.05	3.28	6.28	57,445
Industrial Park	24.1	22.2	27.2	163	0.37	0.37	32.4	32.8	0.35	8.24	8.59	—	37,468	37,468	2.03	2.18	4.17	38,174
Regional Shopping Center	72.4	68.2	57.3	370	0.65	0.69	55.9	56.6	0.65	14.2	14.9	—	66,581	66,581	5.44	4.56	7.20	68,084

Supermarket	131	121	148	886	1.99	2.02	176	178	1.91	44.7	46.6	—	203,361	203,361	11.0	11.8	22.6	207,189
Strip Mall	32.3	29.7	36.4	218	0.49	0.50	43.3	43.8	0.47	11.0	11.5	—	50,122	50,122	2.71	2.92	5.58	51,065
Other Non-Asphalt Surfaces	13.9	11.1	144	75.3	0.97	2.71	39.9	42.6	2.59	10.7	13.3	—	101,702	101,702	1.52	12.1	13.0	105,346
Other Asphalt Surfaces	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	0.00
Parking Lot	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	0.00
Total	310	285	454	1,959	5.02	6.86	396	403	6.50	101	108	—	515,618	515,618	25.8	36.9	58.9	527,302
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	5.06	4.68	5.30	34.2	0.08	0.08	6.60	6.68	0.07	1.68	1.75	—	7,212	7,212	0.35	0.39	13.0	7,351
Industrial Park	3.90	3.61	4.09	26.4	0.06	0.06	5.10	5.15	0.06	1.30	1.35	—	5,569	5,569	0.27	0.30	10.1	5,676
Regional Shopping Center	10.2	9.69	7.16	47.9	0.09	0.09	7.13	7.21	0.08	1.81	1.90	—	8,044	8,044	0.61	0.53	14.1	8,231
Supermarket	18.0	17.0	14.0	92.6	0.18	0.18	15.0	15.1	0.17	3.80	3.98	—	16,704	16,704	1.12	1.03	29.5	17,069
Strip Mall	5.97	5.53	6.26	40.4	0.09	0.09	7.79	7.88	0.09	1.98	2.07	—	8,518	8,518	0.42	0.47	15.4	8,682
Other Non-Asphalt Surfaces	2.55	2.04	25.8	13.9	0.18	0.49	7.20	7.69	0.47	1.94	2.41	—	16,838	16,838	0.25	1.99	35.9	17,473
Other Asphalt Surfaces	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	0.00
Parking Lot	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	0.00
Total	45.7	42.5	62.6	255	0.67	1.00	48.8	49.8	0.95	12.5	13.5	—	62,884	62,884	3.03	4.72	118	64,483

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	21,425	21,425	1.33	0.16	—	21,507
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	45,801	45,801	2.84	0.34	—	45,975
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	6,053	6,053	0.38	0.05	—	6,076
Supermarket	—	—	—	—	—	—	—	—	—	—	—	—	12,696	12,696	0.79	0.10	—	12,744
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	2,024	2,024	0.13	0.02	—	2,031
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	5,128	5,128	0.32	0.04	—	5,147
Total	—	—	—	—	—	—	—	—	—	—	—	—	93,127	93,127	5.78	0.70	—	93,480
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	21,425	21,425	1.33	0.16	—	21,507
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	45,801	45,801	2.84	0.34	—	45,975
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	6,053	6,053	0.38	0.05	—	6,076
Supermarket	—	—	—	—	—	—	—	—	—	—	—	—	12,696	12,696	0.79	0.10	—	12,744
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	2,024	2,024	0.13	0.02	—	2,031
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	5,128	5,128	0.32	0.04	—	5,147
Total	—	—	—	—	—	—	—	—	—	—	—	—	93,127	93,127	5.78	0.70	—	93,480
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	3,547	3,547	0.22	0.03	—	3,561
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	7,583	7,583	0.47	0.06	—	7,612
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	1,002	1,002	0.06	0.01	—	1,006
Supermarket	—	—	—	—	—	—	—	—	—	—	—	—	2,102	2,102	0.13	0.02	—	2,110
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	335	335	0.02	< 0.005	—	336
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00

Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	849	849	0.05	0.01	—	852
Total	—	—	—	—	—	—	—	—	—	—	—	—	15,418	15,418	0.96	0.12	—	15,477

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	0.83	0.41	7.52	6.32	0.05	0.57	—	0.57	0.57	—	0.57	—	8,971	8,971	0.79	0.02	—	8,996
Industrial Park	1.77	0.88	16.1	13.5	0.10	1.22	—	1.22	1.22	—	1.22	—	19,178	19,178	1.70	0.04	—	19,231
Regional Shopping Center	0.07	0.04	0.65	0.55	< 0.005	0.05	—	0.05	0.05	—	0.05	—	781	781	0.07	< 0.005	—	783
Supermarket	0.14	0.07	1.28	1.08	0.01	0.10	—	0.10	0.10	—	0.10	—	1,531	1,531	0.14	< 0.005	—	1,535
Strip Mall	0.02	0.01	0.22	0.18	< 0.005	0.02	—	0.02	0.02	—	0.02	—	261	261	0.02	< 0.005	—	262
Other Non-Asphalt Surfaces	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
Other Asphalt Surfaces	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
Parking Lot	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
Total	2.83	1.42	25.7	21.6	0.15	1.96	—	1.96	1.96	—	1.96	—	30,722	30,722	2.72	0.06	—	30,807

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	0.83	0.41	7.52	6.32	0.05	0.57	—	0.57	0.57	—	0.57	—	8,971	8,971	0.79	0.02	—	8,996
Industrial Park	1.77	0.88	16.1	13.5	0.10	1.22	—	1.22	1.22	—	1.22	—	19,178	19,178	1.70	0.04	—	19,231
Regional Shopping Center	0.07	0.04	0.65	0.55	< 0.005	0.05	—	0.05	0.05	—	0.05	—	781	781	0.07	< 0.005	—	783
Supermarket	0.14	0.07	1.28	1.08	0.01	0.10	—	0.10	0.10	—	0.10	—	1,531	1,531	0.14	< 0.005	—	1,535
Strip Mall	0.02	0.01	0.22	0.18	< 0.005	0.02	—	0.02	0.02	—	0.02	—	261	261	0.02	< 0.005	—	262
Other Non-Asphalt Surfaces	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
Other Asphalt Surfaces	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
Parking Lot	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
Total	2.83	1.42	25.7	21.6	0.15	1.96	—	1.96	1.96	—	1.96	—	30,722	30,722	2.72	0.06	—	30,807
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	0.15	0.08	1.37	1.15	0.01	0.10	—	0.10	0.10	—	0.10	—	1,485	1,485	0.13	< 0.005	—	1,489
Industrial Park	0.32	0.16	2.93	2.46	0.02	0.22	—	0.22	0.22	—	0.22	—	3,175	3,175	0.28	0.01	—	3,184
Regional Shopping Center	0.01	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	129	129	0.01	< 0.005	—	130
Supermarket	0.03	0.01	0.23	0.20	< 0.005	0.02	—	0.02	0.02	—	0.02	—	253	253	0.02	< 0.005	—	254
Strip Mall	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	43.2	43.2	< 0.005	< 0.005	—	43.3

Other Non-Asphalt Surfaces	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
Other Asphalt Surfaces	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
Parking Lot	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
Total	0.52	0.26	4.70	3.95	0.03	0.36	—	0.36	0.36	—	0.36	—	5,086	5,086	0.45	0.01	—	5,100

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	68.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	4.46	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	24.6	22.7	1.17	138	0.01	0.25	—	0.25	0.19	—	0.19	—	570	570	0.02	< 0.005	—	572
Total	24.6	95.8	1.17	138	0.01	0.25	—	0.25	0.19	—	0.19	—	570	570	0.02	< 0.005	—	572
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Consumer Products	—	68.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	4.46	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	73.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	12.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.81	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	2.22	2.05	0.10	12.5	< 0.005	0.02	—	0.02	0.02	—	0.02	—	46.5	46.5	< 0.005	< 0.005	—	46.7
Total	2.22	15.4	0.10	12.5	< 0.005	0.02	—	0.02	0.02	—	0.02	—	46.5	46.5	< 0.005	< 0.005	—	46.7

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	259	783	1,042	26.6	0.64	—	1,899
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	722	2,174	2,896	74.1	1.77	—	5,278

Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	57.2	175	232	5.88	0.14	—	421
Supermarket	—	—	—	—	—	—	—	—	—	—	—	60.6	183	244	6.22	0.15	—	444
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	19.1	58.4	77.5	1.97	0.05	—	141
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	2.84	2.84	< 0.005	< 0.005	—	2.85
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	8.21	8.21	< 0.005	< 0.005	—	8.25
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	30.7	30.7	< 0.005	< 0.005	—	30.8
Total	—	—	—	—	—	—	—	—	—	—	—	1,118	3,415	4,533	115	2.75	—	8,223
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	259	783	1,042	26.6	0.64	—	1,899
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	722	2,174	2,896	74.1	1.77	—	5,278
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	57.2	175	232	5.88	0.14	—	421
Supermarket	—	—	—	—	—	—	—	—	—	—	—	60.6	183	244	6.22	0.15	—	444
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	19.1	58.4	77.5	1.97	0.05	—	141
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	2.84	2.84	< 0.005	< 0.005	—	2.85
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	8.21	8.21	< 0.005	< 0.005	—	8.25

Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	30.7	30.7	< 0.005	< 0.005	—	30.8
Total	—	—	—	—	—	—	—	—	—	—	—	1,118	3,415	4,533	115	2.75	—	8,223
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	42.9	130	173	4.41	0.11	—	314
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	119	360	479	12.3	0.29	—	874
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	9.48	28.9	38.4	0.97	0.02	—	69.7
Supermarket	—	—	—	—	—	—	—	—	—	—	—	10.0	30.4	40.4	1.03	0.02	—	73.5
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	3.17	9.66	12.8	0.33	0.01	—	23.3
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.47	0.47	< 0.005	< 0.005	—	0.47
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	1.36	1.36	< 0.005	< 0.005	—	1.37
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	5.08	5.08	< 0.005	< 0.005	—	5.10
Total	—	—	—	—	—	—	—	—	—	—	—	185	565	751	19.0	0.46	—	1,361

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
----------	-----	-----	-----	----	-----	-------	-------	-------	--------	--------	--------	------	-------	------	-----	-----	---	------

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	382	0.00	382	38.2	0.00	—	1,336
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	1,088	0.00	1,088	109	0.00	—	3,807
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	228	0.00	228	22.8	0.00	—	798
Supermarket	—	—	—	—	—	—	—	—	—	—	—	779	0.00	779	77.9	0.00	—	2,727
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	76.3	0.00	76.3	7.62	0.00	—	267
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	2,554	0.00	2,554	255	0.00	—	8,935
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	382	0.00	382	38.2	0.00	—	1,336
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	1,088	0.00	1,088	109	0.00	—	3,807
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	228	0.00	228	22.8	0.00	—	798

Supermarket	—	—	—	—	—	—	—	—	—	—	—	779	0.00	779	77.9	0.00	—	2,727
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	76.3	0.00	76.3	7.62	0.00	—	267
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	2,554	0.00	2,554	255	0.00	—	8,935
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	63.2	0.00	63.2	6.32	0.00	—	221
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	180	0.00	180	18.0	0.00	—	630
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	37.8	0.00	37.8	3.78	0.00	—	132
Supermarket	—	—	—	—	—	—	—	—	—	—	—	129	0.00	129	12.9	0.00	—	451
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	12.6	0.00	12.6	1.26	0.00	—	44.2
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	423	0.00	423	42.3	0.00	—	1,479

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.85	1.85
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	424	424
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.94	1.94
Supermarket	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	53,157	53,157
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.84	0.84
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	53,585	53,585
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.85	1.85
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	424	424
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.94	1.94
Supermarket	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	53,157	53,157

Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.84	0.84
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	53,585	53,585
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.31	0.31
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	70.2	70.2
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.32	0.32
Supermarket	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8,801	8,801
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.14	0.14
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8,872	8,872

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
-------	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Remove	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	1/1/2024	10/4/2024	5.00	200	—
Grading	Grading	10/05/2024	3/21/2025	5.00	120	—
Building Construction	Building Construction	3/22/2025	2/6/2037	5.00	3,100	—
Paving	Paving	3/22/2025	1/23/2026	5.00	220	—
Architectural Coating	Architectural Coating	5/3/2036	3/6/2037	5.00	220	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	7.70	LDA,LDT1,LDT2
Site Preparation	Vendor	4.00	6.80	HHDT,MHDT

Site Preparation	Hauling	62.5	20.0	HHDT
Site Preparation	Onsite truck	4.00	0.50	HHDT
Grading	—	—	—	—
Grading	Worker	20.0	7.70	LDA,LDT1,LDT2
Grading	Vendor	4.00	6.80	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	4.00	0.50	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	1,182	7.70	LDA,LDT1,LDT2
Building Construction	Vendor	522	6.80	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	4.00	0.50	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	7.70	LDA,LDT1,LDT2
Paving	Vendor	4.00	6.80	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	4.00	0.50	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	236	7.70	LDA,LDT1,LDT2
Architectural Coating	Vendor	4.00	6.80	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	4.00	0.50	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
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Limit vehicle speeds on unpaved roads to 25 mph	44%	44%
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5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	4,776,600	1,592,200	327,814

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	50,000	50,000	300	0.00	—
Grading	—	—	360	0.00	—
Paving	0.00	0.00	0.00	0.00	125

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
General Office Building	0.00	0%
Industrial Park	0.00	0%
Regional Shopping Center	0.00	0%
Supermarket	0.00	0%
Strip Mall	0.00	0%

Other Non-Asphalt Surfaces	8.53	0%
Other Asphalt Surfaces	24.7	100%
Parking Lot	92.2	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00	532	0.03	< 0.005
2025	0.00	532	0.03	< 0.005
2026	0.00	532	0.03	< 0.005
2027	0.00	532	0.03	< 0.005
2028	0.00	532	0.03	< 0.005
2029	0.00	532	0.03	< 0.005
2030	0.00	532	0.03	< 0.005
2031	0.00	532	0.03	< 0.005
2032	0.00	532	0.03	< 0.005
2033	0.00	532	0.03	< 0.005
2034	0.00	532	0.03	< 0.005
2035	0.00	532	0.03	< 0.005
2036	0.00	532	0.03	< 0.005
2037	0.00	532	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VM/Weekday	VM/Saturday	VM/Sunday	VM/Year
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General Office Building	8,257	1,683	533	2,268,295	68,542	13,974	4,426	18,829,343
Industrial Park	5,487	4,136	2,019	1,751,477	45,548	34,332	16,761	14,539,188
Regional Shopping Center	14,922	18,789	7,649	5,268,922	55,859	78,625	32,007	20,331,804
Supermarket	24,227	29,781	21,761	9,003,847	78,184	247,214	180,637	42,692,955
Strip Mall	7,340	7,340	7,340	2,679,100	60,930	60,930	60,930	22,239,477
Other Non-Asphalt Surfaces	928	928	928	338,768	46,407	46,407	46,407	16,938,391
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	4,776,600	1,592,200	327,814

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
General Office Building	14,700,146	532	0.0330	0.0040	27,992,282
Industrial Park	31,424,771	532	0.0330	0.0040	59,839,612
Regional Shopping Center	4,152,886	532	0.0330	0.0040	2,436,261
Supermarket	8,710,912	532	0.0330	0.0040	4,777,098
Strip Mall	1,388,415	532	0.0330	0.0040	814,504
Other Non-Asphalt Surfaces	0.00	532	0.0330	0.0040	0.00
Other Asphalt Surfaces	0.00	532	0.0330	0.0040	0.00
Parking Lot	3,518,181	532	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
General Office Building	135,379,796	1,648,928
Industrial Park	376,544,375	3,524,944
Regional Shopping Center	29,866,041	872,847
Supermarket	31,605,970	555,055
Strip Mall	9,984,976	291,815
Other Non-Asphalt Surfaces	0.00	804,238
Other Asphalt Surfaces	0.00	2,329,048
Parking Lot	0.00	8,694,245

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
General Office Building	708	—
Industrial Park	2,019	—
Regional Shopping Center	423	—
Supermarket	1,446	—
Strip Mall	142	—
Other Non-Asphalt Surfaces	0.00	—
Other Asphalt Surfaces	0.00	—
Parking Lot	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Industrial Park	Other commercial A/C and heat pumps	R-410A	2,088	0.30	4.00	4.00	18.0
Regional Shopping Center	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Regional Shopping Center	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Supermarket	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

Supermarket	Supermarket refrigeration and condensing units	R-404A	3,922	26.5	16.5	16.5	18.0
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
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5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
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5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)
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5.17. User Defined

Equipment Type	Fuel Type
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5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
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5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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8. User Changes to Default Data

Screen	Justification
Construction: Construction Phases	Default phase durations. The SoTu Master Plan is intended to be a guiding document for future development. There are no individual projects proposed at this time.
Operations: Vehicle Data	Trip generation rates adjusted to match rates from the Institute of Transportation Engineers (ITE) Manual, 11th Edition - consistent with the project-specific traffic study.
Operations: Fleet Mix	Truck fleet mix applied to the non-asphalt land use to account for truck trips from the industrial use. Fleet mix based on the CalEEMod default proportions.

Residential and Public Uses - Localized Analysis Custom Report

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8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Residential and Public Uses - Localized Analysis
Construction Start Date	1/1/2024
Operational Year	2025
Lead Agency	—
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	2.10
Precipitation (days)	23.0
Location	36.053553, -119.055397
County	Tulare
City	Unincorporated
Air District	San Joaquin Valley APCD
Air Basin	San Joaquin Valley
TAZ	2736
EDFZ	9
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.17

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
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Single Family Housing	539	Dwelling Unit	73.2	1,051,050	6,313,230	—	1,822	—
Apartments Low Rise	1,486	Dwelling Unit	56.9	1,575,160	372,046	—	5,023	—
City Park	66.5	Acre	66.5	0.00	2,895,869	2,895,869	—	—
Elementary School	750	Student	15.8	62,703	103,303	103,303	—	—
Other Asphalt Surfaces	14.6	Acre	14.6	0.00	95,527	—	—	—
Parking Lot	21.7	Acre	21.7	0.00	141,722	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	16.4	15.3	76.8	95.9	0.14	3.23	9.33	12.3	2.97	4.11	5.58	—	15,847	15,847	0.94	0.35	3.23	15,979
2025	15.2	14.3	69.8	92.5	0.14	2.80	9.10	11.9	2.58	2.06	4.63	—	15,819	15,819	0.91	0.35	3.04	15,949
2026	12.4	11.3	51.0	70.2	0.11	1.88	7.45	9.33	1.73	1.89	3.62	—	12,735	12,735	0.78	0.32	2.70	12,852
2027	8.18	7.62	22.6	41.2	0.05	0.68	2.20	2.88	0.62	0.30	0.92	—	6,074	6,074	0.48	0.26	2.38	6,166
2028	7.75	7.22	21.5	40.1	0.05	0.61	2.20	2.81	0.56	0.30	0.86	—	6,048	6,048	0.44	0.23	2.13	6,129
2029	7.31	6.79	20.7	39.2	0.05	0.56	2.20	2.76	0.51	0.30	0.81	—	6,020	6,020	0.43	0.23	1.89	6,101
2030	6.93	6.43	20.2	38.3	0.05	0.53	2.20	2.73	0.48	0.30	0.78	—	5,994	5,994	0.43	0.22	1.68	6,073
2031	6.56	6.05	19.6	37.3	0.05	0.49	2.20	2.69	0.45	0.30	0.75	—	5,969	5,969	0.40	0.22	1.48	6,047
2032	6.16	5.67	19.0	36.5	0.05	0.45	2.20	2.65	0.41	0.30	0.71	—	5,946	5,946	0.40	0.22	1.30	6,022

2033	6.70	58.2	19.5	38.7	0.05	0.42	3.94	4.36	0.38	0.48	0.87	—	6,202	6,202	0.41	0.22	1.30	6,280
2034	0.78	52.8	1.00	2.78	< 0.005	0.01	1.74	1.75	0.01	0.19	0.19	—	276	276	0.04	0.02	0.15	283
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	15.4	14.2	77.2	101	0.14	3.23	9.33	12.3	2.97	4.11	5.58	—	15,803	15,803	1.05	0.35	0.08	15,934
2025	14.3	13.3	70.2	97.5	0.14	2.80	9.10	11.9	2.58	2.06	4.63	—	15,776	15,776	1.02	0.35	0.08	15,905
2026	11.6	10.4	51.4	74.7	0.11	1.88	7.45	9.33	1.73	1.89	3.62	—	12,692	12,692	0.86	0.32	0.07	12,809
2027	7.47	6.86	22.9	45.3	0.05	0.68	2.20	2.88	0.62	0.30	0.92	—	6,033	6,033	0.54	0.26	0.06	6,124
2028	7.09	6.52	21.9	44.0	0.05	0.61	2.20	2.81	0.56	0.30	0.86	—	6,008	6,008	0.51	0.26	0.06	6,097
2029	6.72	6.15	21.0	42.7	0.05	0.56	2.20	2.76	0.51	0.30	0.81	—	5,981	5,981	0.51	0.26	0.05	6,070
2030	6.37	5.84	20.5	41.6	0.05	0.53	2.20	2.73	0.48	0.30	0.78	—	5,955	5,955	0.49	0.25	0.04	6,043
2031	6.03	5.50	19.9	40.4	0.05	0.49	2.20	2.69	0.45	0.30	0.75	—	5,931	5,931	0.46	0.23	0.04	6,009
2032	5.70	5.20	19.3	39.3	0.05	0.45	2.20	2.65	0.41	0.30	0.71	—	5,908	5,908	0.46	0.22	0.03	5,984
2033	6.22	57.7	19.8	41.8	0.05	0.42	3.94	4.36	0.38	0.48	0.87	—	6,156	6,156	0.47	0.24	0.03	6,239
2034	0.72	52.7	1.03	3.24	< 0.005	0.01	1.74	1.75	0.01	0.19	0.19	—	268	268	0.05	0.02	< 0.005	276
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	5.71	5.12	35.3	38.6	0.06	1.52	6.54	8.07	1.40	2.48	3.88	—	6,218	6,218	0.34	0.10	0.33	6,257
2025	9.34	8.50	42.6	57.4	0.09	1.66	5.51	7.17	1.53	1.37	2.90	—	9,779	9,779	0.63	0.23	0.92	9,865
2026	6.94	6.32	26.1	40.6	0.06	0.92	3.20	4.12	0.84	0.73	1.57	—	6,540	6,540	0.47	0.20	0.82	6,614
2027	5.40	4.97	16.2	30.4	0.04	0.48	1.49	1.98	0.45	0.20	0.65	—	4,315	4,315	0.36	0.19	0.73	4,380
2028	5.14	4.74	15.5	29.7	0.04	0.43	1.50	1.93	0.40	0.20	0.60	—	4,308	4,308	0.35	0.18	0.66	4,372
2029	4.85	4.46	14.9	28.8	0.04	0.40	1.49	1.89	0.37	0.20	0.57	—	4,277	4,277	0.33	0.16	0.58	4,335
2030	4.60	4.22	14.5	28.2	0.04	0.38	1.49	1.87	0.35	0.20	0.55	—	4,259	4,259	0.33	0.16	0.52	4,316
2031	4.33	3.98	14.1	27.4	0.04	0.35	1.49	1.84	0.32	0.20	0.53	—	4,242	4,242	0.31	0.16	0.46	4,297
2032	4.12	3.77	13.7	26.8	0.04	0.32	1.50	1.82	0.30	0.20	0.50	—	4,237	4,237	0.31	0.16	0.40	4,291
2033	2.91	39.8	8.62	17.8	0.02	0.18	2.06	2.23	0.16	0.25	0.41	—	2,697	2,697	0.20	0.11	0.26	2,735
2034	0.14	10.0	0.19	0.56	< 0.005	< 0.005	0.31	0.31	< 0.005	0.03	0.03	—	51.2	51.2	0.01	< 0.005	0.01	52.6

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	1.04	0.93	6.44	7.04	0.01	0.28	1.19	1.47	0.26	0.45	0.71	—	1,029	1,029	0.06	0.02	0.05	1,036
2025	1.70	1.55	7.78	10.5	0.02	0.30	1.01	1.31	0.28	0.25	0.53	—	1,619	1,619	0.10	0.04	0.15	1,633
2026	1.27	1.15	4.76	7.41	0.01	0.17	0.58	0.75	0.15	0.13	0.29	—	1,083	1,083	0.08	0.03	0.14	1,095
2027	0.99	0.91	2.96	5.55	0.01	0.09	0.27	0.36	0.08	0.04	0.12	—	714	714	0.06	0.03	0.12	725
2028	0.94	0.87	2.83	5.42	0.01	0.08	0.27	0.35	0.07	0.04	0.11	—	713	713	0.06	0.03	0.11	724
2029	0.89	0.81	2.71	5.26	0.01	0.07	0.27	0.34	0.07	0.04	0.10	—	708	708	0.05	0.03	0.10	718
2030	0.84	0.77	2.65	5.14	0.01	0.07	0.27	0.34	0.06	0.04	0.10	—	705	705	0.05	0.03	0.09	715
2031	0.79	0.73	2.57	5.00	0.01	0.06	0.27	0.34	0.06	0.04	0.10	—	702	702	0.05	0.03	0.08	711
2032	0.75	0.69	2.49	4.89	0.01	0.06	0.27	0.33	0.05	0.04	0.09	—	701	701	0.05	0.03	0.07	710
2033	0.53	7.27	1.57	3.24	< 0.005	0.03	0.38	0.41	0.03	0.05	0.08	—	447	447	0.03	0.02	0.04	453
2034	0.03	1.83	0.04	0.10	< 0.005	< 0.005	0.06	0.06	< 0.005	0.01	0.01	—	8.47	8.47	< 0.005	< 0.005	< 0.005	8.71

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	65.1	63.5	20.0	156	0.10	0.13	5.99	6.12	0.12	1.52	1.64	—	10,354	10,354	2.97	1.64	26.6	10,944
Area	13.3	75.8	17.9	125	0.11	1.42	—	1.42	1.41	—	1.41	0.00	21,637	21,637	0.41	0.04	—	21,661
Energy	1.42	0.71	12.2	5.37	0.08	0.98	—	0.98	0.98	—	0.98	—	34,193	34,193	2.53	0.17	—	34,307
Water	—	—	—	—	—	—	—	—	—	—	—	169	1,272	1,441	17.4	0.42	—	2,001
Waste	—	—	—	—	—	—	—	—	—	—	—	962	0.00	962	96.2	0.00	—	3,366
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	19.1	19.1
Total	79.8	140	50.1	286	0.29	2.54	5.99	8.52	2.51	1.52	4.03	1,131	67,457	68,588	119	2.27	45.7	72,298
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Mobile	56.1	54.0	22.7	202	0.10	0.13	5.99	6.12	0.12	1.52	1.64	—	9,774	9,774	3.94	1.79	0.69	10,407
Area	1.97	65.0	16.8	7.15	0.11	1.36	—	1.36	1.36	—	1.36	0.00	21,319	21,319	0.40	0.04	—	21,341
Energy	1.42	0.71	12.2	5.37	0.08	0.98	—	0.98	0.98	—	0.98	—	34,193	34,193	2.53	0.17	—	34,307
Water	—	—	—	—	—	—	—	—	—	—	—	169	1,272	1,441	17.4	0.42	—	2,001
Waste	—	—	—	—	—	—	—	—	—	—	—	962	0.00	962	96.2	0.00	—	3,366
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	19.1	19.1
Total	59.5	120	51.7	214	0.28	2.47	5.99	8.46	2.46	1.52	3.98	1,131	66,559	67,689	120	2.42	19.7	71,441
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	53.1	51.4	19.5	159	0.09	0.12	5.47	5.59	0.11	1.39	1.50	—	9,185	9,185	3.19	1.57	10.7	9,743
Area	6.05	69.5	4.34	59.5	0.03	0.34	—	0.34	0.33	—	0.33	0.00	4,947	4,947	0.10	0.01	—	4,952
Energy	1.42	0.71	12.2	5.37	0.08	0.98	—	0.98	0.98	—	0.98	—	34,193	34,193	2.53	0.17	—	34,307
Water	—	—	—	—	—	—	—	—	—	—	—	169	1,272	1,441	17.4	0.42	—	2,001
Waste	—	—	—	—	—	—	—	—	—	—	—	962	0.00	962	96.2	0.00	—	3,366
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	19.1	19.1
Total	60.6	122	36.1	224	0.19	1.44	5.47	6.91	1.43	1.39	2.81	1,131	49,598	50,728	119	2.17	29.7	54,388
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	9.69	9.38	3.57	29.1	0.02	0.02	1.00	1.02	0.02	0.25	0.27	—	1,521	1,521	0.53	0.26	1.77	1,613
Area	1.10	12.7	0.79	10.9	< 0.005	0.06	—	0.06	0.06	—	0.06	0.00	819	819	0.02	< 0.005	—	820
Energy	0.26	0.13	2.22	0.98	0.01	0.18	—	0.18	0.18	—	0.18	—	5,661	5,661	0.42	0.03	—	5,680
Water	—	—	—	—	—	—	—	—	—	—	—	27.9	211	239	2.88	0.07	—	331
Waste	—	—	—	—	—	—	—	—	—	—	—	159	0.00	159	15.9	0.00	—	557
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.15	3.15
Total	11.1	22.2	6.58	40.9	0.04	0.26	1.00	1.26	0.26	0.25	0.51	187	8,211	8,399	19.8	0.36	4.92	9,005

3. Construction Emissions Details

3.1. Site Preparation (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.34	3.65	36.0	32.9	0.05	1.60	—	1.60	1.47	—	1.47	—	5,296	5,296	0.21	0.04	—	5,314
Dust From Material Movement	—	—	—	—	—	—	7.68	7.68	—	3.94	3.94	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	14.3	14.3	< 0.005	< 0.005	0.02	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.34	3.65	36.0	32.9	0.05	1.60	—	1.60	1.47	—	1.47	—	5,296	5,296	0.21	0.04	—	5,314
Dust From Material Movement	—	—	—	—	—	—	7.68	7.68	—	3.94	3.94	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	14.4	14.4	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.14	1.80	17.7	16.2	0.02	0.79	—	0.79	0.73	—	0.73	—	2,612	2,612	0.11	0.02	—	2,621
Dust From Material Movement	—	—	—	—	—	—	3.79	3.79	—	1.94	1.94	—	—	—	—	—	—	—

Onsite truck	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	0.76	0.76	< 0.005	0.08	0.08	—	7.07	7.07	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.39	0.33	3.24	2.96	< 0.005	0.14	—	0.14	0.13	—	0.13	—	432	432	0.02	< 0.005	—	434
Dust From Material Movement	—	—	—	—	—	—	0.69	0.69	—	0.35	0.35	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	0.14	0.14	< 0.005	0.01	0.01	—	1.17	1.17	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.09	0.02	0.23	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.1	10.1	< 0.005	< 0.005	0.03	—
Vendor	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	10.6	10.6	< 0.005	< 0.005	0.02	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.02	0.30	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.42	9.42	0.01	< 0.005	< 0.005	—
Vendor	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	10.7	10.7	< 0.005	< 0.005	< 0.005	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.01	0.13	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.72	4.72	< 0.005	< 0.005	0.01	—
Vendor	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	5.27	5.27	< 0.005	< 0.005	< 0.005	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.78	0.78	< 0.005	< 0.005	< 0.005	—
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.87	0.87	< 0.005	< 0.005	< 0.005	—

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
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3.3. Grading (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.19	3.52	34.3	30.2	0.06	1.45	—	1.45	1.33	—	1.33	—	6,598	6,598	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	—	3.59	3.59	—	1.42	1.42	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	14.3	14.3	< 0.005	< 0.005	0.02	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.19	3.52	34.3	30.2	0.06	1.45	—	1.45	1.33	—	1.33	—	6,598	6,598	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	—	3.59	3.59	—	1.42	1.42	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	14.4	14.4	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.95	0.80	7.78	6.85	0.01	0.33	—	0.33	0.30	—	0.30	—	1,498	1,498	0.06	0.01	—	1,503

Dust From Material Movement	—	—	—	—	—	—	0.81	0.81	—	0.32	0.32	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	0.35	0.35	< 0.005	0.04	0.04	—	3.26	3.26	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.15	1.42	1.25	< 0.005	0.06	—	0.06	0.06	—	0.06	—	248	248	0.01	< 0.005	—	249
Dust From Material Movement	—	—	—	—	—	—	0.15	0.15	—	0.06	0.06	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.06	0.06	< 0.005	0.01	0.01	—	0.54	0.54	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.10	0.02	0.26	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	11.5	11.5	< 0.005	< 0.005	0.03	—
Vendor	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	10.6	10.6	< 0.005	< 0.005	0.02	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.09	0.03	0.34	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.8	10.8	0.01	< 0.005	< 0.005	—
Vendor	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	10.7	10.7	< 0.005	< 0.005	< 0.005	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.01	0.07	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.48	2.48	< 0.005	< 0.005	< 0.005	—
Vendor	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.42	2.42	< 0.005	< 0.005	< 0.005	—
Hauling	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	—

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.41	0.41	< 0.005	< 0.005	< 0.005	—
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.40	0.40	< 0.005	< 0.005	< 0.005	—
Hauling	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	—

3.5. Grading (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.80	3.20	29.7	28.3	0.06	1.23	—	1.23	1.14	—	1.14	—	6,599	6,599	0.27	0.05	—	6,622
Dust From Material Movement	—	—	—	—	—	—	3.59	3.59	—	1.42	1.42	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	14.0	14.0	< 0.005	< 0.005	0.02	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.80	3.20	29.7	28.3	0.06	1.23	—	1.23	1.14	—	1.14	—	6,599	6,599	0.27	0.05	—	6,622
Dust From Material Movement	—	—	—	—	—	—	3.59	3.59	—	1.42	1.42	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	14.2	14.2	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	2.72	2.28	21.2	20.2	0.04	0.88	—	0.88	0.81	—	0.81	—	4,713	4,713	0.19	0.04	—	4,730
Dust From Material Movement	—	—	—	—	—	—	2.56	2.56	—	1.02	1.02	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	1.10	1.10	< 0.005	0.11	0.11	—	10.1	10.1	< 0.005	< 0.005	0.01	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.50	0.42	3.87	3.69	0.01	0.16	—	0.16	0.15	—	0.15	—	780	780	0.03	0.01	—	783
Dust From Material Movement	—	—	—	—	—	—	0.47	0.47	—	0.19	0.19	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.20	0.20	< 0.005	0.02	0.02	—	1.66	1.66	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.10	0.02	0.25	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	11.3	11.3	< 0.005	< 0.005	0.03	—
Vendor	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	10.5	10.5	< 0.005	< 0.005	0.02	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.02	0.32	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.5	10.5	0.01	< 0.005	< 0.005	—
Vendor	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	10.6	10.6	< 0.005	< 0.005	< 0.005	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.02	0.19	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	7.63	7.63	< 0.005	< 0.005	0.01	—

Vendor	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	7.50	7.50	< 0.005	< 0.005	0.01	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	< 0.005	0.04	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.26	1.26	< 0.005	< 0.005	< 0.005	—
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.24	1.24	< 0.005	< 0.005	< 0.005	—
Hauling	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	—

3.7. Grading (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.62	3.04	27.2	27.6	0.06	1.12	—	1.12	1.03	—	1.03	—	6,599	6,599	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	—	3.59	3.59	—	1.42	1.42	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	13.7	13.7	< 0.005	< 0.005	0.02	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.62	3.04	27.2	27.6	0.06	1.12	—	1.12	1.03	—	1.03	—	6,599	6,599	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	—	3.59	3.59	—	1.42	1.42	—	—	—	—	—	—	—

Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	13.9	13.9	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.21	1.01	9.06	9.17	0.02	0.37	—	0.37	0.34	—	0.34	—	2,195	2,195	0.09	0.02	—	2,203
Dust From Material Movement	—	—	—	—	—	—	1.19	1.19	—	0.47	0.47	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.51	0.51	< 0.005	0.05	0.05	—	4.59	4.59	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.22	0.18	1.65	1.67	< 0.005	0.07	—	0.07	0.06	—	0.06	—	363	363	0.01	< 0.005	—	365
Dust From Material Movement	—	—	—	—	—	—	0.22	0.22	—	0.09	0.09	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.09	0.09	< 0.005	0.01	0.01	—	0.76	0.76	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.09	0.02	0.23	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	11.0	11.0	< 0.005	< 0.005	0.03	—
Vendor	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	10.3	10.3	< 0.005	< 0.005	0.02	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.02	0.30	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.3	10.3	0.01	< 0.005	< 0.005	—
Vendor	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	10.4	10.4	< 0.005	< 0.005	< 0.005	—

Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.01	0.08	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.47	3.47	< 0.005	< 0.005	< 0.005	—
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.43	3.43	< 0.005	< 0.005	< 0.005	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.58	0.58	< 0.005	< 0.005	< 0.005	—
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.57	0.57	< 0.005	< 0.005	< 0.005	—
Hauling	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	—

3.9. Building Construction (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.87	2.41	22.4	26.2	0.05	1.00	—	1.00	0.92	—	0.92	—	4,795	4,795	0.19	0.04	—	4,812
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	14.3	14.3	< 0.005	< 0.005	0.02	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.87	2.41	22.4	26.2	0.05	1.00	—	1.00	0.92	—	0.92	—	4,795	4,795	0.19	0.04	—	4,812
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	14.4	14.4	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.65	0.55	5.09	5.95	0.01	0.23	—	0.23	0.21	—	0.21	—	1,089	1,089	0.04	0.01	—	1,092
Onsite truck	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	0.35	0.35	< 0.005	0.04	0.04	—	3.26	3.26	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	0.93	1.09	< 0.005	0.04	—	0.04	0.04	—	0.04	—	180	180	0.01	< 0.005	—	181
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.06	0.06	< 0.005	0.01	0.01	—	0.54	0.54	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	6.93	6.76	1.37	17.1	0.00	0.00	0.46	0.46	0.00	0.11	0.11	—	743	743	0.30	0.13	2.12	—
Vendor	0.18	0.13	2.76	1.70	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	604	604	0.04	0.09	0.97	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	5.96	5.73	1.62	22.2	0.00	0.00	0.46	0.46	0.00	0.11	0.11	—	695	695	0.41	0.13	0.05	—
Vendor	0.16	0.11	2.91	1.80	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	608	608	0.04	0.09	0.03	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.39	1.35	0.33	4.28	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	160	160	0.08	0.03	0.21	—
Vendor	0.04	0.03	0.64	0.40	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	137	137	0.01	0.02	0.09	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.25	0.25	0.06	0.78	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	26.5	26.5	0.01	< 0.005	0.03	—
Vendor	0.01	0.01	0.12	0.07	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	22.8	22.8	< 0.005	< 0.005	0.02	—
Hauling	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	—

3.11. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.69	2.25	20.9	26.1	0.05	0.86	—	0.86	0.79	—	0.79	—	4,795	4,795	0.19	0.04	—	4,812
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	14.0	14.0	< 0.005	< 0.005	0.02	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.69	2.25	20.9	26.1	0.05	0.86	—	0.86	0.79	—	0.79	—	4,795	4,795	0.19	0.04	—	4,812
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	14.2	14.2	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.92	1.61	14.9	18.6	0.03	0.62	—	0.62	0.57	—	0.57	—	3,425	3,425	0.14	0.03	—	3,437
Onsite truck	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	1.10	1.10	< 0.005	0.11	0.11	—	10.1	10.1	< 0.005	< 0.005	0.01	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.35	0.29	2.72	3.40	0.01	0.11	—	0.11	0.10	—	0.10	—	567	567	0.02	< 0.005	—	569
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.20	0.20	< 0.005	0.02	0.02	—	1.66	1.66	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	6.46	6.33	1.27	15.8	0.00	0.00	0.46	0.46	0.00	0.11	0.11	—	726	726	0.27	0.13	1.93	—
Vendor	0.17	0.12	2.72	1.68	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	593	593	0.04	0.09	0.97	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	5.58	5.39	1.51	20.6	0.00	0.00	0.46	0.46	0.00	0.11	0.11	—	679	679	0.38	0.13	0.05	—
Vendor	0.16	0.11	2.86	1.77	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	598	598	0.04	0.09	0.03	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.06	3.95	0.99	12.5	0.00	0.00	0.32	0.32	0.00	0.08	0.08	—	492	492	0.23	0.09	0.60	—
Vendor	0.12	0.08	1.99	1.23	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	—	425	425	0.03	0.06	0.30	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.74	0.72	0.18	2.28	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	81.5	81.5	0.04	0.02	0.10	—
Vendor	0.02	0.01	0.36	0.22	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	70.4	70.4	< 0.005	0.01	0.05	—
Hauling	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	—

3.13. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	2.56	2.14	19.7	25.9	0.05	0.76	—	0.76	0.70	—	0.70	—	4,794	4,794	0.19	0.04	—	4,811
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	13.7	13.7	< 0.005	< 0.005	0.02	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.56	2.14	19.7	25.9	0.05	0.76	—	0.76	0.70	—	0.70	—	4,794	4,794	0.19	0.04	—	4,811
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	13.9	13.9	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.83	1.53	14.1	18.5	0.03	0.54	—	0.54	0.50	—	0.50	—	3,425	3,425	0.14	0.03	—	3,436
Onsite truck	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	1.10	1.10	< 0.005	0.11	0.11	—	9.86	9.86	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.33	0.28	2.57	3.38	0.01	0.10	—	0.10	0.09	—	0.09	—	567	567	0.02	< 0.005	—	569
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.20	0.20	< 0.005	0.02	0.02	—	1.63	1.63	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	5.97	5.85	1.18	14.7	0.00	0.00	0.46	0.46	0.00	0.11	0.11	—	710	710	0.27	0.13	1.76	—
Vendor	0.17	0.12	2.68	1.65	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	583	583	0.04	0.09	0.86	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	5.21	5.03	1.41	19.1	0.00	0.00	0.46	0.46	0.00	0.11	0.11	—	663	663	0.36	0.13	0.05	—

Vendor	0.15	0.11	2.82	1.74	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	588	588	0.03	0.09	0.02	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.76	3.67	0.90	11.6	0.00	0.00	0.32	0.32	0.00	0.08	0.08	—	481	481	0.21	0.09	0.54	—
Vendor	0.11	0.08	1.96	1.21	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	—	418	418	0.03	0.06	0.27	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.69	0.67	0.17	2.11	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	79.7	79.7	0.04	0.02	0.09	—
Vendor	0.02	0.01	0.36	0.22	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	69.2	69.2	< 0.005	0.01	0.04	—
Hauling	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	—

3.15. Building Construction (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.46	2.06	18.8	25.9	0.05	0.67	—	0.67	0.62	—	0.62	—	4,794	4,794	0.19	0.04	—	4,811
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	13.5	13.5	< 0.005	< 0.005	0.01	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.46	2.06	18.8	25.9	0.05	0.67	—	0.67	0.62	—	0.62	—	4,794	4,794	0.19	0.04	—	4,811
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	13.6	13.6	< 0.005	< 0.005	< 0.005	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.76	1.47	13.4	18.5	0.03	0.48	—	0.48	0.44	—	0.44	—	3,424	3,424	0.14	0.03	—	3,436
Onsite truck	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	1.10	1.10	< 0.005	0.11	0.11	—	9.66	9.66	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.32	0.27	2.45	3.37	0.01	0.09	—	0.09	0.08	—	0.08	—	567	567	0.02	< 0.005	—	569
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.20	0.20	< 0.005	0.02	0.02	—	1.60	1.60	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	5.55	5.43	1.11	13.6	0.00	0.00	0.46	0.46	0.00	0.11	0.11	—	695	695	0.24	0.13	1.60	—
Vendor	0.17	0.12	2.63	1.63	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	572	572	0.04	0.09	0.77	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.85	4.69	1.29	17.7	0.00	0.00	0.46	0.46	0.00	0.11	0.11	—	648	648	0.31	0.13	0.04	—
Vendor	0.15	0.10	2.78	1.72	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	577	577	0.03	0.09	0.02	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.53	3.41	0.85	10.7	0.00	0.00	0.32	0.32	0.00	0.08	0.08	—	471	471	0.19	0.09	0.49	—
Vendor	0.11	0.08	1.93	1.19	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	—	410	410	0.02	0.06	0.24	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.64	0.62	0.16	1.95	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	77.9	77.9	0.03	0.02	0.08	—

Vendor	0.02	0.01	0.35	0.22	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	67.9	67.9	< 0.005	0.01	0.04	—
Hauling	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	—

3.17. Building Construction (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.37	1.98	17.8	25.9	0.05	0.60	—	0.60	0.55	—	0.55	—	4,795	4,795	0.19	0.04	—	4,811
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	13.2	13.2	< 0.005	< 0.005	0.01	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.37	1.98	17.8	25.9	0.05	0.60	—	0.60	0.55	—	0.55	—	4,795	4,795	0.19	0.04	—	4,811
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	13.3	13.3	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.70	1.42	12.8	18.5	0.03	0.43	—	0.43	0.40	—	0.40	—	3,434	3,434	0.14	0.03	—	3,446
Onsite truck	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	1.11	1.11	< 0.005	0.11	0.11	—	9.49	9.49	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.31	0.26	2.33	3.38	0.01	0.08	—	0.08	0.07	—	0.07	—	569	569	0.02	< 0.005	—	571
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.20	0.20	< 0.005	0.02	0.02	—	1.57	1.57	< 0.005	< 0.005	< 0.005	—

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	5.22	5.12	1.01	12.6	0.00	0.00	0.46	0.46	0.00	0.11	0.11	—	680	680	0.21	0.10	1.44	—
Vendor	0.16	0.11	2.58	1.61	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	560	560	0.03	0.09	0.68	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.57	4.44	1.22	16.4	0.00	0.00	0.46	0.46	0.00	0.11	0.11	—	634	634	0.28	0.13	0.04	—
Vendor	0.15	0.10	2.72	1.70	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	565	565	0.03	0.09	0.02	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.33	3.24	0.77	9.96	0.00	0.00	0.32	0.32	0.00	0.08	0.08	—	462	462	0.18	0.09	0.45	—
Vendor	0.11	0.08	1.89	1.18	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	—	403	403	0.03	0.06	0.21	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.61	0.59	0.14	1.82	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	76.5	76.5	0.03	0.02	0.07	—
Vendor	0.02	0.01	0.35	0.22	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	66.6	66.6	< 0.005	0.01	0.03	—
Hauling	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	—

3.19. Building Construction (2029) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	2.31	1.93	17.2	25.8	0.05	0.55	—	0.55	0.51	—	0.51	—	4,794	4,794	0.19	0.04	—	4,810
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	12.9	12.9	< 0.005	< 0.005	0.01	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.31	1.93	17.2	25.8	0.05	0.55	—	0.55	0.51	—	0.51	—	4,794	4,794	0.19	0.04	—	4,810
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	13.1	13.1	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.65	1.38	12.3	18.4	0.03	0.39	—	0.39	0.36	—	0.36	—	3,424	3,424	0.14	0.03	—	3,436
Onsite truck	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	1.10	1.10	< 0.005	0.11	0.11	—	9.26	9.26	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.30	0.25	2.24	3.36	0.01	0.07	—	0.07	0.07	—	0.07	—	567	567	0.02	< 0.005	—	569
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.20	0.20	< 0.005	0.02	0.02	—	1.53	1.53	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.85	4.75	0.97	11.7	0.00	0.00	0.46	0.46	0.00	0.11	0.11	—	666	666	0.20	0.10	1.29	—
Vendor	0.15	0.11	2.52	1.60	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	547	547	0.03	0.09	0.59	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.27	4.12	1.14	15.2	0.00	0.00	0.46	0.46	0.00	0.11	0.11	—	621	621	0.28	0.13	0.03	—

Vendor	0.14	0.09	2.67	1.68	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	553	553	0.03	0.09	0.02	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.10	3.01	0.72	9.20	0.00	0.00	0.32	0.32	0.00	0.08	0.08	—	451	451	0.16	0.07	0.40	—
Vendor	0.11	0.07	1.85	1.17	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	—	393	393	0.02	0.06	0.18	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.57	0.55	0.13	1.68	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	74.7	74.7	0.03	0.01	0.07	—
Vendor	0.02	0.01	0.34	0.21	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	65.0	65.0	< 0.005	0.01	0.03	—
Hauling	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	—

3.21. Building Construction (2030) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.25	1.88	16.8	25.8	0.05	0.52	—	0.52	0.48	—	0.48	—	4,794	4,794	0.19	0.04	—	4,810
Onsite truck	< 0.005	< 0.005	0.06	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	12.6	12.6	< 0.005	< 0.005	0.01	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.25	1.88	16.8	25.8	0.05	0.52	—	0.52	0.48	—	0.48	—	4,794	4,794	0.19	0.04	—	4,810
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	12.8	12.8	< 0.005	< 0.005	< 0.005	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.61	1.34	12.0	18.4	0.03	0.37	—	0.37	0.34	—	0.34	—	3,424	3,424	0.14	0.03	—	3,436
Onsite truck	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	1.10	1.10	< 0.005	0.11	0.11	—	9.08	9.08	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.29	0.25	2.19	3.36	0.01	0.07	—	0.07	0.06	—	0.06	—	567	567	0.02	< 0.005	—	569
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.20	0.20	< 0.005	0.02	0.02	—	1.50	1.50	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.52	4.44	0.90	10.9	0.00	0.00	0.46	0.46	0.00	0.11	0.11	—	653	653	0.20	0.10	1.15	—
Vendor	0.15	0.11	2.47	1.59	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	535	535	0.03	0.08	0.51	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.98	3.87	1.07	14.1	0.00	0.00	0.46	0.46	0.00	0.11	0.11	—	609	609	0.26	0.13	0.03	—
Vendor	0.14	0.09	2.62	1.66	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	540	540	0.03	0.08	0.01	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.89	2.80	0.69	8.55	0.00	0.00	0.32	0.32	0.00	0.08	0.08	—	442	442	0.16	0.07	0.36	—
Vendor	0.10	0.07	1.81	1.16	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	—	384	384	0.02	0.06	0.16	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.53	0.51	0.13	1.56	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	73.2	73.2	0.03	0.01	0.06	—

Vendor	0.02	0.01	0.33	0.21	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	63.5	63.5	< 0.005	0.01	0.03	—
Hauling	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	—

3.23. Building Construction (2031) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.20	1.84	16.2	25.7	0.05	0.49	—	0.49	0.45	—	0.45	—	4,794	4,794	0.19	0.04	—	4,810
Onsite truck	< 0.005	< 0.005	0.06	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	12.4	12.4	< 0.005	< 0.005	0.01	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.20	1.84	16.2	25.7	0.05	0.49	—	0.49	0.45	—	0.45	—	4,794	4,794	0.19	0.04	—	4,810
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	12.6	12.6	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.57	1.31	11.6	18.4	0.03	0.35	—	0.35	0.32	—	0.32	—	3,424	3,424	0.14	0.03	—	3,436
Onsite truck	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	1.10	1.10	< 0.005	0.11	0.11	—	8.90	8.90	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.29	0.24	2.12	3.35	0.01	0.06	—	0.06	0.06	—	0.06	—	567	567	0.02	< 0.005	—	569
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.20	0.20	< 0.005	0.02	0.02	—	1.47	1.47	< 0.005	< 0.005	< 0.005	—

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.21	4.11	0.82	10.0	0.00	0.00	0.46	0.46	0.00	0.11	0.11	—	641	641	0.17	0.10	1.02	—
Vendor	0.15	0.10	2.42	1.58	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	522	522	0.03	0.08	0.45	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.70	3.57	1.00	13.0	0.00	0.00	0.46	0.46	0.00	0.11	0.11	—	597	597	0.23	0.10	0.03	—
Vendor	0.14	0.09	2.57	1.65	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	528	528	0.03	0.08	0.01	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.66	2.59	0.64	7.87	0.00	0.00	0.32	0.32	0.00	0.08	0.08	—	434	434	0.14	0.07	0.32	—
Vendor	0.10	0.07	1.78	1.15	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	—	375	375	0.02	0.06	0.14	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.49	0.47	0.12	1.44	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	71.9	71.9	0.02	0.01	0.05	—
Vendor	0.02	0.01	0.32	0.21	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	62.0	62.0	< 0.005	0.01	0.02	—
Hauling	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	—

3.25. Building Construction (2032) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	2.14	1.79	15.7	25.6	0.05	0.45	—	0.45	0.41	—	0.41	—	4,794	4,794	0.19	0.04	—	4,810
Onsite truck	< 0.005	< 0.005	0.06	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	12.2	12.2	< 0.005	< 0.005	0.01	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.14	1.79	15.7	25.6	0.05	0.45	—	0.45	0.41	—	0.41	—	4,794	4,794	0.19	0.04	—	4,810
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	12.3	12.3	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.53	1.28	11.3	18.3	0.03	0.32	—	0.32	0.30	—	0.30	—	3,433	3,433	0.14	0.03	—	3,445
Onsite truck	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	1.11	1.11	< 0.005	0.11	0.11	—	8.76	8.76	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.28	0.23	2.06	3.34	0.01	0.06	—	0.06	0.05	—	0.05	—	568	568	0.02	< 0.005	—	570
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.20	0.20	< 0.005	0.02	0.02	—	1.45	1.45	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.87	3.77	0.78	9.29	0.00	0.00	0.46	0.46	0.00	0.11	0.11	—	630	630	0.17	0.10	0.90	—
Vendor	0.15	0.10	2.38	1.57	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	510	510	0.03	0.08	0.39	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.41	3.31	0.92	12.0	0.00	0.00	0.46	0.46	0.00	0.11	0.11	—	586	586	0.23	0.10	0.02	—

Vendor	0.14	0.09	2.52	1.64	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	516	516	0.03	0.08	0.01	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.49	2.41	0.59	7.31	0.00	0.00	0.32	0.32	0.00	0.08	0.08	—	428	428	0.14	0.07	0.28	—
Vendor	0.10	0.07	1.75	1.15	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	—	367	367	0.02	0.06	0.12	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.45	0.44	0.11	1.33	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	70.8	70.8	0.02	0.01	0.05	—
Vendor	0.02	0.01	0.32	0.21	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	60.7	60.7	< 0.005	0.01	0.02	—
Hauling	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	—

3.27. Building Construction (2033) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.10	1.75	15.3	25.6	0.05	0.41	—	0.41	0.37	—	0.37	—	4,794	4,794	0.19	0.04	—	4,810
Onsite truck	< 0.005	< 0.005	0.06	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	12.0	12.0	< 0.005	< 0.005	0.01	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.10	1.75	15.3	25.6	0.05	0.41	—	0.41	0.37	—	0.37	—	4,794	4,794	0.19	0.04	—	4,810
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	12.1	12.1	< 0.005	< 0.005	< 0.005	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.89	0.74	6.51	10.9	0.02	0.17	—	0.17	0.16	—	0.16	—	2,036	2,036	0.08	0.02	—	2,043
Onsite truck	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.66	0.66	< 0.005	0.07	0.07	—	5.11	5.11	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16	0.14	1.19	1.98	< 0.005	0.03	—	0.03	0.03	—	0.03	—	337	337	0.01	< 0.005	—	338
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.12	0.12	< 0.005	0.01	0.01	—	0.85	0.85	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.61	3.54	0.73	8.65	0.00	0.00	0.46	0.46	0.00	0.11	0.11	—	620	620	0.14	0.09	0.79	—
Vendor	0.14	0.11	2.34	1.57	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	498	498	0.03	0.07	0.33	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.23	3.14	0.85	11.2	0.00	0.00	0.46	0.46	0.00	0.11	0.11	—	576	576	0.20	0.10	0.02	—
Vendor	0.13	0.09	2.48	1.63	< 0.005	< 0.005	0.10	0.10	< 0.005	0.03	0.03	—	504	504	0.03	0.07	0.01	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.40	1.36	0.33	4.03	0.00	0.00	0.19	0.19	0.00	0.04	0.04	—	249	249	0.07	0.04	0.14	—
Vendor	0.06	0.04	1.02	0.68	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	213	213	0.01	0.03	0.06	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.26	0.25	0.06	0.74	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	41.3	41.3	0.01	0.01	0.02	—

Vendor	0.01	0.01	0.19	0.12	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	35.2	35.2	< 0.005	0.01	0.01	—
Hauling	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	—

3.29. Paving (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.03	1.70	15.6	20.1	0.03	0.78	—	0.78	0.72	—	0.72	—	3,023	3,023	0.12	0.02	—	3,034
Paving	—	0.58	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	14.3	14.3	< 0.005	< 0.005	0.02	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.03	1.70	15.6	20.1	0.03	0.78	—	0.78	0.72	—	0.72	—	3,023	3,023	0.12	0.02	—	3,034
Paving	—	0.58	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	14.4	14.4	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.46	0.39	3.55	4.55	0.01	0.18	—	0.18	0.16	—	0.16	—	686	686	0.03	0.01	—	689
Paving	—	0.13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	0.35	0.35	< 0.005	0.04	0.04	—	3.26	3.26	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.08	0.07	0.65	0.83	< 0.005	0.03	—	0.03	0.03	—	0.03	—	114	114	< 0.005	< 0.005	—	114
Paving	—	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.06	0.06	< 0.005	0.01	0.01	—	0.54	0.54	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.02	0.20	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.64	8.64	< 0.005	< 0.005	0.02	—
Vendor	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	10.6	10.6	< 0.005	< 0.005	0.02	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	0.02	0.26	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.07	8.07	< 0.005	< 0.005	< 0.005	—
Vendor	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	10.7	10.7	< 0.005	< 0.005	< 0.005	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	< 0.005	0.05	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.86	1.86	< 0.005	< 0.005	< 0.005	—
Vendor	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.42	2.42	< 0.005	< 0.005	< 0.005	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.31	0.31	< 0.005	< 0.005	< 0.005	—
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.40	0.40	< 0.005	< 0.005	< 0.005	—
Hauling	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	—

3.31. Paving (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.90	1.60	14.9	20.0	0.03	0.70	—	0.70	0.64	—	0.64	—	3,023	3,023	0.12	0.02	—	3,033
Paving	—	0.58	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	14.0	14.0	< 0.005	< 0.005	0.02	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.90	1.60	14.9	20.0	0.03	0.70	—	0.70	0.64	—	0.64	—	3,023	3,023	0.12	0.02	—	3,033
Paving	—	0.58	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	14.2	14.2	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.43	0.36	3.36	4.49	0.01	0.16	—	0.16	0.14	—	0.14	—	680	680	0.03	0.01	—	683
Paving	—	0.13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	0.35	0.35	< 0.005	0.03	0.03	—	3.17	3.17	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.07	0.61	0.82	< 0.005	0.03	—	0.03	0.03	—	0.03	—	113	113	< 0.005	< 0.005	—	113
Paving	—	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.06	0.06	< 0.005	0.01	0.01	—	0.52	0.52	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.01	0.18	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.44	8.44	< 0.005	< 0.005	0.02	—
Vendor	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	10.5	10.5	< 0.005	< 0.005	0.02	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.02	0.24	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.89	7.89	< 0.005	< 0.005	< 0.005	—
Vendor	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	10.6	10.6	< 0.005	< 0.005	< 0.005	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	< 0.005	0.05	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.80	1.80	< 0.005	< 0.005	< 0.005	—
Vendor	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.36	2.36	< 0.005	< 0.005	< 0.005	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.30	0.30	< 0.005	< 0.005	< 0.005	—
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.39	0.39	< 0.005	< 0.005	< 0.005	—
Hauling	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	—

3.33. Architectural Coating (2033) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.11	0.09	0.76	1.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	52.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.06	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	12.0	12.0	< 0.005	< 0.005	0.01	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.76	1.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	52.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	12.1	12.1	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.07	0.55	0.79	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	95.4	95.4	< 0.005	< 0.005	—	95.7
Architectural Coatings	—	37.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	1.10	1.10	< 0.005	0.11	0.11	—	8.59	8.59	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.10	0.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	15.8	15.8	< 0.005	< 0.005	—	15.8
Architectural Coatings	—	6.78	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.20	0.20	< 0.005	0.02	0.02	—	1.42	1.42	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.72	0.71	0.15	1.73	0.00	0.00	0.09	0.09	0.00	0.02	0.02	—	124	124	0.03	0.02	0.16	—
Vendor	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	8.79	8.79	< 0.005	< 0.005	0.01	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.65	0.63	0.17	2.23	0.00	0.00	0.09	0.09	0.00	0.02	0.02	—	115	115	0.04	0.02	< 0.005	—
Vendor	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	8.90	8.90	< 0.005	< 0.005	< 0.005	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.47	0.46	0.11	1.36	0.00	0.00	0.06	0.06	0.00	0.02	0.02	—	83.9	83.9	0.02	0.01	0.05	—
Vendor	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	6.31	6.31	< 0.005	< 0.005	< 0.005	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.02	0.25	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	13.9	13.9	< 0.005	< 0.005	0.01	—
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.04	1.04	< 0.005	< 0.005	< 0.005	—
Hauling	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	—

3.35. Architectural Coating (2034) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.11	0.09	0.76	1.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	52.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.06	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	11.8	11.8	< 0.005	< 0.005	0.01	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.76	1.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	52.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	11.9	11.9	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.14	0.21	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	25.3	25.3	< 0.005	< 0.005	—	25.4
Architectural Coatings	—	9.88	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.29	0.29	< 0.005	0.03	0.03	—	2.25	2.25	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.20	4.20	< 0.005	< 0.005	—	4.21
Architectural Coatings	—	1.80	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.01	—	0.37	0.37	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.66	0.65	0.14	1.60	0.00	0.00	0.09	0.09	0.00	0.02	0.02	—	122	122	0.03	0.02	0.14	—
Vendor	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	8.60	8.60	< 0.005	< 0.005	< 0.005	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.60	0.58	0.16	2.06	0.00	0.00	0.09	0.09	0.00	0.02	0.02	—	113	113	0.04	0.02	< 0.005	—
Vendor	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	8.71	8.71	< 0.005	< 0.005	< 0.005	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.11	0.03	0.33	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	21.9	21.9	0.01	< 0.005	0.01	—
Vendor	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.64	1.64	< 0.005	< 0.005	< 0.005	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.01	0.06	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.63	3.63	< 0.005	< 0.005	< 0.005	—
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.27	0.27	< 0.005	< 0.005	< 0.005	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	19.5	19.1	6.02	47.6	0.03	0.04	1.80	1.84	0.04	0.46	0.49	—	3,101	3,101	0.90	0.49	7.89	3,279
Apartments Low Rise	38.3	37.4	11.8	93.3	0.06	0.08	3.53	3.61	0.07	0.89	0.97	—	6,078	6,078	1.76	0.97	15.5	6,427
City Park	0.57	0.56	0.17	1.21	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.01	—	92.5	92.5	0.02	0.01	0.26	97.5
Elementary School	6.65	6.49	2.01	14.2	0.01	0.01	0.61	0.62	0.01	0.15	0.17	—	1,082	1,082	0.28	0.16	3.01	1,141
Other Asphalt Surfaces	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	0.00
Parking Lot	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	0.00
Total	65.1	63.5	20.0	156	0.10	0.13	5.99	6.12	0.12	1.52	1.64	—	10,354	10,354	2.97	1.64	26.6	10,944
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	16.8	16.2	6.84	61.5	0.03	0.04	1.80	1.84	0.04	0.46	0.49	—	2,925	2,925	1.19	0.54	0.20	3,116
Apartments Low Rise	33.0	31.8	13.4	121	0.06	0.08	3.53	3.61	0.07	0.89	0.97	—	5,734	5,734	2.34	1.06	0.40	6,108
City Park	0.49	0.47	0.19	1.55	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.01	—	87.8	87.8	0.03	0.02	0.01	93.1
Elementary School	5.74	5.54	2.27	18.1	0.01	0.01	0.61	0.62	0.01	0.15	0.17	—	1,027	1,027	0.37	0.18	0.08	1,090
Other Asphalt Surfaces	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	0.00

Parking Lot	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	0.00
Total	56.1	54.0	22.7	202	0.10	0.13	5.99	6.12	0.12	1.52	1.64	—	9,774	9,774	3.94	1.79	0.69	10,407
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	3.08	2.98	1.14	9.39	0.01	0.01	0.32	0.32	0.01	0.08	0.09	—	482	482	0.17	0.08	0.55	511
Apartments Low Rise	5.49	5.31	2.03	16.7	0.01	0.01	0.57	0.58	0.01	0.14	0.16	—	859	859	0.30	0.15	0.99	912
City Park	0.05	0.05	0.02	0.13	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	7.74	7.74	< 0.005	< 0.005	0.01	8.19
Elementary School	1.07	1.04	0.39	2.84	< 0.005	< 0.005	0.11	0.11	< 0.005	0.03	0.03	—	172	172	0.05	0.03	0.22	182
Other Asphalt Surfaces	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	0.00
Parking Lot	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	0.00
Total	9.69	9.38	3.57	29.1	0.02	0.02	1.00	1.02	0.02	0.25	0.27	—	1,521	1,521	0.53	0.26	1.77	1,613

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	6,981	6,981	0.43	0.05	—	7,008

Apartme Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	9,984	9,984	0.62	0.08	—	10,022
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Element ary School	—	—	—	—	—	—	—	—	—	—	—	—	603	603	0.04	< 0.005	—	605
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	1,206	1,206	0.07	0.01	—	1,211
Total	—	—	—	—	—	—	—	—	—	—	—	—	18,774	18,774	1.16	0.14	—	18,846
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	6,981	6,981	0.43	0.05	—	7,008
Apartme nts Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	9,984	9,984	0.62	0.08	—	10,022
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Element ary School	—	—	—	—	—	—	—	—	—	—	—	—	603	603	0.04	< 0.005	—	605
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	1,206	1,206	0.07	0.01	—	1,211
Total	—	—	—	—	—	—	—	—	—	—	—	—	18,774	18,774	1.16	0.14	—	18,846
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	1,156	1,156	0.07	0.01	—	1,160

Apartme Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	1,653	1,653	0.10	0.01	—	1,659
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Element ary School	—	—	—	—	—	—	—	—	—	—	—	—	99.8	99.8	0.01	< 0.005	—	100
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	200	200	0.01	< 0.005	—	200
Total	—	—	—	—	—	—	—	—	—	—	—	—	3,108	3,108	0.19	0.02	—	3,120

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.58	0.29	4.97	2.11	0.03	0.40	—	0.40	0.40	—	0.40	—	6,307	6,307	0.56	0.01	—	6,324
Apartme nts Low Rise	0.79	0.40	6.75	2.87	0.04	0.55	—	0.55	0.55	—	0.55	—	8,572	8,572	0.76	0.02	—	8,596
City Park	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
Element ary School	0.05	0.02	0.45	0.38	< 0.005	0.03	—	0.03	0.03	—	0.03	—	540	540	0.05	< 0.005	—	541
Other Asphalt Surfaces	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

Parking Lot	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
Total	1.42	0.71	12.2	5.37	0.08	0.98	—	0.98	0.98	—	0.98	—	15,419	15,419	1.36	0.03	—	15,462
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.58	0.29	4.97	2.11	0.03	0.40	—	0.40	0.40	—	0.40	—	6,307	6,307	0.56	0.01	—	6,324
Apartments Low Rise	0.79	0.40	6.75	2.87	0.04	0.55	—	0.55	0.55	—	0.55	—	8,572	8,572	0.76	0.02	—	8,596
City Park	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
Elementary School	0.05	0.02	0.45	0.38	< 0.005	0.03	—	0.03	0.03	—	0.03	—	540	540	0.05	< 0.005	—	541
Other Asphalt Surfaces	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
Parking Lot	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
Total	1.42	0.71	12.2	5.37	0.08	0.98	—	0.98	0.98	—	0.98	—	15,419	15,419	1.36	0.03	—	15,462
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.11	0.05	0.91	0.39	0.01	0.07	—	0.07	0.07	—	0.07	—	1,044	1,044	0.09	< 0.005	—	1,047
Apartments Low Rise	0.14	0.07	1.23	0.52	0.01	0.10	—	0.10	0.10	—	0.10	—	1,419	1,419	0.13	< 0.005	—	1,423
City Park	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
Elementary School	0.01	< 0.005	0.08	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	89.3	89.3	0.01	< 0.005	—	89.6

Other Asphalt Surfaces	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
Parking Lot	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
Total	0.26	0.13	2.22	0.98	0.01	0.18	—	0.18	0.18	—	0.18	—	2,553	2,553	0.23	< 0.005	—	2,560

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	1.97	0.98	16.8	7.15	0.11	1.36	—	1.36	1.36	—	1.36	0.00	21,319	21,319	0.40	0.04	—	21,341
Consumer Products	—	59.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	4.70	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	11.4	10.8	1.15	117	0.01	0.06	—	0.06	0.05	—	0.05	—	318	318	0.01	< 0.005	—	320
Total	13.3	75.8	17.9	125	0.11	1.42	—	1.42	1.41	—	1.41	0.00	21,637	21,637	0.41	0.04	—	21,661
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	1.97	0.98	16.8	7.15	0.11	1.36	—	1.36	1.36	—	1.36	0.00	21,319	21,319	0.40	0.04	—	21,341

Consumer Products	—	59.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	4.70	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	1.97	65.0	16.8	7.15	0.11	1.36	—	1.36	1.36	—	1.36	0.00	21,319	21,319	0.40	0.04	—	21,341
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.08	0.04	0.69	0.29	< 0.005	0.06	—	0.06	0.06	—	0.06	0.00	793	793	0.01	< 0.005	—	794
Consumer Products	—	10.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.86	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.02	0.97	0.10	10.6	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	26.0	26.0	< 0.005	< 0.005	—	26.1
Total	1.10	12.7	0.79	10.9	< 0.005	0.06	—	0.06	0.06	—	0.06	0.00	819	819	0.02	< 0.005	—	820

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	44.0	524	568	4.54	0.11	—	715

Apartme Low Rise	—	—	—	—	—	—	—	—	—	—	—	121	386	507	12.5	0.30	—	908
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	328	328	0.02	< 0.005	—	329
Element ary School	—	—	—	—	—	—	—	—	—	—	—	3.48	22.1	25.6	0.36	0.01	—	37.2
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	4.86	4.86	< 0.005	< 0.005	—	4.88
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	7.21	7.21	< 0.005	< 0.005	—	7.24
Total	—	—	—	—	—	—	—	—	—	—	—	169	1,272	1,441	17.4	0.42	—	2,001
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	44.0	524	568	4.54	0.11	—	715
Apartme nts Low Rise	—	—	—	—	—	—	—	—	—	—	—	121	386	507	12.5	0.30	—	908
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	328	328	0.02	< 0.005	—	329
Element ary School	—	—	—	—	—	—	—	—	—	—	—	3.48	22.1	25.6	0.36	0.01	—	37.2
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	4.86	4.86	< 0.005	< 0.005	—	4.88
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	7.21	7.21	< 0.005	< 0.005	—	7.24
Total	—	—	—	—	—	—	—	—	—	—	—	169	1,272	1,441	17.4	0.42	—	2,001
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	7.28	86.8	94.1	0.75	0.02	—	118

Apartme Low Rise	—	—	—	—	—	—	—	—	—	—	—	20.1	64.0	84.0	2.06	0.05	—	150
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	54.2	54.2	< 0.005	< 0.005	—	54.4
Element ary School	—	—	—	—	—	—	—	—	—	—	—	0.58	3.66	4.24	0.06	< 0.005	—	6.15
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.80	0.80	< 0.005	< 0.005	—	0.81
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	1.19	1.19	< 0.005	< 0.005	—	1.20
Total	—	—	—	—	—	—	—	—	—	—	—	27.9	211	239	2.88	0.07	—	331

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	293	0.00	293	29.3	0.00	—	1,025
Apartme nts Low Rise	—	—	—	—	—	—	—	—	—	—	—	592	0.00	592	59.2	0.00	—	2,072
City Park	—	—	—	—	—	—	—	—	—	—	—	3.08	0.00	3.08	0.31	0.00	—	10.8
Element ary School	—	—	—	—	—	—	—	—	—	—	—	73.8	0.00	73.8	7.37	0.00	—	258

Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	962	0.00	962	96.2	0.00	—	3,366
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	293	0.00	293	29.3	0.00	—	1,025
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	592	0.00	592	59.2	0.00	—	2,072
City Park	—	—	—	—	—	—	—	—	—	—	—	3.08	0.00	3.08	0.31	0.00	—	10.8
Elementary School	—	—	—	—	—	—	—	—	—	—	—	73.8	0.00	73.8	7.37	0.00	—	258
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	962	0.00	962	96.2	0.00	—	3,366
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	48.5	0.00	48.5	4.85	0.00	—	170
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	98.1	0.00	98.1	9.80	0.00	—	343
City Park	—	—	—	—	—	—	—	—	—	—	—	0.51	0.00	0.51	0.05	0.00	—	1.78

Elementary School	—	—	—	—	—	—	—	—	—	—	—	12.2	0.00	12.2	1.22	0.00	—	42.7
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	159	0.00	159	15.9	0.00	—	557

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7.53	7.53
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	11.3	11.3
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Elementary School	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.24	0.24
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	19.1	19.1
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7.53	7.53
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	11.3	11.3
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Elementary School	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.24	0.24
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	19.1	19.1
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.25	1.25
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.87	1.87
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Elementary School	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.04	0.04
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3.15	3.15

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
----------------	-----	-----	-----	----	-----	-------	-------	-------	--------	--------	--------	------	-------	------	-----	-----	---	------

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
-------	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
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Site Preparation	Site Preparation	1/01/2024	9/6/2024	5.00	180	—
Grading	Grading	9/7/2024	6/19/2026	5.00	465	—
Building Construction	Building Construction	9/7/2024	8/5/2033	5.00	2,325	Halved duration to account for concurrent development
Paving	Paving	9/7/2024	4/25/2025	5.00	165	Halved duration to account for concurrent development
Architectural Coating	Architectural Coating	1/1/2033	4/7/2034	5.00	330	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	2.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	6.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	2.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	6.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	2.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Average	4.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	4.00	8.00	89.0	0.36

Paving	Rollers	Diesel	Average	4.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	0.50	LDA,LDT1,LDT2
Site Preparation	Vendor	4.00	0.50	HHDT,MHDT
Site Preparation	Hauling	0.00	0.50	HHDT
Site Preparation	Onsite truck	4.00	0.50	HHDT
Grading	—	—	—	—
Grading	Worker	20.0	0.50	LDA,LDT1,LDT2
Grading	Vendor	4.00	0.50	HHDT,MHDT
Grading	Hauling	0.00	0.50	HHDT
Grading	Onsite truck	4.00	0.50	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	1,290	0.50	LDA,LDT1,LDT2
Building Construction	Vendor	227	0.50	HHDT,MHDT
Building Construction	Hauling	0.00	0.50	HHDT
Building Construction	Onsite truck	4.00	0.50	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	0.50	LDA,LDT1,LDT2
Paving	Vendor	4.00	0.50	HHDT,MHDT
Paving	Hauling	0.00	0.50	HHDT
Paving	Onsite truck	4.00	0.50	HHDT

Architectural Coating	—	—	—	—
Architectural Coating	Worker	258	0.50	LDA,LDT1,LDT2
Architectural Coating	Vendor	4.00	0.50	HHDT,MHDT
Architectural Coating	Hauling	0.00	0.50	HHDT
Architectural Coating	Onsite truck	4.00	0.50	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Limit vehicle speeds on unpaved roads to 25 mph	44%	44%

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	5,318,075	1,772,692	94,055	31,352	94,900

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	50,000	50,000	270	0.00	—
Grading	—	—	1,395	0.00	—
Paving	0.00	0.00	0.00	0.00	179,442

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
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Water Exposed Area	2	61%	61%
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5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Single Family Housing	5.94	0%
Apartments Low Rise	—	0%
City Park	145,000	0%
Elementary School	34,400	0%
Other Asphalt Surfaces	14.6	100%
Parking Lot	21.7	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00	532	0.03	< 0.005
2025	0.00	532	0.03	< 0.005
2026	0.00	532	0.03	< 0.005
2027	0.00	532	0.03	< 0.005
2028	0.00	532	0.03	< 0.005
2029	0.00	532	0.03	< 0.005
2030	0.00	532	0.03	< 0.005
2031	0.00	532	0.03	< 0.005
2032	0.00	532	0.03	< 0.005
2033	0.00	532	0.03	< 0.005
2034	0.00	532	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Single Family Housing	5,083	5,110	4,571	1,829,977	2,541	2,555	2,285	914,988
Apartments Low Rise	10,016	6,761	5,736	3,262,957	5,008	3,381	2,868	1,631,479
City Park	52.0	130	146	27,943	26.0	65.2	72.8	13,971
Elementary School	1,703	1,703	1,703	621,595	852	852	852	310,798
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Single Family Housing	—
Wood Fireplaces	0
Gas Fireplaces	270
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	270
Conventional Wood Stoves	0
Catalytic Wood Stoves	27

Non-Catalytic Wood Stoves	27
Pellet Wood Stoves	0
Apartments Low Rise	—
Wood Fireplaces	0
Gas Fireplaces	743
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	743
Conventional Wood Stoves	0
Catalytic Wood Stoves	74
Non-Catalytic Wood Stoves	74
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
5318075.25	1,772,692	94,055	31,352	94,900

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO₂ and CH₄ and N₂O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Single Family Housing	4,789,802	532	0.0330	0.0040	19,679,429
Apartments Low Rise	6,850,371	532	0.0330	0.0040	26,748,148
City Park	0.00	532	0.0330	0.0040	0.00
Elementary School	413,525	532	0.0330	0.0040	1,683,691
Other Asphalt Surfaces	0.00	532	0.0330	0.0040	0.00
Parking Lot	827,659	532	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Single Family Housing	22,941,268	111,359,776
Apartments Low Rise	63,248,098	6,562,560
City Park	0.00	92,873,745
Elementary School	1,818,180	3,313,028
Other Asphalt Surfaces	0.00	1,378,647
Parking Lot	0.00	2,045,339

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Single Family Housing	544	—
Apartments Low Rise	1,099	—
City Park	5.72	—
Elementary School	137	—

Other Asphalt Surfaces	0.00	—
Parking Lot	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Apartments Low Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Low Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
City Park	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
City Park	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Elementary School	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Elementary School	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Elementary School	Stand-alone retail refrigerators and freezers	R-134a	1,430	< 0.005	1.00	0.00	1.00
Elementary School	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
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5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
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5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)
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5.17. User Defined

Equipment Type	Fuel Type
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5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
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5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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8. User Changes to Default Data

Screen	Justification
Land Use	Land uses based on project description and traffic report. Run includes Low Density Residential, Medium Density Residential, High Density Residential, Public/Institutional, Parks, and portion of Right-of-Ways.
Construction: Construction Phases	Default phase durations. The SoTu Master Plan is intended to be a guiding document for future development. There are no individual projects proposed at this time.
Construction: Off-Road Equipment	Adjusted equipment to match CalEEMod default total HP hours (increased equipment in paving and building construction phases).
Construction: Paving	Added paved area for park and elementary school land uses (5%).
Operations: Vehicle Data	Trip generation rates adjusted to match rates from the Institute of Transportation Engineers (ITE) Manual, 11th Edition - consistent with the project-specific traffic study. Operational trip lengths updated to 0.5 mile to account for on-site and localized emissions from mobile sources.
Operations: Hearths	SJVAPCD Rule 4901 - Woodburning No woodburning fireplaces or wood stoves
Operations: Fleet Mix	SJVAPCD-approved residential fleet mix for the 2025 operational year applied to residential land uses. The use of an earlier operational year provides a conservative estimate of emissions.
Construction: Trips and VMT	Construction trip lengths updated to 0.5 mile to account for on-site and localized emissions from on-road sources.

Commercial and Industrial Uses - Localized Analysis Custom Report

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8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Commercial and Industrial Uses - Localized Analysis
Construction Start Date	1/1/2024
Operational Year	2025
Lead Agency	—
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	2.10
Precipitation (days)	23.0
Location	36.053553, -119.055397
County	Tulare
City	Unincorporated
Air District	San Joaquin Valley APCD
Air Basin	San Joaquin Valley
TAZ	2736
EDFZ	9
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.17

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
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General Office Building	762	1000sqft	17.5	761,700	114,255	—	—	—
Industrial Park	1,628	1000sqft	37.4	1,628,300	244,245	—	—	—
Regional Shopping Center	403	1000sqft	9.26	403,200	60,480	—	—	—
Supermarket	256	1000sqft	5.89	256,400	38,460	—	—	—
Strip Mall	135	1000sqft	3.09	134,800	20,220	—	—	—
Other Non-Asphalt Surfaces	8.53	Acre	8.53	0.00	55,726	—	—	—
Other Asphalt Surfaces	24.7	Acre	24.7	0.00	161,381	—	—	—
Parking Lot	92.2	Acre	92.2	0.00	602,428	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	4.51	3.79	37.2	33.9	0.05	1.60	9.36	11.0	1.47	4.12	5.59	—	5,554	5,554	0.24	0.08	0.33	5,585
2025	8.70	9.49	25.5	41.7	0.04	0.79	3.94	4.73	0.73	0.49	1.22	—	5,987	5,987	0.50	0.36	4.07	6,112
2026	7.15	6.72	17.2	30.2	0.03	0.39	2.29	2.68	0.36	0.32	0.68	—	4,403	4,403	0.44	0.35	3.62	4,520
2027	6.71	6.29	16.5	29.2	0.03	0.35	2.29	2.63	0.32	0.32	0.64	—	4,363	4,363	0.41	0.35	3.25	4,479
2028	6.34	5.95	15.9	28.3	0.03	0.31	2.29	2.60	0.29	0.32	0.61	—	4,322	4,322	0.37	0.31	2.90	4,428
2029	5.95	5.57	15.3	27.3	0.03	0.29	2.29	2.57	0.27	0.32	0.59	—	4,280	4,280	0.36	0.31	2.55	4,385

2030	5.62	5.26	15.0	26.5	0.03	0.27	2.29	2.56	0.25	0.32	0.57	—	4,239	4,239	0.36	0.30	2.25	4,339
2031	5.30	4.92	14.5	25.7	0.03	0.25	2.29	2.54	0.24	0.32	0.56	—	4,198	4,198	0.33	0.30	1.97	4,297
2032	4.96	4.59	14.1	25.0	0.03	0.24	2.29	2.52	0.21	0.32	0.53	—	4,159	4,159	0.33	0.29	1.72	4,256
2033	4.70	4.37	13.8	24.4	0.03	0.21	2.29	2.49	0.19	0.32	0.52	—	4,124	4,124	0.30	0.27	1.49	4,214
2034	4.40	4.10	13.5	23.8	0.03	0.20	2.29	2.48	0.18	0.32	0.51	—	4,090	4,090	0.30	0.27	1.27	4,180
2035	4.26	3.95	13.2	23.2	0.03	0.19	2.29	2.47	0.17	0.32	0.49	—	4,059	4,059	0.30	0.27	1.08	4,148
2036	4.73	78.4	13.9	25.1	0.03	0.18	4.02	4.20	0.17	0.51	0.67	—	4,294	4,294	0.30	0.29	1.01	4,388
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	4.49	3.77	37.2	34.0	0.06	1.60	9.36	11.0	1.47	4.12	5.59	—	6,634	6,634	0.28	0.08	0.01	6,659
2025	7.84	8.58	29.8	46.3	0.06	1.24	5.25	6.48	1.14	1.59	2.73	—	6,634	6,634	0.61	0.36	0.11	6,659
2026	7.38	8.15	25.0	44.7	0.04	0.71	3.94	4.65	0.65	0.49	1.14	—	5,914	5,914	0.57	0.36	0.10	6,037
2027	6.02	5.57	17.0	33.1	0.03	0.35	2.29	2.63	0.32	0.32	0.64	—	4,333	4,333	0.47	0.35	0.08	4,447
2028	5.72	5.29	16.4	31.9	0.03	0.31	2.29	2.60	0.29	0.32	0.61	—	4,293	4,293	0.44	0.34	0.08	4,405
2029	5.38	4.96	15.8	30.7	0.03	0.29	2.29	2.57	0.27	0.32	0.59	—	4,251	4,251	0.44	0.34	0.07	4,364
2030	5.09	4.70	15.5	29.7	0.03	0.27	2.29	2.56	0.25	0.32	0.57	—	4,211	4,211	0.41	0.33	0.06	4,321
2031	4.81	4.40	15.0	28.6	0.03	0.25	2.29	2.54	0.24	0.32	0.56	—	4,171	4,171	0.38	0.31	0.05	4,272
2032	4.52	4.15	14.6	27.6	0.03	0.24	2.29	2.52	0.21	0.32	0.53	—	4,133	4,133	0.38	0.29	0.04	4,229
2033	4.31	3.96	14.2	26.8	0.03	0.21	2.29	2.49	0.19	0.32	0.52	—	4,097	4,097	0.36	0.29	0.04	4,191
2034	4.08	3.74	14.0	26.0	0.03	0.20	2.29	2.48	0.18	0.32	0.51	—	4,064	4,064	0.36	0.29	0.03	4,158
2035	3.95	3.64	13.7	25.3	0.03	0.19	2.29	2.47	0.17	0.32	0.49	—	4,034	4,034	0.33	0.27	0.03	4,122
2036	4.45	78.1	14.4	27.4	0.03	0.18	4.02	4.20	0.17	0.51	0.67	—	4,261	4,261	0.37	0.29	0.03	4,356
2037	4.24	77.9	14.1	26.8	0.03	0.17	4.02	4.19	0.16	0.51	0.66	—	4,236	4,236	0.37	0.29	0.02	4,330
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	3.20	2.69	26.3	23.9	0.04	1.13	5.96	7.08	1.04	2.52	3.56	—	4,186	4,186	0.18	0.06	0.08	4,207
2025	5.05	5.38	19.1	28.6	0.03	0.64	2.88	3.52	0.58	0.51	1.09	—	4,361	4,361	0.35	0.21	0.98	4,434
2026	4.67	4.42	12.8	23.1	0.02	0.29	1.62	1.91	0.27	0.23	0.50	—	3,194	3,194	0.33	0.25	1.12	3,277

2027	4.37	4.05	12.0	21.8	0.02	0.25	1.55	1.80	0.23	0.22	0.45	—	3,097	3,097	0.30	0.25	1.00	3,179
2028	4.16	3.86	11.5	21.1	0.02	0.22	1.56	1.78	0.21	0.22	0.43	—	3,076	3,076	0.30	0.24	0.90	3,157
2029	3.91	3.61	11.1	20.4	0.02	0.21	1.55	1.76	0.19	0.22	0.41	—	3,038	3,038	0.28	0.22	0.79	3,113
2030	3.68	3.41	10.8	19.7	0.02	0.19	1.55	1.75	0.18	0.22	0.40	—	3,009	3,009	0.28	0.22	0.70	3,083
2031	3.46	3.20	10.5	19.1	0.02	0.18	1.55	1.73	0.17	0.22	0.39	—	2,981	2,981	0.25	0.21	0.61	3,051
2032	3.28	3.02	10.3	18.5	0.02	0.17	1.56	1.72	0.15	0.22	0.37	—	2,962	2,962	0.25	0.21	0.53	3,031
2033	3.14	2.89	9.98	18.0	0.02	0.15	1.55	1.70	0.14	0.22	0.36	—	2,928	2,928	0.24	0.20	0.46	2,995
2034	2.94	2.71	9.81	17.5	0.02	0.14	1.55	1.69	0.13	0.22	0.35	—	2,904	2,904	0.24	0.19	0.39	2,969
2035	2.86	2.62	9.58	17.1	0.02	0.13	1.55	1.68	0.12	0.22	0.34	—	2,883	2,883	0.22	0.19	0.33	2,945
2036	3.07	38.0	9.85	17.9	0.02	0.13	2.33	2.46	0.12	0.31	0.42	—	2,993	2,993	0.23	0.20	0.30	3,059
2037	0.34	9.73	1.05	1.97	< 0.005	0.01	0.36	0.38	0.01	0.04	0.06	—	321	321	0.03	0.02	0.03	328
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.58	0.49	4.80	4.36	0.01	0.21	1.09	1.29	0.19	0.46	0.65	—	693	693	0.03	0.01	0.01	697
2025	0.92	0.98	3.48	5.23	0.01	0.12	0.53	0.64	0.11	0.09	0.20	—	722	722	0.06	0.04	0.16	734
2026	0.85	0.81	2.33	4.22	< 0.005	0.05	0.30	0.35	0.05	0.04	0.09	—	529	529	0.06	0.04	0.19	543
2027	0.80	0.74	2.19	3.98	< 0.005	0.05	0.28	0.33	0.04	0.04	0.08	—	513	513	0.05	0.04	0.17	526
2028	0.76	0.70	2.10	3.86	< 0.005	0.04	0.28	0.32	0.04	0.04	0.08	—	509	509	0.05	0.04	0.15	523
2029	0.71	0.66	2.02	3.72	< 0.005	0.04	0.28	0.32	0.03	0.04	0.08	—	503	503	0.05	0.04	0.13	515
2030	0.67	0.62	1.98	3.60	< 0.005	0.04	0.28	0.32	0.03	0.04	0.07	—	498	498	0.05	0.04	0.12	510
2031	0.63	0.58	1.92	3.48	< 0.005	0.03	0.28	0.32	0.03	0.04	0.07	—	494	494	0.04	0.04	0.10	505
2032	0.60	0.55	1.87	3.38	< 0.005	0.03	0.28	0.31	0.03	0.04	0.07	—	490	490	0.04	0.03	0.09	502
2033	0.57	0.53	1.82	3.28	< 0.005	0.03	0.28	0.31	0.03	0.04	0.07	—	485	485	0.04	0.03	0.08	496
2034	0.54	0.49	1.79	3.20	< 0.005	0.03	0.28	0.31	0.02	0.04	0.06	—	481	481	0.04	0.03	0.07	492
2035	0.52	0.48	1.75	3.12	< 0.005	0.02	0.28	0.31	0.02	0.04	0.06	—	477	477	0.04	0.03	0.06	488
2036	0.56	6.94	1.80	3.28	< 0.005	0.02	0.43	0.45	0.02	0.06	0.08	—	496	496	0.04	0.03	0.05	506
2037	0.06	1.78	0.19	0.36	< 0.005	< 0.005	0.07	0.07	< 0.005	0.01	0.01	—	53.1	53.1	< 0.005	< 0.005	< 0.005	54.3

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	275	268	92.8	631	0.56	0.72	34.3	35.1	0.67	8.74	9.41	—	56,985	56,985	11.9	7.32	174	59,638
Area	24.6	95.8	1.17	138	0.01	0.25	—	0.25	0.19	—	0.19	—	570	570	0.02	< 0.005	—	572
Energy	2.83	1.42	25.7	21.6	0.15	1.96	—	1.96	1.96	—	1.96	—	123,848	123,848	8.50	0.76	—	124,287
Water	—	—	—	—	—	—	—	—	—	—	—	1,118	3,415	4,533	115	2.75	—	8,223
Waste	—	—	—	—	—	—	—	—	—	—	—	2,554	0.00	2,554	255	0.00	—	8,935
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	53,585	53,585
Total	302	365	120	791	0.72	2.92	34.3	37.3	2.82	8.74	11.6	3,672	184,818	188,490	390	10.8	53,759	255,240
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	237	228	105	779	0.53	0.73	34.3	35.1	0.68	8.74	9.42	—	53,751	53,751	15.6	7.96	4.50	56,517
Area	—	73.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	2.83	1.42	25.7	21.6	0.15	1.96	—	1.96	1.96	—	1.96	—	123,848	123,848	8.50	0.76	—	124,287
Water	—	—	—	—	—	—	—	—	—	—	—	1,118	3,415	4,533	115	2.75	—	8,223
Waste	—	—	—	—	—	—	—	—	—	—	—	2,554	0.00	2,554	255	0.00	—	8,935
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	53,585	53,585
Total	240	303	131	801	0.68	2.68	34.3	37.0	2.64	8.74	11.4	3,672	181,014	184,686	394	11.5	53,590	251,547
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	200	194	81.8	559	0.44	0.60	28.0	28.6	0.56	7.13	7.69	—	45,300	45,300	11.3	6.27	62.3	47,513
Area	12.1	84.2	0.58	68.3	< 0.005	0.12	—	0.12	0.09	—	0.09	—	281	281	0.01	< 0.005	—	282
Energy	2.83	1.42	25.7	21.6	0.15	1.96	—	1.96	1.96	—	1.96	—	123,848	123,848	8.50	0.76	—	124,287
Water	—	—	—	—	—	—	—	—	—	—	—	1,118	3,415	4,533	115	2.75	—	8,223

Waste	—	—	—	—	—	—	—	—	—	—	—	2,554	0.00	2,554	255	0.00	—	8,935
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	53,585	53,585
Total	215	279	108	649	0.60	2.68	28.0	30.7	2.61	7.13	9.74	3,672	172,844	176,516	390	9.78	53,647	242,825
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	36.5	35.3	14.9	102	0.08	0.11	5.11	5.22	0.10	1.30	1.40	—	7,500	7,500	1.87	1.04	10.3	7,866
Area	2.22	15.4	0.10	12.5	< 0.005	0.02	—	0.02	0.02	—	0.02	—	46.5	46.5	< 0.005	< 0.005	—	46.7
Energy	0.52	0.26	4.70	3.95	0.03	0.36	—	0.36	0.36	—	0.36	—	20,504	20,504	1.41	0.13	—	20,577
Water	—	—	—	—	—	—	—	—	—	—	—	185	565	751	19.0	0.46	—	1,361
Waste	—	—	—	—	—	—	—	—	—	—	—	423	0.00	423	42.3	0.00	—	1,479
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8,872	8,872
Total	39.2	51.0	19.7	119	0.11	0.49	5.11	5.60	0.48	1.30	1.78	608	28,616	29,224	64.6	1.62	8,882	40,202

3. Construction Emissions Details

3.1. Site Preparation (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.34	3.65	36.0	32.9	0.05	1.60	—	1.60	1.47	—	1.47	—	5,296	5,296	0.21	0.04	—	5,314
Dust From Material Movement	—	—	—	—	—	—	7.67	7.67	—	3.94	3.94	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	14.3	14.3	< 0.005	< 0.005	0.02	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.34	3.65	36.0	32.9	0.05	1.60	—	1.60	1.47	—	1.47	—	5,296	5,296	0.21	0.04	—	5,314
Dust From Material Movement	—	—	—	—	—	—	7.67	7.67	—	3.94	3.94	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	14.4	14.4	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.38	2.00	19.7	18.0	0.03	0.88	—	0.88	0.81	—	0.81	—	2,902	2,902	0.12	0.02	—	2,912
Dust From Material Movement	—	—	—	—	—	—	4.21	4.21	—	2.16	2.16	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	0.85	0.85	< 0.005	0.08	0.08	—	7.86	7.86	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.43	0.36	3.60	3.29	< 0.005	0.16	—	0.16	0.15	—	0.15	—	480	480	0.02	< 0.005	—	482
Dust From Material Movement	—	—	—	—	—	—	0.77	0.77	—	0.39	0.39	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	0.15	0.15	< 0.005	0.02	0.02	—	1.30	1.30	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.09	0.02	0.23	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.1	10.1	< 0.005	< 0.005	0.03	—

Vendor	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	10.6	10.6	< 0.005	< 0.005	0.02	—
Hauling	0.07	0.05	1.08	0.71	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	223	223	0.02	0.04	0.27	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.02	0.30	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.42	9.42	0.01	< 0.005	< 0.005	—
Vendor	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	10.7	10.7	< 0.005	< 0.005	< 0.005	—
Hauling	0.07	0.04	1.15	0.73	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	226	226	0.02	0.04	0.01	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.01	0.14	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	5.24	5.24	< 0.005	< 0.005	0.01	—
Vendor	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	5.85	5.85	< 0.005	< 0.005	< 0.005	—
Hauling	0.04	0.03	0.61	0.39	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	123	123	0.01	0.02	0.06	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	< 0.005	0.03	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.87	0.87	< 0.005	< 0.005	< 0.005	—
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.97	0.97	< 0.005	< 0.005	< 0.005	—
Hauling	0.01	< 0.005	0.11	0.07	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	20.3	20.3	< 0.005	< 0.005	0.01	—

3.3. Grading (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.19	3.52	34.3	30.2	0.06	1.45	—	1.45	1.33	—	1.33	—	6,598	6,598	0.27	0.05	—	6,621

Dust From Material Movement	—	—	—	—	—	—	3.59	3.59	—	1.42	1.42	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	14.4	14.4	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.72	0.61	5.90	5.20	0.01	0.25	—	0.25	0.23	—	0.23	—	1,136	1,136	0.05	0.01	—	1,140
Dust From Material Movement	—	—	—	—	—	—	0.62	0.62	—	0.25	0.25	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.27	0.27	< 0.005	0.03	0.03	—	2.47	2.47	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	1.08	0.95	< 0.005	0.05	—	0.05	0.04	—	0.04	—	188	188	0.01	< 0.005	—	189
Dust From Material Movement	—	—	—	—	—	—	0.11	0.11	—	0.04	0.04	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.05	0.05	< 0.005	< 0.005	< 0.005	—	0.41	0.41	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.09	0.03	0.34	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.8	10.8	0.01	< 0.005	< 0.005	—
Vendor	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	10.7	10.7	< 0.005	< 0.005	< 0.005	—
Hauling	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	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	< 0.005	0.05	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.88	1.88	< 0.005	< 0.005	< 0.005	—
Vendor	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.84	1.84	< 0.005	< 0.005	< 0.005	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.31	0.31	< 0.005	< 0.005	< 0.005	—
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.30	0.30	< 0.005	< 0.005	< 0.005	—
Hauling	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	—

3.5. Grading (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.80	3.20	29.7	28.3	0.06	1.23	—	1.23	1.14	—	1.14	—	6,599	6,599	0.27	0.05	—	6,622
Dust From Material Movement	—	—	—	—	—	—	3.59	3.59	—	1.42	1.42	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	14.2	14.2	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.60	0.50	4.65	4.43	0.01	0.19	—	0.19	0.18	—	0.18	—	1,033	1,033	0.04	0.01	—	1,037

Dust From Material Movement	—	—	—	—	—	—	0.56	0.56	—	0.22	0.22	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.24	0.24	< 0.005	0.02	0.02	—	2.20	2.20	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.85	0.81	< 0.005	0.04	—	0.04	0.03	—	0.03	—	171	171	0.01	< 0.005	—	172
Dust From Material Movement	—	—	—	—	—	—	0.10	0.10	—	0.04	0.04	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.04	0.04	< 0.005	< 0.005	< 0.005	—	0.36	0.36	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.02	0.32	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.5	10.5	0.01	< 0.005	< 0.005	—
Vendor	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	10.6	10.6	< 0.005	< 0.005	< 0.005	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	< 0.005	0.04	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.67	1.67	< 0.005	< 0.005	< 0.005	—
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.64	1.64	< 0.005	< 0.005	< 0.005	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.28	0.28	< 0.005	< 0.005	< 0.005	—
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.27	0.27	< 0.005	< 0.005	< 0.005	—

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
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3.7. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.35	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	14.0	14.0	< 0.005	< 0.005	0.02	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.35	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	14.2	14.2	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.75	0.63	5.83	7.27	0.01	0.24	—	0.24	0.22	—	0.22	—	1,337	1,337	0.05	0.01	—	1,342
Onsite truck	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	0.86	0.86	< 0.005	0.09	0.09	—	7.85	7.85	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.11	1.06	1.33	< 0.005	0.04	—	0.04	0.04	—	0.04	—	221	221	0.01	< 0.005	—	222
Onsite truck	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	0.16	0.16	< 0.005	0.02	0.02	—	1.30	1.30	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	5.91	5.80	1.16	14.5	0.00	0.00	0.42	0.42	0.00	0.10	0.10	—	665	665	0.25	0.12	1.77	—
Vendor	0.40	0.29	6.26	3.86	0.01	0.01	0.22	0.23	0.01	0.06	0.07	—	1,365	1,365	0.09	0.21	2.23	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	5.11	4.94	1.38	18.9	0.00	0.00	0.42	0.42	0.00	0.10	0.10	—	621	621	0.35	0.12	0.05	—
Vendor	0.36	0.25	6.59	4.07	0.01	0.01	0.22	0.23	0.01	0.06	0.07	—	1,377	1,377	0.09	0.21	0.06	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.91	2.83	0.70	8.92	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	352	352	0.17	0.07	0.43	—
Vendor	0.21	0.15	3.58	2.20	< 0.005	0.01	0.12	0.13	0.01	0.03	0.04	—	764	764	0.05	0.12	0.54	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.53	0.52	0.13	1.63	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	58.3	58.3	0.03	0.01	0.07	—
Vendor	0.04	0.03	0.65	0.40	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	127	127	0.01	0.02	0.09	—
Hauling	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	—

3.9. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	1.28	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	13.7	13.7	< 0.005	< 0.005	0.02	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.28	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	13.9	13.9	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.91	0.77	7.04	9.26	0.02	0.27	—	0.27	0.25	—	0.25	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	1.10	1.10	< 0.005	0.11	0.11	—	9.86	9.86	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	1.28	1.69	< 0.005	0.05	—	0.05	0.05	—	0.05	—	283	283	0.01	< 0.005	—	284
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.20	0.20	< 0.005	0.02	0.02	—	1.63	1.63	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	5.47	5.35	1.08	13.4	0.00	0.00	0.42	0.42	0.00	0.10	0.10	—	650	650	0.25	0.12	1.61	—
Vendor	0.39	0.29	6.17	3.80	0.01	0.01	0.22	0.23	0.01	0.06	0.07	—	1,341	1,341	0.09	0.21	1.99	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.77	4.61	1.29	17.5	0.00	0.00	0.42	0.42	0.00	0.10	0.10	—	607	607	0.33	0.12	0.04	—

Vendor	0.36	0.25	6.50	4.02	0.01	0.01	0.22	0.23	0.01	0.06	0.07	—	1,353	1,353	0.08	0.21	0.05	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.44	3.36	0.83	10.6	0.00	0.00	0.29	0.29	0.00	0.07	0.07	—	441	441	0.20	0.08	0.50	—
Vendor	0.26	0.19	4.51	2.79	< 0.005	0.01	0.15	0.16	0.01	0.04	0.05	—	962	962	0.07	0.15	0.62	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.63	0.61	0.15	1.93	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	73.0	73.0	0.03	0.01	0.08	—
Vendor	0.05	0.03	0.82	0.51	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	159	159	0.01	0.02	0.10	—
Hauling	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	—

3.11. Building Construction (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.23	1.03	9.39	12.9	0.02	0.34	—	0.34	0.31	—	0.31	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	13.5	13.5	< 0.005	< 0.005	0.01	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.23	1.03	9.39	12.9	0.02	0.34	—	0.34	0.31	—	0.31	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	13.6	13.6	< 0.005	< 0.005	< 0.005	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.88	0.74	6.71	9.24	0.02	0.24	—	0.24	0.22	—	0.22	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	1.10	1.10	< 0.005	0.11	0.11	—	9.66	9.66	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16	0.13	1.22	1.69	< 0.005	0.04	—	0.04	0.04	—	0.04	—	283	283	0.01	< 0.005	—	284
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.20	0.20	< 0.005	0.02	0.02	—	1.60	1.60	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	5.08	4.98	1.02	12.5	0.00	0.00	0.42	0.42	0.00	0.10	0.10	—	636	636	0.22	0.12	1.46	—
Vendor	0.39	0.28	6.05	3.76	0.01	0.01	0.22	0.23	0.01	0.06	0.07	—	1,316	1,316	0.09	0.21	1.77	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.44	4.30	1.19	16.2	0.00	0.00	0.42	0.42	0.00	0.10	0.10	—	594	594	0.29	0.12	0.04	—
Vendor	0.35	0.24	6.39	3.96	0.01	0.01	0.22	0.23	0.01	0.06	0.07	—	1,328	1,328	0.08	0.21	0.05	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.23	3.13	0.78	9.80	0.00	0.00	0.29	0.29	0.00	0.07	0.07	—	431	431	0.18	0.08	0.45	—
Vendor	0.26	0.19	4.43	2.75	< 0.005	0.01	0.15	0.16	0.01	0.04	0.05	—	944	944	0.06	0.15	0.54	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.59	0.57	0.14	1.79	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	71.4	71.4	0.03	0.01	0.07	—

Vendor	0.05	0.03	0.81	0.50	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	156	156	0.01	0.02	0.09	—
Hauling	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	—

3.13. Building Construction (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.18	0.99	8.92	12.9	0.02	0.30	—	0.30	0.28	—	0.28	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	13.2	13.2	< 0.005	< 0.005	0.01	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.18	0.99	8.92	12.9	0.02	0.30	—	0.30	0.28	—	0.28	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	13.3	13.3	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.85	0.71	6.39	9.26	0.02	0.22	—	0.22	0.20	—	0.20	—	1,717	1,717	0.07	0.01	—	1,723
Onsite truck	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	1.11	1.11	< 0.005	0.11	0.11	—	9.49	9.49	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	1.17	1.69	< 0.005	0.04	—	0.04	0.04	—	0.04	—	284	284	0.01	< 0.005	—	285
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.20	0.20	< 0.005	0.02	0.02	—	1.57	1.57	< 0.005	< 0.005	< 0.005	—

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.78	4.69	0.92	11.6	0.00	0.00	0.42	0.42	0.00	0.10	0.10	—	623	623	0.20	0.09	1.32	—
Vendor	0.37	0.26	5.94	3.72	0.01	0.01	0.22	0.23	0.01	0.06	0.07	—	1,288	1,288	0.08	0.20	1.56	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.18	4.06	1.12	15.0	0.00	0.00	0.42	0.42	0.00	0.10	0.10	—	581	581	0.26	0.12	0.03	—
Vendor	0.35	0.23	6.27	3.91	0.01	0.01	0.22	0.23	0.01	0.06	0.07	—	1,301	1,301	0.08	0.20	0.04	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.05	2.97	0.71	9.13	0.00	0.00	0.29	0.29	0.00	0.07	0.07	—	423	423	0.17	0.08	0.41	—
Vendor	0.26	0.18	4.36	2.72	< 0.005	0.01	0.15	0.16	0.01	0.04	0.05	—	926	926	0.06	0.14	0.48	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.56	0.54	0.13	1.67	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	70.1	70.1	0.03	0.01	0.07	—
Vendor	0.05	0.03	0.80	0.50	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	153	153	0.01	0.02	0.08	—
Hauling	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	—

3.15. Building Construction (2029) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	1.15	0.97	8.58	12.9	0.02	0.28	—	0.28	0.25	—	0.25	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	12.9	12.9	< 0.005	< 0.005	0.01	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.15	0.97	8.58	12.9	0.02	0.28	—	0.28	0.25	—	0.25	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	13.1	13.1	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.82	0.69	6.13	9.22	0.02	0.20	—	0.20	0.18	—	0.18	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	1.10	1.10	< 0.005	0.11	0.11	—	9.26	9.26	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	1.12	1.68	< 0.005	0.04	—	0.04	0.03	—	0.03	—	283	283	0.01	< 0.005	—	284
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.20	0.20	< 0.005	0.02	0.02	—	1.53	1.53	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.44	4.35	0.89	10.7	0.00	0.00	0.42	0.42	0.00	0.10	0.10	—	610	610	0.18	0.09	1.18	—
Vendor	0.35	0.25	5.81	3.68	0.01	0.01	0.22	0.23	0.01	0.06	0.07	—	1,260	1,260	0.08	0.20	1.36	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.91	3.78	1.04	13.9	0.00	0.00	0.42	0.42	0.00	0.10	0.10	—	569	569	0.26	0.12	0.03	—

Vendor	0.32	0.21	6.14	3.86	0.01	0.01	0.22	0.23	0.01	0.06	0.07	—	1,273	1,273	0.08	0.20	0.04	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.84	2.75	0.66	8.43	0.00	0.00	0.29	0.29	0.00	0.07	0.07	—	413	413	0.15	0.07	0.36	—
Vendor	0.24	0.17	4.25	2.68	< 0.005	0.01	0.15	0.16	0.01	0.04	0.05	—	904	904	0.06	0.14	0.42	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.52	0.50	0.12	1.54	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	68.4	68.4	0.02	0.01	0.06	—
Vendor	0.04	0.03	0.78	0.49	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	150	150	0.01	0.02	0.07	—
Hauling	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	—

3.17. Building Construction (2030) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.12	0.94	8.39	12.9	0.02	0.26	—	0.26	0.24	—	0.24	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	< 0.005	< 0.005	0.06	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	12.6	12.6	< 0.005	< 0.005	0.01	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.12	0.94	8.39	12.9	0.02	0.26	—	0.26	0.24	—	0.24	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	12.8	12.8	< 0.005	< 0.005	< 0.005	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.80	0.67	5.99	9.20	0.02	0.19	—	0.19	0.17	—	0.17	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	1.10	1.10	< 0.005	0.11	0.11	—	9.08	9.08	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	1.09	1.68	< 0.005	0.03	—	0.03	0.03	—	0.03	—	283	283	0.01	< 0.005	—	284
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.20	0.20	< 0.005	0.02	0.02	—	1.50	1.50	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.14	4.06	0.82	9.94	0.00	0.00	0.42	0.42	0.00	0.10	0.10	—	598	598	0.18	0.09	1.05	—
Vendor	0.35	0.25	5.68	3.65	0.01	0.01	0.22	0.23	0.01	0.06	0.07	—	1,231	1,231	0.08	0.18	1.18	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.65	3.54	0.98	12.9	0.00	0.00	0.42	0.42	0.00	0.10	0.10	—	557	557	0.23	0.12	0.03	—
Vendor	0.32	0.21	6.03	3.83	0.01	0.01	0.22	0.23	0.01	0.06	0.07	—	1,244	1,244	0.08	0.20	0.03	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.64	2.57	0.63	7.84	0.00	0.00	0.29	0.29	0.00	0.07	0.07	—	405	405	0.15	0.07	0.33	—
Vendor	0.23	0.17	4.18	2.67	< 0.005	0.01	0.15	0.16	0.01	0.04	0.05	—	883	883	0.06	0.14	0.37	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.48	0.47	0.12	1.43	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	67.1	67.1	0.02	0.01	0.05	—

Vendor	0.04	0.03	0.76	0.49	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	146	146	0.01	0.02	0.06	—
Hauling	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	—

3.19. Building Construction (2031) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.10	0.92	8.12	12.8	0.02	0.24	—	0.24	0.22	—	0.22	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	< 0.005	< 0.005	0.06	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	12.4	12.4	< 0.005	< 0.005	0.01	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.10	0.92	8.12	12.8	0.02	0.24	—	0.24	0.22	—	0.22	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	12.6	12.6	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.78	0.66	5.80	9.18	0.02	0.17	—	0.17	0.16	—	0.16	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	1.10	1.10	< 0.005	0.11	0.11	—	8.90	8.90	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.12	1.06	1.67	< 0.005	0.03	—	0.03	0.03	—	0.03	—	283	283	0.01	< 0.005	—	284
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.20	0.20	< 0.005	0.02	0.02	—	1.47	1.47	< 0.005	< 0.005	< 0.005	—

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.86	3.76	0.76	9.18	0.00	0.00	0.42	0.42	0.00	0.10	0.10	—	587	587	0.16	0.09	0.94	—
Vendor	0.34	0.24	5.58	3.64	0.01	0.01	0.22	0.23	0.01	0.06	0.07	—	1,202	1,202	0.07	0.18	1.03	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.39	3.27	0.91	11.9	0.00	0.00	0.42	0.42	0.00	0.10	0.10	—	547	547	0.21	0.09	0.02	—
Vendor	0.32	0.21	5.91	3.80	0.01	0.01	0.22	0.23	0.01	0.06	0.07	—	1,215	1,215	0.07	0.20	0.03	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.44	2.37	0.59	7.21	0.00	0.00	0.29	0.29	0.00	0.07	0.07	—	398	398	0.13	0.07	0.29	—
Vendor	0.23	0.17	4.09	2.65	< 0.005	0.01	0.15	0.16	0.01	0.04	0.05	—	862	862	0.05	0.13	0.32	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.44	0.43	0.11	1.32	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	65.8	65.8	0.02	0.01	0.05	—
Vendor	0.04	0.03	0.75	0.48	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	143	143	0.01	0.02	0.05	—
Hauling	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	—

3.21. Building Construction (2032) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	1.07	0.90	7.87	12.8	0.02	0.22	—	0.22	0.21	—	0.21	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	< 0.005	< 0.005	0.06	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	12.2	12.2	< 0.005	< 0.005	0.01	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.07	0.90	7.87	12.8	0.02	0.22	—	0.22	0.21	—	0.21	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	12.3	12.3	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.77	0.64	5.64	9.16	0.02	0.16	—	0.16	0.15	—	0.15	—	1,717	1,717	0.07	0.01	—	1,723
Onsite truck	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	1.11	1.11	< 0.005	0.11	0.11	—	8.76	8.76	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.12	1.03	1.67	< 0.005	0.03	—	0.03	0.03	—	0.03	—	284	284	0.01	< 0.005	—	285
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.20	0.20	< 0.005	0.02	0.02	—	1.45	1.45	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.54	3.45	0.72	8.51	0.00	0.00	0.42	0.42	0.00	0.10	0.10	—	577	577	0.16	0.09	0.83	—
Vendor	0.34	0.24	5.47	3.62	0.01	0.01	0.22	0.23	0.01	0.06	0.07	—	1,173	1,173	0.07	0.18	0.89	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.13	3.04	0.85	11.0	0.00	0.00	0.42	0.42	0.00	0.10	0.10	—	537	537	0.21	0.09	0.02	—

Vendor	0.32	0.21	5.80	3.78	0.01	0.01	0.22	0.23	0.01	0.06	0.07	—	1,187	1,187	0.07	0.18	0.02	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.28	2.21	0.54	6.70	0.00	0.00	0.29	0.29	0.00	0.07	0.07	—	392	392	0.13	0.07	0.25	—
Vendor	0.23	0.17	4.03	2.64	< 0.005	0.01	0.15	0.16	< 0.005	0.04	0.05	—	845	845	0.05	0.13	0.27	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.42	0.40	0.10	1.22	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	64.8	64.8	0.02	0.01	0.04	—
Vendor	0.04	0.03	0.74	0.48	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	140	140	0.01	0.02	0.05	—
Hauling	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	—

3.23. Building Construction (2033) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.05	0.88	7.67	12.8	0.02	0.20	—	0.20	0.19	—	0.19	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	< 0.005	< 0.005	0.06	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	12.0	12.0	< 0.005	< 0.005	0.01	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.05	0.88	7.67	12.8	0.02	0.20	—	0.20	0.19	—	0.19	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	12.1	12.1	< 0.005	< 0.005	< 0.005	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.75	0.63	5.48	9.13	0.02	0.15	—	0.15	0.13	—	0.13	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	1.10	1.10	< 0.005	0.11	0.11	—	8.59	8.59	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.11	1.00	1.67	< 0.005	0.03	—	0.03	0.02	—	0.02	—	283	283	0.01	< 0.005	—	284
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.20	0.20	< 0.005	0.02	0.02	—	1.42	1.42	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.31	3.24	0.66	7.92	0.00	0.00	0.42	0.42	0.00	0.10	0.10	—	568	568	0.13	0.08	0.72	—
Vendor	0.33	0.25	5.38	3.61	0.01	0.01	0.22	0.22	0.01	0.06	0.07	—	1,147	1,147	0.07	0.17	0.76	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.96	2.88	0.78	10.2	0.00	0.00	0.42	0.42	0.00	0.10	0.10	—	528	528	0.18	0.09	0.02	—
Vendor	0.30	0.20	5.71	3.75	0.01	0.01	0.22	0.22	0.01	0.06	0.07	—	1,161	1,161	0.07	0.17	0.02	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.16	2.09	0.51	6.22	0.00	0.00	0.29	0.29	0.00	0.07	0.07	—	384	384	0.11	0.07	0.22	—
Vendor	0.23	0.17	3.95	2.62	< 0.005	< 0.005	0.15	0.16	< 0.005	0.04	0.05	—	823	823	0.05	0.12	0.23	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.39	0.38	0.09	1.13	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	63.6	63.6	0.02	0.01	0.04	—

Vendor	0.04	0.03	0.72	0.48	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	136	136	0.01	0.02	0.04	—
Hauling	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	—

3.25. Building Construction (2034) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.03	0.86	7.52	12.8	0.02	0.19	—	0.19	0.18	—	0.18	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	< 0.005	< 0.005	0.06	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	11.8	11.8	< 0.005	< 0.005	0.01	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.03	0.86	7.52	12.8	0.02	0.19	—	0.19	0.18	—	0.18	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	11.9	11.9	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.74	0.62	5.37	9.12	0.02	0.14	—	0.14	0.13	—	0.13	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	1.10	1.10	< 0.005	0.11	0.11	—	8.47	8.47	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	0.98	1.66	< 0.005	0.03	—	0.03	0.02	—	0.02	—	283	283	0.01	< 0.005	—	284
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.20	0.20	< 0.005	0.02	0.02	—	1.40	1.40	< 0.005	< 0.005	< 0.005	—

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.04	2.98	0.63	7.35	0.00	0.00	0.42	0.42	0.00	0.10	0.10	—	559	559	0.13	0.08	0.63	—
Vendor	0.33	0.25	5.29	3.60	0.01	0.01	0.22	0.22	0.01	0.06	0.07	—	1,123	1,123	0.07	0.17	0.64	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.75	2.67	0.74	9.44	0.00	0.00	0.42	0.42	0.00	0.10	0.10	—	519	519	0.18	0.09	0.02	—
Vendor	0.30	0.20	5.64	3.75	0.01	0.01	0.22	0.22	0.01	0.06	0.07	—	1,136	1,136	0.07	0.17	0.02	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.98	1.93	0.49	5.75	0.00	0.00	0.29	0.29	0.00	0.07	0.07	—	378	378	0.11	0.06	0.19	—
Vendor	0.22	0.16	3.90	2.61	< 0.005	< 0.005	0.15	0.16	< 0.005	0.04	0.05	—	806	806	0.05	0.12	0.20	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.36	0.35	0.09	1.05	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	62.6	62.6	0.02	0.01	0.03	—
Vendor	0.04	0.03	0.71	0.48	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	133	133	0.01	0.02	0.03	—
Hauling	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	—

3.27. Building Construction (2035) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	1.01	0.85	7.34	12.7	0.02	0.18	—	0.18	0.17	—	0.17	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	< 0.005	< 0.005	0.06	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	11.6	11.6	< 0.005	< 0.005	0.01	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.01	0.85	7.34	12.7	0.02	0.18	—	0.18	0.17	—	0.17	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	11.8	11.8	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.72	0.61	5.24	9.06	0.02	0.13	—	0.13	0.12	—	0.12	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	1.10	1.10	< 0.005	0.11	0.11	—	8.35	8.35	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	0.96	1.65	< 0.005	0.02	—	0.02	0.02	—	0.02	—	283	283	0.01	< 0.005	—	284
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.20	0.20	< 0.005	0.02	0.02	—	1.38	1.38	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.91	2.85	0.60	6.87	0.00	0.00	0.42	0.42	0.00	0.10	0.10	—	551	551	0.13	0.08	0.54	—
Vendor	0.33	0.25	5.21	3.60	0.01	0.01	0.22	0.22	0.01	0.06	0.07	—	1,100	1,100	0.07	0.17	0.53	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.64	2.59	0.72	8.85	0.00	0.00	0.42	0.42	0.00	0.10	0.10	—	512	512	0.16	0.08	0.01	—

Vendor	0.29	0.20	5.56	3.73	0.01	0.01	0.22	0.22	0.01	0.06	0.07	—	1,113	1,113	0.07	0.17	0.01	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.91	1.85	0.47	5.39	0.00	0.00	0.29	0.29	0.00	0.07	0.07	—	373	373	0.09	0.06	0.17	—
Vendor	0.22	0.16	3.83	2.61	< 0.005	< 0.005	0.15	0.16	< 0.005	0.04	0.05	—	790	790	0.05	0.12	0.16	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.35	0.34	0.08	0.98	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	61.7	61.7	0.02	0.01	0.03	—
Vendor	0.04	0.03	0.70	0.48	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	131	131	0.01	0.02	0.03	—
Hauling	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	—

3.29. Building Construction (2036) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.99	0.83	7.12	12.6	0.02	0.17	—	0.17	0.16	—	0.16	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	< 0.005	< 0.005	0.06	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	11.5	11.5	< 0.005	< 0.005	0.01	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.99	0.83	7.12	12.6	0.02	0.17	—	0.17	0.16	—	0.16	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	11.7	11.7	< 0.005	< 0.005	< 0.005	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.71	0.60	5.10	9.03	0.02	0.12	—	0.12	0.11	—	0.11	—	1,717	1,717	0.07	0.01	—	1,723
Onsite truck	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	1.11	1.11	< 0.005	0.11	0.11	—	8.28	8.28	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	0.93	1.65	< 0.005	0.02	—	0.02	0.02	—	0.02	—	284	284	0.01	< 0.005	—	285
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.20	0.20	< 0.005	0.02	0.02	—	1.37	1.37	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.75	2.70	0.59	6.42	0.00	0.00	0.42	0.42	0.00	0.10	0.10	—	544	544	0.10	0.08	0.47	—
Vendor	0.32	0.24	5.13	3.59	0.01	0.01	0.22	0.22	0.01	0.06	0.07	—	1,079	1,079	0.07	0.17	0.44	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.54	2.46	0.68	8.25	0.00	0.00	0.42	0.42	0.00	0.10	0.10	—	505	505	0.16	0.08	0.01	—
Vendor	0.29	0.20	5.49	3.73	0.01	0.01	0.22	0.22	0.01	0.06	0.07	—	1,093	1,093	0.07	0.17	0.01	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.84	1.80	0.45	5.05	0.00	0.00	0.29	0.29	0.00	0.07	0.07	—	369	369	0.09	0.06	0.14	—
Vendor	0.22	0.16	3.79	2.61	< 0.005	< 0.005	0.15	0.16	< 0.005	0.04	0.05	—	777	777	0.05	0.12	0.13	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.34	0.33	0.08	0.92	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	61.1	61.1	0.02	0.01	0.02	—

Vendor	0.04	0.03	0.69	0.48	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	129	129	0.01	0.02	0.02	—
Hauling	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	—

3.31. Building Construction (2037) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.98	0.82	6.99	12.5	0.02	0.16	—	0.16	0.14	—	0.14	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	< 0.005	< 0.005	0.06	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	11.6	11.6	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.06	0.51	0.91	< 0.005	0.01	—	0.01	0.01	—	0.01	—	174	174	0.01	< 0.005	—	174
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.11	0.11	< 0.005	0.01	0.01	—	0.83	0.83	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.09	0.17	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	28.7	28.7	< 0.005	< 0.005	—	28.8
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	—	0.14	0.14	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.38	2.31	0.65	7.76	0.00	0.00	0.42	0.42	0.00	0.10	0.10	—	499	499	0.16	0.08	0.01	—
Vendor	0.29	0.20	5.42	3.73	0.01	0.01	0.22	0.22	0.01	0.06	0.07	—	1,075	1,075	0.07	0.17	0.01	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.17	0.17	0.04	0.48	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	36.9	36.9	0.01	0.01	0.01	—
Vendor	0.02	0.02	0.38	0.26	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	—	77.3	77.3	0.01	0.01	0.01	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.01	0.09	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.11	6.11	< 0.005	< 0.005	< 0.005	—
Vendor	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	12.8	12.8	< 0.005	< 0.005	< 0.005	—
Hauling	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	—

3.33. Paving (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.95	0.80	7.45	9.98	0.01	0.35	—	0.35	0.32	—	0.32	—	1,511	1,511	0.06	0.01	—	1,517
Paving	—	1.39	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	14.0	14.0	< 0.005	< 0.005	0.02	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.95	0.80	7.45	9.98	0.01	0.35	—	0.35	0.32	—	0.32	—	1,511	1,511	0.06	0.01	—	1,517
Paving	—	1.39	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	14.2	14.2	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.53	0.45	4.16	5.57	0.01	0.19	—	0.19	0.18	—	0.18	—	843	843	0.03	0.01	—	846
Paving	—	0.78	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	0.86	0.86	< 0.005	0.09	0.09	—	7.85	7.85	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.08	0.76	1.02	< 0.005	0.04	—	0.04	0.03	—	0.03	—	140	140	0.01	< 0.005	—	140
Paving	—	0.14	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	0.16	0.16	< 0.005	0.02	0.02	—	1.30	1.30	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.01	0.18	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.44	8.44	< 0.005	< 0.005	0.02	—
Vendor	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	10.5	10.5	< 0.005	< 0.005	0.02	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.02	0.24	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.89	7.89	< 0.005	< 0.005	< 0.005	—

Vendor	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	10.6	10.6	< 0.005	< 0.005	< 0.005	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.01	0.11	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.47	4.47	< 0.005	< 0.005	0.01	—
Vendor	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	5.86	5.86	< 0.005	< 0.005	< 0.005	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.74	0.74	< 0.005	< 0.005	< 0.005	—
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.97	0.97	< 0.005	< 0.005	< 0.005	—
Hauling	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	—

3.35. Paving (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.91	0.76	7.12	9.94	0.01	0.32	—	0.32	0.29	—	0.29	—	1,511	1,511	0.06	0.01	—	1,516
Paving	—	1.39	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	13.9	13.9	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.04	0.03	0.32	0.45	< 0.005	0.01	—	0.01	0.01	—	0.01	—	68.0	68.0	< 0.005	< 0.005	—	68.2
Paving	—	0.06	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.07	0.07	< 0.005	0.01	0.01	—	0.62	0.62	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.06	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.3	11.3	< 0.005	< 0.005	—	11.3
Paving	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	0.10	0.10	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.02	0.22	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.71	7.71	< 0.005	< 0.005	< 0.005	—
Vendor	< 0.005	< 0.005	0.05	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	10.4	10.4	< 0.005	< 0.005	< 0.005	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.35	0.35	< 0.005	< 0.005	< 0.005	—
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.46	0.46	< 0.005	< 0.005	< 0.005	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.06	0.06	< 0.005	< 0.005	< 0.005	—
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.08	0.08	< 0.005	< 0.005	< 0.005	—
Hauling	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	—

3.37. Architectural Coating (2036) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.75	1.10	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	134	134	0.01	< 0.005	—	134
Architect ural Coatings	—	74.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.06	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	11.5	11.5	< 0.005	< 0.005	0.01	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.75	1.10	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	134	134	0.01	< 0.005	—	134
Architect ural Coatings	—	74.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.07	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	11.7	11.7	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.36	0.52	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	63.5	63.5	< 0.005	< 0.005	—	63.7
Architect ural Coatings	—	35.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.73	0.73	< 0.005	0.07	0.07	—	5.50	5.50	< 0.005	< 0.005	< 0.005	—

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.5	10.5	< 0.005	< 0.005	—	10.5
Architectural Coatings	—	6.42	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	0.13	0.13	< 0.005	0.01	0.01	—	0.91	0.91	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.55	0.54	0.12	1.28	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	109	109	0.02	0.02	0.09	—
Vendor	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	8.27	8.27	< 0.005	< 0.005	< 0.005	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.51	0.49	0.14	1.65	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	101	101	0.03	0.02	< 0.005	—
Vendor	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	8.38	8.38	< 0.005	< 0.005	< 0.005	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.24	0.24	0.06	0.67	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	49.0	49.0	0.01	0.01	0.02	—
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.95	3.95	< 0.005	< 0.005	< 0.005	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.01	0.12	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.11	8.11	< 0.005	< 0.005	< 0.005	—
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.65	0.65	< 0.005	< 0.005	< 0.005	—
Hauling	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	—

3.39. Architectural Coating (2037) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.75	1.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	134	134	0.01	< 0.005	—	134
Architect ural Coatings	—	74.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.06	0.05	< 0.005	< 0.005	1.65	1.65	< 0.005	0.16	0.16	—	11.6	11.6	< 0.005	< 0.005	< 0.005	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.10	0.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	17.0	17.0	< 0.005	< 0.005	—	17.0
Architect ural Coatings	—	9.42	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.20	0.20	< 0.005	0.02	0.02	—	1.46	1.46	< 0.005	< 0.005	< 0.005	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.81	2.81	< 0.005	< 0.005	—	2.82
Architect ural Coatings	—	1.72	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.04	0.04	< 0.005	< 0.005	< 0.005	—	0.24	0.24	< 0.005	< 0.005	< 0.005	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.48	0.46	0.13	1.55	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	99.8	99.8	0.03	0.02	< 0.005	—
Vendor	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	8.24	8.24	< 0.005	< 0.005	< 0.005	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.01	0.17	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	13.0	13.0	< 0.005	< 0.005	< 0.005	—
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.04	1.04	< 0.005	< 0.005	< 0.005	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	< 0.005	0.03	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.15	2.15	< 0.005	< 0.005	< 0.005	—
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.17	0.17	< 0.005	< 0.005	< 0.005	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	32.2	31.5	9.73	68.8	0.05	0.07	2.94	3.01	0.07	0.75	0.81	—	5,248	5,248	1.37	0.79	14.6	5,532
Industrial Park	21.4	20.9	6.47	45.7	0.03	0.05	1.95	2.00	0.04	0.50	0.54	—	3,487	3,487	0.91	0.52	9.69	3,676
Regional Shopping Center	74.3	72.4	24.9	181	0.18	0.21	11.6	11.8	0.20	2.95	3.15	—	17,996	17,996	3.25	2.04	57.6	18,742
Supermarket	117	114	37.5	269	0.24	0.30	14.8	15.1	0.28	3.77	4.05	—	24,150	24,150	5.05	3.06	73.7	25,261
Strip Mall	28.7	28.0	8.65	61.2	0.05	0.06	2.61	2.67	0.06	0.66	0.72	—	4,665	4,665	1.22	0.70	13.0	4,917
Other Non-Asphalt Surfaces	0.91	0.80	5.51	5.15	0.01	0.03	0.40	0.43	0.03	0.11	0.14	—	1,439	1,439	0.09	0.22	5.02	1,510
Other Asphalt Surfaces	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	0.00
Parking Lot	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	0.00
Total	275	268	92.8	631	0.56	0.72	34.3	35.1	0.67	8.74	9.41	—	56,985	56,985	11.9	7.32	174	59,638
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	27.8	26.8	11.0	88.0	0.05	0.07	2.94	3.01	0.07	0.75	0.81	—	4,981	4,981	1.81	0.86	0.38	5,283
Industrial Park	18.5	17.8	7.32	58.5	0.03	0.05	1.95	2.00	0.04	0.50	0.54	—	3,310	3,310	1.20	0.57	0.25	3,510
Regional Shopping Center	64.2	61.8	28.3	217	0.16	0.21	11.6	11.8	0.20	2.95	3.15	—	16,857	16,857	4.24	2.22	1.49	17,625

Supermarket	101	97.4	42.5	332	0.22	0.30	14.8	15.1	0.28	3.77	4.05	—	22,729	22,729	6.63	3.33	1.91	23,888
Strip Mall	24.7	23.9	9.80	78.2	0.04	0.06	2.61	2.67	0.06	0.66	0.72	—	4,428	4,428	1.60	0.76	0.34	4,696
Other Non-Asphalt Surfaces	0.81	0.70	5.85	5.54	0.01	0.03	0.40	0.43	0.03	0.11	0.14	—	1,447	1,447	0.10	0.22	0.13	1,515
Other Asphalt Surfaces	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	0.00
Parking Lot	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	0.00
Total	237	228	105	779	0.53	0.73	34.3	35.1	0.68	8.74	9.42	—	53,751	53,751	15.6	7.96	4.50	56,517
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	3.90	3.78	1.41	10.4	0.01	0.01	0.40	0.41	0.01	0.10	0.11	—	629	629	0.20	0.10	0.78	664
Industrial Park	3.01	2.92	1.09	8.01	0.01	0.01	0.31	0.31	0.01	0.08	0.09	—	485	485	0.15	0.08	0.61	513
Regional Shopping Center	9.17	8.87	3.63	26.3	0.02	0.03	1.49	1.52	0.03	0.38	0.41	—	2,062	2,062	0.47	0.26	2.94	2,155
Supermarket	15.6	15.1	6.10	44.2	0.04	0.05	2.38	2.42	0.04	0.60	0.65	—	3,343	3,343	0.80	0.44	4.69	3,499
Strip Mall	4.61	4.47	1.67	12.2	0.01	0.01	0.47	0.48	0.01	0.12	0.13	—	742	742	0.23	0.12	0.93	785
Other Non-Asphalt Surfaces	0.15	0.13	1.04	0.97	< 0.005	0.01	0.07	0.08	0.01	0.02	0.02	—	239	239	0.02	0.04	0.36	250
Other Asphalt Surfaces	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	0.00
Parking Lot	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	0.00
Total	36.5	35.3	14.9	102	0.08	0.11	5.11	5.22	0.10	1.30	1.40	—	7,500	7,500	1.87	1.04	10.3	7,866

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	21,425	21,425	1.33	0.16	—	21,507
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	45,801	45,801	2.84	0.34	—	45,975
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	6,053	6,053	0.38	0.05	—	6,076
Supermarket	—	—	—	—	—	—	—	—	—	—	—	—	12,696	12,696	0.79	0.10	—	12,744
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	2,024	2,024	0.13	0.02	—	2,031
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	5,128	5,128	0.32	0.04	—	5,147
Total	—	—	—	—	—	—	—	—	—	—	—	—	93,127	93,127	5.78	0.70	—	93,480
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	21,425	21,425	1.33	0.16	—	21,507
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	45,801	45,801	2.84	0.34	—	45,975
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	6,053	6,053	0.38	0.05	—	6,076
Supermarket	—	—	—	—	—	—	—	—	—	—	—	—	12,696	12,696	0.79	0.10	—	12,744
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	2,024	2,024	0.13	0.02	—	2,031
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	5,128	5,128	0.32	0.04	—	5,147
Total	—	—	—	—	—	—	—	—	—	—	—	—	93,127	93,127	5.78	0.70	—	93,480
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	3,547	3,547	0.22	0.03	—	3,561
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	7,583	7,583	0.47	0.06	—	7,612
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	1,002	1,002	0.06	0.01	—	1,006
Supermarket	—	—	—	—	—	—	—	—	—	—	—	—	2,102	2,102	0.13	0.02	—	2,110
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	335	335	0.02	< 0.005	—	336
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00

Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	849	849	0.05	0.01	—	852
Total	—	—	—	—	—	—	—	—	—	—	—	—	15,418	15,418	0.96	0.12	—	15,477

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	0.83	0.41	7.52	6.32	0.05	0.57	—	0.57	0.57	—	0.57	—	8,971	8,971	0.79	0.02	—	8,996
Industrial Park	1.77	0.88	16.1	13.5	0.10	1.22	—	1.22	1.22	—	1.22	—	19,178	19,178	1.70	0.04	—	19,231
Regional Shopping Center	0.07	0.04	0.65	0.55	< 0.005	0.05	—	0.05	0.05	—	0.05	—	781	781	0.07	< 0.005	—	783
Supermarket	0.14	0.07	1.28	1.08	0.01	0.10	—	0.10	0.10	—	0.10	—	1,531	1,531	0.14	< 0.005	—	1,535
Strip Mall	0.02	0.01	0.22	0.18	< 0.005	0.02	—	0.02	0.02	—	0.02	—	261	261	0.02	< 0.005	—	262
Other Non-Asphalt Surfaces	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
Other Asphalt Surfaces	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
Parking Lot	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
Total	2.83	1.42	25.7	21.6	0.15	1.96	—	1.96	1.96	—	1.96	—	30,722	30,722	2.72	0.06	—	30,807

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	0.83	0.41	7.52	6.32	0.05	0.57	—	0.57	0.57	—	0.57	—	8,971	8,971	0.79	0.02	—	8,996
Industrial Park	1.77	0.88	16.1	13.5	0.10	1.22	—	1.22	1.22	—	1.22	—	19,178	19,178	1.70	0.04	—	19,231
Regional Shopping Center	0.07	0.04	0.65	0.55	< 0.005	0.05	—	0.05	0.05	—	0.05	—	781	781	0.07	< 0.005	—	783
Supermarket	0.14	0.07	1.28	1.08	0.01	0.10	—	0.10	0.10	—	0.10	—	1,531	1,531	0.14	< 0.005	—	1,535
Strip Mall	0.02	0.01	0.22	0.18	< 0.005	0.02	—	0.02	0.02	—	0.02	—	261	261	0.02	< 0.005	—	262
Other Non-Asphalt Surfaces	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
Other Asphalt Surfaces	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
Parking Lot	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
Total	2.83	1.42	25.7	21.6	0.15	1.96	—	1.96	1.96	—	1.96	—	30,722	30,722	2.72	0.06	—	30,807
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	0.15	0.08	1.37	1.15	0.01	0.10	—	0.10	0.10	—	0.10	—	1,485	1,485	0.13	< 0.005	—	1,489
Industrial Park	0.32	0.16	2.93	2.46	0.02	0.22	—	0.22	0.22	—	0.22	—	3,175	3,175	0.28	0.01	—	3,184
Regional Shopping Center	0.01	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	129	129	0.01	< 0.005	—	130
Supermarket	0.03	0.01	0.23	0.20	< 0.005	0.02	—	0.02	0.02	—	0.02	—	253	253	0.02	< 0.005	—	254
Strip Mall	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	43.2	43.2	< 0.005	< 0.005	—	43.3

Other Non-Asphalt Surfaces	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
Other Asphalt Surfaces	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
Parking Lot	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
Total	0.52	0.26	4.70	3.95	0.03	0.36	—	0.36	0.36	—	0.36	—	5,086	5,086	0.45	0.01	—	5,100

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	68.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	4.46	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	24.6	22.7	1.17	138	0.01	0.25	—	0.25	0.19	—	0.19	—	570	570	0.02	< 0.005	—	572
Total	24.6	95.8	1.17	138	0.01	0.25	—	0.25	0.19	—	0.19	—	570	570	0.02	< 0.005	—	572
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Consumer Products	—	68.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	4.46	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	73.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	12.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.81	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	2.22	2.05	0.10	12.5	< 0.005	0.02	—	0.02	0.02	—	0.02	—	46.5	46.5	< 0.005	< 0.005	—	46.7
Total	2.22	15.4	0.10	12.5	< 0.005	0.02	—	0.02	0.02	—	0.02	—	46.5	46.5	< 0.005	< 0.005	—	46.7

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	259	783	1,042	26.6	0.64	—	1,899
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	722	2,174	2,896	74.1	1.77	—	5,278

Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	57.2	175	232	5.88	0.14	—	421
Supermarket	—	—	—	—	—	—	—	—	—	—	—	60.6	183	244	6.22	0.15	—	444
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	19.1	58.4	77.5	1.97	0.05	—	141
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	2.84	2.84	< 0.005	< 0.005	—	2.85
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	8.21	8.21	< 0.005	< 0.005	—	8.25
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	30.7	30.7	< 0.005	< 0.005	—	30.8
Total	—	—	—	—	—	—	—	—	—	—	—	1,118	3,415	4,533	115	2.75	—	8,223
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	259	783	1,042	26.6	0.64	—	1,899
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	722	2,174	2,896	74.1	1.77	—	5,278
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	57.2	175	232	5.88	0.14	—	421
Supermarket	—	—	—	—	—	—	—	—	—	—	—	60.6	183	244	6.22	0.15	—	444
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	19.1	58.4	77.5	1.97	0.05	—	141
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	2.84	2.84	< 0.005	< 0.005	—	2.85
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	8.21	8.21	< 0.005	< 0.005	—	8.25

Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	30.7	30.7	< 0.005	< 0.005	—	30.8
Total	—	—	—	—	—	—	—	—	—	—	—	1,118	3,415	4,533	115	2.75	—	8,223
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	42.9	130	173	4.41	0.11	—	314
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	119	360	479	12.3	0.29	—	874
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	9.48	28.9	38.4	0.97	0.02	—	69.7
Supermarket	—	—	—	—	—	—	—	—	—	—	—	10.0	30.4	40.4	1.03	0.02	—	73.5
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	3.17	9.66	12.8	0.33	0.01	—	23.3
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.47	0.47	< 0.005	< 0.005	—	0.47
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	1.36	1.36	< 0.005	< 0.005	—	1.37
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	5.08	5.08	< 0.005	< 0.005	—	5.10
Total	—	—	—	—	—	—	—	—	—	—	—	185	565	751	19.0	0.46	—	1,361

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
----------	-----	-----	-----	----	-----	-------	-------	-------	--------	--------	--------	------	-------	------	-----	-----	---	------

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	382	0.00	382	38.2	0.00	—	1,336
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	1,088	0.00	1,088	109	0.00	—	3,807
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	228	0.00	228	22.8	0.00	—	798
Supermarket	—	—	—	—	—	—	—	—	—	—	—	779	0.00	779	77.9	0.00	—	2,727
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	76.3	0.00	76.3	7.62	0.00	—	267
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	2,554	0.00	2,554	255	0.00	—	8,935
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	382	0.00	382	38.2	0.00	—	1,336
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	1,088	0.00	1,088	109	0.00	—	3,807
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	228	0.00	228	22.8	0.00	—	798

Supermarket	—	—	—	—	—	—	—	—	—	—	—	779	0.00	779	77.9	0.00	—	2,727
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	76.3	0.00	76.3	7.62	0.00	—	267
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	2,554	0.00	2,554	255	0.00	—	8,935
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	63.2	0.00	63.2	6.32	0.00	—	221
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	180	0.00	180	18.0	0.00	—	630
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	37.8	0.00	37.8	3.78	0.00	—	132
Supermarket	—	—	—	—	—	—	—	—	—	—	—	129	0.00	129	12.9	0.00	—	451
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	12.6	0.00	12.6	1.26	0.00	—	44.2
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	423	0.00	423	42.3	0.00	—	1,479

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.85	1.85
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	424	424
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.94	1.94
Supermarket	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	53,157	53,157
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.84	0.84
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	53,585	53,585
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.85	1.85
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	424	424
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.94	1.94
Supermarket	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	53,157	53,157

Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.84	0.84
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	53,585	53,585
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.31	0.31
Industrial Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	70.2	70.2
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.32	0.32
Supermarket	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8,801	8,801
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.14	0.14
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8,872	8,872

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
-------	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Remove	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	1/1/2024	10/4/2024	5.00	200	—
Grading	Grading	10/05/2024	3/21/2025	5.00	120	—
Building Construction	Building Construction	3/22/2025	2/6/2037	5.00	3,100	—
Paving	Paving	3/22/2025	1/23/2026	5.00	220	—
Architectural Coating	Architectural Coating	5/3/2036	3/6/2037	5.00	220	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	0.50	LDA,LDT1,LDT2
Site Preparation	Vendor	4.00	0.50	HHDT,MHDT

Site Preparation	Hauling	62.5	0.50	HHDT
Site Preparation	Onsite truck	4.00	0.50	HHDT
Grading	—	—	—	—
Grading	Worker	20.0	0.50	LDA,LDT1,LDT2
Grading	Vendor	4.00	0.50	HHDT,MHDT
Grading	Hauling	0.00	0.50	HHDT
Grading	Onsite truck	4.00	0.50	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	1,182	0.50	LDA,LDT1,LDT2
Building Construction	Vendor	522	0.50	HHDT,MHDT
Building Construction	Hauling	0.00	0.50	HHDT
Building Construction	Onsite truck	4.00	0.50	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	0.50	LDA,LDT1,LDT2
Paving	Vendor	4.00	0.50	HHDT,MHDT
Paving	Hauling	0.00	0.50	HHDT
Paving	Onsite truck	4.00	0.50	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	236	0.50	LDA,LDT1,LDT2
Architectural Coating	Vendor	4.00	0.50	HHDT,MHDT
Architectural Coating	Hauling	0.00	0.50	HHDT
Architectural Coating	Onsite truck	4.00	0.50	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
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Limit vehicle speeds on unpaved roads to 25 mph	44%	44%
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5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	4,776,600	1,592,200	327,814

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	50,000	50,000	300	0.00	—
Grading	—	—	360	0.00	—
Paving	0.00	0.00	0.00	0.00	125

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
General Office Building	0.00	0%
Industrial Park	0.00	0%
Regional Shopping Center	0.00	0%
Supermarket	0.00	0%
Strip Mall	0.00	0%

Other Non-Asphalt Surfaces	8.53	0%
Other Asphalt Surfaces	24.7	100%
Parking Lot	92.2	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00	532	0.03	< 0.005
2025	0.00	532	0.03	< 0.005
2026	0.00	532	0.03	< 0.005
2027	0.00	532	0.03	< 0.005
2028	0.00	532	0.03	< 0.005
2029	0.00	532	0.03	< 0.005
2030	0.00	532	0.03	< 0.005
2031	0.00	532	0.03	< 0.005
2032	0.00	532	0.03	< 0.005
2033	0.00	532	0.03	< 0.005
2034	0.00	532	0.03	< 0.005
2035	0.00	532	0.03	< 0.005
2036	0.00	532	0.03	< 0.005
2037	0.00	532	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VM/Weekday	VM/Saturday	VM/Sunday	VM/Year
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General Office Building	8,257	1,683	533	2,268,295	4,128	842	267	1,134,147
Industrial Park	5,487	4,136	2,019	1,751,477	2,743	2,068	1,010	875,739
Regional Shopping Center	14,922	18,789	7,649	5,268,922	11,717	16,316	6,642	4,251,784
Supermarket	24,227	29,781	21,761	9,003,847	20,861	14,890	10,880	6,782,433
Strip Mall	7,340	7,340	7,340	2,679,100	3,670	3,670	3,670	1,339,550
Other Non-Asphalt Surfaces	928	928	928	338,768	464	464	464	169,384
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	4,776,600	1,592,200	327,814

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
General Office Building	14,700,146	532	0.0330	0.0040	27,992,282
Industrial Park	31,424,771	532	0.0330	0.0040	59,839,612
Regional Shopping Center	4,152,886	532	0.0330	0.0040	2,436,261
Supermarket	8,710,912	532	0.0330	0.0040	4,777,098
Strip Mall	1,388,415	532	0.0330	0.0040	814,504
Other Non-Asphalt Surfaces	0.00	532	0.0330	0.0040	0.00
Other Asphalt Surfaces	0.00	532	0.0330	0.0040	0.00
Parking Lot	3,518,181	532	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
General Office Building	135,379,796	1,648,928
Industrial Park	376,544,375	3,524,944
Regional Shopping Center	29,866,041	872,847
Supermarket	31,605,970	555,055
Strip Mall	9,984,976	291,815
Other Non-Asphalt Surfaces	0.00	804,238
Other Asphalt Surfaces	0.00	2,329,048
Parking Lot	0.00	8,694,245

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
General Office Building	708	—
Industrial Park	2,019	—
Regional Shopping Center	423	—
Supermarket	1,446	—
Strip Mall	142	—
Other Non-Asphalt Surfaces	0.00	—
Other Asphalt Surfaces	0.00	—
Parking Lot	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Industrial Park	Other commercial A/C and heat pumps	R-410A	2,088	0.30	4.00	4.00	18.0
Regional Shopping Center	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Regional Shopping Center	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Supermarket	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

Supermarket	Supermarket refrigeration and condensing units	R-404A	3,922	26.5	16.5	16.5	18.0
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
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5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
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5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)
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5.17. User Defined

Equipment Type	Fuel Type
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5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
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5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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8. User Changes to Default Data

Screen	Justification
Construction: Construction Phases	Default phase durations. The SoTu Master Plan is intended to be a guiding document for future development. There are no individual projects proposed at this time.
Operations: Vehicle Data	Trip generation rates adjusted to match rates from the Institute of Transportation Engineers (ITE) Manual, 11th Edition - consistent with the project-specific traffic study.
Operations: Fleet Mix	Truck fleet mix applied to the non-asphalt land use to account for truck trips from the industrial use. Fleet mix based on the CalEEMod default proportions.
Construction: Trips and VMT	Construction trip lengths updated to 0.5 mile to account for on-site and localized emissions from on-road sources.

Appendix B: Energy Calculations

Construction Vehicle Fuel Calculations (Page 1 of 2)

California Air Resource Board (CARB). 2022. EMFAC2021 Web Database. Website: <https://arb.ca.gov/emfac/emissions-inventory>. Accessed June 2023.

Source: EMFAC2021 (v1.0.2) Emissions Inventory

Region Type: County

Region: Tulare

Calendar Year: 2023

Season: Annual

Vehicle Classification: EMFAC2007 Categories

Units: miles/day for CVMT and EVMT, trips/day for Trips, kWh/day for Energy Consumption, 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	Consumption	FE	VMT*FE
							(mi/day)	(1000 gallons/day)		
Tulare	2023	HHDT	Aggregate	Aggregate	Gasoline	1.54970655	46.293347	0.014304312	3.23632114	149.8201
Tulare	2023	HHDT	Aggregate	Aggregate	Diesel	5221.84185	738312.92	125.5857963	5.8789524	4340507
Tulare	2023	LDA	Aggregate	Aggregate	Gasoline	158118.586	6491689.4	219.6650576	29.5526718	1.92E+08
Tulare	2023	LDA	Aggregate	Aggregate	Diesel	384.149892	12142.554	0.280343597	43.3131127	525931.8
Tulare	2023	LDT1	Aggregate	Aggregate	Gasoline	15857.3496	513272.46	21.34216622	24.0496889	12344043
Tulare	2023	LDT1	Aggregate	Aggregate	Diesel	10.6516961	178.98541	0.007008468	25.5384492	4571.01
Tulare	2023	LDT2	Aggregate	Aggregate	Gasoline	67885.9374	2693221.2	113.8810344	23.6494272	63693140
Tulare	2023	LDT2	Aggregate	Aggregate	Diesel	166.198415	7236.2356	0.219675726	32.9405336	238365.5
Tulare	2023	LHDT1	Aggregate	Aggregate	Gasoline	7343.52005	256425.3	28.05468024	9.14019686	2343778
Tulare	2023	LHDT1	Aggregate	Aggregate	Diesel	8303.00088	296659.93	18.79451052	15.7843924	4682597
Tulare	2023	LHDT2	Aggregate	Aggregate	Gasoline	1118.53274	38674.934	4.763202236	8.11952387	314022.1
Tulare	2023	LHDT2	Aggregate	Aggregate	Diesel	2789.63445	102156.22	7.87710403	12.9687539	1324839
Tulare	2023	MDV	Aggregate	Aggregate	Gasoline	78873.2804	2872062.8	151.1282564	19.0041417	54581088
Tulare	2023	MDV	Aggregate	Aggregate	Diesel	1210.67366	48889.896	2.023324036	24.1631567	1181334
Tulare	2023	MHDT	Aggregate	Aggregate	Gasoline	405.111362	18171.796	3.924545838	4.6302926	84140.73
Tulare	2023	MHDT	Aggregate	Aggregate	Diesel	3939.62675	186485.68	21.5511825	8.65315289	1613689

Worker

Weighted Average Fuel Economy 25.66842

Vendor

Weighted Average Fuel Economy 8.982482

Haul

Weighted Average Fuel Economy 5.878787

Construction Vehicle Fuel Calculations (Page 2 of 2)

Construction Schedule

Source: CalEEMod Output

CalEEMod Run	Phase Name	Start Date	End Date	Num Days	
				Week	Num Days
01 - SoTu Residential + Public Land Uses	Site Preparation	1/01/2024	9/6/2024	5	180
01 - SoTu Residential + Public Land Uses	Grading	9/7/2024	6/19/2026	5	465
01 - SoTu Residential + Public Land Uses	Building Construction	9/7/2024	8/5/2033	5	2,325
01 - SoTu Residential + Public Land Uses	Paving	9/7/2024	4/25/2025	5	165
01 - SoTu Residential + Public Land Uses	Architectural Coating	1/1/2033	4/7/2034	5	330
02 - SoTu Commercial + Industrial Land Uses	Site Preparation	1/1/2024	10/4/2024	5	200
02 - SoTu Commercial + Industrial Land Uses	Grading	10/05/2024	3/21/2025	5	120
02 - SoTu Commercial + Industrial Land Uses	Building Construction	3/22/2025	2/6/2037	5	3,100
02 - SoTu Commercial + Industrial Land Uses	Paving	3/22/2025	1/23/2026	5	220
02 - SoTu Commercial + Industrial Land Uses	Architectural Coating	5/3/2036	3/6/2037	5	220

Construction Trips and VMT

CalEEMod Run	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
01 - SoTu Residential + Public Land Uses	Site Preparation	17.5	4	0		7.7	6.8	20	180	3,150	720	0	24,255	4,896	0	944.94	545.06	0.00
01 - SoTu Residential + Public Land Uses	Grading	20	4	0		7.7	6.8	20	465	9,300	1,860	0	71,610	12,648	0	2,789.81	1,408.07	0.00
01 - SoTu Residential + Public Land Uses	Building Construction	1290.29526	226.7495217	0		7.7	6.8	20	2,325	2,999,936	527,193	0	23,099,511	3,584,910	0	899,919.62	399,100.16	0.00
01 - SoTu Residential + Public Land Uses	Paving	15	4	0		7.7	6.8	20	165	2,475	660	0	19,058	4,488	0	742.45	499.64	0.00
01 - SoTu Residential + Public Land Uses	Architectural Coating	258.059052	4	0		7.7	6.8	20	330	85,159	1,320	0	655,728	8,976	0	25,546.11	999.28	0.00
02 - SoTu Commercial + Industrial Land Uses	Site Preparation	18	4	63		7.7	6.8	20	200	3,500	800	12,500	26,950	5,440	250,000	1,049.93	605.62	42,525.78
02 - SoTu Commercial + Industrial Land Uses	Grading	20	4	0		7.7	6.8	20	120	2,400	480	0	18,480	3,264	0	719.95	363.37	0.00
02 - SoTu Commercial + Industrial Land Uses	Building Construction	1,162	522	0		7.7	6.8	20	3,100	3,663,698	1,617,962	0	28,210,473	11,002,140	0	1,099,034.45	1,224,844.14	0.00
02 - SoTu Commercial + Industrial Land Uses	Paving	15	4	0		7.7	6.8	20	220	3,300	880	0	25,410	5,984	0	989.93	666.19	0.00
02 - SoTu Commercial + Industrial Land Uses	Architectural Coating	236	4	0		7.7	6.8	20	220	52,001	880	0	400,407	5,984	0	15,599.20	666.19	0.00

Total Phase 1 Project Construction VMT (miles)
67,440,611

Total Phase 1 Project Fuel Consumption (gallons)
3,719,560

Construction Equipment Fuel Calculation

Source: CalEEMod Output

Construction Schedule

Construction Area	Phase Type	Start Date	End Date	Num Days Week	Num Days
01 - SoTu Residential + Public Land Uses	Site Preparation	1/01/2024	9/6/2024	5	180
01 - SoTu Residential + Public Land Uses	Grading	9/7/2024	6/19/2026	5	465
01 - SoTu Residential + Public Land Uses	Building Construction	9/7/2024	8/5/2033	5	2,325
01 - SoTu Residential + Public Land Uses	Paving	9/7/2024	4/25/2025	5	165
01 - SoTu Residential + Public Land Uses	Architectural Coating	1/1/2033	4/7/2034	5	330
02 - SoTu Commercial + Industrial Land Uses	Site Preparation	1/1/2024	10/4/2024	5	200
02 - SoTu Commercial + Industrial Land Uses	Grading	10/05/2024	3/21/2025	5	120
02 - SoTu Commercial + Industrial Land Uses	Building Construction	3/22/2025	2/6/2037	5	3,100
02 - SoTu Commercial + Industrial Land Uses	Paving	3/22/2025	1/23/2026	5	220
02 - SoTu Commercial + Industrial Land Uses	Architectural Coating	5/3/2036	3/6/2037	5	220

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
01 - SoTu Residential + Public Land Uses									
Site Preparation	Rubber Tired Dozers	3	8	367	0.40	180	634,176.00	0.021	13,009.03
Site Preparation	Tractors/Loaders/Backhoes	4	8	84	0.37	180	179,020.80	0.019	3,406.15
Grading	Excavators	2	8	36	0.38	465	101,779.20	0.020	2,010.88
Grading	Graders	1	8	148	0.41	465	225,729.60	0.021	4,788.80
Grading	Rubber Tired Dozers	1	8	367	0.40	465	546,096.00	0.021	11,202.22
Grading	Scrapers	2	8	423	0.48	465	1,510,617.60	0.025	37,594.36
Grading	Tractors/Loaders/Backhoes	2	8	84	0.37	465	231,235.20	0.019	4,399.62
Building Construction	Cranes	2	7	367	0.29	2,325	3,464,296.50	0.015	51,565.56
Building Construction	Forklifts	6	8	82	0.20	2,325	1,830,240.00	0.021	38,077.63
Building Construction	Generator Sets	2	8	14	0.74	2,325	385,392.00	0.042	16,324.28
Building Construction	Tractors/Loaders/Backhoes	6	7	84	0.37	2,325	3,034,962.00	0.019	57,744.97
Building Construction	Welders	2	8	46	0.45	2,325	770,040.00	0.026	19,902.35
Paving	Pavers	4	8	81	0.42	165	179,625.60	0.022	3,866.84
Paving	Paving Equipment	4	8	89	0.36	165	169,171.20	0.018	3,101.34
Paving	Rollers	4	8	36	0.38	165	72,230.40	0.019	1,401.57
Architectural Coating	Air Compressors	1	6	37	0.48	330	35,164.80	0.028	968.94
02 - SoTu Commercial + Industrial Land Uses									
Site Preparation	Rubber Tired Dozers	3	8	367	0.40	200	704,640.00	0.021	14,454.48
Site Preparation	Tractors/Loaders/Backhoes	4	8	84	0.37	200	198,912.00	0.019	3,784.62
Grading	Excavators	2	8	36	0.38	120	26,265.60	0.020	518.94
Grading	Graders	1	8	148	0.41	120	58,252.80	0.021	1,235.82
Grading	Rubber Tired Dozers	1	8	367	0.40	120	140,928.00	0.021	2,890.90
Grading	Scrapers	2	8	423	0.48	120	389,836.80	0.025	9,701.77
Grading	Tractors/Loaders/Backhoes	2	8	84	0.37	120	59,673.60	0.019	1,135.38
Building Construction	Cranes	1	7	367	0.29	3,100	2,309,531.00	0.015	34,377.04
Building Construction	Forklifts	3	8	82	0.20	3,100	1,220,160.00	0.021	25,385.09
Building Construction	Generator Sets	1	8	14	0.74	3,100	256,928.00	0.042	10,882.85
Building Construction	Tractors/Loaders/Backhoes	3	7	84	0.37	3,100	2,023,308.00	0.019	38,496.64
Building Construction	Welders	1	8	46	0.45	3,100	513,360.00	0.026	13,268.23
Paving	Pavers	2	8	81	0.42	220	119,750.40	0.022	2,577.89
Paving	Paving Equipment	2	8	89	0.36	220	112,780.80	0.018	2,067.56
Paving	Rollers	2	8	36	0.38	220	48,153.60	0.019	934.38
Architectural Coating	Air Compressors	1	6	37	0.48	220	23,443.20	0.028	645.96

Total Master Plan Construction Equipment Fuel Consumption (gallons)

431,722.08

Notes:

Equipment assumptions are provided in the CalEEMod output files.

Source of usage estimates: California Air Resource Board (ARB). 2021. OFFROAD2017 (v1.0.1) Emissions Inventory for Tulare County

Website: <https://www.arb.ca.gov/orion/>.

Construction Equipment Fuel Calculation

OFFROAD2017 (v1.0.1) Emissions Inventory

Region Type: County

Region: Tulare

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	Vehicle Class	Model Year	HP_Bin	Fuel	Fuel (gallons/year)	Horsepower Hours (HP- hours/year)	Fuel (gallons/HP- hour)
Tulare	Construction and Mining - Cranes	Aggregated	300	Diesel	52657.01958	3537623.546	0.014884857
Tulare	Construction and Mining - Excavators	Aggregated	175	Diesel	156561.5672	7924249.896	0.019757273
Tulare	Construction and Mining - Graders	Aggregated	175	Diesel	95622.48553	4507357.533	0.021214755
Tulare	Construction and Mining - Misc - Cement And Mortar Mixers	Aggregated	25	Diesel	518.3	16275.35	0.031845705
Tulare	Construction and Mining - Misc - Concrete/Industrial Saws	Aggregated	50	Diesel	266.45	6383.85	0.041738136
Tulare	Construction and Mining - Pavers	Aggregated	175	Diesel	20697.09983	961439.2328	0.021527205
Tulare	Construction and Mining - Paving Equipment	Aggregated	175	Diesel	8797.729977	479896.0688	0.018332574
Tulare	Construction and Mining - Rollers	Aggregated	100	Diesel	49945.71939	2573962.798	0.019404212
Tulare	Construction and Mining - Rough Terrain Forklifts	Aggregated	100	Diesel	128035.0445	6154134.122	0.020804721
Tulare	Construction and Mining - Rubber Tired Dozers	Aggregated	300	Diesel	6934.526078	338050.6038	0.020513278
Tulare	Construction and Mining - Scrapers	Aggregated	300	Diesel	57538.0011	2311993.759	0.024886746
Tulare	Construction and Mining - Tractors/Loaders/Backhoes	Aggregated	300	Diesel	84418.89908	4436891.503	0.019026586
Tulare	Light Commercial - Misc - Air Compressors	Aggregated	50	Diesel	8584.8	311560.35	0.027554212
Tulare	Light Commercial - Misc - Generator Sets	Aggregated	50	Diesel	23662.95	558647.1	0.042357599
Tulare	Light Commercial - Misc - Welders	Aggregated	50	Diesel	39441.9	1526043.1	0.025845862

Operational Fuel Calculation—SoTu Master Plan (Page 1 of 3)

California Air Resource Board (CARB). EMFAC2021. Website: <https://arb.ca.gov/emfac/emissions-inventory/>. Accessed June 2023.

VMT = Vehicle Miles Traveled

FE = Fuel Economy

000 gallons/day for Fuel Consumption

Given								Calculations		
Region	Calendar Year	Vehicle Class	Model Year	Speed	Fuel	Population	VMT	Fuel Consumption	FE	VMT*FE
TULARE	2025	LDA	Aggregated	Aggregated	GAS	222536.1496	8512710.095	230.5383502	36.92535359	314334830.2
TULARE	2025	LDA	Aggregated	Aggregated	DSL	2295.945912	93041.05039	1.518572624	61.26875258	5700509.096
Weighted Average Fuel Economy										37.18854217
TULARE	2025	LDT1	Aggregated	Aggregated	GAS	22012.4842	767399.5265	24.52414241	31.29159477	24013155.01
TULARE	2025	LDT1	Aggregated	Aggregated	DSL	6.704360376	152.8578107	0.005142286	29.72565449	4543.798467
TULARE	2025	LDT2	Aggregated	Aggregated	GAS	70891.29355	2510680.417	83.3882196	30.10833459	75592406.03
TULARE	2025	LDT2	Aggregated	Aggregated	DSL	533.0785838	21101.42774	0.460836335	45.78941839	966222.1037
TULARE	2025	MDV	Aggregated	Aggregated	GAS	62764.35932	2014585.21	86.99223733	23.15821816	46654203.79
TULARE	2025	MDV	Aggregated	Aggregated	DSL	1725.129862	62029.85827	1.928525265	32.16440012	1995153.181
Weighted Average Fuel Economy										27.7580155
TULARE	2025	LHDT1	Aggregated	Aggregated	GAS	4985.276035	162387.983	18.03399088	9.00455058	1462230.807
TULARE	2025	LHDT1	Aggregated	Aggregated	DSL	6485.731697	199698.4277	10.55506194	18.91968317	3778230.983
TULARE	2025	LHDT2	Aggregated	Aggregated	GAS	817.2007649	25761.31277	3.310487626	7.781727552	200467.5173
TULARE	2025	LHDT2	Aggregated	Aggregated	DSL	2215.698325	69776.78433	4.106999097	16.98972478	1185488.362
TULARE	2025	MHDT	Aggregated	Aggregated	GAS	443.5446338	23385.76792	4.371925712	5.349077149	125092.2768
TULARE	2025	MHDT	Aggregated	Aggregated	DSL	4854.605014	262147.3245	25.48753433	10.28531521	2696267.864
TULARE	2025	HHDT	Aggregated	Aggregated	GAS	1.151547416	178.4372094	0.035652049	5.004963687	893.0717536
TULARE	2025	HHDT	Aggregated	Aggregated	DSL	6865.87503	904737.6549	115.8518106	7.80943906	7065493.581
Weighted Average Fuel Economy										10.02028279
TULARE	2025	MCY	Aggregated	Aggregated	GAS	9632.162233	62531.06947	1.645102286	38.0104447	2376833.758
Weighted Average Fuel Economy										38.0104447
TULARE	2025	MH	Aggregated	Aggregated	GAS	801.9109609	7291.458097	1.391960961	5.238263357	38194.57777
TULARE	2025	MH	Aggregated	Aggregated	DSL	509.9160188	3978.694297	0.388309084	10.24620454	40766.51556
TULARE	2025	OBUS	Aggregated	Aggregated	GAS	134.1242322	5615.136961	1.07538596	5.221508529	29319.48553
TULARE	2025	OBUS	Aggregated	Aggregated	DSL	136.3628056	9465.786392	1.081486004	8.752574102	82849.99682
TULARE	2025	SBUS	Aggregated	Aggregated	GAS	93.12572978	4355.457417	0.458880543	9.491484178	41339.75516
TULARE	2025	SBUS	Aggregated	Aggregated	DSL	484.9933028	15013.33067	1.77410944	8.462460281	127049.7144
TULARE	2025	UBUS	Aggregated	Aggregated	GAS	80.41065879	7250.013897	1.483175359	4.888170405	35439.30336
TULARE	2025	UBUS	Aggregated	Aggregated	DSL	24.20862518	2327.398767	0.238533101	9.757131204	22708.73513
Weighted Average Fuel Economy										7.553140232

Operational Fuel Calculation—SoTu Master Plan (Page 2 of 3)

Operational Fuel Calculation—SoTu Residential + Public Land Uses Operational Trips

Total Operational VMT (SoTu Residential + Public Land Uses)

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Single Family Housing	5,083	5,110	4,571	1,829,977	47,510	47,760	42,722	17,104,420
Apartments Low Rise	10,016	6,761	5,736	3,262,957	93,618	63,197	53,613	30,498,199
City Park	52.0	130	146	27,943	432	1,082	1,209	231,957
Elementary School	1,703	1,703	1,703	621,595	14,137	14,137	14,137	5,159,922
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

	Annual VMT (miles)
Total VMT from Residential Land Uses	47,602,619
Total VMT from Non-residential Land Uses	5,391,879
Total VMT (Residential + Public Land Uses)	52,994,498

By Vehicle Type

	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Residential Land Uses (2025)	0.524400	0.212000	0.167700	0.056300	0.000800	0.000900	0.007600	0.021200	0.000000	0.004300	0.002500	0.000100	0.002200
Non-residential Land Uses (2025)	0.456464	0.039415	0.192207	0.206184	0.039404	0.010023	0.012285	0.015324	0.000631	0.000454	0.021881	0.001925	0.003802912

SoTu Residential + Public Land Uses Residential Land Uses

	Fraction of 1	Percent of Vehicle Trips	Annual VMT	Average Fuel Economy (miles/gallon)	Average Daily Fuel Consumption (gallons)	Total Annual Fuel Consumption (gallons)
Passenger Cars (LDA)	0.5244	52.4	24,962,813	37.19	1839.0	671,250
Light Trucks and Medium Vehicles (LDT1, LDT2, and MDV)	0.4360	43.6	20,754,742	27.76	2048.5	747,703
Light-Heavy to Heavy-Heavy Diesel Trucks	0.0305	3.1	1,451,880	10.02	397.0	144,894
Motorcycles	0.0025	0.3	119,007	38.01	8.6	3,131
Other	0.0066	0.7	314,177	7.55	114.0	41,596
Total	—	100	47,602,619	—	—	1,608,573

SoTu Residential + Public Land Uses Non-residential Land Uses

	Fraction of 1	Percent of Vehicle Trips	Annual VMT	Average Fuel Economy (miles/gallon)	Average Daily Fuel Consumption (gallons)	Total Annual Fuel Consumption (gallons)
Passenger Cars (LDA)	0.4565	45.6	2,461,200	37.19	181.3	66,182
Light Trucks and Medium Vehicles (LDT1, LDT2, and MDV)	0.4378	43.8	2,360,594	27.76	233.0	85,042
Light-Heavy to Heavy-Heavy Diesel Trucks	0.0770	7.7	415,371	10.02	113.6	41,453
Motorcycles	0.0219	2.2	117,980	38.01	8.5	3,104
Other	0.0068	0.7	36,735	7.55	13.3	4,863
Total	—	100	5,391,879	—	—	200,644

SoTu Residential + Public Land Uses Summary	Total Annual Fuel Consumption (gallons)	
Residential Land Uses	Annual VMT	47,602,619
Non-residential Land Uses	Annual VMT	5,391,879
Subtotal	Annual VMT	52,994,498
		1,809,217

Operational Fuel Calculation—SoTu Master Plan (Page 3 of 3)
Operational Fuel Calculation—SoTu Commercial + Industrial Land Uses Operational Trips
Total Operational VMT (Phase 2)

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
General Office Building	8,257	1,683	533	2,268,295	68,542	13,974	4,426	18,829,343
Industrial Park	5,487	4,136	2,019	1,751,477	45,548	34,332	16,761	14,539,188
Regional Shopping Center	14,922	18,789	7,649	5,268,922	55,859	78,625	32,007	20,331,804
Supermarket	24,227	29,781	21,761	9,003,847	78,184	247,214	180,637	42,692,955
Strip Mall	7,340	7,340	7,340	2,679,100	60,930	60,930	60,930	22,239,477
Other Non-Asphalt Surfaces	928	928	928	338,768	46,407	46,407	46,407	16,938,391
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

	Annual VMT (miles)
Total VMT from Commercial + Industrial Land Uses Trips	118,632,766
Total VMT from Industrial Park Truck Only Trips	16,938,391
Total VMT (Phase 2)	135,571,157

By Vehicle Type

	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Residential Land Uses (2025)	0.456464	0.039415	0.192207	0.206184	0.039404	0.010023	0.012285	0.015324	0.000631	0.000454	0.021881	0.001925	0.003802912
Truck Only Fleet Mix (2025)	0.000000	0.000000	0.000000	0.000000	0.511501	0.130113	0.159465	0.198921	0.000000	0.000000	0.000000	0.000000	0.000000

Commercial + Industrial Land Uses Trips

	Fraction of 1	Percent of Vehicle Trips	Annual VMT	Average Fuel Economy (miles/gallon)	Average Daily Fuel Consumption (gallons)	Total Annual Fuel Consumption (gallons)
Passenger Cars (LDA)	0.4565	45.6	54,151,618	37.19	3989.4	1,456,137
Light Trucks and Medium Vehicles (LDT1, LDT2, and MDV)	0.4378	43.8	51,938,064	27.76	5126.3	1,871,101
Light-Heavy to Heavy-Heavy Diesel Trucks	0.0770	7.7	9,139,040	10.02	2498.8	912,054
Motorcycles	0.0219	2.2	2,595,808	38.01	187.1	68,292
Other	0.0068	0.7	808,237	7.55	293.2	107,007
Total	—	100.0000004	118,632,766	—	—	4,414,591

Industrial Park Truck Only Trips

	Fraction of 1	Percent of Vehicle Trips	Annual VMT	Average Fuel Economy (miles/gallon)	Average Daily Fuel Consumption (gallons)	Total Annual Fuel Consumption (gallons)
Passenger Cars (LDA)	0.0000	0.0	0	37.19	0.0	0
Light Trucks and Medium Vehicles (LDT1, LDT2, and MDV)	0.0000	0.0	0	27.76	0.0	0
Light-Heavy to Heavy-Heavy Diesel Trucks	1.0000	100.0	16,938,391	10.02	4631.3	1,690,410
Motorcycles	0.0000	0.0	0	38.01	0.0	0
Other	0.0000	0.0	0	7.55	0.0	0
Total	—	100	16,938,391	—	—	1,690,410

SoTu Commercial + Industrial Land Uses Summary

	Annual VMT	Total Annual Fuel Consumption
Commercial + Industrial Land Uses Trips	118,632,767	4,414,591
Industrial Park Truck Only Trips	16,938,391	1,690,410
SoTu Commercial + Industrial Land Uses	135,571,158	6,105,002

Project Operations Natural Gas Use

Source: CalEEMod Output

kBTU/yr = kilo-British Thermal Units/year

SoTu Residential + Public Land Uses

	Natural Gas Use (kBTU/yr)
Single Family Housing	19,679,429
Apartments Low Rise	26,748,148
City Park	0
Elementary School	1,683,691
Other Asphalt Surfaces	0
Parking Lot	0
Subtotal	48,111,267 kBTU/yr

SoTu Commercial + Industrial Land Uses

	Natural Gas Use (kBTU/yr)
General Office Building	27,992,282
Industrial Park	59,839,612
Regional Shopping Center	2,436,261
Supermarket	4,777,098
Strip Mall	814,504
Other Non-Asphalt Surfaces	0
Other Asphalt Surfaces	0
Parking Lot	0
Subtotal	95,859,757 kBTU/yr

Summary

	Natural Gas Use (kBTU/yr)
SoTu Residential + Public Land Uses	48,111,267
SoTu Commercial + Industrial Land Uses	95,859,757
Total Master Plan	143,971,024

Project Operations Electricity Use

Source: CalEEMod Output

kWh/yr = kilowatt hours per year

SoTu Residential + Public Land Uses

	Electricity Use (kWh/yr)
Single Family Housing	19,679,429
Apartments Low Rise	26,748,148
City Park	0
Elementary School	1,683,691
Other Asphalt Surfaces	0
Parking Lot	0
Subtotal	48,111,267 kWh/yr

SoTu Commercial + Industrial Land Uses

	Electricity Use (kWh/yr)
General Office Building	14,700,146
Industrial Park	31,424,771
Regional Shopping Center	4,152,886
Supermarket	8,710,912
Strip Mall	1,388,415
Other Non-Asphalt Surfaces	0
Other Asphalt Surfaces	0
Parking Lot	3,518,181
Subtotal	63,895,311 kWh/yr

Summary

	Electricity Use (kWh/yr)
SoTu Residential + Public Land Uses	48,111,267
SoTu Commercial + Industrial Land Uses	63,895,311
Total Master Plan	112,006,579

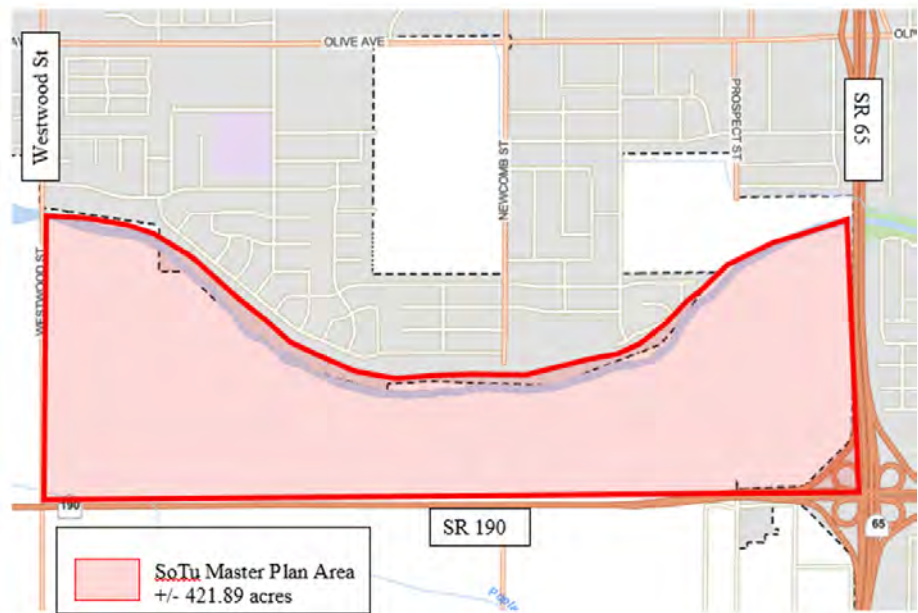
7.2 Appendix B: Biological Assessment Report

Prepared by Argonaut Ecological Consulting, Inc., dated April 27, 2023.

BIOLOGICAL ASSESSMENT REPORT

SoTu Master Plan Area; 421.89 Acres, City of Porterville, CA

APN: 259-150-001; 259-030-031 and -011; 259-270-004; 259-040-041, -044, -028,027,026,025, -043,-042; -045,046, 010, -039, 259-320-001, 259-370-058, -002



Prepared for:



April 27, 2023

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Attachments

Attachment A: Photographs

1.0 EXECUTIVE SUMMARY AND INTRODUCTION

EXECUTIVE SUMMARY

Argonaut Ecological, Inc. conducted a biological reconnaissance evaluation of the SoTu Master Plan Area proposed by the City of Porterville. The Master Plan Area encompasses approximately 421.89 acres to facilitate future growth. Although no physical development is proposed with the SoTu Master Plan, the goal is to provide the necessary framework to guide development in this area.

The SoTu Master Plan is intended to be a guiding document for future development. No individual projects are proposed; no additional conditional use permits, site plan reviews, or annexations are proposed. It is anticipated that projects will be reviewed individually.

The biological assessment included assessing the types of habitats present and sensitive species associated with those habitats. The biological evaluation focused on mapping existing habitat types based on a site reconnaissance and reviewing public and commercial databases, aerial photographs (current and historical), and other published information and available data.

The majority of the Master Plan Area has been in agricultural production for several decades but also has riparian and ruderal/non-native grassland habitats. The conclusions of the biological reconnaissance study include the following:

- An emergent wetland and a forested shrub wetland mapped by the National Inventory Wetland Inventory are located near the center of the Master Plan area within an agricultural field. Future development would require additional investigation of this area to determine if the wetland feature is intact (based on soils, hydrology, and vegetation).
- There are suitable nesting trees for raptors and migratory birds within the Master Plan area.
- Agricultural lands generally do not support special status species breeding or nesting habitats. However, the Study Area could provide some foraging habitat for Swainson's hawk, other raptors, and other species, such as the San Joaquin kit fox or the other special status species.

1.1 INTRODUCTION

The SoTu Master Plan encompasses 421.89 acres adjacent to City limits to facilitate future growth. Although the Plan Area is not within City Limits, it is the typical practice of the City to "pre-zone" properties (See Figure 1 – Conceptual Zoning Map). As such, the parcels within the Plan Area have been pre-zoned to the following zone districts:

- RS-1 – Very Low-Density Residential



-  Low Density Residential
-  Low Medium Density Residential
-  Medium Density Residential
-  Neighborhood Commercial
-  Parks and Recreation
-  Professional Office
-  Public Institutional
-  Resort Residential
-  Retail Centers
-  Rural Residential
-  Very Low Density Residential
-  Zoning District
-  AC (Agricultural/Conservation)
-  CG (General and Service Commercial)



Figure 1 – Conceptual Zoning Map

1.2 STUDY OBJECTIVES

This report provides an overall assessment of the biological resources within and adjacent to the Study Area, describes the area's biological characteristics, and evaluates the Study Area's likelihood to support sensitive biological resources (such as wetlands, creeks/drainages, and special status species). This evaluation used available literature, aerial photography, historic topographic and aerial maps, and a site visit. For this study, wetland habitat includes those areas possibly considered "waters of the U.S." as defined by the U.S. Army Corps of Engineers (Army Corps) or Waters of the State of California. Section 1.2.1 describes wetlands as a subset of "Waters of the U.S." under the Federal Clean Water Act (CWA).

This report assesses the Project's potential effects on biological resources and evaluates whether any associated regulatory approvals or permits are required. This report also evaluates potential impacts site development may have on protected habitat, species protected by the Federal Endangered Species Act (ESA), or those protected under the California Environmental Quality Act (CEQA) or California Endangered Species Act (CESA).

1.3 REGULATORY JURISDICTION AND BACKGROUND

Several agencies share regulatory jurisdiction over biological resources. The following briefly describes the primary agencies and their respective jurisdiction.

Wetland Protection

U.S. Army Corps of Engineers

Wetlands are a type of Waters of the U.S. The U.S. Army Corps of Engineers (Army Corps) and the U.S. Environmental Protection Agency regulate the placement of fill into the Waters of the U.S. under Section 404 of the Federal Clean Water Act and Section 10 of the Rivers and Harbor Act. For this purpose, the term "Waters of the U.S." is legally defined under Section 404 of the Federal Clean Water Act and includes interstate streams, creeks, and adjacent wetlands. The Army Corps defines wetlands as *"those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions"* (Environmental Laboratory 1987). In California, seasonally inundated areas that meet the criteria of all three wetland parameters (soils, hydrology, and vegetation), as defined in the recently issued Wetland Delineation Manual for the Arid West (USACE 2006), are also considered jurisdictional wetlands.

Since 2001, several U.S. Supreme Court rulings regarding the regulation of isolated, intrastate waters by the Army Corps have limited the scope of federal jurisdiction under the Federal Clean Water Act and excluded many California wetlands from federal regulation.

In December 2019, the U.S. Environmental Protection Agency and the U.S. Army published the final rule to repeal the 2015 Clean Water Rule. The "Clean Water Rule" clarified what constitutes waters of the U.S., and presumably, more precisely define and make permitting more predictable, thus less costly, and more straightforward.

After several challenges to the “Clean Water Rule,” a revised rule became effective on June 22, 2020; but in 2021 the Clean Water Rule was rescinded, and the regulations in effect before 2015 were restored. On November 18, 2021, the U.S. Environmental Protection Agency and the Department of the Army proposed the pre-2015 (pre-Obama-era rules) definition of “waters of the United States,” updated to reflect consideration of Supreme Court decisions.

On December 30, 2022, the U.S. Environmental Protection Agency (EPA) and the U.S. Department of the Army (the agencies) announced a final rule establishing a durable definition of “waters of the United States” (WOTUS) to reduce uncertainty from changing regulatory definitions, protect people’s health, and support economic opportunity. The final rule restores essential water protections in place before 2015 under the CWA for traditional navigable waters, the territorial seas, interstate waters, and upstream water resources that significantly affect those waters. The rule will be effective 60 days after it is published in the *Federal Register*. However, several industries filed a challenge on January 19, 2023. The industry complaint alleges that the rule “effectively reads the term ‘navigable waters’ out of the CWA,” that it “asserts improperly vague and malleable jurisdiction,” violates principles of federalism, “exceeds the Agencies’ delegated authority under the Commerce Clause,” and violates other constitutional principles.

WOTUS does not include prior converted cropland. Notwithstanding the determination of an area’s status as prior converted cropland by any other federal agency for the CWA, the final authority regarding CWA jurisdiction remains with EPA.

California State Water Resources Control Board

Since 1993, California has had a Wetlands Conservation Policy (a.k.a. Executive Order W-51 59-93) commonly called the *No Net Loss policy* for wetlands. This order establishes a state mandate for developing and adopting a policy framework and strategy to protect wetland ecosystems. The policy was to be implemented voluntarily and was expressly not to be implemented on a "project-by-project" basis (See EO W-59-93, Section III).

In 2020 California adopted the State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State. The State definition of wetland differs from the Federal definition in that the state definition includes areas with no vegetation, assuming the other criteria are met. Wetlands of the State include 1) natural wetlands, 2) wetlands created by modification of water of the state (at any point in history), and 3) artificial wetlands that meet specific criteria. The State definition only exempts a few types of waters. Examples of water features excluded from the state's definition include industrial or municipal wastewater, certain stormwater treatment facilities, agricultural crop irrigation, industrial processing or cooling, and fields flooded for rice growing.

Listed Protected Species and Habitat Protection

U.S. Fish and Wildlife Service

The U.S. Fish and Wildlife Service (USFWS) implements the Migratory Bird Treaty Act (16 USC Section 703-711), Bald and Golden Eagle Protection Act (16 United States Code [USC] Section 668), and Federal Endangered Species Act (FESA; 16 USC § 153 *et seq.*).

The **Migratory Bird Treaty Act (MBTA)** was first enacted in 1918 to protect migratory birds between the United States and Great Britain (acting on behalf of Canada). The MBTA makes it illegal for anyone to take, possess, import, transport, purchase, barter, offer for sale, or purchase any migratory birds, nests, or eggs unless a federal agency has issued a permit. The USFWS has statutory authority and responsibility for enforcing the MBTA. The MBTA was reformed in 2004 to include all species native to the U.S. or its territories due to natural biological or ecological processes (70 FR 12710, March 15, 2005). The Act does not include non-native species whose occurrences in the U.S. result solely from intentional or unintentional human introduction. The USFWS maintains a list of bird species not protected under the MBTA.

In January 2021, the USFWS published a new rule in the Federal Register. Under the rule change, the unintentional killing of migratory birds does not violate the MBTA. Only the intentional "pursuing, hunting, taking, capturing, killing, or attempting to do the same ... directed at migratory birds, their nests, or their eggs" would be illegal under the changes.

The **Federal Endangered Species Act** prohibits "take" "of any federally listed wildlife species (the destruction of federally listed plants on private property is not prohibited and does not require a permit). "Take" under the federal definition means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, collect, or attempt to engage in any such conduct. "Incidental take" is harm or death that may occur during the implementation of an otherwise lawful activity. "Candidate species" do not have the full Protection of FESA. However, the USFWS advises project applicants that it is prudent to address these species since they could be elevated to "listed status" before the completion of projects with long planning or development schedules.

Projects that would result in "take" "of any federally-listed threatened or endangered species can obtain authorization from the USFWS through either Section 7 (interagency consultation) or Section 10(a) (incidental take permit) of FESA. The authorization process determines if a project would jeopardize a listed species' continued existence and what mitigation measures would be required to avoid jeopardizing the species.

An Incidental Take Permit or Take Permit is required when an activity would either kill, harm, harass or interrupt a listed species' breeding or nesting. The ESA definition of "harm" is somewhat less definitive since it includes ubiquitous activities. In 1999 the USFWS clarified the term "harm" as it applies to the ESA in the Federal Register. As stated, the final rule defined the term "harm" "to include any act which causes actual harm (kills or injures fish or wildlife) and emphasizes that such actions may have significant habitat modification or degradation that significantly impairs essential behavioral patterns of fish or wildlife.

California Department of Fish and Wildlife

The California Department of Fish and Wildlife (CDFW) is a Trustee Agency responsible under CEQA to review and evaluate projects impacts on plant and wildlife resources. Under the Fish and

Game Code Section 1802, the CDFW has jurisdiction over the conservation, Protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations. The California Fish and Game Code also provides authority for the CDFW to regulate projects that could result in the "take" of any species listed by the state as threatened or endangered (Section 2081). CDFW also has authority over all state streams, as described below.

Perennial and intermittent streams also fall under the jurisdiction of CDFW according to Sections 1601-1603 of the Fish and Game Code (Streambed Alteration Agreements). CDFW's jurisdictional extent includes work within the stream zone, including the diversion or obstruction of the natural flow or changes in the channel, bed, or bank of any river, stream, or lake. Before issuing a 1601 or 1603 Streambed Alteration Agreement, the CDFW must demonstrate compliance with CEQA. In most cases, CDFW relies on the CEQA review performed by the local lead agency. However, in cases where no CEQA review was required for the project, CDFW would act as the lead agency under CEQA.

The CDFW also has authority for the Protection of state-listed species issues under Section 2081 Incidental Take Permit if a project has the potential to negatively affect state-protected plant or animal species or their habitats, either directly or indirectly. Protected species include those "listed" by the state as endangered or threatened. Besides listed species, other species protection categories include "fully protected" and California Species of Special Concern (CSC). Adverse impacts to species that are "fully protected" are prohibited.

Under the California Fish & Game Code (FGC Section 3503), "it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird...." Birds of prey (falcons, hawks, owls, and eagles) get extra Protection under the law (FGC Section 3503.5).

As with USFWS, CDFW does not have the authority to require a landowner to apply for an Incidental Take Permit (ITP) authorizing take. Instead, the landowner is legally obligated to avoid taking state-listed species if it does not seek an ITP. CDFW (and USFWS) can initiate an enforcement action if they believe that an illegal take has occurred or will occur.

California Endangered Species Act

The California Endangered Species Act (CESA) protects candidate plants and animal species and those listed under CESA as rare, threatened, or endangered. This Act prohibits the take of any such species unless authorized. Section 2081 authorizes the state to issue incidental take permits. The state definition of taking applies only to acts that result in death or adverse impacts on protected species. The CESA mirrors the federal regulation as it relates to "take"; however, there is no state equivalent definition of "harm" or "harass." Incidental take is also not defined by the CESA statute or regulation. Unlike the federal ESA, CESA does qualify that incidental take "is not prohibited "if it is the result of an act that occurs on a farm or ranch in the course of an otherwise lawful routine and ongoing agricultural activity." Where disagreement occurs (and in some cases, this has been the subject of court cases) is in the common understanding of "routine and ongoing agricultural activity."

California Environmental Quality Act

The CEQA Guidelines require a review of projects to determine their environmental effects and identify mitigation measures to reduce impacts to a less than significant level. The Guidelines state that an effect may be significant if it affects rare and endangered species. Section 15380 of the Guidelines defines *rare* to include listed species and allows agencies to consider rare species other than those designated as State or Federal threatened or endangered but that meet the standards for rare under the Federal or State endangered species acts. On this basis, plants designated as rare by non-regulatory organizations (e.g., California Native Plant Society), species of special concern as defined by CDFW, candidate species as defined by USFWS, and other designations need to be considered in CEQA analyses.

Land Use Entitlements

City of Porterville

The City of Porterville is responsible for all local land-use decisions within its jurisdiction and compliance with the California Environmental Quality Act (CEQA). As the lead agency under CEQA, the City will consider other responsible agencies' recommendations during the CEQA review.

2.0 RESOURCES CONSULTED AND METHODS

The following section describes the methods used to assess the Study Area and includes data review and evaluation, field studies, and aerial photograph interpretations.

2.1 DATA AND LITERATURE REVIEW

Documents and sources of information used to prepare this evaluation include the following:

- Aerial photography (Google Earth®, Bing®, and historic aerials).
- California Department of Fish and Wildlife, California Natural Diversity Database (CNDDDB/RareFind - Recent version with updates)
- Conservation Biology Institute. Data Basin. Tulare County Data Sets. 2023
- EcoAtlas 2023.
- U.S. Department of Agriculture, Natural Resources Conservation Service, Soil Survey of Fresno County (Soils mapper).
- U.S. Fish and Wildlife Service, National Wetland Inventory Map.
- U.S. Fish and Wildlife Service, Information for Planning and Consultation (IPaC) query, March 3, 2023.
- U.S. Geological Survey, Historical Topographic Map, Porterville Quadrangle, 1923, University of Texas, Austin, Perry-Castañeda Map Collection

The California Natural Diversity Database/ RareFind (CNDDDB) and the USFWS IPaC were consulted to determine the species potentially present within the Study Area based on location. The review assessed the likelihood of special status species being present based on the site's distance from documented species occurrences and the presence or absence of habitat types used by such species. The CNDDDB includes records of reported observations for special status plant and animal species and is queried based on a search radius of USGS quadrangle maps. Before conducting the fieldwork, high-resolution aerial photographs were also reviewed to determine if any areas on the site supported the presence of WOTUS.

2.2 AERIAL PHOTOGRAPHY AND WETLAND MAPPING

Historical aerial photographs dating back to the 1980s of the Study Area were reviewed to identify site features and determine land-use changes over time. Also reviewed were wetland mapping and aerial photographs to determine if the Study Area recently supported wetlands.

2.3 FIELD INVESTIGATION

A site review was completed on April 1, 2023. The entire Study Area was reviewed on a reconnaissance level. Detailed field mapping was not conducted. Photographs are included in Attachment A.

3.0 PHYSICAL RESOURCES, RESULTS, AND CONCLUSIONS

Section 3.1, below, describes the physical features (i.e., land use, soils, vegetation, hydrology, etc.) and the study area's biological features. The physical components and land use strongly influence the types of plants and animals present. This section also describes the habitats present and the specific biological resources observed during the site review.

Section 3.2 presents our conclusions, and Section 3.3 contains recommended avoidance and minimization measures to avoid potential impacts.

The following is not an exhaustive inventory of plants and animals present. Instead, the discussion provides sufficient information to characterize the habitat and habitat components present on site. This field survey identified the biological resources present. The biological evaluation discusses the habitat present and the potential for that habitat to support any species considered unique, sensitive, or protected by current law. The conclusion section (3.2) summarizes the results of the data review, fieldwork, and evaluation of biological resources and potential impacts. The conclusion sections also include recommendations for measures to minimize any potential impacts.

3.1 PHYSICAL RESOURCES

Climate

The Study Area climate is typical of the central San Joaquin Valley, with long, hot, and dry summers and mild winters, and rainfall averages approximately 9.99 inches per year, falling mainly between November and April (Western Regional Climate Center, 2004).

Topography, Drainage, and Soils

Topography and Drainage:

The Study Area lies within the San Joaquin Valley and is nearly level. In 1923 the topography of the site was at roughly an elevation of 130 mean sea level. The topography has remained relatively unchanged, but the site has been leveled for agricultural use. Historically, an agricultural ditch (Poplar Ditch) crossed through the southwest corner of the Study Area. The Tule River forms the northern boundary of the Study Area.

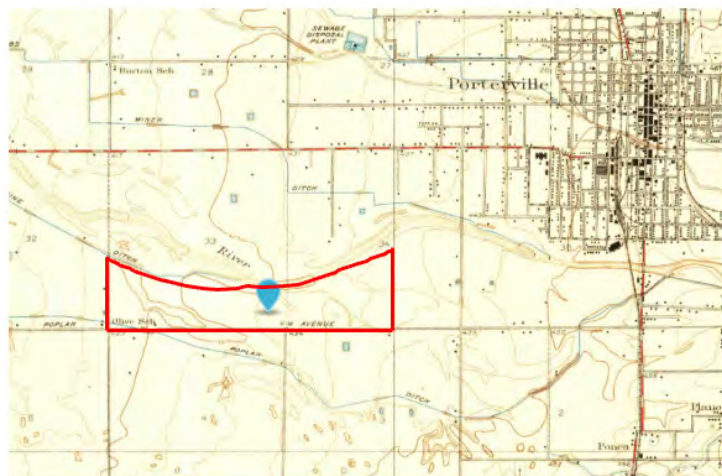


Figure 2
1923 Topographic Map
SoTu Master Plan Study Area

Soils:

The site comprises eight soil types, as shown in Table 1. The soils are primarily sandy loam, loam, and silt sand, and these soils are generally well-drained. The riverwash soils within the Tule River are hydric, and two other soil types are partially hydric, which means there is a higher potential for wetland formation within these soils. The pits appear to be excavated features that have been filled in. The predominant soil type, Nord fine sandy loam, is located on the west end of the Study Area, along S. Westwood Street.

Table 1 Soil Types Within the Study Area		
Soil Type	Classified as Hydric?	% of Study Area
Nord fine sandy loam, 0 to 2 percent slopes	No	125.2
Tujunga sand	No	73.4
San Emigdio loam	No	50.3
Yettem sandy loam, 0 to 2 percent slopes	No	41.5
Pits	No	25.9
Tagus loam, 0 to 2 percent slopes	Partially	25.4
Tujunga loamy sand, 0 to 2 percent slopes	Partially	23.2
Riverwash	Yes	39.3

Land Use

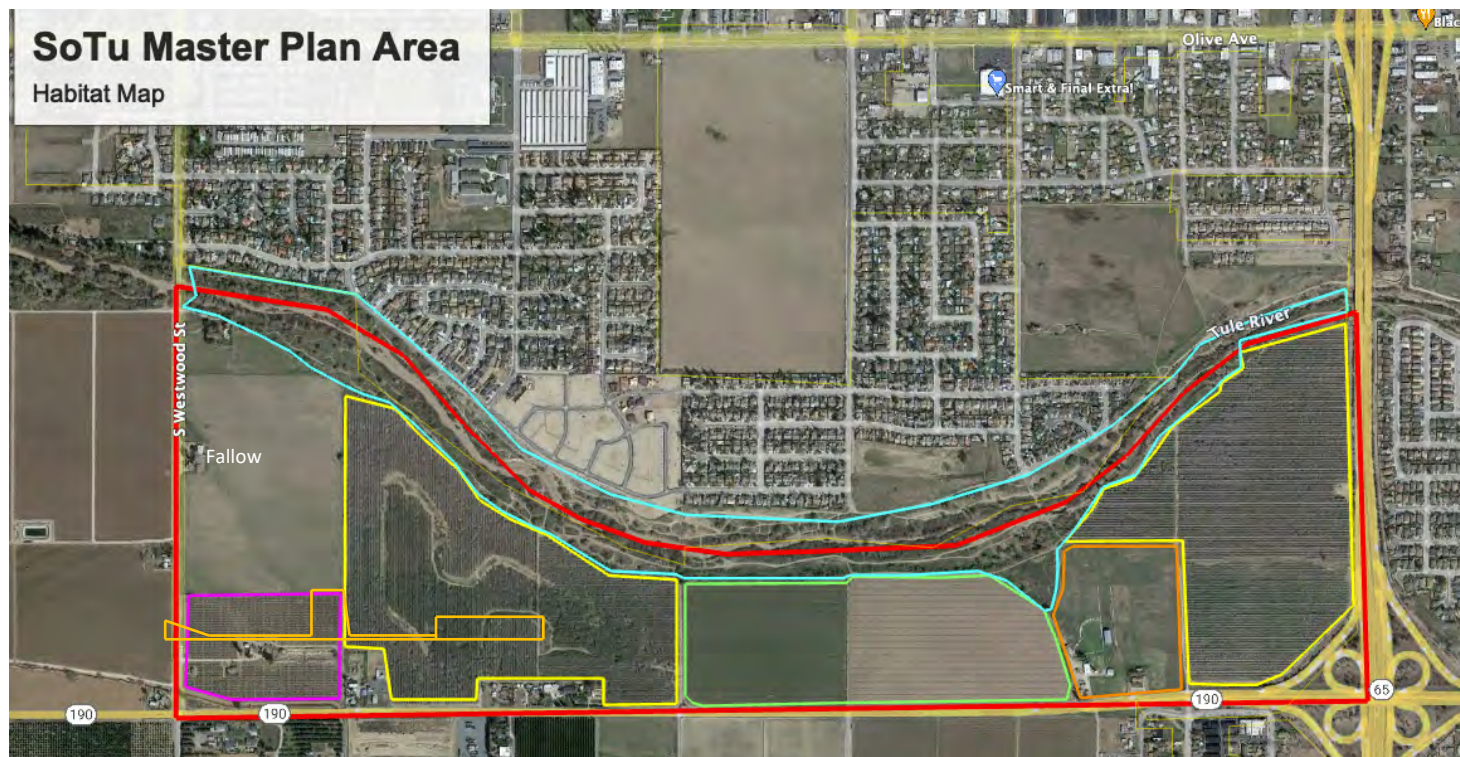
The Study Area is in a historically rural, agricultural area of Tulare County. The Study Area is located immediately west of the urbanized area of Porterville.

The Study Area is composed of crops and a few rural residences. The cropping pattern has been relatively unchanged since the 1990s, and no lands have been taken out of production since then. The area north of the Study Area has become more densely populated, but the lands south of the Study Area have remained relatively unchanged.

Habitat

There are several California habitat classification systems. Most classification systems describe natural communities without established developed or agricultural habitat classifications. CalVeg is a USDA Forest Service product providing a comprehensive spatial dataset of existing vegetation cover over California. The data were created using a combination of automated systematic procedures, remote sensing classification, photo editing, and field-based observations. Analyses are based “on a crosswalk of the CalVeg classifications to the California Wildlife Habitat Relationships (CWHR).”

Figure 3 shows the areas included within the survey boundary and depicts the habitat types in the Study Area. The Study Area has been in agricultural production (orchards and row crops) for at



Legend

- Master Plan Area
- Ruderal
- Orchards
- Riparian
- Vineyards
- Row Crops

Figure 3 Habitat Map



least 50 years, if not longer. CalVeg includes a dataset that shows fallow agricultural land in the San Joaquin Valley by year. From 2011 to 2016, some fallow agricultural land was within the Study Area. The fallow agricultural land was on the west side and in the area shown as “ruderal” in Figure 3. CalVeg also shows portions of the Study Area as Prime Farmland. The agricultural habitat provides some wildlife habitat but is subject to frequent habitat disturbance. There are nest trees throughout the agricultural lands.

Other habitats within the Master Plan Area include the riparian habitat along the Tulare River (Figure 3). This habitat supports mature trees (including sycamore), shrubs, and ground cover. The riparian habitat provides important nesting and breeding habitat for wildlife and a vital movement corridor through the region.

There is also an area of ruderal habitat on the eastern side of the Master Plan Area that is composed of non-native grasses surrounding a farm/ranch home and buildings. Additional ruderal habitat surrounds other residential homes and along the surrounding roadways. Ruderal habitat provides some wildlife habitat but is subject to more frequent human disturbance.

Waters/Wetland

According to the National Wetland Inventory Map (Figure 4), an emergent wetland and a forested shrub wetland are located near the center of the Master Plan area within an agricultural field. The emergent wetland and forested shrub wetland have been put into agricultural production since approximately 2007. Prior to that, the wetlands were within an area that appears to be used for pastureland. Agricultural production does not always remove a wetland feature, depending on the remaining crops, plowing technique, and topography. The features appear to be a topographic depression that may have historically been part of a former tributary to the Tule River. The NWI mapping cannot be used to verify that a wetland is still present but only indicates that a wetland was historically present. A formal wetland delineation would need to be performed to confirm whether a wetland is still present. A formal wetland delineation involves evaluating the plant community, subsurface soils, and hydrology.

The NWI maps also show that the area along the Tule River is mapped as riverine wetland habitat, which supports the river, adjacent wetlands, and riparian habitat.

Special Status Species

The California Natural Diversity Database (CNDDB) and the USFWS IPaC databases were queried to determine which special status species could be present within the Study Area. The database query is summarized in Table 2. No critical habitat exists for any species within or near the Study Area. The U.S. Fish and Wildlife Service IPaC list includes numerous migratory birds for the region, including Belding's savannah sparrow, California gull, common yellowthroat, and Nuttall's woodpecker. These strictly migratory species are not included in Table 2 but should be considered during future biological evaluations. The CNDDB Bios mapping is shown in Figure 5. The BIOs maps show the location of known records of special status species near the Study Area.

As described in Table 2, several species could occur within the Master Plan Area based on habitat conditions. The species potentially present include the following:

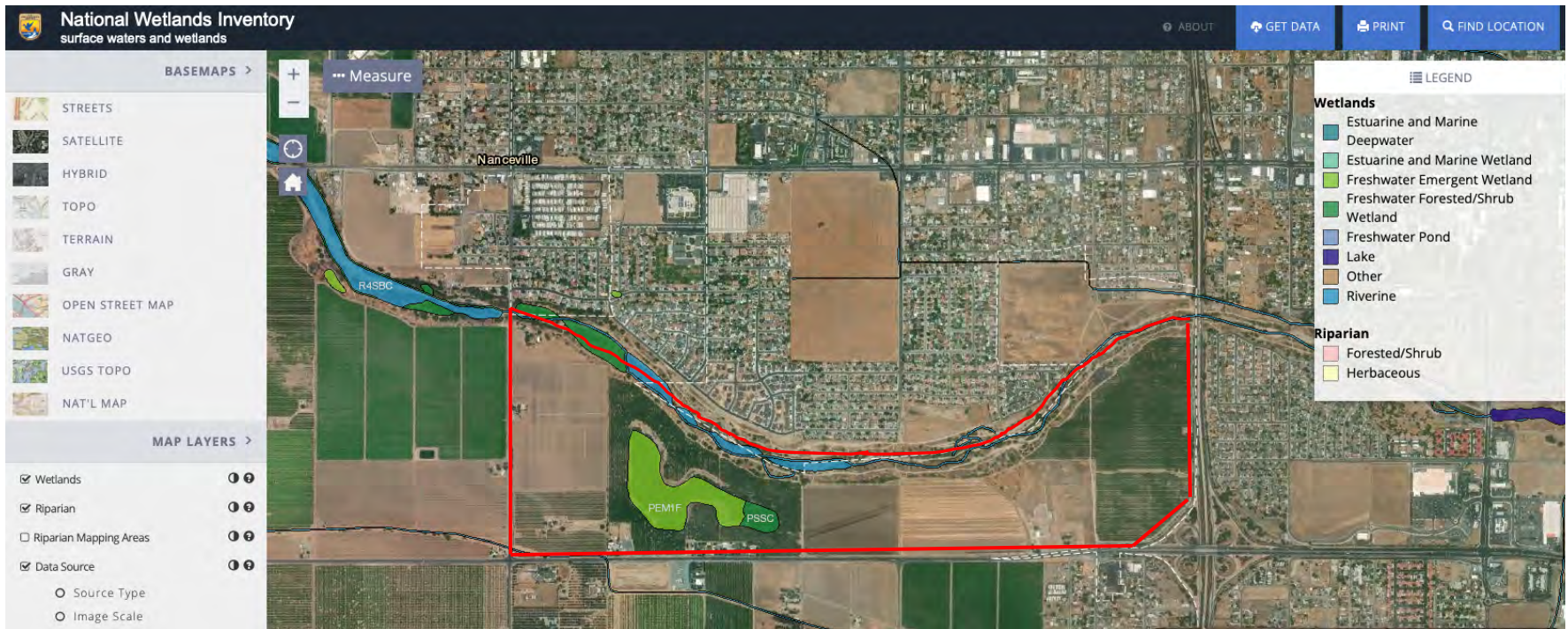


Figure 4 National Wetland Inventory Map



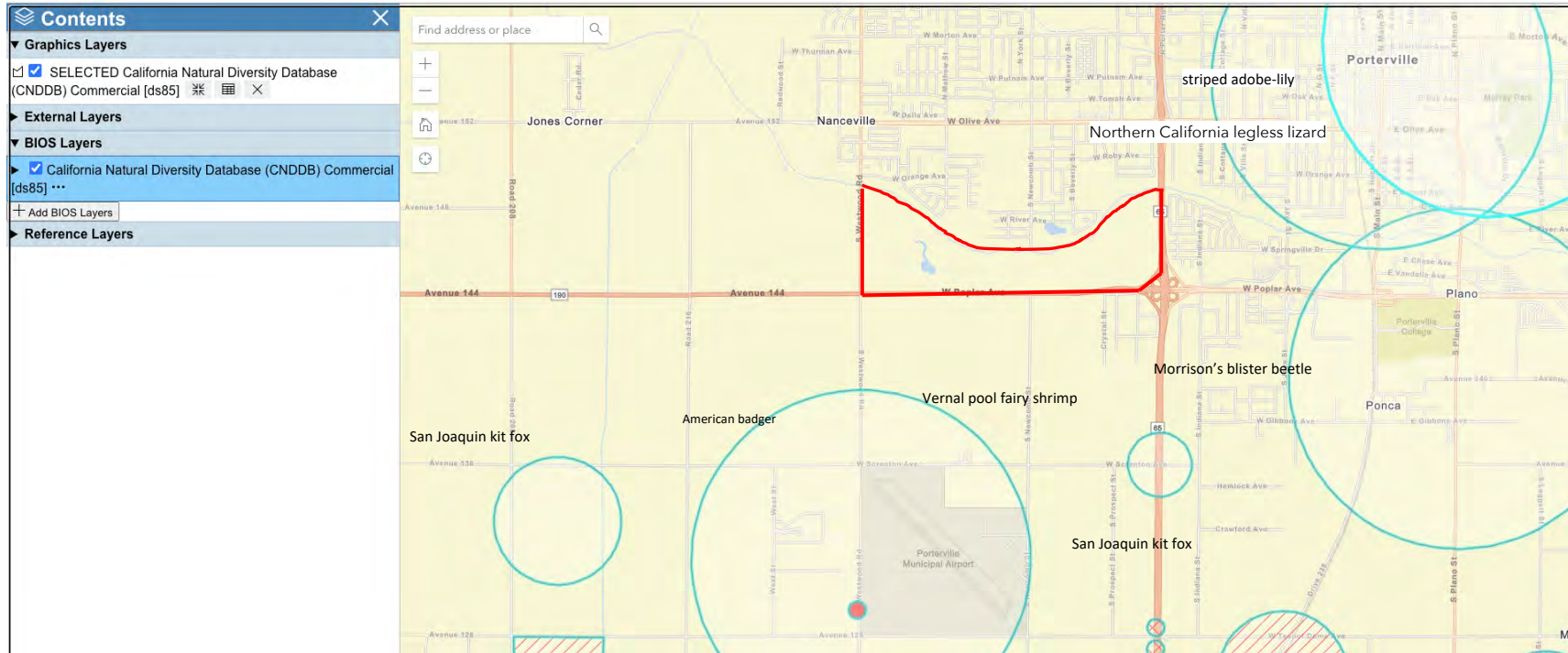


Figure 5 CNDDDB BIOS Map of Special Status Species Records



- Swainson's hawk (*Buteo swainsoni*)- nests in mature trees near suitable prey bases. It may occur within mature trees within the Master Plan area.
- San Joaquin kit fox (*Vulpes macrotis mutica*)- highly mobile species. Dens and forages in a wide range of habitats.
- American badger (*Taxidea taxus*)- occurs in various habitats (cropland, grassland, etc.)
- Northern California legless lizard (*Anniella pulchra*) – occurs in moist sandy soils and may occur within the riparian area or any seasonal wetland.
- Vernal pool fairy shrimp (*Branchinecta lynchi*)- occurs in seasonal wetland habitats.
- San Joaquin adobe sunburst (*Psuedobahia peirsonii*)- plant species found in grasslands and other habitats (including ruderal or non-native grasslands).

The Master Plan area supports riparian, potential wetlands, ruderal/non-native grassland, and cropland. These habitats could support these species if other habitat conditions are intact. For example, the San Joaquin kit fox could forage on the site if there is a suitable prey base and denning habitat, as could the American badger. Future projects within the Master Plan area would need to evaluate each parcel to determine whether species are present based on individual parcel habitat conditions.

Table 2
Summary of Special Status Species, Potential Occurrence, and Impact within the SoTu Master Plan Area

<i>Common Name</i>	<i>Scientific Name</i>	<i>Status¹</i>	<i>Effects²</i>	<i>Occurrence in the Study Area³</i>
Birds				
Swainson's hawk	<i>Buteo swainsoni</i>	--/CT	ME	Potentially Present. Nests in mature trees. Suitable nest trees within the Study Area, especially along the riparian corridor. May occasionally forage within the
Mammals				
Tipton kangaroo rat	<i>Dipodomys nitratoide</i> <i>nitratoide</i>	FE/--	NE	Absent. Grassland and alkali desert scrub habitat. Suitable habitat is not present.
San Joaquin kit fox	<i>Vulpes macrotis mutica</i>	FE/CT	ME	Potentially Present. Could occasionally forage on the site if the species is in the area. Nomadic species that require underground denning habitat. The CNDDDB habitat prediction model shows potentially suitable habitats within the Porterville area and the Study Area. Four records for species occurrence are identified in the CNDDDB from the 1970s–1980s and include denning habitat.
Buena Vista Lake ornate shrew	<i>Sorex ornatus relictus</i>	FE/--	NE	Absent. Requires moist soils and dense vegetative cover below an elevation of 350 msl near the Tulare Basin. Study Area at an elevation above 400 and not near the Tulare Basin.
American badger	<i>Taxidea taxus</i>	--/--	ME	Potentially Present. Species occur in a variety of habitats and dig underground burrows.
Amphibians, Reptiles, and Invertebrates				
Northern California legless lizard	<i>Anniella pulchra</i>	--/--	ME	Potentially Present. A small, slender lizard with no legs, eyelids, a shovel-shaped snout, smooth, shiny scales, and a blunt tail. Lives mostly underground, burrowing in loose, moist sandy soil in sparsely vegetated areas of beach dunes, chaparral, pine-oak woodlands, desert scrub, sandy washes, and stream terraces with sycamores, cottonwoods, or oaks. Available records in Porterville are from 1939 and 1940. The CNDDDB habitat prediction model shows some potential habitat within the Study Area (in the emergent/forested wetland in the center of the site). Other predicted habitat occurs along Deer Creek to the southeast and immediately north of the Tule River below Lake Success.
Blunt-nosed leopard lizard	<i>Gambelia silus</i>	FE/CE	NE	Absent. Occurs in non-cultivated land in sparsely vegetated alkali and desert scrub habitats. Suitable habitat is not present.

Morrison's blister beetle	<i>Lytta orrisoni</i>	--/--	NE	Likely Absent. Occurs in Valley and Foothill grasslands. One occurrence within Tulare County, near Plano, was in 1939.
Crotch bumble bee	<i>Bombus cortchii</i>	--/CE	NE	Absent. One record within the region from 1959-1963, and the exact location is unknown.
Monarch butterfly	<i>Danaus plexippus</i>	FC/--	NE	Likely Absent. Species cover a widespread region and wherever suitable feeding, breeding, and overwintering habitat exists. Monarchs feed exclusively on milkweed leaves and wildflowers in the genus <i>Asclepia</i> . It is unknown if this species occurs within the Study Area, but given the amount of planted land within the Study Area, it is unlikely the species is present.
Vernal pool fairy shrimp	<i>Branchinecta lynchi</i>	FT/--	ME	Potentially Present. Occurs in vernal pools and seasonal wetlands. The species could be present if there is emergent wetland habitat within the Study Area.

Plants

Springville clarkia	<i>Clarkia springvillensis</i>	- T/-- 1B.2	NE	Absent. Found in Chaparral, Cismontane woodland Valley & foothill grassland. One record northeast of Porterville near the Lewis Hill preserve. Suitable habitats are likely, not present within the Master Plan area because of the extensive agricultural areas.
Striped adobe-lily	<i>Fritillaria strriata</i>	--/CT	NE	Absent. Occurs only within heavy adobe clay soils. Only one occurrence record from 1927. The Study Area does not support adobe clay soils.
San Joaquin adobe sunburst	<i>Psuedobahia peirsonii</i>	FT/CE	ME	Likely Absent. Occurs within cismontane and foothill grasslands. Master Plan has large tracks of cultivated land and some ruderal habitat. The likelihood of presence is low but cannot be ruled out without additional surveys.

1 Status= Listing of special status species, unless otherwise indicated

CE: California listed as Endangered

CT: California listed as Threatened

SSC: California Species of Special Concern

FE: Federally listed as Endangered

FT: Federally listed as Threatened

1B.1, 1B.2, 2B.2, 2B.3: California Native Plant

Society Ranking

Source: CNDDB = California Natural Diversity Database provided by CDFG and U.S. Fish and Wildlife Service, Information for Planning and Consultation. (IPaC). Accessed online April 23, 2023.

2 Effects = Effect determination

NE: No Effect

ME: May Effect, not likely to adversely effect

- 3 **Definition of Occurrence Indicators:** **Present/Potentially:** Species recorded in the area and some habitat elements in the Study Area similar to known occurrences. **Absent/Likely Absent:** Species not recorded in Study Area and/or suitable habitat or critical habitat components not present.

3.2 CONCLUSIONS/RECOMMENDATIONS

CONCLUSIONS

- The majority of the Master Plan Area has historically been used for agricultural crops (orchards and row crops) continuously for at least the last 50 years. The remainder of the Study Area supports ruderal/non-native and riparian habitats.
- An emergent wetland and a forested shrub wetland mapped by the National Inventory Wetland Inventory are located near the center of the Master Plan area within an agricultural field. Future development would require additional investigation of this area to determine if the wetland feature is intact (based on soils, hydrology, and vegetation).
- There are suitable nesting trees for raptors and migratory birds within the Master Plan area.
- The agricultural lands generally do not support special status species breeding or nesting habitats. However, the Study Area could provide some foraging habitat for Swainson's hawk, other raptors, and other species.

RECOMMENDATIONS:

The following measures are recommended before approval of any development within the Master Plan Area.

- Conduct parcel species biological evaluation(s) to determine the project-specific impacts. The evaluation(s) may require foot surveys and detailed habitat mapping, wetland delineation, special status plant survey(s), and protocol-level surveys for species of concern.
- Incorporate avoidance and minimization measures to protect species of concern and common wildlife as part of the Master Plan design. These design features may include the creation of a buffer zone to protect the riparian habitat from urban development, tree preservation, clustered development, and establishing wildlife movement corridors through the Master Plan area.
- Incorporate avoidance and minimization measures in conditions of approval for construction. Such measures may include but are not limited to, pre-construction surveys, construction crew environmental awareness training, biological monitoring during construction (if needed), the inclusion of avoidance and minimization measures for San Joaquin kit fox following the USFWS Standard Recommendations for the Protection of the San Joaquin kit fox prior to or during ground disturbance (USFWS 2011).

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Photographs: April 2023

Project: SoTu Master Plan area



Photograph 1

View of Master Plan Area, looking north at planted cover crop



Photograph 2

View of orchards (east side) and ruderal habitat near home site, looking north.



Photographs: April 2023

Project: SoTu Master Plan area

Photograph 3

View of ranch site, looking north.



Photograph 4

View of northeast portion of Master Plan Area, looking east.





Photographic Documentation

Photographs: April 2023

Project: SoTu Master Plan area



Photograph 5

View of Tule River, looking east along northern boundary of Master Plan Area.



Photograph 6

View of riparian habitat at north end of Master Plan Area. Shows typical riparian. River under flood stage.

7.3 Appendix C: Cultural Resource Overview Report

Prepared by Peak & Associates, Inc., dated July 26, 2023.

CULTURAL RESOURCE OVERVIEW
FOR THE SOUTH OF TULE RIVER PROJECT,
CITY OF PORTERVILLE, CALIFORNIA

Prepared by

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July 26, 2023
(Job #22-083)

INTRODUCTION

The project site is directly southwest of the city limits of the City of Porterville in the jurisdiction of the County of Tulare, California (Figure 1). The site is generally bound to the north by the Tule River, to the south by State Route 190, to the east by State Route 65, and to the west by Westwood Street, consisting of 19 parcels that total approximately 447.30 gross acres. Figure 2 shows the aerial image of the site. The site is identified by the Tulare County Assessor as Assessor's Parcel Number (APN) 259-150001, 259-030-031, 259-270-004, 259-030-011, 259-040-041, 259-040-044, 259-040-028, 259-040-027, 259-040-026, 259-040-025, 259-040-043, 259-040-042, 259-040-045, 259-040-046, 259-040-010, 259040-039, 259-320-001, 259-370-058, and 259-370-002 (see Figure 3).

The conditional use permit facilitates the adoption of the SoTu Master Plan. The general plan amendment requests amendment of the existing land use designations to the mix of 10 different land uses proposed in the SoTu Master Plan. Also requested is a prezone from the existing zoning districts to zoning districts that are consistent with the proposed land use designation. No physical development is proposed.

Density Residential, Parks, Public Institutional, and Retail Center (see Figure 4). The City of Porterville proposes a General Plan Amendment to change the land use designation to various land uses.

This Project is funded by LEAP funding for the purpose of providing the necessary framework to guide development in this area as it transitions from agricultural land to a vibrant, distinct, and multi-modal district of mixed densities and uses that is attractive to residential and visitors to live, work, explore, and shop. Currently, the site is primarily occupied by agricultural operations with a few single-family residential dwellings.

Although no physical development is proposed by the Project, the Initial Study analyzes the potential buildout of the Project site at a programmatic level, using reasonable assumptions so that future development of the site can tier from this Initial Study pursuant to CEQA Guidelines *Section 15168(c)(1)* and *15168(d)* for evaluations of environmental issues associated with later activities/subsequent projects. However, depending on the final design of future physical development, additional project specific CEQA review may be required as determined by the City through the entitlement review and approval process.

The Project site is in portions of Sections 33 and 34, Township 21 south, Range 27 east, mapped on the Porterville United States Geological Survey 7.5-minute topographic quadrangle (Figure 5).

Melinda A. Peak, senior historian/archeologist with Peak & Associates, Inc. served as principal investigator for the study (resume, Appendix 1).

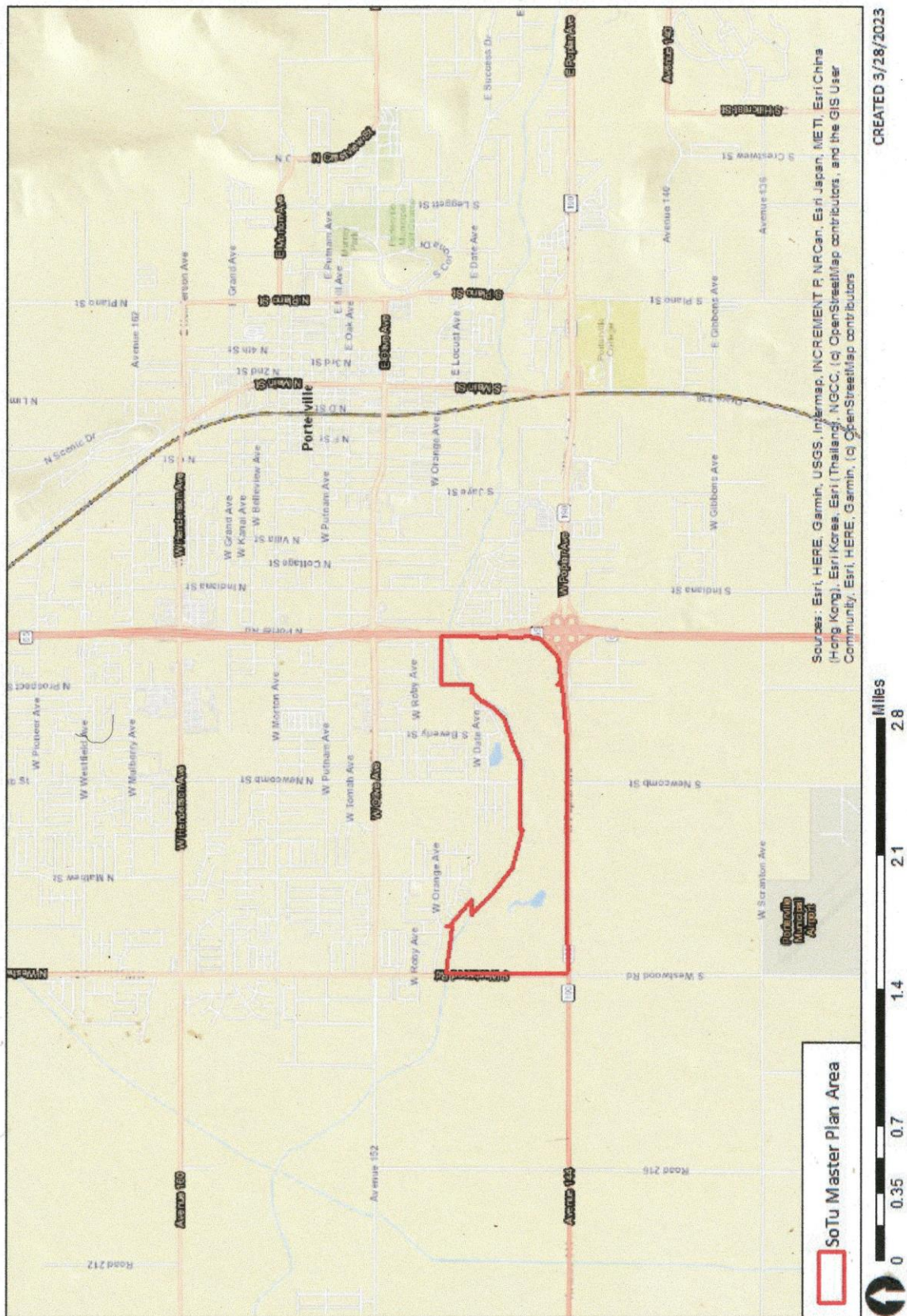


FIGURE 1 REGIONAL LOCATION

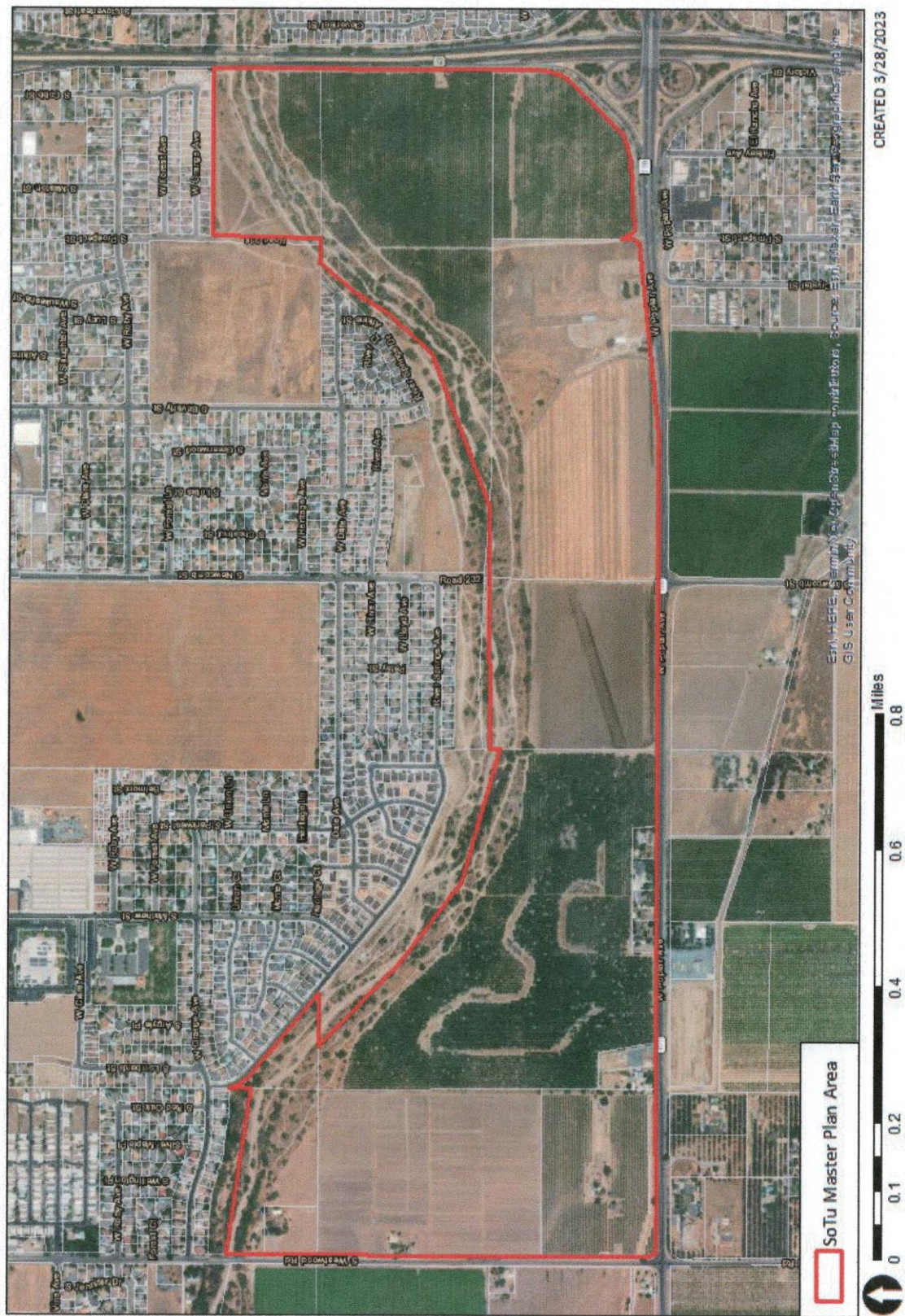


FIGURE 2 PROJECT SITE AERIAL IMAGE

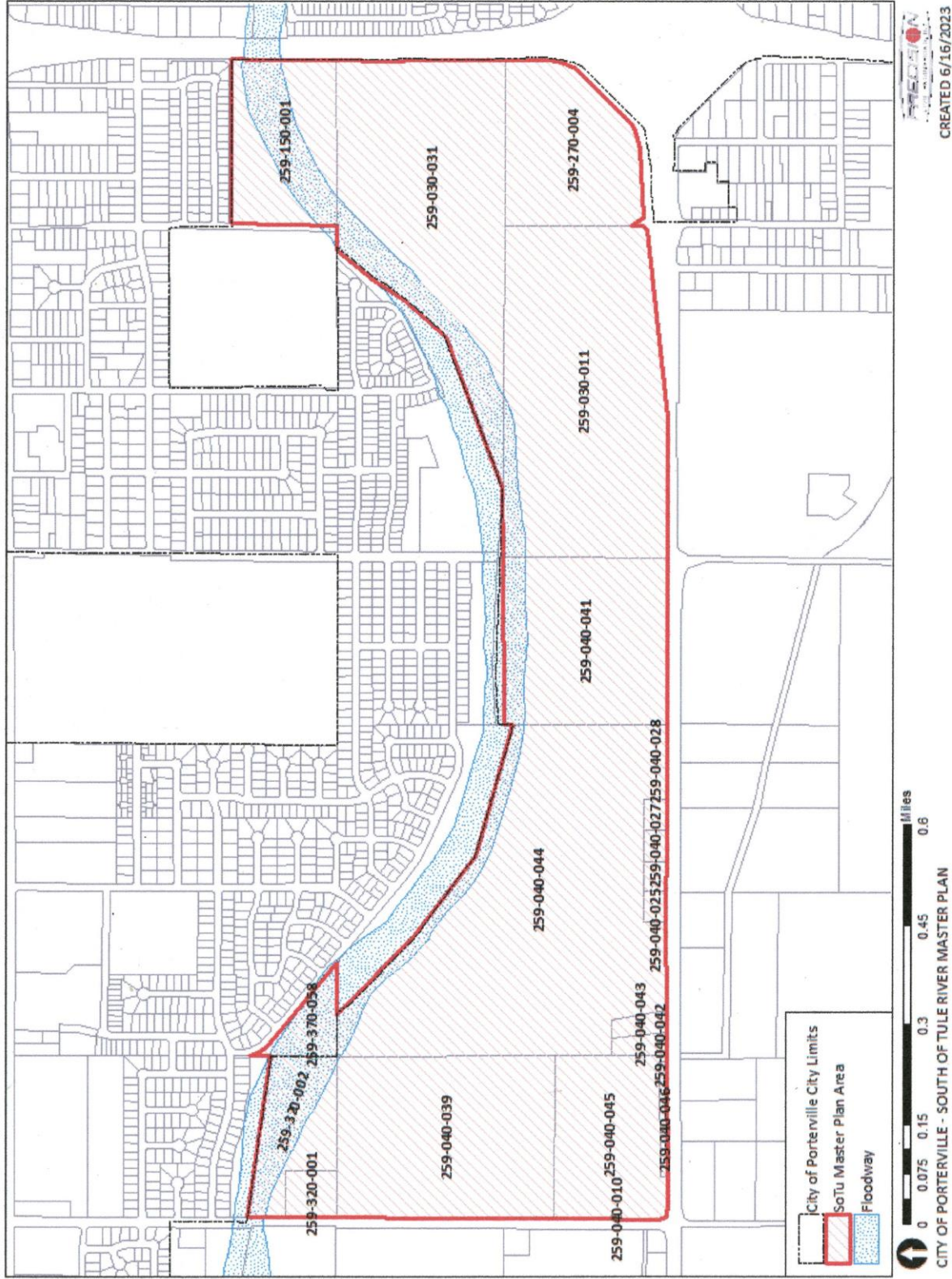


FIGURE 3 APN MAP

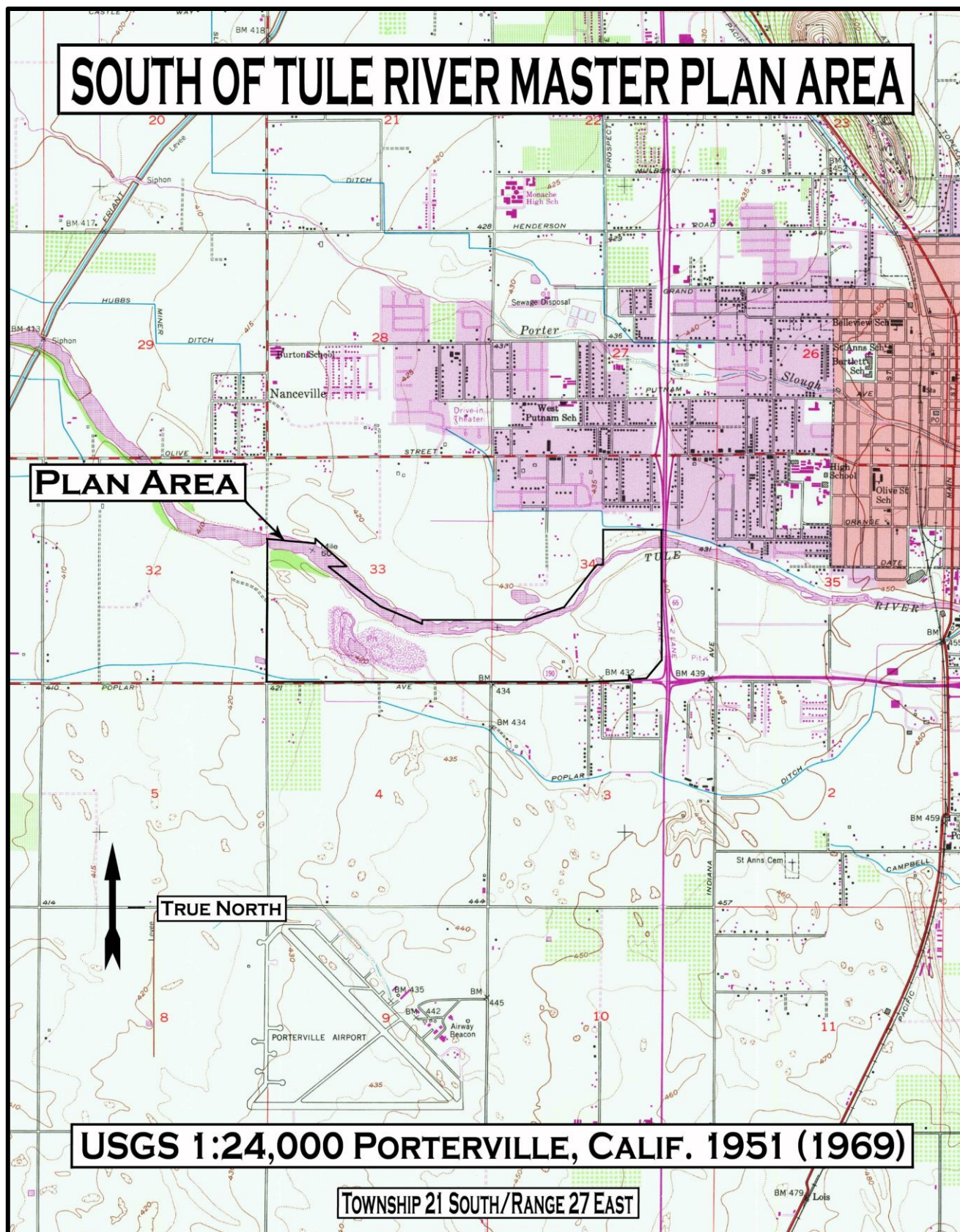


Figure 4

FEDERAL REGULATORY CONTEXT

At this time, in future projects proposed for the Project site include bridges over the Tule River, which will be subject to federal review. The Section 106 review process is implemented using a five step procedure: 1) identification and evaluation of historic properties; 2) assessment of the effects of the undertaking on properties that are eligible for the National Register; 3) consultation with the State Historic Preservation Office (SHPO) and other agencies for the development of a memorandum of agreement (MOA) that addresses the treatment of historic properties; 4) receipt of Advisory Council on Historic Preservation comments on the MOA or results of consultation; and 5) the project implementation according to the conditions of the MOA.

The Section 106 compliance process may not consist of all the steps above, depending on the situation. For example, if identification and evaluation result in the documented conclusion that no properties included in or eligible for inclusion are present, the process ends with the identification and evaluation step.

REGULATORY CONTEXT

State historic preservation regulations affecting this project include the statutes and guidelines contained in the California Environmental Quality Act (CEQA; Public Resources Code sections 21083.2 and 21084.1 and sections 15064.5 and 15126.4 (b) of the CEQA Guidelines). CEQA Section 15064.5 requires that lead agencies determine whether projects may have a significant effect on archaeological and historical resources. Public Resources Code Section 21098.1 further cites: A project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.

An “historical resource” includes, but is not limited to, any object, building, structure, site, area, place, record, or manuscript that is historically or archaeologically significant (Public Resources Code section 5020.1).

Advice on procedures to identify such resources, evaluate their importance, and estimate potential effects is given in several agency publications such as the series produced by the Governor’s Office of Planning and Research (OPR), *CEQA and Archaeological Resources*, 1994. The technical advice series produced by OPR recommends that Native American concerns and the concerns of other interested persons and corporate entities, including, but not limited to, museums, historical commissions, associations, and societies be solicited as part of the process of cultural resources inventory. In addition, California law protects Native American burials, skeletal remains, and associated grave goods regardless of the antiquity and provides for the sensitive treatment and disposition of those remains (California Health and Safety Code Section 7050.5, California Public Resources Codes Sections 5097.94 et al).

The California Register of Historical Resources (Public Resources Code Section 5020 et seq.)

The State Historic Preservation Office (SHPO) maintains the California Register of Historical Resources (CRHR). Properties listed, or formally designated as eligible for listing, on the National Register of Historic Places are automatically listed on the CRHR, as are State Landmarks and Points of Interest. The CRHR also includes properties designated under local ordinances or identified through local historical resource surveys.

For the purposes of CEQA, an historical resource is a resource listed in, or determined eligible for listing in the California Register of Historical Resources. When a project will impact a site, it needs to be determined whether the site is an historical resource. The criteria are set forth in Section 15064.5(a) (3) of the CEQA Guidelines, and are defined as any resource that does any of the following:

- A. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- B. Is associated with the lives of persons important in our past;
- C. 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
- D. Has yielded, or may be likely to yield, information important in prehistory or history.

In addition, the CEQA Guidelines, Section 15064.5(a) (4) states:

The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code section 5020.1(j) or 5024.1.

California Health and Safety Code Sections 7050.5, 7051, And 7054

These sections collectively address the illegality of interference with human burial remains, as well as the disposition of Native American burials in archaeological sites. The law protects such remains from disturbance, vandalism, or inadvertent destruction, and establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project, including the treatment of remains prior to, during, and after evaluation, and reburial procedures.

California Public Resources Code Section 15064.5(e)

This law addresses the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction. The section establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project and establishes the Native American Heritage Commission as the entity responsible to resolve disputes regarding the disposition of such remains.

Assembly Bill 52

Assembly Bill (AB) 52 establishes a formal consultation process for California tribes as part of CEQA and equates significant impacts on tribal cultural resources with significant environmental impacts. AB 52 defines a “California Native American Tribe” as a Native American tribe located in California that is on the contact list maintained by the Native American Heritage Commission.

AB 52 requires formal consultation with California Native American Tribes prior to determining the level of environmental document if a tribe has requested to be informed by the lead agency of proposed projects. AB 52 also requires that consultation address project mitigation measures for significant effects, if requested by the California Native American Tribe, and that consultation be concluded when either the parties agree to measures to mitigate or avoid a significant effect, or the agency concludes that mutual agreement cannot be reached. Under AB 52, such measures shall be recommended for inclusion in the environmental document and adopted mitigation monitoring program if determined to avoid or lessen a significant impact on a tribal cultural resource.

CULTURAL SETTING

Archeology

The Central Valley region was among the first in the state to attract intensive fieldwork, and research has continued to the present day. This has resulted in a substantial accumulation of data, but the emphasis has been in the northern portion of the valley. In the early decades of the 1900s, E.J. Dawson explored numerous sites near Stockton and Lodi, later collaborating with W.E. Schenck (Schenck and Dawson 1929).

By 1933, the focus of work was directed to the Cosumnes locality, where survey and excavation were conducted by the Sacramento Junior College (Lillard and Purves 1936). Excavation data from the stratified Windmill site (CA-Sac-107), suggested two temporally distinct cultural traditions. Later work at other mounds by Sacramento Junior College and the University of California, Berkeley, enabled the investigators to identify a third cultural tradition, intermediate between the previously postulated Early and Late Horizons.

The three-horizon sequence, based on discrete changes in ornamental artifacts and mortuary practices, as well as on observed differences in soils within sites (Lillard, Heizer and Fenenga 1939), was later refined by Beardsley (1954). An expanded definition of artifacts diagnostic of each time period was developed, and its application extended to parts of the central California

coast. Traits held in common allow the application of this system within certain limits of time and space to other areas of prehistoric central California.

In the southern San Joaquin Valley, the foci of early investigations have been the old shorelines of the interior lakes; Tulare, Kern, and Buena Vista, except for Hewes's excavation at CA-Fre-48 (the Tranquility Site). In 1899, Dr. P. M. Jones directed fieldwork in the Buena Vista-Tulare Lake area of Kern County. Jones investigated 150 mounds and conducted trenching of several sites including CA-Ker-53. In 1909, N. C. Nelson investigated prehistoric Site CA-KER-49, which is located to the west of Buena Vista Lake. Later, four surveys and excavations were conducted in the same locale under the auspices of the University of California. A compilation of these investigation results was published in 1926 by Gifford and Schenck.

As a result of this early work, an elaborate culture complex was defined for the late prehistoric period. This complex can be ascribed probably to the Yokuts and their direct ancestors. The material culture of this late temporal period complex included steatite vessels and beads, finely-made projectile points, pottery, shaped stone mortars, *Tivela* disc beads, use of asphaltum, and the presence of metates and manos. Flexed burials were the predominant interment mode. Earlier complexes underlying the late cultural expressions were represented by chipped stone crescents, large projectile points, atlatl spurs, and weights. Mortuary practices, generally thought to be related, include extended rather than flexed burial position, a situation analogous to that of the northern valley (Gifford and Schenck 1926; Lillard, Heizer, and Fenenga 1939; Moratto 1972).

Presence of "Early Man," although not found in direct association with extinct animals, is demonstrated by the frequency of chipped stone crescents and fluted points like those of the Clovis-Folsom Complex in the American Southwest. Although fluted points have been found near the shores of Tulare Lake, an area that has also produced surface finds of extinct mammal bone of Pleistocene age, the association is not substantiated by controlled excavations and remains speculative (Riddell and Olsen 1969). Most of the point collection had been acquired by D. Witt over a period of 30 years.

Under the direction of Wedel (1941), the Civil Works Administration, in conjunction with the Smithsonian Institution, initiated the first major excavations using stratigraphic controls. Investigations of CA-Ker-39 and CA-Ker-60 as well as several smaller sites near Buena Vista Lake produced evidence of two distinct cultural entities or occupation periods. Wedel lacked methods for dating these two entities by cross-comparison of the assemblages, he tentatively stated that the early occupation at Buena Vista Lake appeared to be temporally older and less developed than the Early Horizon (Windmill Pattern) of the Delta region. He compared this early component to the Oak Grove or Milling Stone culture of the Santa Barbara area (Rogers 1939). He divided the later cultural entity into two distinct phases, both clearly distinguished from the earlier cultural phase by artifact types. Wedel (1941:144-145) estimated that neither of these cultural periods exceeded 1500 B.P. (years Before the Present). Later, other investigators proposed far earlier ages for these early occupations, with dates ranging from 2000 to 7000 B.P. (Baumhoff and Olmstead 1963, 1964; Heizer 1964; Meighan 1959).

Later investigations in 1963 and 1964 at CA-Ker-116 near Buena Vista Lake produced cultural materials like those of Wedel's early occupation. These materials occurred in the lower levels of the "upper deposit," while an even deeper cultural deposit yielded materials that appear similar to those of the San Dieguito Complex. Artifacts included a chipped stone crescent, crude point fragments, and an atlatl spur. Radiocarbon age determinations on shell from the lowest cultural levels returned a date of circa 8200 B.P. (Fredrickson and Grossman 1966, 1977; Fredrickson 1967).

Despite the previously mentioned investigations, the prehistory of the southern San Joaquin remains poorly understood, without a tightly defined chronological sequence of cultural development.

Ethnology

Ethnographic literature is often uncertain in definition of cultural boundaries for Indian groups. Early displacement by white intrusion resulted in population shifts to avoid conflict with the Spanish, and later with the miners and settlers. The ravages of disease and warfare decimated the native people, further weakening cultural identity. Informants were often uncertain of original territories of the various tribal groupings.

The Foothill Yokuts were members of the Penutian language family group which held all the Central Valley, San Francisco Bay Area, and the Pacific Coast from Marin County to near Point Sur. The Yokuts differed from other ethnographic groups in California as they had true tribal divisions with group names (Kroeber 1925). Each tribe spoke a particular dialect, common to its members, but similar enough to other Yokuts that they were mutually intelligible (Kroeber 1925).

The Foothill Yokuts were a group of about 15 named tribes who occupied the western Sierra Nevada foothills from the Fresno River to the Kern River. A further subdivision separated the groups into northern, central, and southern groups. The area controlled by individual groups varied over time. There is no information to indicate that there was a village in the project vicinity, but this does not preclude the possibility.

Trade was well developed, with mutually beneficial interchange of needed or desired goods. Obsidian, rare in the San Joaquin Valley, was obtained by trade with Paiute and Shoshoni groups on the eastern side of the Sierra Nevada, where numerous sources of this material are located, and to some extent from the Napa Valley to the north. Shell beads, obtained by the Yokuts from coastal people, and acorns, rare in the Great Basin, were among many items exported to the east by Yokuts traders (Davis 1961).

Economic subsistence was based on the acorn, with substantial dependency on gathering and processing of wild seeds and other vegetable foods. The rivers, streams, and sloughs which formed a maze within the valley provided abundant food resources such as fish, shellfish, and turtles. Game, wild fowl, and small mammals were trapped and hunted to provide protein augmentation of the diet. In general, the eastern portion of the San Joaquin Valley provided a lush environment of varied food resources, with the estimated large population centers reflecting this abundance (Cook 1955; Baumhoff 1963).

Settlements were oriented along the water ways, with their village sites normally placed adjacent to these features for their nearby water and food resources. House structures varied in size and shape (Latta 1949; Kroeber 1925). Housepit depressions ranged in diameter from between 3 to 18 meters.

Latta (1949:99) reported that a village of 200 to 300 Yokuts might have four or five large houses that were used for ten or twelve years or until a family member died, at which time the Indians burned the house in which the death had occurred. If a sick or aged person died outside the dwelling, the family did not burn the house. When a Northern Yokuts died, his body was cremated or buried in a flexed position. Southern tribes normally buried their dead, although they did cremate shamans, persons who died away from their village and, among the Tachi, persons of great importance.

The Yokuts experienced severe depopulation after contact with the Spanish and subsequent explores. The most devastating impacts of the Spanish colonization effort were not the result of military conflicts, but came from Old World diseases newly introduced to the native people.

The City of Porterville is located on or near the reported site of a Yokuts village, spelled alternatively *Chokowishu* or *Chokoweshu* (Wallace 1978: 448).

Historical Background

The Project site lies within the City of Porterville. Settlement in the region began with the establishment of the Butterfield Overland Stage stop at Tule River Station in the 1850s. Peter Goodhue erected the first building here, a shake house with a fireplace at each end and a porch on the south side. The site of the stage station is at the foot of Scenic Hill on the north side of Porterville. The station is commemorated at a State Historic Landmark.

In 1859, a man named Porter Putnam arrived at the Lawless Ranch, a stage stop located to the north of Tule River Station. He worked there caring for horses. Soon afterward, he relocated to the Tule River Station and bought out Goodhue and developed the Station into a popular stopping place and hotel that came to be known as Porter's Station. The town that grew up around the Station came to be known as Portersville and later Porterville.

Cattle grazing served as the primary industry in the early years, followed by grain crops. Oranges were introduced in the region in 1879 (Menifee and Dodge 1913).

After the railroad came through the area in the late 1880s, the population of the town increased in prosperity. The town lies in the heart of what is known as the “thermal belt” where high-grade oranges are grown (Hoover, Rensch and Rensch 1970: 562-563).

During World War II, what is now the Porterville Municipal Airport, was established as the Porterville Army Airfield. The airport opened in September 1942 and used by the Army Air Forces Fourth Air Force as a training base, a sub-base to Lemoore, being used as a pilot training facility. At the end of the war, the airfield was determined to be excess property and turned over to the local government for civil use.

SOILS RESEARCH

The Project site contains a mosaic of approximately a dozen soil series that are all derived from alluvial and deposited relatively recently (www.usda.gov). The period of deposition overlaps with prehistoric period occupation in the region so that the potential for encountering buried prehistoric period deposits is thought to be generally “very high” for the overall Project site (Rosenthal and Meyer 2004).

RECORD SEARCH RESEARCH

A record search was conducted for the project area at the Southern San Joaquin Valley Archaeological Information Center of the California Historical Resources Information System in June 2023 (RS#23-232, Appendix 2). There is one recorded site partially in the Project site: P-54-002208, the Poplar Ditch. This ditch is still in use, and a previous recorder of a segment of the ditch believes this structure is eligible for the California Register of Historical Resources.

There are no other resources recorded within one-quarter mile of the Project site. Seven surveys have been undertaken within the Project site; thirteen other surveys have been undertaken within one quarter mile of the Project site. Complete citations for all reports are included in the report list in Appendix 2.

TULARE COUNTY MAP RESEARCH

The earliest map of the area by the General Land Office in 1855 is a plat for Township 21 South Range 27 East showing the layout of the land sections in the area, is difficult to coordinate with modern maps, showing part of the route of the Tule River in section 33 is a dry ravine. No buildings appear in the Project site on this map.

There are several other County maps dating to the early years (1867, 1876, 1883, 1884, 1901) but the small scale (3 miles:1 inch or 2 miles:1 inch), river course changes and lack of detail such as building locations make them difficult to use.

The 1892 map by Thomas Thompson provides one building location in the Project site as well as land ownership (Figure 5).

TOPOGRAPHIC MAP RESEARCH

There are four older Porterville USGS topographic maps with the potential to identify locations of buildings and structures over fifty years in age: 1929, 1942, 1951 and 1969. Two buildings are mapped on the 1929 maps are no longer extant today. In 1942, an additional five buildings were present, now no longer extant. Two other buildings appear first on the 1951 map; and are still present on recent maps.

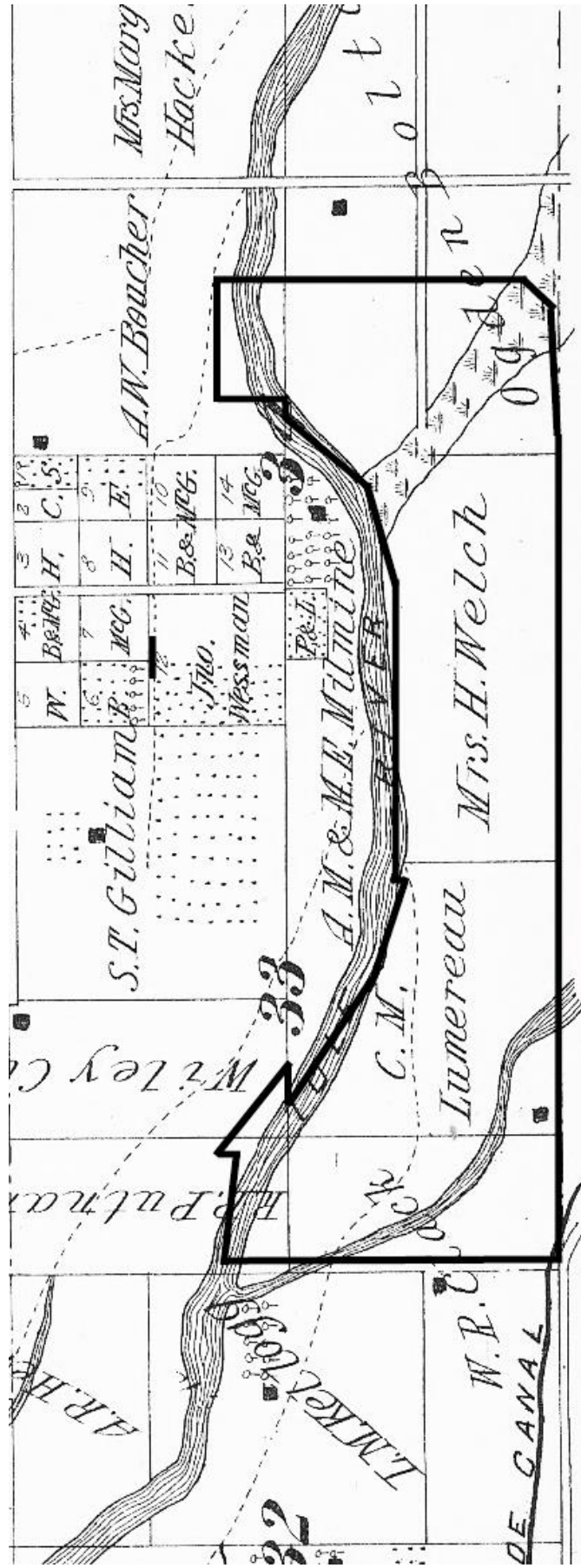
CONCLUSIONS

Prehistoric Period Resources

The course of the Tule River has changed over time, but the presence of alluvial soils suggests that sites may have been present long the river in the past, and been buried during flood events. Archeological field surveys in advance are important, and it may be appropriate to monitor construction in parts of the plan area near the river course. Local Native American groups should be consulted about their concerns with the future projects.

Historic Period Resources

There is only one recorded site in the Project site, the Poplar Ditch, thought to be important under the criteria of the California Register. Older maps show locations of older houses. For the former locations, there may be archeological values associated with the use and occupancy of these sites. A field survey should be a necessary first step before any plans for development are finalized for the Project site. Flooding and the movement of the Tule River may have buried other historic period resources. Should historic period artifacts, deposits or building remnants, research will be greatly aided by the historical maps with identification of ownership.



SOUTH OF TULE RIVER MASTER PLAN
PLAN AREA 1892

FIGURE 5

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APPENDIX 1

Resume

PEAK & ASSOCIATES, INC.
RESUME

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January 2023

PROFESSIONAL EXPERIENCE

Ms. Peak has served as the principal investigator on a wide range of prehistoric and historic excavations throughout California. She has directed laboratory analyses of archeological materials, including the historic period. She has also conducted a wide variety of cultural resource assessments in California, including documentary research, field survey, Native American consultation, and report preparation.

In addition, Ms. Peak has developed a second field of expertise in applied history, specializing in site-specific research for historic period resources. She has completed a number of historical research projects for a wide variety of site types.

Through her education and experience, Ms. Peak meets the Secretary of Interior Standards for historian, architectural historian, prehistoric archeologist, and historic archeologist.

EDUCATION

M.A. - History - California State University, Sacramento, 1989
Thesis: *The Bellevue Mine: A Historical Resources Management Site Study in Plumas and Sierra Counties, California*
B.A. - Anthropology - University of California, Berkeley

PROJECTS

In recent months, Ms. Peak has completed several determinations of eligibility and effect documents in coordination with the Corps of Engineers for projects requiring federal permits, assessing the eligibility of many varying types of sites for the National Register of Historic Places.

She has also completed historical research projects on a wide variety of topics for numbers of projects including the development of navigation and landings on the Napa River, wineries, farmhouses dating to the 1860s, bridges, an early roadhouse, Folsom Dam, and a section of an electric railway line.

In recent years, Ms. Peak has prepared many cultural resource overviews and predictive models for blocks of land proposed for future development for general and specific plans. She has been able to field direct several surveys of these areas, allowing the model to be tested.

She served as principal investigator for the multi-phase Twelve Bridges Golf Club project in Placer County. She served as liaison with the various agencies, helped prepare the historic properties treatment plan, managed the various phases of test and data recovery excavations, and completed the final report on the analysis of the test phase excavations of several prehistoric sites. She has served as the principal investigator for several large excavations, coordinating contacts with Native Americans, the Corps of Engineers, and the Office of Historic Preservation.

Ms. Peak has served as project manager for other major survey and excavation projects, including the many surveys and site definition excavations for the 172-mile-long Pacific Pipeline proposed for construction in Santa Barbara, Ventura, and Los Angeles counties. She also completed an archival study in the City of Los Angeles for the project. She also served as principal investigator for a major coaxial cable removal project for AT&T.

Additionally, she completed a number of small surveys, served as a construction monitor at several urban sites, and conducted emergency recovery excavations for sites found during monitoring. She has directed the excavations of several historic complexes in Sacramento, Placer, and El Dorado Counties.

Ms. Peak is the author of a chapter and two sections of a published history (1999) of Sacramento County, *Sacramento: Gold Rush Legacy, Metropolitan Legacy*. She served as the consultant for a children's book on California, published by Capstone Press in 2003 in the Land of Liberty series.

APPENDIX 2

Record Search



6/26/2023

Robert Gerry
Peak & Associates, Inc.
3941 Park Drive Ste 30-329
El Dorado Hills, CA 95762

Re: South of Tule Unit (SOTU)
Records Search File No.: 23-232

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 0.25 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:	P-54-002208
Resources within 0.25 mile radius:	None
Reports within project area:	TU-00102, 00259, 00283, 00445, 00759, 01251, 01713
Reports within 0.25 mile radius:	TU-00419, 00446, 00600, 00751, 00952, 00953, 01135, 01136, 01169, 01201, 01406, 01498, 01602

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.

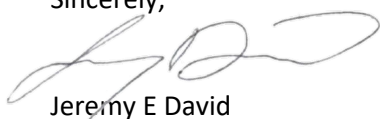
The provision of CHRIS Data via this records search response does not in any way constitute public disclosure of records otherwise exempt from disclosure under the California Public Records Act or any other law, including, but not limited to, records related to archeological site information maintained 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).

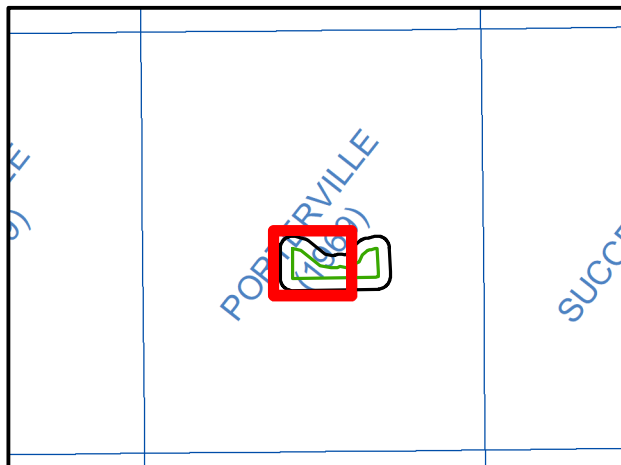
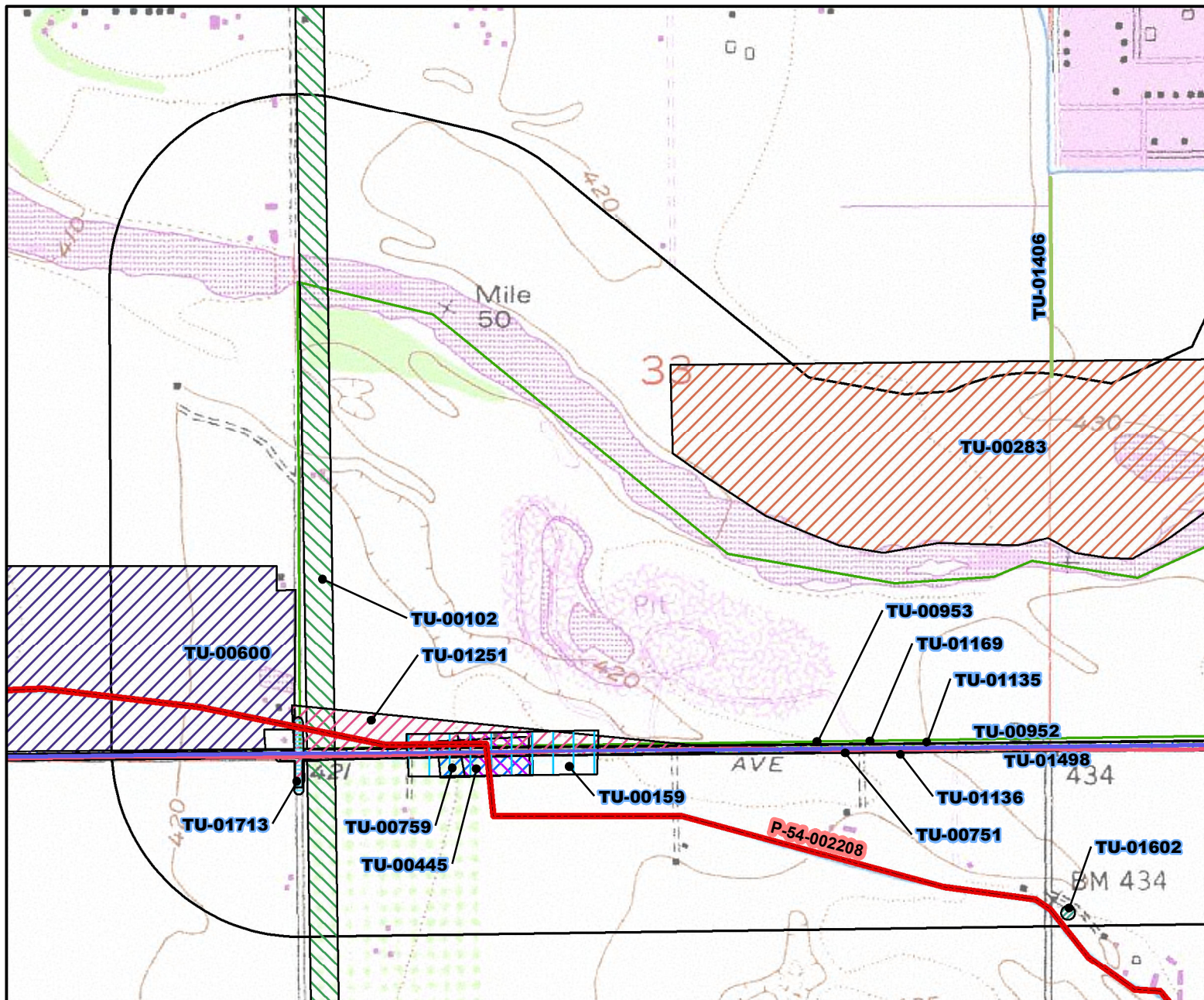
Sincerely,



Jeremy E David
Assistant Coordinator

A map of California with a black rectangle highlighting the Central Valley region, indicating the location of the study area.

Southern San Joaquin Valley Information Center
California State University, Bakersfield
Mail Stop: 72 DOB
9001 Stockdale Highway
Bakersfield, California 93311-1022
(661) 654-2289
E-mail: ssjvic@csub.edu
Website: www.csub.edu/ssjvic



Map pages depicting no data have been excluded.

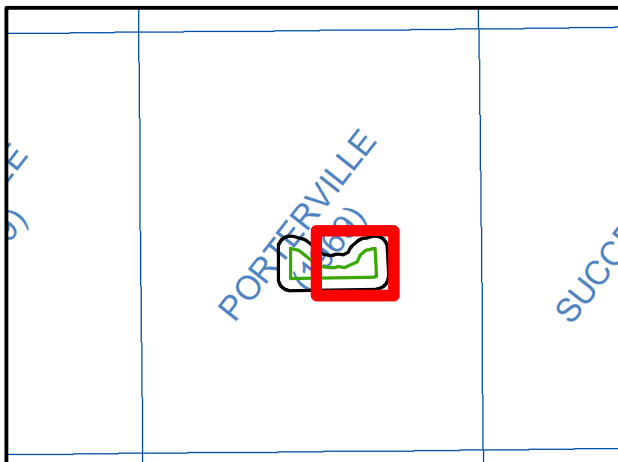
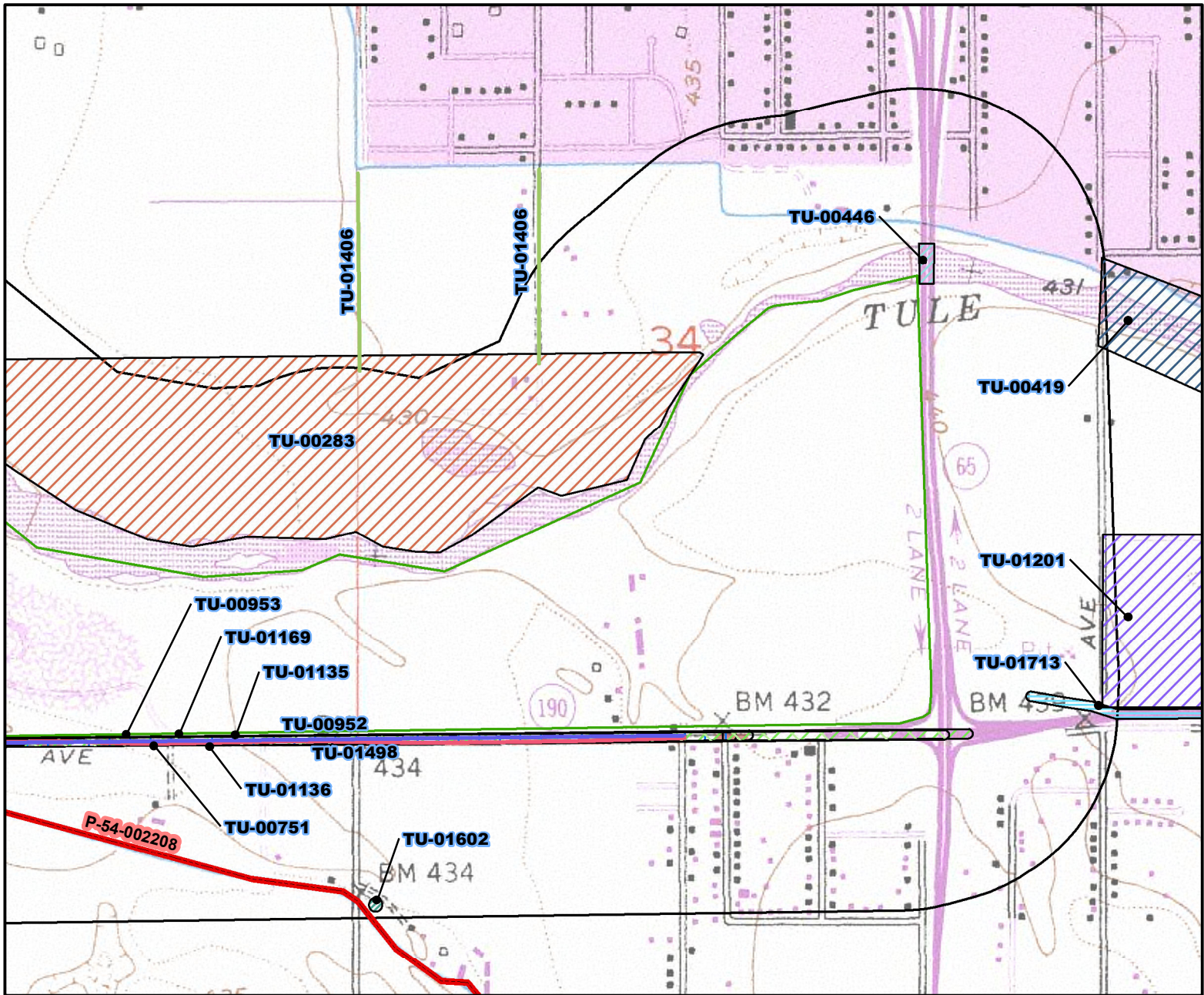


Record Search radius



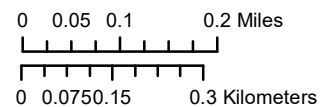
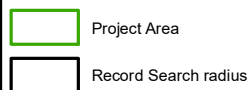
0 0.075 0.15 0.3 Kilometers

SSJV Information Center Record Search 23-232
Requester: Robert Gerry; Peak & Associates, Inc.
Project Name: South of Tule Unit (SOTU)
USGS 7.5' Quad(s): Porterville
County: Tulare



May depict confidential cultural resource locations. Do not distribute.

Map pages depicting no data have been excluded.



SSJV Information Center Record Search 23-232
Requester: Robert Gerry; Peak & Associates, Inc.
Project Name: South of Tule Unit (SOTU)
USGS 7.5' Quad(s): Porterville
County: Tulare

Resource List

SSJVIC Record Search 23-232

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-54-002208	CA-TUL-003230H	Resource Name - Poplar Ditch; Other - PL-POR-001H; OHP Property Number - 118907; OTIS Resource Number - 551060; Other - CWA20-172-1	Structure, Site	Historic	AH02; AH04; AH06; HP20	1996 (R.E. Parr, D. Schuldies, Center for Archaeological Research); 2005 (M. O'Neill and M. Elliott, Pacific Legacy Inc.); 2009 (S. Melvin, R. Flores, JRP Historical Consulting, LLC.); 2016 (Shannon E. Foglia, Rachel Droessler, AECOM); 2020 (R. Azpitarte, S. Escamilla, ASM Affiliates, Inc.)	TU-00419, TU- 01251, TU-01886

Report List

SSJVIC Record Search 23-232

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
TU-00102	NADB-R - 1140863	1995	Hatoff, Brian, Voss, Barb, Waechter, Sharon, Wee, Stephen, and Benté, Vance	Cultural Resources Inventory Report for the Proposed Mojave Northward Expansion Project	Woodward-Clyde Consultants	54-002160
TU-00159		1976	Cantwell, R.J.	Archaeological Survey Report for Road 260 (Hillcrest)	Individual Consultant	
TU-00283		1978	Cursi, Kathi and Varner, Dudley M.	Archaeological Reconnaissance of the River Ranch Estates, Tulare County, California	California State University, Fresno	
TU-00419	Submitter - CAR-96-06	1996	Parr, Robert E.	Archaeological Assessment of the Tule River Parkway (Phase I) In the City of Porterville, Tulare County, California	Center for Archaeological Research, California State University, Bakersfield	54-002205, 54-002206, 54-002207, 54-002208
TU-00445	Caltrans - 06-TUL-190 PM 12.0/23.9 CU 820 EA 312700; NADB-R - 1140211	1992	Riley, Lynn and Waterhouse, Dan	Negative Archaeological Survey Report for the Proposal to Replace and Extend the Bridge Rails for the Tul-190 Crossing at the Friant-Kern Canal, Poplar Ditch, and South Fork of the Tule River	California Department of Transportation	
TU-00446	Caltrans - 06-TUL-65 PM 18.8 CU 820 EA 359100; NADB-R - 1140904	1992	Riley, Lynn	Negative Archaeological Survey Report for the Proposal to Widen, Rehabilitate, and Upgrade the Bridge Rails on the Tule River Bridge Crossing at Route 65	California Department of Transportation	
TU-00600		1991	Weinberger, Gay	Cultural Resource Assessment of God's House of Prayer	Individual Consultant	
TU-00751	Caltrans - 06-TUL-190 PM 8.0/15.0 CU 168 EA 337300	1998	Binning, Jeanne Day, Marine, Mandy, and Osborne, Richard H.	Negative Archaeological Survey Report for the Widening of Route 190 Between P.M. 8.0 and P.M. 15.0.	California Department of Transportation	
TU-00759		1992	Riley, Lynn M. and Snyder, John W.	Bridge Improvements in the Vicinity of Porterville, Tulare County 06-TUL-190 P.M. 12.0/23.9; 06-312700	California Department of Transportation	
TU-00952	Caltrans - 06-TUL-190 P.M. 7.9/15.0 EA 337300	1997	Osborne, Richard and Binning, Jeanne	Supplemental Negative Archaeological Survey Report for 06-TUL-190 P.M. 7.9/15.0 EA 337300	California Department of Transportation	
TU-00953	Caltrans - 06-TUL-190 PM 8.0/15.0 EA 06-337300	1997	Fisher, Jim	Historic Resource Evaluation Report for the Poplar Ditch Near Porterville, Tulare County	California Department of Transportation	54-003993, 54-003994, 54-003995, 54-003996, 54-003997
TU-01135		2001	Dodd, Douglas	Historic Property Survey Report Rehabilitation and Widening of State Route 190 Between Tipton and Porterville in Tulare County: 06-TUL-190, K.P. 12.5/24.0 (P.M. 7.8/15.0); E.A. 337320	California Department of Transportation	

Report List

SSJVIC Record Search 23-232

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
TU-01136		1997	Herbert, Rand	Historic Resource Evaluation Report (HRER) 06-TUL-190 P.M. 8.0/15.0; E.A. 06-337300	JRP Historic Consulting Services	54-003993, 54-003994, 54-003995, 54-003996, 54-003997
TU-01169	Caltrans - 06-TUL-190 P.M. 8.0/15.0 CU 168 EA 337300	1998	Binning, Jeanne Day	Negative Archaeological Survey Report to Widen and Construct New Highway Along Route 190 Between P.M. 8.0 and P.M. 15	California Department of Transportation	
TU-01201	Submitter - CAR Project No. 04-09	2004	Gardner, Jill K.	A Cultural Resources Assessment of 75 Acres of Land for the Porterville River Walk Commercial Center Project in the City of Porterville, Tulare County, California	Center for Archaeological Research, California State University, Bakersfield	
TU-01251		2005	O'Neill, Mary M.	Reconnaissance Report for the Vandalia 12kV Circuit Reconductoring Project on Private Lands, Tulare County, California	Pacific Legacy, Inc.	54-002208
TU-01406	Submitter - RSOC Project No. 201005	2010	Orfila, Rebecca S.	An Archaeological Assessment for Newcomb Street and Beverly Street Shoulder Stabilization Project In City of Porterville Tulare County, California	RSO Consulting, Inc.	
TU-01498	Submitter - Contract No. 06A1106; Submitter - Expenditure Authorization No. 06-0A7408	2010	Leach-Palm, Laura, Brandy, Paul, King, Jay, Mikkelsen, Pat, Seil, Libby, Hartman, Lindsay, and Bradeen, Jill	Cultural Resources Inventory of Caltrans District 6 Rural Conventional Highways in Fresno, Western Kern, Kings, Madera, and Tulare Counties.	Far Western Anthropological Research Group, Inc.	54-000580, 54-001091, 54-001479, 54-004595, 54-004611, 54-004614, 54-004619, 54-004629, 54-004630
TU-01602		2007	Orfila, Rebecca S.	Archaeological Survey for the Southern California Edison Company Replacement of Thirteen Deteriorated Power Poles, Tulare County, California	Center for Archaeological Research, California State University, Bakersfield	
TU-01713	Caltrans - 06-TUL-190 PM 13.1/17.3 EA 06-0Q431; Caltrans - ID 06-1400-0004	2015	Miller, Michelle	Historic Property Survey Report for the Porterville Intersection Improvement Project Tulare County, California	California Department of Transportation	
TU-01713A		2015	Miller, Michelle	Archaeological Survey Report for the Porterville Intersection Improvement Project, Tulare County, California	Cal Trans	
TU-01713B		2015	Miller, Michelle	Extended Phase I Report for the Porterville Intersection Improvement Project, Tulare County, California	Cal Trans	

7.4 Appendix D: NAHC Correspondence

Prepared by NAHC dated April 8, 2022.



NATIVE AMERICAN HERITAGE COMMISSION

April 27, 2023

Kelsey George
City of PortervilleVia Email to: kgeorge@precisioneng.netCHAIRPERSON
Laura Miranda
LuiseñoVICE CHAIRPERSON
Reginald Pagaling
ChumashSECRETARY
Sara Dutschke
MiwokCOMMISSIONER
Isaac Bojorquez
Ohlone-CostanoanCOMMISSIONER
Buffy McQuillen
Yokayo Pomo, Yuki,
NomlakiCOMMISSIONER
Wayne Nelson
LuiseñoCOMMISSIONER
Stanley Rodriguez
KumeyaayCOMMISSIONER
[Vacant]COMMISSIONER
[Vacant]EXECUTIVE SECRETARY
**Raymond C.
Hitchcock**
Miwok/Nisenan**NAHC HEADQUARTERS**
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov**Re: Native American Consultation, Pursuant to Senate Bill 18 (SB18), Government Codes §65352.3 and §65352.4, as well as Assembly Bill 52 (AB52), Public Resources Codes §21080.1, §21080.3.1 and §21080.3.2, SoTu (South of Tule River) Master Plan Project, Tulare County**

Dear Ms. George:

Attached is a consultation list of tribes with traditional lands or cultural places located within the boundaries of the above referenced counties or projects.

Government Codes §65352.3 and §65352.4 require local governments to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of avoiding, protecting, and/or mitigating impacts to cultural places when creating or amending General Plans, Specific Plans and Community Plans.

Public Resources Codes §21080.3.1 and §21080.3.2 requires public agencies to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of avoiding, protecting, and/or mitigating impacts to tribal cultural resources as defined, for California Environmental Quality Act (CEQA) projects.

The law does not preclude local governments and agencies from initiating consultation with the tribes that are culturally and traditionally affiliated within your jurisdiction. The NAHC believes that this is the best practice to ensure that tribes are consulted commensurate with the intent of the law.

Best practice for the AB52 process and in accordance with Public Resources Code §21080.3.1(d), is to do the following:

Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section.

The NAHC also recommends, but does not require that lead agencies include in their notification letters, information regarding any cultural resources assessment that has been completed on the area of potential affect (APE), such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:
 - A listing of any and all known cultural resources have already been recorded on or adjacent to the APE, such as known archaeological sites;
 - Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
 - Whether the records search indicates a low, moderate or high probability that unrecorded cultural resources are located in the APE; and
 - If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.
2. The results of any archaeological inventory survey that was conducted, including:
 - Any report that may contain site forms, site significance, and suggested mitigation measures.

All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code Section 6254.10.
3. The result of the Sacred Lands File (SFL) check conducted through the Native American Heritage Commission was negative.
4. Any ethnographic studies conducted for any area including all or part of the potential APE; and
5. Any geotechnical reports regarding all or part of the potential APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS is not exhaustive, and a negative response to these searches does not preclude the existence of a tribal cultural resource. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the event, that they do, having the information beforehand will help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance we can assure that our consultation list remains current.

If you have any questions, please contact me at my email address: Cameron.vela@nahc.ca.gov.

Sincerely,

Cameron Vela

Cameron Vela
Cultural Resources Analyst

Attachment

7.5 Appendix E: Noise Assessment

Prepared by WJV Acoustics, Inc., on August 2, 2023.

ACOUSTICAL ANALYSIS

SOUTH OF TULE RIVER MASTER PLAN
PORTERVILLE, CALIFORNIA

WJVA Report No. 23-22

PREPARED FOR

PRECISION ENGINEERING
1234 O STREET
FRESNO, CALIFORNIA 93721

PREPARED BY

WJV ACOUSTICS, INC.
VISALIA, CALIFORNIA



wjv acoustics

AUGUST 2, 2023

1. INTRODUCTION

Project Description:

South of Tule River (SoTu) Master Plan, including entitlements for a Conditional Use Permit (CUP) General Plan Amendment (GPA), and Pre-zone/Rezone (PZ), is filed by the City of Porterville (Applicant) and pertain to 19 parcels that is located directly southwest of the city limits of the City of Porterville in the jurisdiction of the County of Tulare, California. The SoTu Master Plan is generally bound to the north by the Tule River, to the south by State Route 190, to the east by State Route 65, and to the west by Westwood Street ("Project site"). The site totals approximately 447.30 gross acres. The CUP facilitates the adoption of the SoTu Master Plan. The GPA requests amendment of the existing land use designations to the mix of 10 different land uses proposed in the SoTu Master Plan. The PZ requests a prezone from the existing zoning districts to zoning districts that are consistent with the proposed land use designation. No physical development is proposed.

Although no physical development is proposed by the Project, this acoustical analysis analyzes the potential noise impacts associated with buildout of the Project site at a programmatic level, using reasonable assumptions so that future development of the site can tier from the Initial Study pursuant to CEQA Guidelines *Section 15168(c)(1)* and *15168(d)* for evaluations of environmental issues associated with later activities/subsequent projects. However, depending on the final design of future physical development, additional project specific CEQA review may be required as determined by the City through the entitlement review and approval process.

For the purposes of this analysis, Table I provides the assumption of the Project buildout. As shown in the table, the Project assumes the development of 2,213 dwelling units, 2,873,801 square feet of mixed-use, and 1,821,492 square feet of employment uses.

Table I: Project Buildout Assumption for Impact Analysis

Land Use Designation	Acreage	Permitted Intensity/Density	Average Density		Assumed	
Residential						
Low Density Residential	51.37	7.5 du/ac	5.35 du/ac		5.35 du/ac	
Medium Density Residential	43.72	15.0 du/ac	6.0 du/ac for Single Family Residential		6.0 du/ac for Single Family Residential	
			11.30 du/ac for Multi-family Residential		11.30 du/ac for Multi-family Residential	
High Density Residential	35.08	30.0 du/ac	22.55 du/ac		22.55 du/ac	
Mixed-Use						
Commercial Mixed Use	32.99	30.0 du/ac	20.0 du/ac	2.0 FAR	20.0 du/ac	2.0 FAR
Employment						
Retail Centers	24.35	0.35 FAR	0.35 FAR		0.35 FAR	
Neighborhood Commercial	8.61	0.30 FAR	0.30 FAR		0.30 FAR	
Professional Office	32.83	0.50 FAR	0.30 FAR		0.30 FAR	
Industrial Park	59.61	0.60 FAR	0.35 FAR		0.35 FAR	
Public Uses and Open Space						
Public/Institutional	15.81	0.25 FAR	0.25 FAR		0.25 FAR	
Parks	30.79	0.10 FAR	0.10 FAR		0.10 FAR	
Right-of-Way (ROW)	30.79					
Total	447.30					

Environmental Noise Assessment:

This environmental noise assessment has been prepared to determine if significant noise impacts will be produced by the project and to describe mitigation measures for noise if significant impacts are determined. The environmental noise assessment, prepared by WJV Acoustics, Inc. (WJVA), is based upon the project Land Use Map provided by Precision Engineering, dated 05/19/23 (Figure 1), traffic data provided by JLB Traffic Engineering, Inc., a project site visit on June 27 & 28, 2023. Revisions to the Land Use Map, project traffic information or other project-related information available to WJVA at the time the analysis was prepared may require a reevaluation of the findings and/or recommendations of the report.

Appendix A provides definitions of the acoustical terminology used in this report. Unless otherwise stated, all sound levels reported in this analysis are A-weighted sound pressure levels in decibels (dB). A-weighting de-emphasizes the very low and very high frequencies of sound in a manner similar to the human ear. Most community noise standards utilize A-weighted sound levels, as they correlate well with public reaction to noise. Appendix B provides examples of sound levels for reference.

2. THRESHOLDS OF SIGNIFICANCE

The CEQA Guidelines apply the following questions for the assessment of significant noise impacts for a project:

- 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?
- b. Would the project result in 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?

a. Noise Level Standards

CITY OF PORTERVILLE

General Plan

The City of Porterville Noise Element of the General Plan (adopted 2008) sets noise compatibility standards for transportation noise sources in terms of the Day-Night Average Level (L_{dn}). The L_{dn} is the time-weighted average noise level for a 24-hour day with a penalty of 10 dB added to noise levels occurring during the nighttime hours (10:00 p.m.-7:00 a.m.).

The Noise Element establishes a land use compatibility criterion of 60 dB L_{dn} for exterior noise levels in outdoor activity areas of residential developments. Outdoor activity areas generally include backyards of single-family residences and outdoor common use areas as well as individual patios or decks of multi-family developments. The intent of the exterior noise level requirement is to provide an acceptable noise environment for outdoor activities and recreation.

The City of Porterville General Plan Noise Element provides land use compatibility guidelines for community noise exposure levels. Table II below (Table 9-1 in the General Plan Noise Element) summarizes these land use compatibility guidelines for various noise exposure levels within the community. An exterior noise level up to 60 dB L_{dn} is considered “Normally Acceptable” and an exterior noise level between 60 dB L_{dn} and 70 dB L_{dn} is considered “Conditionally Acceptable” for residential land uses within the City of Porterville. Exterior noise levels above 70 dB L_{dn} are generally considered unacceptable for residential land uses.

Table II: Land Use Compatibility for Community Noise Environments

Land Use Category	Community Noise Exposure Ldn or CNEL, dB						
	55	60	65	70	75	80	>80
Residential – Low Density Single Family, Duplex, Mobile Homes							
Residential – Multi Family							
Mixed-Use & High Density Residential							
Transient Lodging – Motels, Hotels							
Schools, Libraries, Churches, Hospitals, Nursing Homes							
Auditoriums, Concerts, Halls, Amphitheaters							
Sports Area, Outdoor Spectator Sports							
Playgrounds, Neighborhood Parks							
Golf Courses, Riding Stables, Water Recreation, Cemeteries							
Office Buildings, Businesses Commercial and Professional							
Industrial, Manufacturing Utilities, Agriculture							
Interpretation: Normally Acceptable Conditionally Acceptable Normally Unacceptable Clearly Unacceptable							
Specified land use is satisfactory, based upon the assumption that any building involved is of normal conventional construction, without any special noise insulation requirements. 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. 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. New construction or development should not be undertaken.							

Source: City of Porterville, 2006.

Implementation Policy N-I-1 states:

"Use the community noise exposure level standards, shown in Table 9-1, as review criteria for new land uses and require a noise study and mitigation measures for all projects that have noise exposure greater than "normally acceptable" levels."

These measures will include, but are not limited to, the following actions:

- *Screen and control noise sources, such as parking and loading facilities, outdoor activities and mechanical equipment;*
 - *Increase setbacks for noise sources from adjacent dwellings;*
 - *Retain fences, walls, and landscaping that serve as noise buffers;*
 - *Use soundproofing materials and double-glazed windows; and*
 - *Control hours of operation, including deliveries and trash pickup, to minimize noise impacts.*

The need for mitigation of exterior noise exposure for other development will be evaluated on a case-by-case basis. Within urban residential neighborhoods where medium and high density residential development and mixed-use development is planned, the City will balance the need for noise mitigation with urban design considerations, and may not require exterior walls along streets where an attractive pedestrian-oriented environment with porches and front stoops is desired.

Implementation Policy N-I-2 states:

"Require that all new residential development achieve interior noise level reductions through sound insulation and other measures to meet the land use compatibility standards by acoustical design and construction of the structure and building elements."

The Noise Element does not specially provide noise level criteria applicable to interior living spaces, however, an interior noise level standard of 45 dB L_{dn} is common practice. This standard is consistent with interior noise level criteria applied by the State of California and the U.S. Department of Housing and Urban Development (HUD). The intent of the interior noise level standard is to provide an acceptable noise environment for indoor communication and sleep.

Implementation Policy N-I-3 states:

"Establish standards for the basic elements of noise reduction design for a new dwelling unit exposed to DNL above 65 dB, including the following:"

- *All façades must be constructed with substantial weight and insulation;*

- *Sound-rated windows providing noise reduction performance similar to that of the façade must be included for habitable rooms;*
- *Sound-rated doors or storm doors providing noise reduction performance similar to that of the façade must be included for all exterior entries;*
- *Acoustic baffling of vents is required for chimneys, fans and gable ends;*
And
- *Installation of a mechanical ventilation*

Implementation Policy N-I-4 states:

“Require sound walls or other attenuation measures designed to reduce noise by a minimum of 10 dB in residential areas adjacent to State highways when additional lanes are added or when new residential development or sensitive receptors would be exposed to noise above 65 dB.”

Implementation Policy N-I-5 states:

“Reduce noise intrusion generated by miscellaneous noise sources through conditions of approval to control noise-generating activities.”

Implementation Policy N-I-6 states:

“Require new noise sources to use best available control technology (BACT) to minimize noise emissions.”

Implementation Policy N-I-7 states:

“Require noise from existing mechanical equipment to be reduced by soundproofing materials and sound-deadening installation.”

Implementation Policy N-I-8 states:

“Work with the Tulare County Airport Land Use Commission (ALUC) to prepare an Airport Land Use Compatibility Plan and updated airport noise contours, consistent with the new airport layout plan.”

Implementation Policy N-I-9 states:

“Require the disclosure of the noise environment to prospective homebuyers where noise levels exceed “normally acceptable” standards.”

Municipal Code

Section 18-90.4 (Exterior Noise Standards) of the City of Porterville Municipal code establishes hourly acoustical performance standards for non-transportation noise sources. The standards, provided in Table III, are made more restrictive during the nighttime hours of 10:00 p.m. to 7:00 a.m.

TABLE III NON-TRANSPORTATION NOISE LEVEL STANDARDS, dBA CITY OF PORTERVILLE MUNICIPAL CODE, SECTION 18-90.4			
Daytime (7 a.m.-10 p.m.)		Nighttime (10 p.m.-7 a.m.)	
L _{eq}	L _{max}	L _{eq}	L _{max}
50	70	45	65
Source: City of Porterville Municipal Code			

The municipal code states that *“In the event the measured ambient noise level without the alleged offensive source in operation exceeds the applicable noise level standard in either category above, the applicable standard or standards shall be adjusted so as to equal the ambient noise level.”*

Additionally, the municipal code states that *“Each of the noise level standards specified above shall be reduced by five (5) dB for pure tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises.”*

State of California

There are no state noise standards that are applicable to the project.

Federal Noise Standards

There are no federal noise standards that are applicable to the project.

b. Construction Noise and Vibration

Section 18-90.6 (Noise Source Exemptions) provides the following stipulations that may be applicable to the project. *The following activities shall be exempted from the provisions of this article:*

- *Activities conducted in public parks, public playgrounds and public or private school grounds, including, but not limited to, school athletic and school entertainment events, except as otherwise noted in this article*

- *Noise sources associated with construction, whether private or public, within five hundred feet (500') of the uses mentioned in subsection 18-90.4 of this article, provided such activities do not take place before six o'clock (6:00) A.M. or after nine o'clock (9:00) P.M. on any day except Saturday or Sunday, or before seven o'clock (7:00) A.M. or after five o'clock (5:00) P.M. on Saturday or Sunday.*

There are no state or federal standards that specifically address construction vibration. Some guidance is provided by the Caltrans Transportation and Construction Vibration Guidance Manual³. The Manual provides guidance for determining annoyance potential criteria and damage potential threshold criteria. These criteria are provided below in Table IV and Table V, and are presented in terms of peak particle velocity (PPV) in inches per second (in/sec).

TABLE IV		
GUIDELINE VIBRATION ANNOYANCE POTENTIAL CRITERIA		
Human Response	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Barely Perceptible	0.04	0.01
Distinctly Perceptible	0.25	0.04
Strongly Perceptible	0.9	0.1
Severe	2.0	0.4

Source: Caltrans

TABLE V		
GUIDELINE VIBRATION DAMAGE POTENTIAL THRESHOLD CRITERIA		
Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile, historic buildings, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

Source: Caltrans

3. SETTING

The Project site is directly southwest of the city limits of the City of Porterville in the jurisdiction of the County of Tulare, California. The site is generally bound to the north by the Tule River, to the south by State Route 190 (SR 190), to the east by State Route 65 (SR 65), and to the west by Westwood Street, consisting of 19 parcels that total approximately 447.30 gross acres.

The overall project site consists primarily of undeveloped land currently used for agricultural purposes. There are a few existing rural-residential land uses located along SR 190 (Poplar Avenue) and Westwood Street.

a. Background Noise Level Measurements

Existing noise levels in the project vicinity are dominated by traffic noise along local roadways and noise associated with various agricultural land uses near and within the project site, as well as occasional aircraft overflights. Measurements of existing ambient noise levels in the project vicinity were conducted on June 27 & 28, 2023. Long-term (24-hour) ambient noise level measurements were conducted at three (3) locations (sites LT-1, LT-2 and LT-3). Ambient noise levels were measured for a period of 24 continuous hours at each of the three locations. Site LT-1 was located within the western portion of the project site, along S. Westwood Street. Site LT-2 was located within the southern portion of the project site, along SR 190 (W. Poplar Avenue). Site LT-3 was located within the eastern portion project site, along SR 65. All three sites were exposed to noise associated with vehicle traffic on roadways as well as periodic agricultural activities. The locations of the ambient noise monitoring sites are provided on Figure 2.

Noise monitoring equipment consisted of Larson-Davis Laboratories Model LDL-820 sound level analyzers equipped with B&K Type 4176 1/2" microphones. The equipment complies with the specifications of the American National Standards Institute (ANSI) for Type I (Precision) sound level meters. The meters were calibrated with a B&K Type 4230 acoustic calibrator to ensure the accuracy of the measurements.

Measured hourly energy average noise levels (L_{eq}) at site LT-1 ranged from a low of 61.0 dB between 1:00 a.m. and 2:00 a.m. to a high of 71.9 dBA between 5:00 p.m. and 6:00 p.m. Hourly maximum (L_{max}) noise levels at site LT-1 ranged from 80.1 to 96.1 dBA. Residual noise levels at the monitoring site, as defined by the L_{90} , ranged from 37.2 to 53.3 dBA. The L_{90} is a statistical descriptor that defines the noise level exceeded 90% of the time during each hour of the sample period. The L_{90} is generally considered to represent the residual (or background) noise level in the absence of identifiable single noise events from traffic, aircraft and other local noise sources. The measured L_{dn} value at site LT-1 was 74.3 dB L_{dn} . Figure 3 graphically depicts hourly variations in ambient noise levels at site LT-1. Figure 4 provides a photograph of measurement site LT-1.

Measured hourly energy average noise levels (L_{eq}) at site LT-2 ranged from a low of 63.6 dB between 1:00 a.m. and 2:00 a.m. to a high of 74.1 dBA between 2:00 p.m. and 3:00 p.m. as well as between 3:00 p.m. and 4:00 p.m. Hourly maximum (L_{max}) noise levels at site LT-2 ranged from 81.6 to 94.9 dBA. Residual noise levels at the monitoring site, as defined by the L_{90} , ranged from 40.2

to 59.0 dBA. The measured L_{dn} value at site LT-2 was 76.6 dB L_{dn} . Figure 5 graphically depicts hourly variations in ambient noise levels at site LT-2. Figure 6 provides a photograph of measurement site LT-2.

Measured hourly energy average noise levels (L_{eq}) at site LT-3 ranged from a low of 60.2 dB between 2:00 a.m. and 3:00 a.m. to a high of 69.1 dBA between 9:00 p.m. and 10:00 p.m. Hourly maximum (L_{max}) noise levels at site LT-3 ranged from 73.2 to 93.2 dBA. Residual noise levels at the monitoring site, as defined by the L_{90} , ranged from 41.7 to 61.2 dBA. The measured L_{dn} value at site LT-3 was 72.6 dB L_{dn} . Figure 7 graphically depicts hourly variations in ambient noise levels at site LT-3. Figure 8 provides a photograph of measurement site LT-3.

Additionally, short-term (15-minute) ambient noise level measurements were conducted at six (6) locations (Sites ST-1 through ST-6). Two (2) individual measurements were taken at each of the six short-term sites to quantify ambient noise levels in the morning and afternoon hours. The locations of the short-term noise monitoring sites are provided on Figure 2.

Table VI summarizes short-term noise measurement results. The noise measurement data included energy average (L_{eq}) maximum (L_{max}) as well as five (5) individual statistical parameters. Observations were made of the dominant noise sources affecting the measurements. The statistical parameters describe the percent of time a noise level was exceeded during the measurement period. For instance, the L_{90} describes the noise level exceeded 90 percent of the time during the measurement period, and is generally considered to represent the residual (or background) noise level in the absence of identifiable single noise events from traffic, aircraft and other local noise sources.

Short-term noise measurements were conducted for 15-minute periods at each of the six sites. Site ST-1-ST-4, and ST-6 were located just north of the Tule River, near existing sensitive receptor locations (residential land uses). These five short-term ambient noise measurement sites were exposed to low levels of traffic noise from local roadways (predominantly River Springs Drive), as well as other noise sources common in urban/residential environments (construction activities, landscaping activities, barking dogs, human voices, etc.). Site ST-6 was also exposed to traffic noise from SR 65. Site ST-5 was located along the southern portion of the project site near SR 190 (Poplar Avenue), and was exposed primarily to traffic noise. The overall noise measurement data indicate that noise in the project vicinity is highly influenced by vehicular traffic along adjacent roadways.

TABLE VI
SUMMARY OF SHORT-TERM NOISE MEASUREMENT DATA
SOUTH OF TULE RIVER MASTER PLAN, PORTERVILLE
JUNE 27 & 28, 2023

Site	Time	A-Weighted Decibels, dBA							Sources
		L _{eq}	L _{max}	L ₂	L ₈	L ₂₅	L ₅₀	L ₉₀	
ST-1	8:30 a.m.	55.2	72.0	67.4	55.6	45.7	42.7	39.2	TR, C
ST-1	4:15 p.m.	48.9	68.4	59.2	50.5	44.3	41.0	39.6	TR, V
ST-2	8:50 a.m.	41.5	52.9	46.8	44.4	42.0	40.1	38.2	TR, B, D, V
ST-2	4:35 p.m.	49.2	71.2	53.8	50.7	44.1	41.1	39.2	TR, V
ST-3	9:10 p.m.	43.3	51.1	46.6	45.4	44.0	43.0	40.4	TR, L
ST-3	5:00 p.m.	45.5	60.8	50.0	47.4	45.5	43.8	41.6	TR, AC
ST-4	9:30 a.m.	48.3	57.5	54.2	52.4	49.1	46.1	42.6	TR, B, D
ST-4	5:20 p.m.	52.9	70.3	56.6	53.8	50.4	47.7	43.1	TR, V
ST-5	9:55 a.m.	64.2	74.2	72.5	69.7	65.6	61.1	52.1	TR, AG
ST-5	6:10 p.m.	65.0	76.1	73.0	68.8	65.5	62.3	53.7	TR
ST-6	10:20 a.m.	55.8	59.5	58.7	57.8	56.8	55.6	52.5	TR, L, C
ST-6	5:45 p.m.	56.1	62.2	59.0	58.1	57.3	55.5	53.1	TR, AC

TR: Traffic AC: Aircraft AG: Agricultural Activities C: Construction Activities B: Birds D: Barking Dogs V:Voices L: Landscaping Activities
Source: WJV Acoustics, Inc.

4. NOISE IMPACTS TO OFF-SITE SENSITIVE RECEPTORS, AND MITIGATION MEASURES

a. Project Traffic Noise Impacts on Existing Noise-Sensitive Land Uses Outside Project Site

WJVA utilized the FHWA Traffic Noise Model⁴ to quantify expected project-related increases in traffic noise exposure along roadways in the project vicinity. The FHWA Model is a standard analytical method used by state and local agencies for roadway traffic noise prediction. The model is based upon reference energy emission levels for automobiles, medium trucks (2 axles) and heavy trucks (3 or more axles), with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site. The FHWA Model was developed to predict hourly L_{eq} values for free-flowing traffic conditions, and is generally considered to be accurate within ± 1.5 dB. To predict L_{dn} values, it is necessary to determine the hourly distribution of traffic for a typical day and adjust the traffic volume input data to yield an equivalent hourly traffic volume.

Traffic volumes for the analyzed receptor locations were provided by the project traffic engineer, JLB Traffic Engineering, Inc. Truck percentages for SR 190 were provided by Caltrans. Truck percentages (for non-SR 190 traffic) and the day/night distribution of traffic were estimated by WJVA, based upon previous studies conducted in the project vicinity since project-specific data were not available from government sources. The Noise modeling assumptions used to calculate project traffic noise are provided as Appendix C.

Traffic noise exposure levels for Existing, Existing Plus Project, 2046 Cumulative No Project and 2046 Cumulative Plus Project traffic scenarios were calculated based upon the FHWA Model and the above-described model inputs and assumptions. Project-related significant impacts would occur if an increase in traffic noise associated with the project would result in noise levels exceeding the City's applicable noise level standards at the location(s) of sensitive receptors. For the purpose of this analysis a significant impact was also assumed to occur if traffic noise levels were to increase by 3 dB at sensitive receptor locations where noise levels already exceed the City's applicable noise level standards (without the project), as 3 dB generally represents the threshold of perception in change for the human ear.

The City's exterior noise level standard for residential land uses is 60 dB L_{dn} . Traffic noise was modeled at twelve (12) receptor locations. The twelve modeled receptors are located at roadway setback distances representative of the sensitive receptors (residences) along each analyzed roadway segment. The receptor locations are described below and provided graphically on Figure 9.

- R-1: Residential land use located approximately 90 feet from the centerline of Westwood St
- R-2: Residential land use located approximately 150 feet from the centerline of Olive Ave
- R-3: Residential land use located approximately 80 feet from the centerline of Westwood St
- R-4: Residential land use located approximately 85 feet from the centerline of Olive Ave
- R-5: Residential land use located approximately 230 feet from the centerline of Olive Ave

- R-6: Residential land use located approximately 135 feet from the centerline of Newcomb St
- R-7: Residential land use located approximately 90 feet from the centerline of Newcombe St
- R-8: Residential land use located approximately 110 feet from the centerline of Prospect St
- R-9: Residential land use located approximately 135 feet from the centerline of SR 190
- R-10: Residential land use located approximately 215 feet from the centerline of SR 190
- R-11: Residential land use located approximately 175 feet from the centerline of SR 190
- R-12: Residential land use located approximately 120 feet from the centerline of Prospect St

Existing Conditions

Table VII provides existing traffic noise exposure levels at the twelve analyzed representative receptor locations, and provides what the project contribution would be to existing traffic conditions.

TABLE VII PROJECT CONTRIBUTION TO FUTURE TRAFFIC NOISE, dB, L_{dn} SOUTH OF TULE RIVER MASTER PLAN, PORTERVILLE EXISTING TRAFFIC CONDITIONS				
Modeled Receptor	Existing Without Project Contribution	Existing Plus Project	Project Contribution	Significant Impact?
R-1	62	64	+2	No
R-2	60	60	0	No
R-3	63	65	+2	No
R-4	63	65	+2	No
R-5	58	59	+1	No
R-6	59	61	+2	Yes
R-7	60	65	+5	Yes
R-8	50	50	0	No
R-9	63	65	+2	No
R-10	63	64	+1	No
R-11	64	66	+2	No
R-12	60	60	0	No
R-13	62	64	+2	No
R-14	60	60	0	No
R-15	63	65	+2	No
R-16	63	65	+2	No
R-17	58	59	+1	No

Source: WJV Acoustics, Inc.
JLB Traffic Engineering, Inc.

2046 Cumulative Conditions

Table VIII provides 2046 Cumulative traffic noise exposure levels at the twelve analyzed representative receptor locations, and provides what the project contribution would be to 2046 Cumulative traffic conditions.

TABLE VIII PROJECT CONTRIBUTION TO FUTURE TRAFFIC NOISE, dB, L _{dn} SOUTH OF TULE RIVER MASTER PLAN, PORTERVILLE 2046 CUMULATIVE TRAFFIC CONDITIONS				
Modeled Receptor	2046 Conditions Without Project Contribution	2046 Conditions Plus Project	Project Contribution	Significant Impact?
R-1	63	65	+2	No
R-2	60	60	0	No
R-3	64	66	+2	No
R-4	64	65	+1	No
R-5	58	59	+1	No
R-6	59	61	+2	Yes
R-7	61	65	+4	Yes
R-8	50	50	0	No
R-9	63	65	+2	No
R-10	63	64	+1	No
R-11	64	66	+2	No
R-12	60	60	0	No

Source: WJV Acoustics, Inc.
JLB Traffic Engineering, Inc.

Reference to Table VII and Table VIII indicate that the project's contribution could result in significant impacts at sensitive receptor (residential) locations along Newcomb Street, both north and south of Olive Avenue. However, the noise levels provided in Table VII and Table VIII do not consider any localized acoustic shielding provided by existing houses or sound walls. The exterior noise level compatibility standards are applied to outdoor activity areas. Outdoor activity areas are generally considered backyards of single-family residential land uses and outdoor common use areas (pools, BBQ/Picnic areas, playgrounds, etc.) as well as individual patios and balconies of multi-family residential land uses.

Most of the existing residential land uses located along Newcomb Street either front the roadway (in which case the homes provide acoustic shielding to the backyard areas) or they have existing 6-foot sound walls. In these situations, exterior noise levels would not be expected to exceed 60 dB L_{dn}, and the project would not result in a noise impact to these homes.

Potential Impact

The project could result in a noise impact at a handful of existing residential land uses along Newcomb Street. This would only be the case at residential land uses along Newcomb Street that either 1). Do not have existing sound walls, or 2). do not have homes that face the roadway. An example of one such home would be the residence indicated as R-7 on Figure 9, located on the corner of Newcome Street and Clare Avenue.

Mitigation Measures:

Possibilities for exterior noise mitigation at existing noise-sensitive uses include the construction of effective sound walls. Due to the many complications of working with individual landowners to implement such measures, it may not be feasible to achieve successful noise mitigation for all existing noise-sensitive uses that could be impacted by the project. For that reason, this impact could remain significant and unavoidable. It should be noted, the City of Porterville considers exterior noise levels up to 70 dB L_{dn} to be conditionally acceptable for residential land uses. This is generally considered when a good faith effort to reduce exterior noise levels to 60 dB L_{dn} cannot be feasibly achieved, and the interior noise level standard of 45 dB L_{dn} is maintained.

b. Proposed Impacts From Operational On-Site Sources

The proposed Project would include several land use designations with the potential to result in noise impacts to existing noise-sensitive (residential) land uses. These land uses include Commercial Mixed Use (32.99 acres), Retail Centers (24.35 acres), Neighborhood Commercial (8.61 acres) and Industrial Park (59.61 acres).

The noise level standards applicable to these proposed land uses are provided above in Table III (Municipal Code standards for non-transportation noise sources). The noise standards become 5 dB more restrictive during nighttime hours (10:00 p.m. to 7:00 a.m.)

A wide variety of noise sources can be associated with such commercial, retail and light industrial land uses. The noise levels produced by such sources can also be highly variable and could potentially impact existing off-site and proposed on-site sensitive receptors. Typical examples of stationary noise sources associated with such land uses include:

- HVAC/Mechanical equipment
- Truck movements
- Parking lot activities (closing of car doors and trunks, stereos, alarms etc.)
- Drive-Through operations
- Loading Dock Activities
- Car Wash Operations
- Refuse/Cardboard Compactor

The exact quantity, type and location of such noise-producing sources were not known at the time of this analysis. These potential noise sources are discussed in general terms below.

HVAC Mechanical Equipment

It is assumed that various components of the above-described land uses would include ground- or roof-mounted HVAC units for interior spaces. WJVA has conducted reference noise level measurements at numerous commercial and retail buildings with roof-mounted HVAC units, and associated noise levels typically range between approximately 45-50 dB at a distance of 50 feet from the building façade.

Truck Movements

Truck movements and deliveries would likely be associated with these land uses. Additionally, the Industrial Park land use designation could potentially include warehousing and/or distribution centers, which would involve associated truck movements.

WJVA has conducted measurements of the noise levels produced by slowly moving trucks for a number of studies. Such truck movements would be expected to produce noise levels in the range of 65 to 71 dBA at a distance of 100 feet. The range in measured truck noise levels is due to differences in the size of trucks, their speed of movement and whether they have refrigeration units in operation during the pass-by.

Parking Lot Activities

Noise due to traffic in parking lots is typically limited by low speeds and is not usually considered to be significant. Human activity in parking lots that can produce noise includes voices, stereo systems and the opening and closing of car doors and trunk lids. Such activities can occur at any time. The noise levels associated with these activities cannot be precisely defined due to variables such as the number of parking movements, time of day and other factors. It is typical for a passing car in a parking lot to produce a maximum noise level of 60-65 dBA at a distance of 50 feet, which is comparable to the level of a raised voice.

Drive-Through Retail

The proposed project could include multiple retail areas that could include drive-through quick-service restaurant operations. In order to assess potential noise levels associated with drive-through operations, WJVA reviewed reference noise levels measured at a Wendy's drive-through restaurant located on South Mooney Boulevard in Visalia. Measurements were conducted during the early afternoon of July 11, 2011 between 12:45 p.m. and 1:45 p.m. using the previously-described noise monitoring equipment.

The microphone used by customers to order food and the loudspeaker used by employees to confirm orders are both integrated into a menu board that is located a few feet from the drive-through lane at the approximate height of a typical car window. Vehicles would enter the drive-through lane from the west and then turn to the north along the east side of the restaurant.

Reference noise measurements were obtained at a distance of approximately 40 feet from the menu board containing the microphone/loudspeaker system at an angle of about 45° toward the rear of the vehicle being served. This provided a worst-case exposure to sound from the loudspeaker system since the vehicle was not located directly between the loudspeaker and measurement location. Cars were lined up in the access lane during the noise measurement period indicating that the drive-through lane was operating at or near a peak level of activity.

Each ordering cycle was observed to take approximately 60 seconds including vehicle movements. A typical ordering cycle included 5-10 seconds of loudspeaker use with typical maximum noise levels in the range of 60-62 dBA at the 40 foot-reference location. Vehicles moving through the drive-through lane produced noise levels in the range of 55-60 dBA at the same distance. Vehicles parked at the ordering position (between the menu board and measurement site) were observed to provide significant acoustic shielding during the ordering sequence. The effects of such shielding are reflected by the noise measurement data. Noise levels were measured to approximately 60 dB L_{eq} at the measurement site, and included noise from all sources, including the loudspeaker, vehicle movements and HVAC equipment.

Loading Dock Activities

Noise sources typically associated with loading dock activities include truck engines, the operation of truck-mounted refrigeration units, fork lifts, the banging of hand carts and roll-up doors, noise from P.A. systems, and the voices of truck drivers and store employees. Truck engines and/or refrigeration units are typically turned off while trucks are in loading dock areas to reduce noise and save energy. Based upon noise level measurements conducted by WJVA for other studies, loading dock noise levels would be expected to be in the range of approximately 60 to 75 dBA at a distance of 100 feet.

Compactor

Retail and commercial land uses often include exterior-located compactors. Based upon noise studies conducted by WJVA for other projects, the maximum noise level produced by a typical un-enclosed trash compactor (Hydra-Fab Model 1200) is approximately 74 dBA at a distance of 10 feet from the equipment.

Car Wash

Commercial/Retail land use designations could potentially include automated car wash operations. Noise levels associated with automated car wash operations vary widely, based upon car wash type, enclosure type, equipment type and orientation. WJVA has prepared numerous noise studies for various car wash projects. Noise levels associated with automated car wash operations are generally in the range of 83-87 dB at a distance of twenty feet from the source.

Potential Impact:

Noise levels from new stationary noise sources cannot be predicted with any certainty at this time since specific uses have not yet been proposed and the locations of stationary noise sources relative to the locations of new noise sensitive uses are not known. However, under some circumstances there is a potential for such uses exceed the City's noise standards for stationary noise sources at the locations of sensitive receptors.

Mitigation Measures:

Noise levels from new stationary noise sources may be effectively mitigated by incorporating noise mitigation measures into the project design that consider the geographical relationship between the noise sources of concern and potential receptors, the noise-producing characteristics of the sources and the path of transmission between noise sources and sensitive receptors. Options for noise mitigation include the use of building setbacks, the construction of sound walls and the use of noise source equipment enclosures.

When specific uses within the study area are proposed (and their locations are defined) that could result in a noise-related conflict between a commercial or other stationary noise source and project proposed sensitive receptors, an acoustical analysis should be required that quantifies project-related noise levels and recommends appropriate mitigation measures to achieve compliance with the City's noise standards. The acoustical analysis should be the responsibility of the project applicant.

c. Noise from Construction

Construction noise would occur at various locations within and near the project site through various phases. Existing sensitive receptors could be located as close as 100 feet from construction activities. Table IX provides typical construction-related noise levels at distances of 100 feet, 200 feet, and 300 feet.

Construction noise is not considered to be a significant impact if construction is limited to the allowed hours and construction equipment is adequately maintained and muffled. The City of Porterville limits hours of construction to occur only between the hours of 6:00 a.m. to 9:00 p.m. Monday through Friday, and 7:00 a.m. to 5:00 p.m. on weekends. Any construction activities occurring outside of these hours would be subject to the City's stationary noise standards provided above in Table III. Construction noise impacts could result in annoyance or sleep disruption for nearby residents if nighttime operations were to occur or if equipment is not properly muffled or maintained.

TABLE IX TYPICAL CONSTRUCTION EQUIPMENT MAXIMUM NOISE LEVELS, dBA			
Type of Equipment	100 Ft.	200 Ft.	300 Ft.
Concrete Saw	84	78	74
Crane	75	69	65
Excavator	75	69	65
Front End Loader	73	67	63
Jackhammer	83	77	73
Paver	71	65	61
Pneumatic Tools	79	73	69
Dozer	76	70	66
Rollers	74	68	64
Trucks	80	72	70
Pumps	74	68	64
Scrapers	81	75	71
Portable Generators	74	68	64
Backhoe	80	74	70
Grader	80	74	70

Source: FHWA

Noise Control for Buildings and Manufacturing Plants, Bolt, Beranek & Newman, 1987

A noise impact could occur if construction activities do not incorporate appropriate best management practices in regards to construction-related noise. The following best management practices should be implemented to minimize the potential for noise impacts on existing sensitive receptors in the project area, during project construction.

Best Management Practices:

Noise levels associated with construction activities may be effectively mitigated by incorporating noise mitigation measures and appropriate best management practices. The following best management practices should be applied during periods of project construction.

- All construction equipment shall be properly maintained and muffled as to minimize noise generation at the source.
- Noise-producing equipment shall not be operating, running, or idling while not in immediate use by a construction contractor.
- All noise-producing construction equipment shall be located and operated, to the extent possible, at the greatest possible distance from any noise-sensitive land uses.
- Locate construction staging areas, to the extent possible, at the greatest possible distances from any noise-sensitive land uses.
- Signs shall be posted at the construction site and near adjacent sensitive receptors displaying hours of construction activities and providing the contact phone number of a designated noise disturbance coordinator.

d. Vibration Impacts

The dominant sources of man-made vibration are sonic booms, blasting, pile driving, pavement breaking, demolition, diesel locomotives, and rail-car coupling. Vibration from construction activities could be detected at the closest sensitive land uses, especially during movements by heavy equipment or loaded trucks and during some paving activities (if they were to occur). Typical vibration levels at distances of 100 feet and 300 feet are summarized by Table X. These levels would not be expected to exceed any significant threshold levels for annoyance or damage, as provided above in Table IV and Table V.

TABLE X
TYPICAL VIBRATION LEVELS DURING CONSTRUCTION

Equipment	PPV (in/sec)	
	@ 100'	@ 300'
Bulldozer (Large)	0.011	0.006
Bulldozer (Small)	0.0004	0.00019
Loaded Truck	0.01	0.005
Jackhammer	0.005	0.002
Vibratory Roller	.03	0.013
Caisson Drilling	.01	0.006

Source: *Caltrans*

5. **NOISE IMPACTS TO PROPOSED ON-SITE SENSITIVE RECEPTORS, AND MITIGATION MEASURES**

a. Traffic Noise Impacts To Proposed On-Site Receptors

The City of Porterville General Plan Noise Element establishes an exterior noise level standard of 60 dB L_{dn} for outdoor activity areas of residential uses. An exterior noise level up to 60 dB L_{dn} is considered “Normally Acceptable” and an exterior noise level up to 70 dB L_{dn} is considered “Conditionally Acceptable” for residential land uses. Outdoor activity areas generally include backyards of single-family residences and individual patios or decks and common outdoor activity areas of multi-family developments. The noise element also requires that interior noise levels attributable to exterior noise sources not exceed 45 dB L_{dn}.

The proposed project would include new sensitive receptors (residential land uses) that could be impacted by traffic noise exposure adjacent to or near arterial roadways and highways. Such roadways include Westwood Street, SR 190 (W. Poplar Avenue), Newcomb Street and SR 65. WJVA used the above-described FHWA traffic noise model and traffic noise modeling assumptions to determine the distances from the center of the roadways to the 60 dB L_{dn} and 70 dB L_{dn} noise exposure contours. Table XI provides the distances from the center of each roadway to these noise exposure contours. Table XI provides the contour distances for 2046 Cumulative conditions as they represent a worst-case assessment of noise exposure at proposed sensitive receptor locations. Distances to the SR 65 contours are based upon existing traffic volumes as 2046 Cumulative volumes were not available at the time this analysis was prepared.

TABLE XI DISTANCES TO TRAFFIC NOISE CONTOURS SOTU MASTER PLAN, PORTERVILLE CUMULATIVE 2046 CONDITIONS		
Roadway Segment (Description)	Distance (feet) From Roadway Centerline to Contour	
	60 dB L _{dn}	70 dB L _{dn}
Westwood Street	157	34
SR 190 (Poplar Avenue)	409	88
Newcomb Street	137	23
SR 65 ¹	674	145

Source: WJV Acoustics, Inc.
JLB Traffic Engineering, Inc.

¹based upon existing traffic volumes as future projected volumes were not available

It should be noted, contour distances provided in Table XI are based upon unattenuated traffic noise levels, and do not consider any localized acoustical shielding that may be provided by elevational/topographic changes between the receptor and the roadway, existing buildings, or walls. Therefore, these setback distances should be considered a worst-case assessment of traffic noise

impacting the project site. Once site specific plans and details are developed, project site noise exposure may be re-evaluated based upon site-specific conditions.

Potential Impact:

A noise impact could occur if new proposed sensitive receptors (residential land uses) are located within the cumulative 60dB L_{dn} traffic noise contours. Table XI provides the setback distances from the centerline of each of the four site-adjacent arterial roadways and highways to the 60 dB L_{dn} exterior noise level contour.

Mitigation:

Noise levels from transportation noise sources may be effectively mitigated by incorporating noise mitigation measures into the project design that consider the geographical relationship between the noise sources of concern and potential receptors, the noise-producing characteristics of the sources and the path of transmission between noise sources and sensitive receptors. Options for noise mitigation include the use of building setbacks and the construction of berms and sound walls.

b. Noise Impacts from Operational On-Site Sources

As described above, the proposed Project would include several land use designations with the potential to result in noise impacts to proposed noise-sensitive (residential) land uses. These land uses include Commercial Mixed Use (32.99 acres), Retail Centers (24.35 acres), Neighborhood Commercial (8.61 acres) and Industrial Park (59.61 acres).

The noise level standards applicable to these proposed land uses are provided above in Table III (Municipal Code standards for non-transportation noise sources). The noise standards become 5 dB more restrictive during nighttime hours (10:00 p.m. to 7:00 a.m.)

A wide variety of noise sources can be associated with such commercial, retail and light industrial land uses. The noise levels produced by such sources can also be highly variable and could potentially impact existing off-site and proposed on-site sensitive receptors. Typical examples of stationary noise sources associated with such land uses include:

- HVAC/Mechanical equipment
- Truck movements
- Parking lot activities (closing of car doors and trunks, stereos, alarms etc.)
- Drive-Through operations
- Loading Dock Activities
- Car Wash Operations
- Refuse/Cardboard Compactor

The exact quantity, type and location of such noise-producing sources were not known at the time of this analysis. These potential noise sources were discussed in general terms above, in Section 4. These same noise sources could potentially result in noise impacts at proposed (on-site) residential land uses.

Potential Impact:

Noise levels from new stationary noise sources cannot be predicted with any certainty at this time since specific uses have not yet been proposed and the locations of stationary noise sources relative to the locations of new noise sensitive uses are not known. However, under some circumstances there is a potential for such uses exceed the City's noise standards for stationary noise sources at the locations of sensitive receptors.

Mitigation Measures:

Noise levels from new stationary noise sources may be effectively mitigated by incorporating noise mitigation measures into the project design that consider the geographical relationship between the noise sources of concern and potential receptors, the noise-producing characteristics of the sources and the path of transmission between noise sources and sensitive receptors. Options for noise mitigation include the use of building setbacks, the construction of sound walls and the use of noise source equipment enclosures.

When specific uses within the study area are proposed (and their locations are defined) that could result in a noise-related conflict between a commercial or other stationary noise source and project proposed sensitive receptors, an acoustical analysis should be required that quantifies project-related noise levels and recommends appropriate mitigation measures to achieve compliance with the City's noise standards. The acoustical analysis should be the responsibility of the project applicant.

c. Noise Impacts from Nearby Airports or Airstrips

The Project site is located approximately one (1) mile north of the Porterville Municipal Airport. WJVA reviewed the Tulare County Comprehensive Airport Land Use Plan⁵, and determined that no portion of the project site lies within any of the Porterville Municipal Airport noise contours. The Porterville Municipal Airport noise contours are provided as Figure 10.

6. IMPACT SUMMARY

This impact summary addresses only the noise impacts determined to be “potentially significant” and summarizes the appropriate measures that would be required to reduce noise levels to a “less than significant” level, if applicable.

- **Potential Impact:** Noise levels from new stationary noise sources associated with proposed Commercial Mixed Use, Retail Center, Neighborhood Commercial, and Industrial Park land uses within the project site could potentially impact existing and new sensitive receptors (residential land uses). Exact uses of these land use designations were not known at the time this analysis was prepared.

Mitigation: Noise levels from new stationary noise sources may be effectively mitigated by incorporating appropriate noise mitigation measures into the project design that consider the geographical relationship between the noise sources of concern and potential receptors, the noise-producing characteristics of the sources and the path of transmission between noise sources and sensitive receptors. If required, options for noise mitigation include the use of building setbacks, the construction of sound walls and the use of noise source equipment enclosures. When specific uses within the study area are proposed that could result in a noise-related conflict between a commercial or other stationary noise source and existing or proposed noise-sensitive receptor, an acoustical analysis may be required by the City that quantifies project-related noise levels and recommends appropriate mitigation measures to achieve compliance with the City’s noise standards.

- **Potential Impact:** A noise impact could occur if new proposed sensitive receptors (residential land uses) are located within the 2046 cumulative 60dB L_{dn} traffic noise contours. Table XI provides the setback distances from the centerline of each of the four site-adjacent arterial roadways and highways to the 60 dB L_{dn} exterior noise level contour.

Mitigation: Noise levels from transportation noise sources may be effectively mitigated by incorporating noise mitigation measures into the project design that consider the geographical relationship between the noise sources of concern and potential receptors, the noise-producing characteristics of the sources and the path of transmission between noise sources and sensitive receptors. Options for noise mitigation include the use of building setbacks and the construction of berms and sound walls.

- **Potential Impact:** A noise impact could occur if construction activities occur outside of the City’s allowable hours of construction and/or do not incorporate appropriate best management practices in regards to construction-related noise. Implement best management practices to minimize the potential for noise impacts on existing sensitive receptors in the project area, during project construction. The following provides the City’s allowable hours of construction as well as generalized best management practices that should be applied during periods of project construction to ensure that noise impacts do not result from project construction:

- Per the City of Porterville Municipal Code, construction activities should not occur outside the hours of 6:00 a.m. to 9:00 p.m. during weekdays and 7:00 a.m. to 5:00 p.m. on weekends. Construction activities that occur outside these hours would be subject to the stationary noise standards provided above in Table III.
- All construction equipment shall be properly maintained and muffled as to minimize noise generation at the source.
- Noise-producing equipment shall not be operating, running, or idling while not in immediate use by a construction contractor.
- All noise-producing construction equipment shall be located and operated, to the extent possible, at the greatest possible distance from any noise-sensitive land uses.
- Locate construction staging areas, to the extent possible, at the greatest possible distances from any noise-sensitive land uses.
- Signs shall be posted at the construction site and near adjacent sensitive receptors displaying hours of construction activities and providing a contact phone number of a designated noise disturbance coordinator.

7. SOURCES CONSULTED

1. Dyett and Bhatia, *City of Porterville 2030 General Plan*, 2008.
2. City of Porterville Municipal Code, updated November 15, 2022
3. California Department of Transportation, *Transportation and Construction Vibration Guidance Manual*, September 2013.
4. Federal Highway Administration, *Traffic Noise Model, Version 2.5*, April 14, 2004
5. Aries Consultants, Ltd., *Tulare County Comprehensive Airport Land Use Plan*, December. 2012

23-22 (SOTU Master Plan, Porterville) 8-2-23



FIGURE 2: PROJECT VICINITY AND AMBIENT NOISE MONITORING SITES

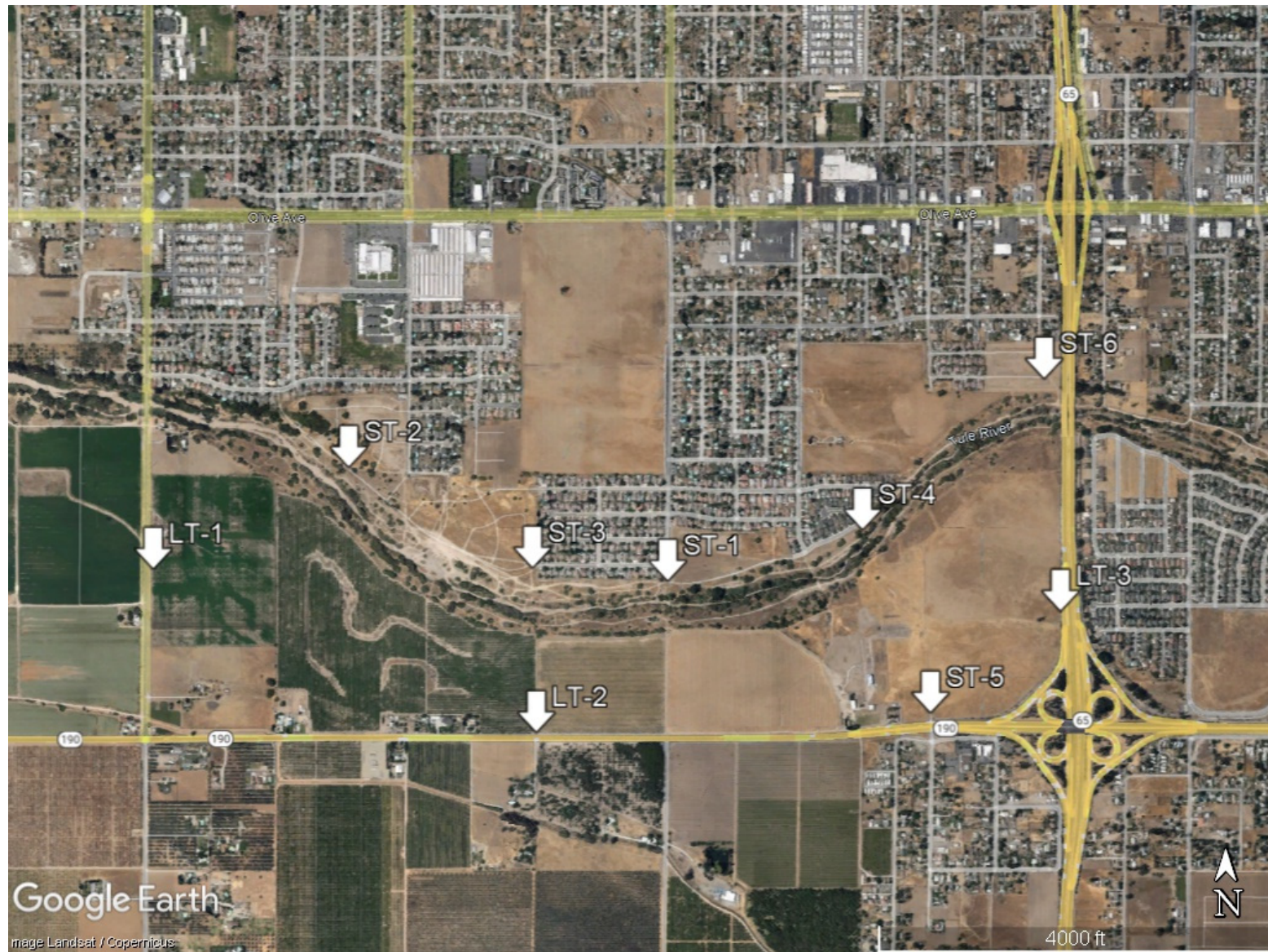


FIGURE 3: HOURLY NOISE LEVELS AT SITE LT-1

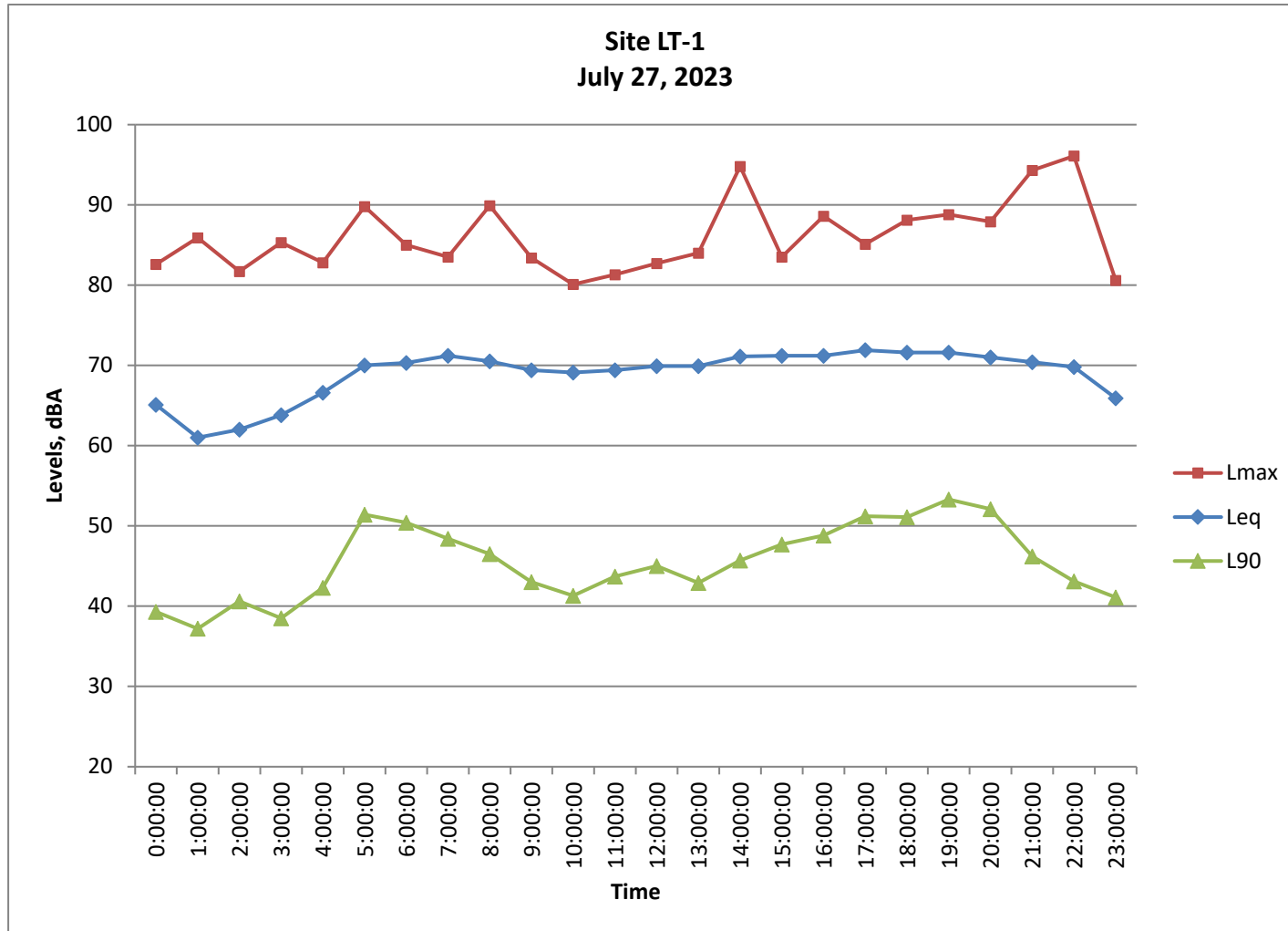


FIGURE 4: NOISE MEASUREMENT SITE LT-1



FIGURE 5: HOURLY NOISE LEVELS AT SITE LT-2

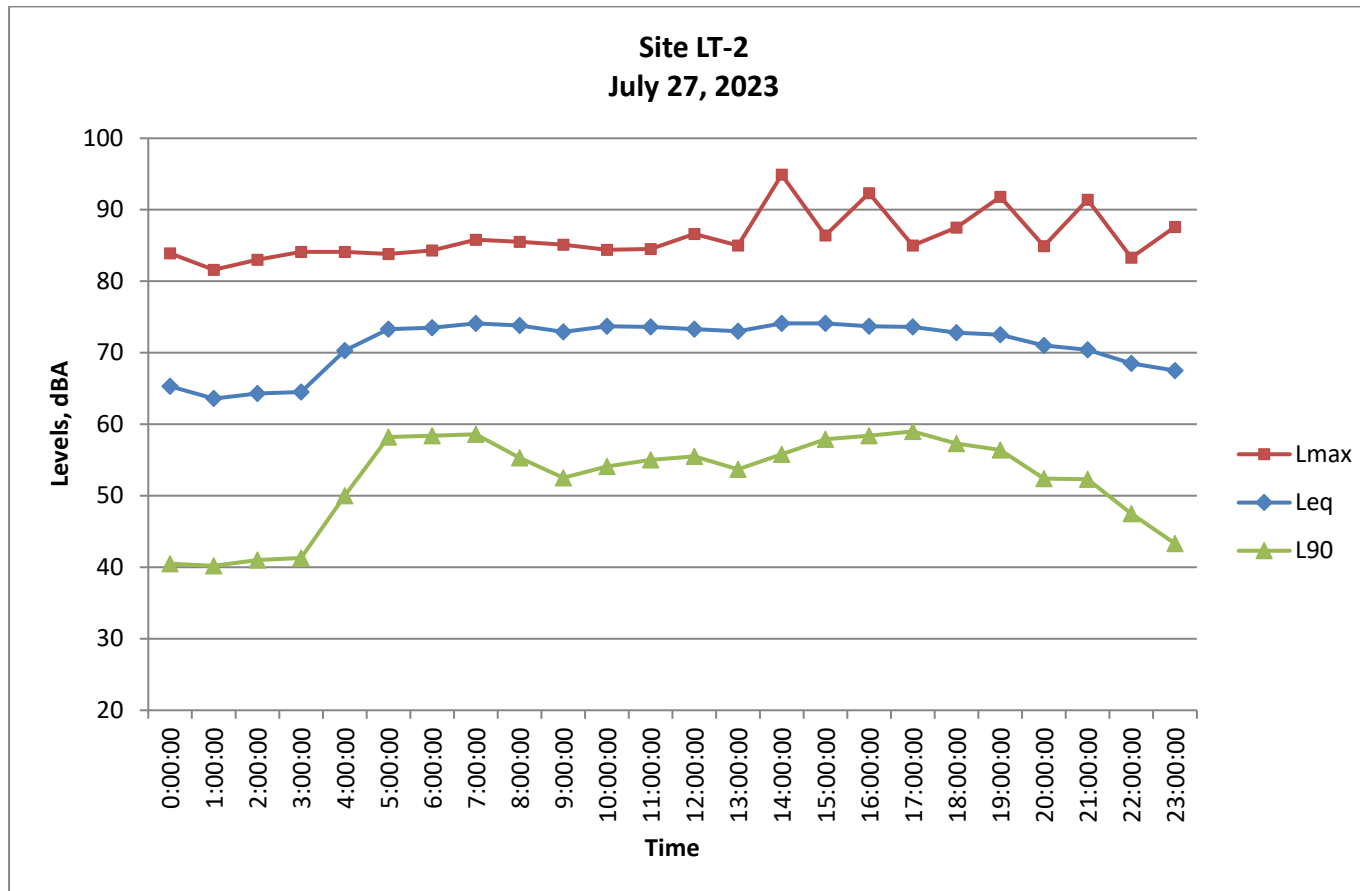


FIGURE 6: NOISE MEASUREMENT SITE LT-2



FIGURE 7: HOURLY NOISE LEVELS AT SITE LT-3

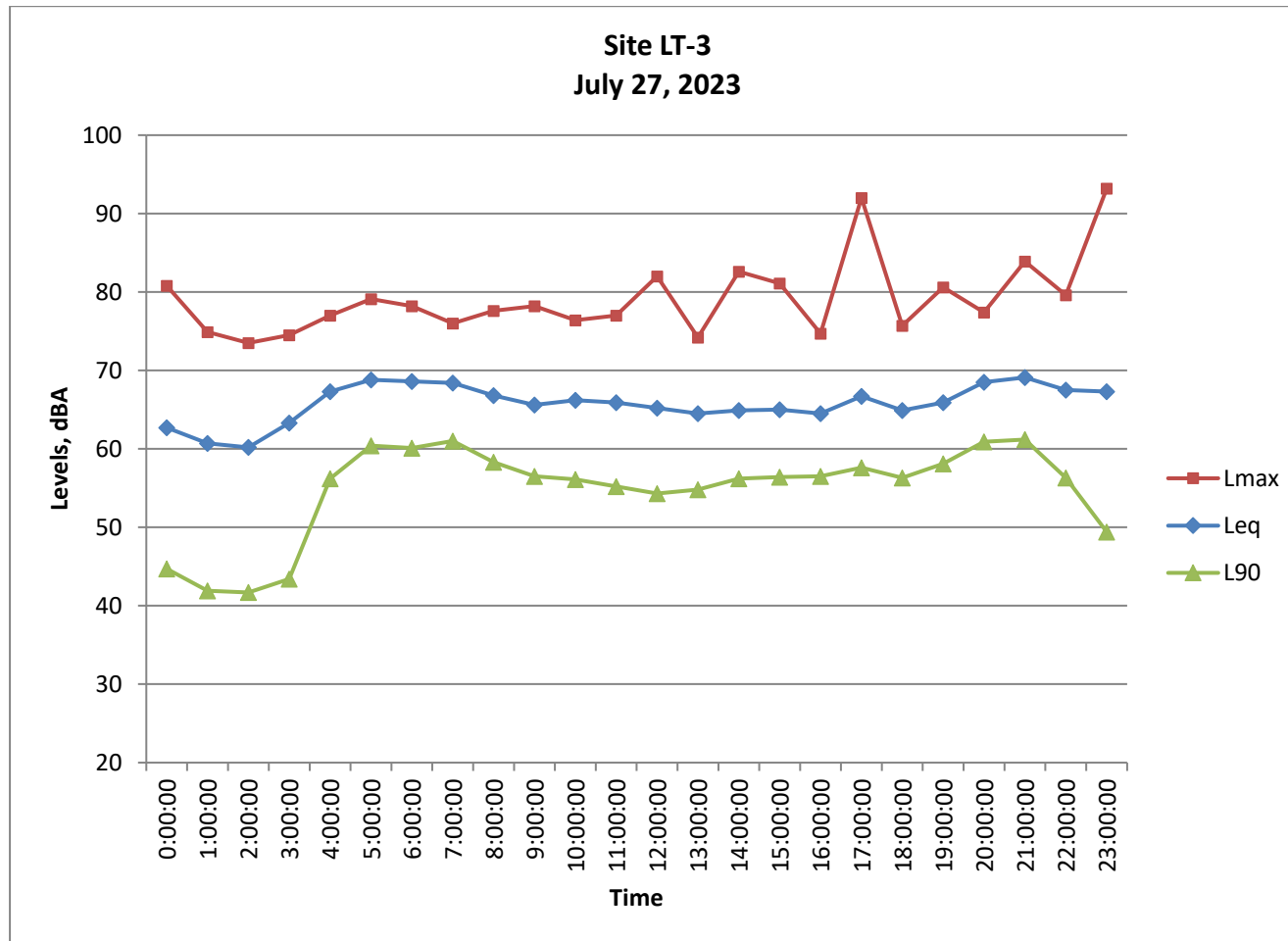


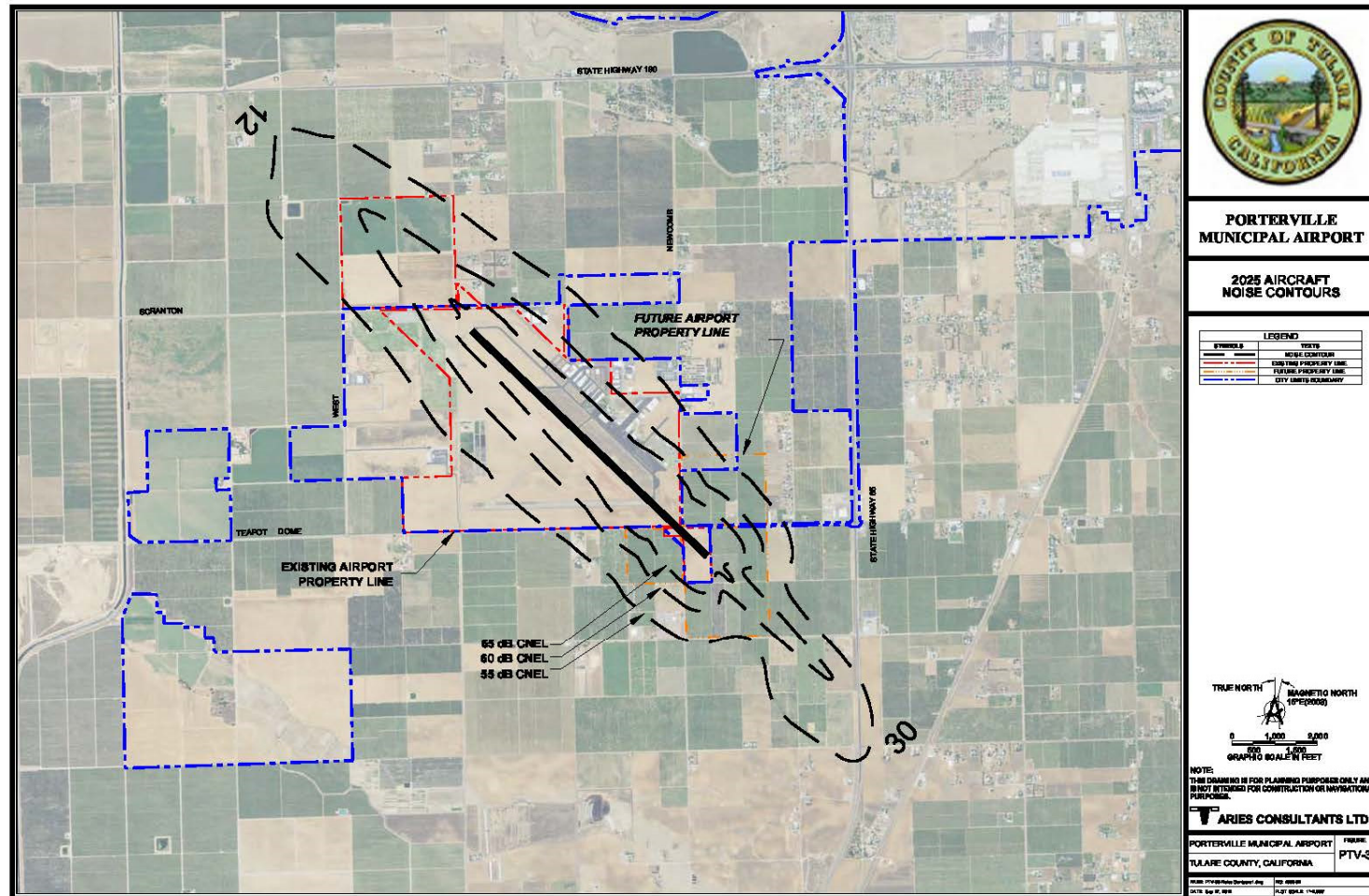
FIGURE 8: NOISE MEASUREMENT SITE LT-3



FIGURE 9: MODELED TRAFFIC NOISE RECEPTOR LOCATIONS



FIGURE 10: PORTERVILLE MUNICIPAL AIRPORT NOISE CONTOURS



APPENDIX A-1

ACOUSTICAL TERMINOLOGY

AMBIENT NOISE LEVEL:	The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.
CNEL:	Community Noise Equivalent Level. The average equivalent sound level during a 24-hour day, obtained after addition of approximately five decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and ten decibels to sound levels in the night before 7:00 a.m. and after 10:00 p.m.
DECIBEL, dB:	A unit for describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).
DNL/L_{dn}:	Day/Night Average Sound Level. The average equivalent sound level during a 24-hour day, obtained after addition of ten decibels to sound levels in the night after 10:00 p.m. and before 7:00 a.m.
L_{eq}:	Equivalent Sound Level. The sound level containing the same total energy as a time varying signal over a given sample period. L _{eq} is typically computed over 1, 8 and 24-hour sample periods.
NOTE:	The CNEL and DNL represent daily levels of noise exposure averaged on an annual basis, while L _{eq} represents the average noise exposure for a shorter time period, typically one hour.
L_{max}:	The maximum noise level recorded during a noise event.
L_n:	The sound level exceeded "n" percent of the time during a sample interval (L ₉₀ , L ₅₀ , L ₁₀ , etc.). For example, L ₁₀ equals the level exceeded 10 percent of the time.

ACOUSTICAL TERMINOLOGY

NOISE EXPOSURE CONTOURS:

Lines drawn about a noise source indicating constant levels of noise exposure. CNEL and DNL contours are frequently utilized to describe community exposure to noise.

NOISE LEVEL REDUCTION (NLR):

The noise reduction between indoor and outdoor environments or between two rooms that is the numerical difference, in decibels, of the average sound pressure levels in those areas or rooms. A measurement of “noise level reduction” combines the effect of the transmission loss performance of the structure plus the effect of acoustic absorption present in the receiving room.

SEL or SENEL:

Sound Exposure Level or Single Event Noise Exposure Level. The level of noise accumulated during a single noise event, such as an aircraft overflight, with reference to a duration of one second. More specifically, it is the time-integrated A-weighted squared sound pressure for a stated time interval or event, based on a reference pressure of 20 micropascals and a reference duration of one second.

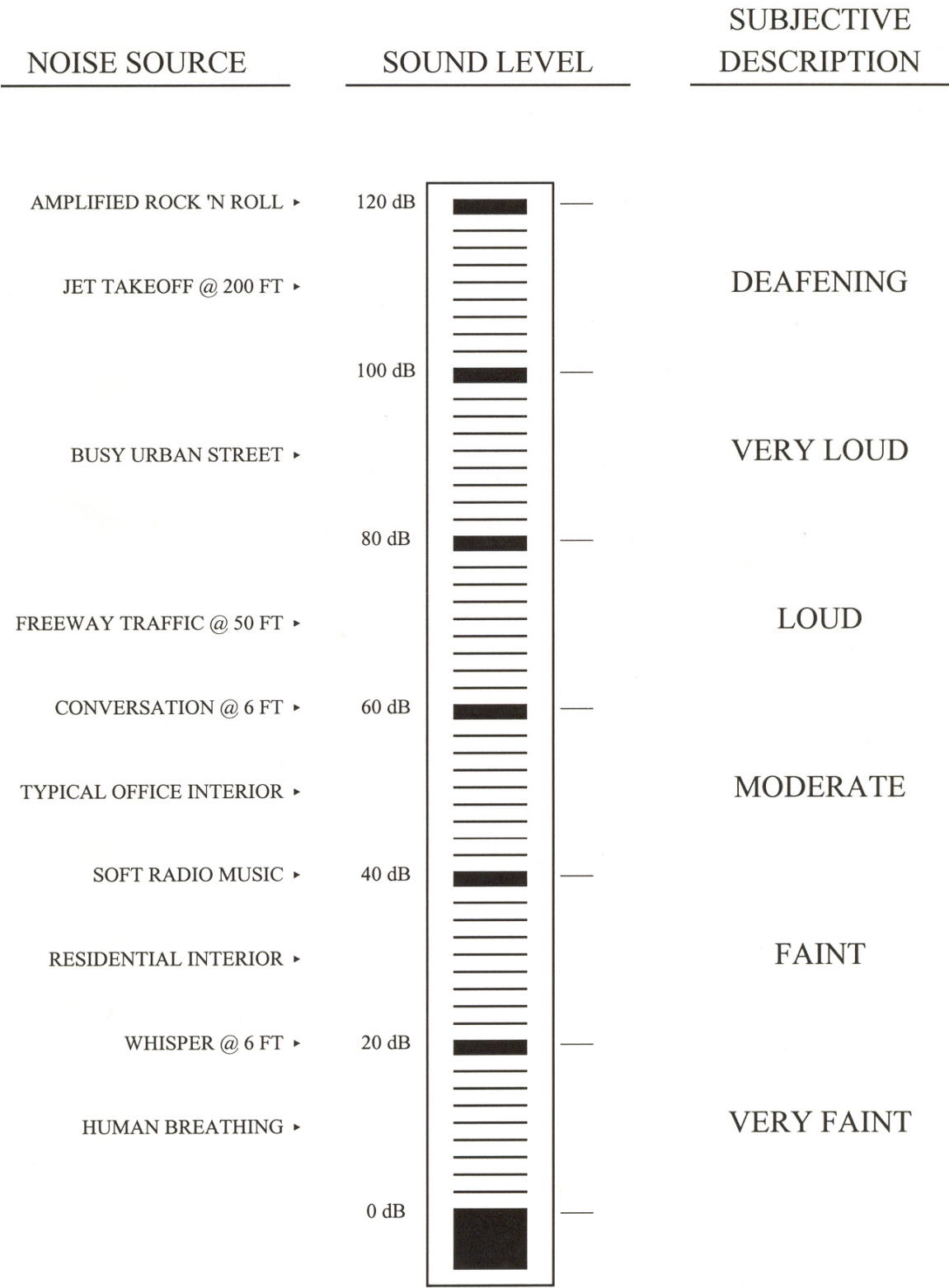
SOUND LEVEL:

The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation with subjective reactions to noise.

SOUND TRANSMISSION CLASS (STC):

The single-number rating of sound transmission loss for a construction element (window, door, etc.) over a frequency range where speech intelligibility largely occurs.

APPENDIX B
EXAMPLES OF SOUND LEVELS



APPENDIX C

TRAFFIC NOISE MODELING CALCULATIONS

WJV Acoustics, Inc
FHWA-RD-77-108
Calculation Sheets
August 2, 2023

Project #:	
Description:	
Ldn/Cnel:	
Site Type:	

23-22 SOTU
Existing
Ldn
Soft

Contour Levels (dB)

60	65	70	75
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[illegible]

WJV Acoustics, Inc
FHWA-RD-77-108
Calculation Sheets
August 2, 2023

Project #:	23-22 SOTU
Description:	Existing + Project
Ldn/Cnel:	Ldn
Site Type:	Soft

Contour Levels (dB)

60	65	70	75					
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[illegible]

WJV Acoustics, Inc
FHWA-RD-77-108
Calculation Sheets
August 2, 2023

Project #:	23-22 SOTU
Description:	Cumulative 2046 NP
Ldn/Cnel:	Ldn
Site Type:	Soft

Contour Levels (dB)	60	65	70	75					
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[illegible]

WJV Acoustics, Inc
FHWA-RD-77-108
Calculation Sheets
August 2, 2023

Project #:	23-22 SOTU
Description:	Cumulative 2046 + Proj
Ldn/Cnel:	Ldn
Site Type:	Soft

Contour Levels (dB)	60	65	70	75					
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[illegible]

7.6 Appendix F: Vehicle Miles Traveled Analysis

Prepared by JBL Traffic Engineering, Inc., on August 4, 2023.

Draft Vehicle Miles Traveled Analysis

SoTu Master Plan

**Bound by the Tule River, State Route 65, State
Route 190 and Westwood Street**

In the City of Porterville, California

Prepared for:

City of Porterville
291 North Main Street
Porterville, CA 93257

August 4, 2023

Project No. 053-001



Traffic Engineering, Transportation Planning, & Parking Solutions

516 W. Shaw Ave., Ste. 103

Fresno, CA 93704

Phone: (559) 570-8991

www.JLBtraffic.com



Traffic Engineering, Transportation Planning, & Parking Solutions

Draft Vehicle Miles Traveled Analysis

For the SoTu Master Plan bound by the Tule River, State Route 65, State Route 190 and Westwood Street

In the City of Porterville, CA

August 4, 2023

This Draft Vehicle Miles Traveled Analysis has been prepared under the direction of a licensed Traffic Engineer. The licensed Traffic Engineer attests to the technical information contained therein and has judged the qualifications of any technical specialists providing engineering data from which recommendations, conclusions and decisions are based.

Prepared by:

A handwritten signature in black ink, reading "Jose L Benavides", written over a horizontal line.

Jose Luis Benavides, P.E., T.E.

President



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Appendix A: VMT Output
Appendix B: VMT Mitigation Measures

Plan Description

This Draft Report describes a **Vehicle Miles Traveled (VMT) Analysis** prepared by **JLB Traffic Engineering, Inc.** (JLB) for the **SoTu Master Plan (Plan)** located on approximately 421.89 acres bound by the Tule River, State Route 65, State Route 190 and Westwood Street in the County of Tulare, but within the sphere of influence of the City of Porterville. The Plan will require a conditional use permit, a general plan amendment and a rezone application. Currently, this area is planned for low density residential, retail centers, education and parks. The Plan will change these planned land uses to include low density residential, medium density residential, high density residential, commercial mixed-use, retail center, neighborhood commercial, professional office, general industrial and parks.

Regulatory Setting, Criteria of Significance and Methodology

Regulatory Setting

Senate Bill (SB) 743 requires that relevant CEQA analysis of transportation impacts be conducted using a metric known as VMT instead of Level of Service (LOS). VMT measures how much actual auto travel (additional miles driven) a proposed project would create on California roads. If the project adds excessive car travel onto the roads, the project may cause a significant transportation impact.

The State CEQA Guidelines were amended to implement SB 743, by adding Section 15064.3. Among its provisions, Section 15064.3 confirms that, except with respect to transportation projects, a project's effect on automobile delay shall not constitute a significant environmental impact. Therefore, LOS measures of impacts on traffic facilities are no longer a relevant CEQA criteria for transportation impacts.

CEQA Guidelines Section 15064.3(b)(4) states that "[a] lead agency has discretion to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled, and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revision to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section."

The City of Porterville has not yet adopted its own official VMT guidelines but uses the County of Tulare's *SB 743 Guidelines*, referred to in this document as the County of Tulare's VMT Guidelines. The County of Tulare's VMT Guidelines were published on June 8, 2020 and are consistent with the requirements of CEQA Guidelines Sections 15064.3 and 15064.7. The December 2018 Technical Advisory on Evaluating Transportation Impacts in CEQA (Technical Advisory) published by the Governor's Office of Planning and Research (OPR), was utilized as a reference and guidance document in the preparation of the County of Tulare's VMT Guidelines.

Criteria of Significance

The County of Tulare's VMT Guidelines adopted a screening standard and criteria that can be used to screen out qualified projects that meet the adopted criteria from needing to prepare a detailed VMT analysis. However, these screening criteria are generally applied to land development projects not general or community plans.

In terms of analyzing a plan, the County of Tulare's VMT Guidelines states the following, "VMT analysis for the General Plan or Community Plans would generally be conducted by comparing the total VMT/capita of the study area with the plan in the planning horizon year to the VMT/capita of the study area in the base year. This analysis would be conducted using the TCAG regional travel for updates to the General Plan." (County of Tulare, 2020). However, as there is no existing development located within the study area, a comparison to this study area in the base year would not represent a comparison to any meaningful existing data. Consequently, this VMT Analysis compares the VMT of the study area, including the plan, in the horizon year to the VMT of the entire region in the base year. For this particular Plan and VMT Analysis, the entire region utilized is the boundaries of the County of Tulare. The Technical Advisory (TA) recommends the following in regard to analyzing a plan, "Agencies should analyze VMT outcomes of land use plans across the full area over which the plan may substantively affect travel patterns, including beyond the boundary of the plan or the jurisdiction's geography" (Governor's Office of Planning and Research, 2018). Therefore, the study area with the plan in the horizon year and the VMT of the entire region in the base year are the two scenarios and study regions that will be compared. If the horizon year output is less than the base year output, then the VMT associated with the Plan is determined to have a less than significant impact.

Methodology

This VMT Analysis not only compares the VMT per capita, as stated in the County of Tulare's VMT Guidelines, it also includes an analysis of the VMT per employee and VMT per service population. As recommended within the TA, these outputs contain both origin and destination VMT. The Tulare County Association of Governments (TCAG) model was utilized to output the baseline and horizon year VMT for the analysis. The VMT per capita, VMT per employee and VMT per service population were output for the base year scenario for the entire region and the horizon year scenario for the study area. If the VMT associated with the Plan is determined to have a significant impact, then VMT mitigations would be applied to the Plan in order to reduce the VMT in the horizon year in the study area. As there are no VMT mitigation measures listed in the County of Tulare's VMT Guidelines, the California Air Pollution Control Officers Association (CAPCOA) document *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (VMT Mitigation Guidelines) published in December 2021 was utilized to determine the effect of VMT mitigation measures.

VMT Calculations

VMT Output

Table I displays the VMT per Capita, VMT per Employee and VMT per Service Population for the Base Year No Project (Entire Region) and the Horizon Year plus Project (Study Area) output by the TCAG model. The TCAG model output a Base Year No Project (Entire Region) of 14.51 VMT per Capita, 11.92 VMT per Employee and 23.52 VMT per Service Population. The TCAG Base Year No Project (Entire Region) outputs act as the VMT Threshold. The TCAG model output a Horizon Year plus Project (Study Area) of 6.12 VMT per Capita, 11.74 VMT per Employee and 23.52 VMT per Service Population. As can be seen in Table I, before VMT mitigations are considered, the Plan has a less than significant VMT impact in terms of VMT per Capita and VMT per Service Population, but a significant VMT impact in terms of VMT per Service Population. As a result, the Project would need to implement VMT mitigation measures. Appendix A presents a summary of the VMT outputs by the TCAG model.

Table I: VMT Output

<i>VMT Measurement</i>	<i>TCAG Base Year No Project VMT Results (Entire Region) ¹</i>	<i>TCAG Horizon Year plus Project VMT Results (Study Area) ¹</i>	<i>Significant VMT Impact Before Mitigations?</i>
VMT per Capita	14.51	6.12	No
VMT per Employee	11.92	11.74	No
VMT per Service Population	23.52	24.48	Yes

Note: ¹ = VMT Results from TCAG Model

VMT Mitigations

The VMT mitigation measures considered for this Plan include those appropriate for the study area. As this VMT is being studied for a plan and not a land development project, VMT mitigation measure T-1 through T-16 were not considered for this Plan. The VMT mitigation measures that were considered feasible for this Plan are Improve Street Connectivity (T-17), Provide Pedestrian Network Improvements (T-18), Construct or Improve Bike Facility (T-19-A), Expand Bikeway Network (T-20) and Implement Transit-Supportive Roadway Treatments. Appendix B presents a summary of the VMT reduction associated with each mitigation measure utilized in this Report. The selected VMT reduction rates appropriate for the Plan were based on the CAPCOA VMT Mitigation Guidelines.

Land Use Subcategory

T-17. Improve Street Connectivity: The Plan will include an increase in the number of intersections. Therefore, this measure was applied to the Plan. See Appendix B for more information.

Neighborhood Design Subcategory

T-18. Provide Pedestrian Network Improvement: The Plan will include pedestrian network improvements that connect to a greater network. Therefore, this measure was applied to the Plan. See Appendix B for more information.

T-19-A. Construct or Improve Bike Facility: The Plan will include the construction of bike facilities that connect to a greater network. Therefore, this measure was applied to the Plan. See Appendix B for more information.

T-19-B. Construct or Improve Bike Boulevard: The Plan will not include the construction of bike boulevards (Class III bike lanes). Therefore, this measure was not applied to the Plan.

T-20. Expand Bikeway Network: The Plan will include the expansion of a bikeway network when compared to the existing plan in this area. Therefore, this measure was applied to the Plan. However, the reduction from this measure was negligible. See Appendix B for more information.

T-21-A. Implement Conventional Carshare Program: The Plan will not implement a conventional carshare program. Therefore, this measure was not applied to the Plan.

T-21-B. Implement Electric Carshare Program: The Plan will not implement an electric carshare program. Therefore, this measure was not applied to the Plan.

T-22-A. Implement Pedal (Non-Electric) Bikesare Program: The Plan will not implement a pedal (non-electric) bikesare program. Therefore, this measure was not applied to the Plan.

T-22-B. Implement Electric Bikesare Program: The Plan will not implement an electric bikesare program. Therefore, this measure was not applied to the Plan.

T-22-C. Implement Scootershare Program: The Plan will not implement a scootershare program. Therefore, this measure was not applied to the Plan.

Trip Reduction Programs Subcategory

T-23. Provide Community-Based Travel Planning: The Plan will not provide community-based travel planning. Therefore, this measure was not applied to the Plan.

Parking or Road Pricing/Management Subcategory

T-24. Implement Market Price Public Parking (On-Street): The plan will not implement market price public parking. Therefore, this measure was not applied to the Plan.

Transit Subcategory

T-25. Extend Transit Network Coverage or Hours: The plan will not extend transit network coverage or hours. However, it is recommended that the City of Porterville and the Tulare County Regional Transit Agency consider implementing a route within the Plan or altering an existing route to service the Plan area. Therefore, this measure was not applied to the Plan.

T-26. Increase Transit Service Frequency: At present, there is no transit serving the plan areas and as such increasing transit service frequency is technically not possible. Therefore, this measure was not applied to the Plan.

T-27. Implement Transit-Supportive Roadway Treatments: The plan will implement transit-supportive roadway treatments such as bus bays at intersections of all major streets. Therefore, this measure was applied to the Plan. See Appendix B for more information.

T-28. Provide Bus Rapid Transit: The plan will not provide bus rapid transit. Therefore, this measure was not applied to the Plan.

T-29. Reduce Transit Fares: The plan will not reduce transit fares. Therefore, this measure was not applied to the Plan.

Use Cleaner-Fuel Vehicles Subcategory

T-30. Use Cleaner-Fuel Vehicles: Using cleaner-fuel vehicles is not a feasible measure for the Plan as employee and resident vehicles cannot be forced to be clean-fuel vehicles. Therefore, this measure was not applied to the Plan.

The mitigation measures combine to reduce the Plan's VMT by 10.15%. As can be seen in Table II, the mitigation measures result in a reduction of 0.62 VMT per Capita, 1.19 VMT per Employee and 2.48 VMT per Service Population to the Plan. In conclusion, after reductions from VMT mitigations are considered, the Plan has less than significant VMT impacts.

Table II: VMT Mitigations

<i>VMT Measurement</i>	<i>TCAG Base Year No Plan VMT Results (Entire Region) ¹</i>	<i>TCAG Horizon Year plus Plan VMT Results (Study Area) ¹</i>	<i>Reduction in VMT from Mitigations²</i>	<i>VMT After Mitigations</i>	<i>Significant VMT Impact After VMT Mitigations?</i>
VMT per Capita	14.51	6.12	0.62	5.50	No
VMT per Employee	11.92	11.74	1.19	10.55	No
VMT per Service Population	23.52	24.48	2.48	22.00	No

Note: 1 = VMT Results from TCAG Model

2 = VMT Mitigations calculated using CAPCOA's VMT Mitigation Guidelines

Conclusions

- Per the TCAG model, the VMT output for the Base Year No Plan (Entire Region) is 14.51 VMT per Capita, 11.92 VMT per Employee and 23.52 VMT per Service Population.
- Per the TCAG model, the VMT output for the Horizon Year plus Plan (Plan Area) is 6.12 VMT per Capita, 11.74 VMT per Employee and 24.48 VMT per Service Population.
- Once the VMT mitigation measures are considered, the Plans VMT output is reduced by 0.62 VMT per Capita, 1.19 VMT per Employee and 2.48 VMT per Service Population.
- Therefore, the VMT of the Horizon Year plus Plan (Plan Area) is 5.50 VMT per Capita, 10.55 VMT per Employee and 22.00 VMT per Service Population after considering VMT mitigations.
- As a result, the Plan is projected to have a less than significant VMT impact in terms of VMT per Capita, the VMT per Employee and the VMT per Service Population.

Study Participants

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Appendix A: VMT Output



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A p p / A

Residential VMT Calculation			
Region	Total Homebased VMT	Total Population	VMT/Capita
2022 Entire Modeling Area (No Project)	6328508	436145	14.51
2046 Project Area (Plus Project)	26062	4256	6.12
Percent Difference			-57.8%

*Output from the TCAG Model

Non-Residential VMT Calculation			
Region	Total Homebased Work VMT	Total Employment	VMT/Employee
2022 Entire Modeling Area (No Project)	2246509	188434	11.92
2046 Project Area (Plus Project)	10752	916	11.74
Percent Difference			-1.5%

*Output from the TCAG Model

Service Population VMT Calculation			
Region	Total VMT	Total Service Population	VMT/Service Population
2022 Entire Modeling Area (No Project)	14688740	624579	23.52
2046 Project Area (Plus Project)	126606	5172	24.48
Percent Difference			4.1%

*Output from the TCAG Model

Appendix B: VMT Mitigation Measures



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A p p | B

SoTu Master Plan VMT Analysis					
Land Use:		Home-Based	Work-Based	Total Service	
Base Year 2022 Home-Based/Work-Based/Total VMT		6,328,508	2,246,509	14,688,740	
Base Year 2022 Population/Employment/Service Population		436,145	188,434	624,579	
Base Year 2022 VMT per Capita/Employee/Service Population		14.51	11.92	23.52	
Cumulative Year 2046 Project Home-Based/Work-Based/Total VMT		26,062	10,752	126,606	
Cumulative Year 2046 Project Population/Employment/Service Population		4,256	916	5,172	
Cumulative Year 2046 Project VMT per Capita/Employee/Service Population		6.12	11.74	24.48	
% Difference		-57.82%	-1.53%	4.09%	
Measure	VMT Mitigation	Maximum Reduction	VMT Reduction (%)	VMT Reduction (%)	VMT Reduction (%)
Plan/Community Scale					
Land Use					
T-17	Improve Street Connectivity	30.00%	7.70%	7.70%	7.70%
Neighborhood Design					
T-18	Provide Pedestrian Network Improvement	6.40%	2.59%	2.59%	2.59%
T-19-A	Construct or Improve Bike Facility	0.80%	0.03%	0.03%	0.03%
T-19-B	Construct or Improve Bike Boulevard	0.20%	0.00%	0.00%	0.00%
T-20	Expand Bikeway Network	0.50%	0.00%	0.00%	0.00%
T-21-A	Implement Conventional Carshare Program	0.15%	0.00%	0.00%	0.00%
T-21-B	Implement Electric Carshare Program	0.18%	0.00%	0.00%	0.00%
T-22-A	Implement Pedal (Non-Electric) Bikeshare Program	0.02%	0.00%	0.00%	0.00%
T-22-B	Implement Electric Bikeshare Program	0.06%	0.00%	0.00%	0.00%
T-22-C	Implement Implement Scootershare Program	0.70%	0.00%	0.00%	0.00%
Combined Neighborhood Design		10.00%	2.62%	2.62%	2.62%
Trip Reduction Programs					
T-23	Provide Community-Based Travel Planning	2.30%	0.00%	0.00%	0.00%
Parking Or Road Pricing/Management					
T-24	Implement Market Price Public Parking (On-Street)	30.00%	0.00%	0.00%	0.00%
Transit					
T-25	Extend Transit Network Coverage or Hours	4.60%	0.00%	0.00%	0.00%
T-26	Increase Transit Service Frequency	11.30%	0.00%	0.00%	0.00%
T-27	Implement Transit-Supportive Roadway Treatments	0.60%	0.03%	0.03%	0.03%
T-28	Provide Bus Rapid Transit	13.80%	0.00%	0.00%	0.00%
T-29	Reduce Transit Fares	1.20%	0.00%	0.00%	0.00%
Combined Transit		15.00%	0.03%	0.03%	0.03%
Combined Plan/Community Scale Mitigations		70.00%	10.15%	10.15%	10.15%
Clean Vehicles and Fuels					
T-30	Use Cleaner-Fuel Vehicles	N/A	N/A	N/A	N/A
VMT Mitigation Calculations					
Land Use:		Home-Based	Work-Based	Total Service	
Base Year 2022 VMT per Capita/Employee/Service Population		14.51	11.92	23.52	
Cumulative Year 2046 Project VMT per Capita/Employee/Service Population		6.12	11.74	24.48	
Mitigation VMT Reduction:		-0.62	-1.19	-2.48	
Project VMT after Mitigations:		5.50	10.55	22.00	
Significant VMT Output?		No	No	No	

*See later pages for calculations

*See later pages for calculations

*See later pages for calculations

*See later pages for calculations

T-17. Improve Street Connectivity



GHG Mitigation Potential



Up to 30.0% of GHG emissions from vehicle travel in the plan/community

Co-Benefits (icon key on pg. 34)



Climate Resilience

Improving street connectivity could increase route redundancy, allowing faster and more efficient travel during extreme weather events, evacuations, or for emergency vehicles requiring access to hazard sites.

Health and Equity Considerations

Multiple active modes routing options allows vulnerable road users to choose based on perceived safety, comfort, speed, and other factors.

Measure Description

This measure accounts for the VMT reduction achieved by a project that is designed with a higher density of vehicle intersections compared to the average intersection density in the U.S. Increased vehicle intersection density is a proxy for street connectivity improvements, which help to facilitate a greater number of shorter trips and thus a reduction in GHG emissions.

Subsector

Land Use

Locational Context

Urban, suburban

Scale of Application

Plan/Community

Implementation Requirements

Projects that increase intersection density would be building a new street network in a subdivision or retrofitting an existing street network to improve connectivity (e.g., converting cul-de-sacs or dead-end streets to grid streets).

Cost Considerations

Capital and infrastructure costs for improved street connectivity may be high. Depending on the location, losses may also be incurred through the reduction of sellable land due to the increased street footprint. Benefits come mainly from the reduction of traffic on arterial streets, which reduces congestion and allows for safer use of nonmotorized transportation, such as bikes. These outcomes, in turn, can reduce car usage, which provides costs savings to commuters and municipalities.

Expanded Mitigation Options

Pair with Measure T-18, *Provide Pedestrian Network Improvement*, to best support use of the local pedestrian network.





GHG Reduction Formula

$$A = \frac{B - C}{C} \times D = \frac{(39 / 0.6989) - 36}{36} * (-0.14) = -7.70\%$$

GHG Calculation Variables

ID	Variable	Value	Unit	Source
Output				
A	Percent reduction in GHG emissions from vehicle travel in plan/community	0–30.0	%	calculated
User Inputs				
B	Intersection density in project site with measure	[]	intersections per sq mile	user input
Constants, Assumptions, and Available Defaults				
C	Average intersection density	36	intersections per sq mile	Fehr & Peers 2009
D	Elasticity of VMT with respect to intersection density	-0.14	unitless	Stevens 2016

Further explanation of key variables:

- (C) – The average intersection density is based on the standard suburban intersection density in the U.S. (Fehr & Peers 2009). This density is approximately equivalent to block faces of 750 to 800 feet, or cul-de-sac-style built environments, which are appropriate for suburban areas.
- (D) – A meta-regression analysis of 15 studies found that a 0.14 percent decrease in VMT occurs for every 1 percent increase in intersection density (Stevens 2016).

GHG Calculation Caps or Maximums

Measure Maximum

($A_{\max}$) The percent reduction in GHG emissions (A) is capped at 30 percent. The purpose of the 30 percent cap is to limit the influence of any single built environmental factor (such as intersection density).

Subsector Maximum

Same as ($A_{\max}$). Measure T-17 is the only measure at the Plan/Community scale within the Land Use subsector.

Example GHG Reduction Quantification

The user reduces VMT by constructing their project with a higher intersection density than the surrounding city. In this example, the project intersection density (B) would be 72



intersections per square mile (sq mile), which would reduce GHG emissions from project VMT by 14 percent.

$$A = \frac{72 \frac{\text{int}}{\text{sq mile}} - 36 \frac{\text{int}}{\text{sq mile}}}{36 \frac{\text{int}}{\text{sq mile}}} \times -0.14 = -14\%$$

Quantified Co-Benefits



Improved Local Air Quality

The percent reduction in GHG emissions (A) would be the same as the percent reduction in NO_x, CO, NO₂, SO₂, and PM. Reductions in ROG emissions can be calculated by multiplying the percent reduction in GHG emissions (A) by an adjustment factor of 87 percent. See *Adjusting VMT Reductions to Emission Reductions* above for further discussion.



Energy and Fuel Savings

The percent reduction in vehicle fuel consumption would be the same as the percent reduction in GHG emissions (A).



VMT Reductions

The percent reduction in VMT would be the same as the percent reduction in GHG emissions (A).

Sources

- Fehr & Peers. 2009. *Proposed Trip Generation, Distribution, and Transit Mode Split Forecasts for the Bayview Waterfront Project Transportation Study*.
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T-18. Provide Pedestrian Network Improvement



GHG Mitigation Potential



Up to 6.4% of GHG emissions from vehicle travel in the plan/community

Co-Benefits (icon key on pg. 34)



Climate Resilience

Improving pedestrian networks increases accessibility of outdoor spaces, which can provide health benefits and thus improve community resilience. This can also improve connectivity between residents and resources that may be needed in an extreme weather event.

Health and Equity Considerations

Ensure that the improvements also include accessibility features to allow for people of all abilities to use the network safely and conveniently. Ensure that sidewalks connect to nearby community assets, such as schools, retail, and healthcare.

Measure Description

This measure will increase the sidewalk coverage to improve pedestrian access. Providing sidewalks and an enhanced pedestrian network encourages people to walk instead of drive. This mode shift results in a reduction in VMT and GHG emissions.

Subsector

Neighborhood Design

Locational Context

Urban, suburban, rural

Scale of Application

Plan/Community

Implementation Requirements

The GHG reduction of this measure is based on the VMT reduction associated with expansion of sidewalk coverage expansion, which includes not only building of new sidewalks but also improving degraded or substandard sidewalk (e.g., damaged from street tree roots). However, pedestrian network enhancements with non-quantifiable GHG reductions are encouraged to be implemented, as discussed under *Expanded Mitigation Options*.

Cost Considerations

Depending on the improvement, capital and infrastructure costs may be high. However, improvements to the pedestrian network will increase pedestrian activity, which can increase businesses patronage and provide a local economic benefit. The local municipality may achieve cost savings through a reduction of cars on the road leading to lower infrastructure and roadway maintenance costs.

Expanded Mitigation Options

When improving sidewalks, a best practice is to ensure they are contiguous and link externally with existing and planned pedestrian facilities. Barriers to pedestrian access and interconnectivity, such as walls, landscaping buffers, slopes, and unprotected crossings should be minimized. Other best practice features could include high-visibility crosswalks, pedestrian hybrid beacons, and other pedestrian signals, mid-block crossing walks, pedestrian refuge islands, speed tables, bulb-outs (curb extensions), curb ramps, signage, pavement markings, pedestrian-only connections and districts, landscaping, and other improvements to pedestrian safety (see Measure T-35, *Provide Traffic Calming Measures*).





GHG Reduction Formula

$$A = \left(\frac{C}{B} - 1 \right) \times D = \left(\frac{7.32}{4.82} - 1 \right) \times -0.05 = -2.59\%$$

GHG Calculation Variables

ID	Variable	Value	Unit	Source
Output				
A	Percent reduction in GHG emissions from household vehicle travel in plan/community	0–6.4	%	calculated
User Inputs				
B	Existing sidewalk length in study area	[]	miles	user input
C	Sidewalk length in study area with measure	[]	miles	user input
Constants, Assumptions, and Available Defaults				
D	Elasticity of household VMT with respect to the ratio of sidewalks-to-streets	-0.05	unitless	Frank et al. 2011

Further explanation of key variables:

- (B and C) – Sidewalk length should be measured on both sides of the street. For example, if one 0.5-mile-long street has full sidewalk coverage, the sidewalk length would be 1.0 mile. If there is only sidewalk on one side of the street, the sidewalk length would be 0.5 mile. The recommended study area is 0.6 mile around the pedestrian network improvement. This represents a 6- to 10-minute walking time.
- (D) – A study found that a 0.05 percent decrease in household vehicle travel occurs for every 1 percent increase in the sidewalk-to-street ratio (Frank et al. 2011; Handy et al. 2014).

GHG Calculation Caps or Maximums

Measure Maximum

($A_{\max}$) The percent reduction in GHG emissions (A) is capped at 3.4 percent, which is based on the following assumptions:

- 35.2 percent of vehicle trips are short trips (2 mile or less, average of 1.29 miles) and thus could easily shift to walking (FHWA 2019).
- 64.8 percent of vehicle trips are longer trips that are unlikely to shift to walking (2 miles or more, average of 10.93 miles) (FHWA 2019).
- So $A_{\max} = \frac{35.2\% \times 1.29 \text{ miles}}{64.8\% \times 10.93 \text{ miles}} = 6.4\%$



Subsector Maximum

($\sum A_{\text{max T-18 through T-22-C}} \leq 10\%$) This measure is in the Neighborhood Design subsector. This subcategory includes Measures T-18 through T-22-C. The VMT reduction from the combined implementation of all measures within this subsector is capped at 10 percent.

Example GHG Reduction Quantification

The user reduces household VMT by improving the pedestrian network in the study area. In this example, the existing sidewalk length (B) is 9 miles, and the sidewalk length with the measure (C) would be 10 miles. With these conditions, the user would reduce GHG emissions from household VMT within the study area by 0.6 percent.

$$A = \left(\frac{10 \text{ miles}}{9 \text{ miles}} - 1 \right) \times -0.05 = -0.6\%$$

Quantified Co-Benefits



Improved Local Air Quality

The percent reduction in GHG emissions (A) would be the same as the percent reduction in NO_x, CO, NO₂, SO₂, and PM. Reductions in ROG emissions can be calculated by multiplying the percent reduction in GHG emissions (A) by an adjustment factor of 87 percent. See *Adjusting VMT Reductions to Emission Reductions* above for further discussion.



Energy and Fuel Savings

The percent reduction in vehicle fuel consumption would be the same as the percent reduction in GHG emissions (A).



VMT Reductions

The percent reduction in household VMT would be the same as the percent reduction in GHG emissions (A).



Improved Public Health

Users are directed to the Integrated Transport and Health Impact Model (ITHIM) (CARB et al. 2020). The ITHIM can quantify the annual change in health outcomes associated with active transportation, including deaths, years of life lost, years of living with disability, and incidence of community and individual disease.

Sources

- California Air Resources Board (CARB), California Department of Public Health (CDPH), and Nicholas Linesch Legacy Fund. 2020. Integrated Transport and Health Impact Model. Available: <https://skylab.cdph.ca.gov/HealthyMobilityOptionTool-ITHIM/#Home>. Accessed: September 17, 2021.
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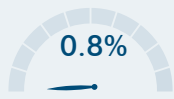


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T-19-A. Construct or Improve Bike Facility



GHG Mitigation Potential



Up to 0.8% of GHG emissions from vehicles parallel roadways

Co-Benefits (icon key on pg. 34)



Climate Resilience

Constructing and improving bike facilities can incentivize more bicycle use and decrease vehicle use, which have health benefits and can thus improve community resilience. This can also improve connectivity between residents and resources that may be needed in an extreme weather event.

Health and Equity Considerations

Prioritize low-income and underserved areas and communities with lower rates of vehicle ownership or fewer transit options. Make sure that the bicycle facility connects to a larger existing bikeway network that accesses destinations visited by low-income or underserved communities.

Measure Description

This measure will construct or improve a single bicycle lane facility (only Class I, II, or IV) that connects to a larger existing bikeway network. Providing bicycle infrastructure helps to improve biking conditions within an area. This encourages a mode shift on the roadway parallel to the bicycle facility from vehicles to bicycles, displacing VMT and thus reducing GHG emissions. When constructing or improving a bicycle facility, a best practice is to consider local or state bike lane width standards. A variation of this measure is provided as T-19-B, *Construct or Improve Bike Boulevard*.

Subsector

Neighborhood Design

Locational Context

Urban, suburban

Scale of Application

Plan/Community. This measure reduces VMT on the roadway segment parallel to the bicycle facility (i.e., the corridor). An adjustment factor is included in the formula to scale the VMT reduction from the corridor level to the plan/community level.

Implementation Requirements

The bicycle lane facility must be either Class I, II, or IV. Class I bike paths are physically separated from motor vehicle traffic. Class IV bikeways are protected on-street bikeways, also called cycle tracks. Class II bike lanes are striped bicycle lanes that provide exclusive use to bicycles on a roadway.

Cost Considerations

Capital and infrastructure costs for new bike facilities may be high. The local municipality may achieve cost savings through a reduction of cars on the road leading to lower infrastructure and roadway maintenance costs.

Expanded Mitigation Options

Implement alongside Measures T-22-A, T-22-B, and/or T-22-C to ensure that micromobility users can ride safely along bicycle lane facilities and not have to ride along pedestrian infrastructure, which is a risk to pedestrian safety.





GHG Reduction Formula

$$A = -B \times \frac{F}{I} \times (C + D) \times E \times G \div H = -.88 \times \frac{(320 / 365) \times (0.0019 + 0.0) \times 1 \times 2.2}{11.7} = -0.03\%$$

GHG Calculation Variables

ID	Variable	Value	Unit	Source
Output				
A	Percent reduction in GHG emissions from displaced vehicles on roadway parallel to bicycle facility	0–0.8	%	calculated
User Inputs				
B	Percent of plan/community VMT on parallel roadway	0–100	%	user input
C	Active transportation adjustment factor	Table T-19.1	unitless	CARB 2020
D	Credits for key destinations near project	Table T-19.2	unitless	CARB 2020
E	Growth factor adjustment for facility type	Table T-19.3	unitless	CARB 2020
Constants, Assumptions, and Available Defaults				
F	Annual days of use of new facility	Table T-19.4	days per year	NOAA 2017
G	Existing regional average one-way bicycle trip length	Table T-10.1	miles per trip	FHWA 2017
H	Existing regional average one-way vehicle trip length	Table T-10.1	miles per trip	FHWA 2017
I	Days per year	365	days per year	standard

Further explanation of key variables:

- (B) – The percent of total plan/community VMT within the roadway parallel to the bike facility should represent the expected total VMT generated by all land use in that area, including office, residences, retail, schools, and other uses. The most appropriate source for this data is from a local travel demand forecasting model. An alternate method uses VMT per worker or VMT per resident as calculated for SB 743 compliance and screening purposes multiplied by the population in the area.
- (C, D, and E) – The active transportation adjustment factor, key destination credit, and growth factor adjustment should be looked up by the user in Tables T-19.1 through T-19.3 in Appendix C. The active transport adjustment factor is based on the existing annual average daily traffic (AADT) of the facility, length of the proposed bike facility, and the city population. The key destination credit is based on the number of key destinations within 0.5-mile of the facility. The growth factor is based on the type of proposed bicycle facility.
- (F) – The annual days of use for the new facility should be looked up by users in Table T-19.4 based on the county in which the project is located. The days of use is based on the number of days per year where there is no rainfall (i.e., ≤ 0.1 inches) (NOAA 2017).



- (G and H) – Ideally, the user will calculate bicycle and vehicle trip lengths for the corridor at a scale no larger than the surrounding census tract. Potential data sources include the U.S. Census, California Household Travel Survey (preferred), or local survey efforts. If the user is not able to provide a project-specific value using one of these data sources, they have the option to input regional average one-way bicycle and vehicle trip lengths for one of the six most populated CBSAs in California provided in Table T-10.1 in Appendix C (FHWA 2017).

GHG Calculation Caps or Maximums

Measure Maximum

($A_{\max}$) For projects that use CBSA data from Table T-10.1 in Appendix C, the maximum percent reduction in GHG emissions (A) is 0.8 percent. This is based on a neighborhood project the size of a large corridor ($B = 100\%$) within the CBSA of Sacramento-Roseville-Arden-Arcade that uses the highest values for (C, D, and E) in Tables T-19.1 through T-19.3 and annual use days for Sacramento County (F) in Table T-19.4. This maximum scenario is presented in the below example quantification.

($C_{\max}$) The active transportation adjustment factor (C) was determined for roadways with AADT ranging from 1 to 30,000 (CARB 2020). Roadways with AADT greater than 30,000 are generally not appropriate for bicycle facilities. Care should be taken by the user in interpreting the results from this equation for a project roadway with AADT greater than 30,000.

Subsector Maximum

($\sum A_{\max T-18 \text{ through } T-22-C} \leq 10\%$) This measure is in the Neighborhood Design subsector. This subcategory includes Measures T-18 through T-22-C. The VMT reduction from the combined implementation of all measures within this subsector is capped at 10 percent.

Example GHG Reduction Quantification

The user reduces VMT by constructing a bicycle facility that displaces vehicle trips with bicycle trips. In this example, the following assumptions are made to obtain inputs from Tables T-19.1 through T-19.3 in Appendix C:

- Percent of plan/community VMT on parallel roadway (B) = 100%. The project would establish a bike corridor the whole length of a central commercial thoroughfare. It is assumed this main street makes up the entire neighborhood.
- Active transportation adjustment factor (C) = 0.0207. Existing AADT on the roadway parallel to the proposed bicycle facility is 10,000, the facility length is 2.5 miles, and the project site is in a university town with a population of 200,000.
- Key destination credit (D) = 0.003. There are 10 key destinations within 0.25 mile of the project site.
- Growth factor adjustment (E) = 1.54. The bike facility would be a new Class IV bikeway.



The project is within the Sacramento-Roseville-Arden-Arcade CBSA and the user does not have project-specific values for average bicycle and vehicle trip lengths. Accordingly, the inputs of 2.9 miles and 10.9 miles, respectively (G and H), from Table T-10.1 in Appendix C are assumed. The user would displace GHG emissions from project study area VMT by 0.8 percent.

$$A = -100\% \times \left(\frac{\frac{307 \text{ days}}{365 \text{ days}} \times (0.0207 + 0.003) \times 1.54 \times 2.9 \text{ miles}}{10.9 \text{ miles}} \right) = -0.8\%$$

Quantified Co-Benefits



Improved Local Air Quality

The percent reduction in GHG emissions (A) would be the same as the percent reduction in NO_x, CO, NO₂, SO₂, and PM. Reductions in ROG emissions can be calculated by multiplying the percent reduction in GHG emissions (A) by an adjustment factor of 87 percent. See *Adjusting VMT Reductions to Emission Reductions* above for further discussion.



Energy and Fuel Savings

The percent reduction in vehicle fuel consumption would be the same as the percent reduction in GHG emissions (A).



VMT Reductions

The percent reduction in VMT would be the same as the percent reduction in GHG emissions (A).



Improved Public Health

Users are directed to the ITHIM (CARB et al. 2020). The ITHIM can quantify the annual change in health outcomes associated with active transportation, including deaths, years of life lost, years of living with disability, and incidence of community and individual disease.

Sources

- California Air Resources Board (CARB). 2020. *Quantification Methodology for the Strategic Growth Council's Affordable Housing and Sustainable Communities Program*. September. Available: https://ww2.arb.ca.gov/sites/default/files/classic/cc/capandtrade/auctionproceeds/draft_sgc_ahsc_qm_091620.pdf. Accessed: January 2021.
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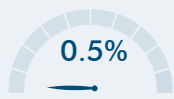


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T-20. Expand Bikeway Network



GHG Mitigation Potential



Up to 0.5% of GHG emissions from vehicle travel in the plan/community

Co-Benefits (icon key on pg. 34)



Climate Resilience

Expanding bikeway networks can incentivize more bicycle use and decrease vehicle use, which have health benefits and can thus improve community resilience. This can also improve connectivity between residents and resources that may be needed in an extreme weather event.

Health and Equity Considerations

Prioritize low-income and underserved areas and communities with lower rates of vehicle ownership or fewer transit options. Make sure that destinations visited by low-income or underserved communities are served by the network.

Measure Description

This measure will increase the length of a city or community bikeway network. A bicycle network is an interconnected system of bike lanes, bike paths, bike routes, and cycle tracks. Providing bicycle infrastructure with markings and signage on appropriately sized roads with vehicle traffic traveling at safe speeds helps to improve biking conditions (e.g., safety and convenience). In addition, expanded bikeway networks can increase access to and from transit hubs, thereby expanding the “catchment area” of the transit stop or station and increasing ridership. This encourages a mode shift from vehicles to bicycles, displacing VMT and thus reducing GHG emissions. When expanding a bicycle network, a best practice is to consider bike lane width standards from local agencies, state agencies, or the National Association of City Transportation Officials’ *Urban Bikeway Design Guide*.

Subsector

Neighborhood Design

Locational Context

Urban, suburban

Scale of Application

Plan/Community

Implementation Requirements

The bikeway network must consist of either Class I, II, or IV infrastructure.

Cost Considerations

Capital and infrastructure costs for expanding the bikeway network may be high. Construction of these facilities may also increase vehicle traffic, leading to more congestion and temporarily longer trip times for motorists. However, the local municipality may achieve cost savings through a reduction of cars on the road leading to lower infrastructure and roadway maintenance costs.

Expanded Mitigation Options

As networks expand, ensure safe, secure, and weather-protected bicycle parking facilities at origins and destinations. Also, implement alongside T-22-A, T-22-B, and/or T-22-C to ensure that micromobility options can ride safely along bicycle lane facilities and not have to ride along pedestrian infrastructure, which is a risk to pedestrian safety.





GHG Reduction Formula

$$A = -1 \times \frac{\left(\frac{C - B}{B}\right) \times D \times F \times H}{E \times G} = -1 \times \frac{\frac{(5.05 - 2.75)}{2.75} \times 0.0006 \times 2.2 \times 0.25}{0.9688 \times 11.7} = 0.00\%$$

GHG Calculation Variables

ID	Variable	Value	Unit	Source
Output				
A	Percent reduction in GHG emissions from employee commute vehicle travel in plan/community	0–0.5	%	calculated
User Inputs				
B	Existing bikeway miles in plan/community	[]	miles	user input
C	Bikeway miles in plan/community with measure	[]	miles	user input
Constants, Assumptions, and Available Defaults				
D	Bicycle mode share in plan/community	Table T-20.1	%	FHWA 2017
E	Vehicle mode share in plan/community	Table T-3.1	%	FHWA 2017
F	Average one-way bicycle trip length in plan/community	Table T-10.1	miles per trip	FHWA 2017
G	Average one-way vehicle trip length in plan/community	Table T-10.1	miles per trip	FHWA 2017
H	Elasticity of bike commuters with respect to bikeway miles per 10,000 population	0.25	unitless	Pucher & Buehler 2011

Further explanation of key variables:

- (B) – The existing bikeway miles in a plan/community should be calculated by measuring the distance of all Class I, II, III, and IV bikeways within the plan/community. This information can sometimes be found in a city's bicycle master plan, if a plan has been prepared and is up to date.
- (D, E, F, and G) – Ideally, the user will calculate bicycle and auto mode share and trip length for a plan/community at the city scale. Potential data sources include the California Household Travel Survey (preferred) or local survey efforts. If the user is not able to provide a project-specific value using one of these data sources, they have the option to input the mode shares and trip lengths for bicycles and vehicles for one of the six most populated CBSAs in California, as presented in Table T-3.1, T-10.2, and T-20.1 in Appendix C. Trip lengths are likely to be longer for areas not covered by the listed CBSAs, which represent the denser areas of the state. Similarly, it is likely for areas outside of the area covered by the listed CBSAs to have vehicle mode shares higher and bicycle mode shares lower than the values provided in the tables.
- (H) – A multivariate analysis of the impacts of bike lanes on cycling levels in the 100 largest U.S. cities found that a 0.25 percent increase in commute cycling occurs for every 1 percent increase in bike lane distance (Pucher & Buehler 2011).



GHG Calculation Caps or Maximums

Measure Maximum

($A_{\max}$) For projects that use CBSA data from Tables T-3.1, T-10.2, and T-20.1 in Appendix C, the maximum percent reduction in GHG emissions (A) is 0.5 percent. This is based on a project within the CBSA of San Jose-Sunnyvale-Santa Clara that has no existing bike lane infrastructure. This maximum scenario is presented in the below example quantification.

($\frac{C-B}{B_{\max}}$) The maximum percent increase in bike lane miles in the plan/community is conservatively capped at 1000 percent. If there is no existing bike lane infrastructure in the plan/community, (B) should be set to $(1/11 \times C)$, resulting in a percentage change of 1000 percent.

Subsector Maximum

($\sum A_{\max T-18 \text{ through } T-22-C} \leq 10\%$) This measure is in the Neighborhood Design subsector. This subcategory includes Measures T-18 through T-22-C. The VMT reduction from the combined implementation of all measures within this subsector is capped at 10 percent.

Example GHG Reduction Quantification

The user reduces employee commute VMT by increasing the length of a bicycle network within a plan/community, which displaces commute vehicle trips with bicycle trips. In this example, the existing bikeway length in the plan/community (B) is 0 miles and the length with the measure (C) is 11 miles. The project is within the San Jose-Sunnyvale-Santa Clara CBSA, yielding the following inputs from Tables T-3.1, T-10.2, and T-20.1 in Appendix C.

- Bicycle mode share (D) = 0.79 percent.
- Vehicle mode share (E) = 91.32 percent.
- Average one-way bicycle trip length (F) = 2.8 miles.
- Average one-way vehicle trip length (G) = 11.5 miles.

The user would displace GHG emissions from project study area employee commute VMT by 0.5 percent.

$$A = -1 \times \left(\frac{(1000\%) \times 0.79\% \times 2.8 \text{ miles} \times 0.25}{91.32\% \times 11.5 \text{ miles}} \right) = -0.5\%$$

Quantified Co-Benefits



Improved Local Air Quality

The percent reduction in GHG emissions (A) would be the same as the percent reduction in NO_x , CO, NO_2 , SO_2 , and PM. Reductions in ROG emissions can be calculated by multiplying the percent reduction in GHG emissions (A) by an



adjustment factor of 87 percent. See *Adjusting VMT Reductions to Emission Reductions* above for further discussion.



Energy and Fuel Savings

The percent reduction in vehicle fuel consumption would be the same as the percent reduction in GHG emissions (A).



VMT Reductions

The percent reduction in employee commute VMT would be the same as the percent reduction in GHG emissions (A).



Improved Public Health

Users are directed to the ITHIM (CARB et al. 2020). The ITHIM can quantify the annual change in health outcomes associated with active transportation, including deaths, years of life lost, years of living with disability, and incidence of community and individual disease.

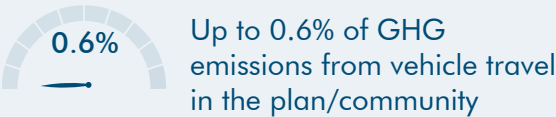
Sources

- California Air Resources Board (CARB), California Department of Public Health (CDPH), and Nicholas Linesch Legacy Fund. 2020. Integrated Transport and Health Impact Model. Available: <https://skylab.cdph.ca.gov/HealthyMobilityOptionTool-ITHIM/#Home>. Accessed: September 17, 2021.
- Federal Highway Administration (FHWA). 2017. *National Household Travel Survey – 2017 Table Designer*. Travel Day PMT by TRPTRANS by HH_CBSA. Available: <https://nhts.ornl.gov/>. Accessed: January 2021.
- Pucher, J., and Buehler, R. 2011. *Analysis of Bicycling Trends and Policies in Large North American Cities: Lessons for New York*. March. Available: http://www.utrc2.org/sites/default/files/pubs/analysis-bike-final_0.pdf. Accessed: January 2021.

T-27. Implement Transit-Supportive Roadway Treatments



GHG Mitigation Potential



Co-Benefits (icon key on pg. 34)



Climate Resilience

Implementing transit-supportive roadway treatments improves the reliability of the transportation network and allows redundancy to exist even if an extreme event disrupts part of the system. It could also incentivize more people to use transit, resulting in less traffic and better allowing emergency responders to access a hazard site during an extreme weather event. Furthermore, emergency responders can use queue jumps and dedicated bus lanes when needed.

Health and Equity Considerations

Transit facilities can have conflicts with cyclists. Consider appropriate treatments to minimize conflicts. Improved transit investments should be equitably distributed prioritizing areas with transit deficiencies in underserved communities.

Measure Description

This measure will implement transit-supportive treatments on the transit routes serving the plan/community. Transit-supportive treatments incorporate a mix of roadway infrastructure improvements and/or traffic signal modifications to improve transit travel times and reliability. This results in a mode shift from single occupancy vehicles to transit, which reduces VMT and the associated GHG emissions.

Subsector

Transit

Locational Context

Urban, suburban

Scale of Application

Plan/Community

Implementation Requirements

Treatments can include transit signal priority, bus-only signal phases, queue jumps, curb extensions to speed passenger loading, and dedicated bus lanes.

Cost Considerations

Costs and savings of transit-supportive roadway treatments vary depending on the strategy pursued, ranging from low-cost route optimization changes to high-cost infrastructure projects (e.g., bus-only lanes). Reducing route cycle time without significantly increasing the number of transit vehicles can result in net cost savings for the transit system. Dedicated transit infrastructure will improve transit reliability and increase ridership. This supplements existing transit income streams for municipalities. Increased ridership similarly reduces vehicle use, which has cost benefits for both commuters and municipalities.

Expanded Mitigation Options

This measure could be paired with other Transit subsector strategies (Measure T-25 and Measure T-29) for increased reductions.





GHG Reduction Formula

$$A = -1 \times \frac{B \times C \times D \times E \times G}{F} = -1 \times \frac{1 \times -0.08 \times -0.40 \times 0.0137 \times 0.578}{0.9688} = -0.03\%$$

GHG Calculation Variables

ID	Variable	Value	Unit	Source
Output				
A	Percent reduction in GHG emissions from vehicle travel in plan/community	0–0.6	%	calculated
User Inputs				
B	Percent of plan/community transit routes that receive treatments	0–100	%	user input
Constants, Assumptions, and Available Defaults				
C	Percent change in transit travel time due to treatments	-10	%	TRB 2007
D	Elasticity of transit ridership with respect to transit travel time	-0.4	unitless	TRB 2007
E	Transit mode share in plan/community	Table T-3.1	%	FHWA 2017a
F	Vehicle mode share in plan/community	Table T-3.1	%	FHWA 2017a
G	Statewide mode shift factor	57.8	%	FHWA 2017b

Further explanation of key variables:

- (C) – A literature review of studies from the U.S. and United Kingdom indicates that the travel time savings associated with one type of transit-supportive roadway treatment—transit signal prioritization—typically ranged from 8 to 12 percent (TRB 2007). To account for the likelihood that a user would implement multiple transit-supportive treatments, the midpoint of this range is used for the measure formula. Use of the midpoint is still conservative given the additional travel time savings associated with other transit-supportive treatments. If the user can provide a project-specific value based on the suite of their treatments, then the user should replace this default in the GHG reduction formula.
- (E and F) – Ideally, the user will calculate transit and auto mode shares for a plan/community at the city scale (or larger). Potential data sources include the California Household Travel Survey (preferred) or local survey efforts. If the user is not able to provide a project-specific value using one of these data sources, they have the option to input the mode shares for transit and vehicles for one of the six most populated CBSAs in California, as presented in Table T-3.1 in Appendix C. It is likely for areas outside of the area covered by the listed CBSAs to have vehicle mode shares higher and transit mode shares lower than the values provided in the table.



- (G) – Mode shift factor is an adjustment to reflect the reduction in vehicle trips associated with a reduction in person trips as some vehicles carry more than one person. It is calculated as $(1/\text{average vehicle occupancy})$ (FHWA 2017b).

GHG Calculation Caps or Maximums

Measure Maximum

$(A_{\max})$ For projects that use default CBSA data from Table T-3.1 and $(C_{\max})$, the maximum percent reduction in GHG emissions (A) is 0.6 percent. This maximum scenario is presented in the below example quantification.

$(C_{\max})$ The percent reduction in transit travel time is capped at 20 percent, which is based on the values reported in a literature review of studies from the U.S. and United Kingdom (TRB 2007).

Subsector Maximum

$(\sum A_{\max T-25 \text{ through } T-29} \leq 15\%)$ This measure is in the Transit subsector. This subcategory includes Measures T-25 through T-29. The VMT reduction from the combined implementation of all measures within this subsector is capped at 15 percent.

Mutually Exclusive Measures

If the user selects Measure T-28, *Provide Bus Rapid Transit*, and converts all transit routes in the plan/community to BRT, then the user cannot also take credit for this measure or Measure T-26, *Increase Transit Service Frequency*. This is because Measure T-28 accounts for the VMT reduction associated with increased transit frequency and decreased transit travel time as well as the additional BRT-specific bonus. To combine the GHG reductions from Measure T-28 with Measure T-27 and/or Measure T-26 would be considered double counting. However, where BRT is proposed on less than all of the existing bus routes in the plan/community area, this measure and/or Measure T-26 could be applied to the remaining bus routes, and the measure reductions could be combined with Measure T-28 to determine the emissions reduction at the larger plan/community scale.

Example GHG Reduction Quantification

The user reduces plan/community GHGs by implementing transit-supportive roadway treatments that decrease transit travel time, thereby encouraging a mode shift from vehicles to transit and reducing VMT. In this example, the project is in San Francisco-Oakland-Hayward CBSA where the transit and vehicle mode shares would be 11.38 percent and 86.96 percent, respectively (E and G). Assuming the maximum decrease in transit travel time of 20 percent $(C_{\max})$ and implementation for all transit routes (100 percent) in the plan/community (B), the user would reduce plan/community GHG emissions from VMT by 0.6 percent.



$$A = -1 \times \frac{100\% \times -20\% \times -0.4 \times 11.38\% \times 57.8\%}{86.96\%} = -0.6\%$$

Quantified Co-Benefits



Improved Local Air Quality

The percent reduction in GHG emissions (A) would be the same as the percent reduction in NO_x, CO, NO₂, SO₂, and PM. Reductions in ROG emissions can be calculated by multiplying the percent reduction in GHG emissions (A) by an adjustment factor of 87 percent. See *Adjusting VMT Reductions to Emission Reductions* above for further discussion.



Energy and Fuel Savings

The percent reduction in passenger vehicle fuel consumption would be the same as the percent reduction in GHG emissions (A).



VMT Reductions

The percent reduction in passenger VMT would be the same as the percent reduction in GHG emissions (A).

Sources

- Federal Highway Administration (FHWA). 2017a. *National Household Travel Survey–2017 Table Designer*. Travel Day PMT by TRPTRANS by HH_CBSA. Available: <https://nhts.ornl.gov/>. Accessed: January 2021.
- Federal Highway Administration (FHWA). 2017b. *National Household Travel Survey–2017 Table Designer*. Average Vehicle Occupancy by HHSTFIPS. Available: <https://nhts.ornl.gov/>. Accessed: January 2021.
- Transportation Research Board (TRB). 2007. *Transit Cooperative Research Program Report 118: Bus Rapid Transit Practitioner's Guide*. Available: https://nacto.org/docs/usdg/tcrp118brt_practitioners_kittleson.pdf. Accessed: January 2021.

7.7 Appendix G: Early Consultation Letters



July 26, 2023

Jason Ridenour
City of Porterville
Community Development Department
291 N. Main Street
Porterville, CA 93257

Project: South of the Tule River Master Plan

District CEQA Reference No: 20230611

Dear Mr. Ridenour:

The San Joaquin Valley Air Pollution Control District (District) has reviewed the Master Plan from the City of Porterville (City) for the South of the Tule River Master Plan (SoTu Master Plan) project. Per the project documentation, the project consists of changing the designated land uses and zone districts of approximately 447.30 acres of land of the selected parcels from their current land use designations and zone districts to a variety of different uses that include varying densities of residential uses, office uses, commercial uses, industrial uses, and open space uses (Project). The Project is generally bound to the north by the Tule River, to the south by State Route 190, to the east by State Route 65, and to the West by Westwood Street in Porterville, CA.

The District offers the following comments regarding the Project:

1) Land Use Planning

Nearly all development projects within the San Joaquin Valley Air Basin, from general plans to individual projects have the potential to generate air pollutants, making it more difficult to attain state and federal ambient air quality standards. Land use decisions are critical to improving air quality within the San Joaquin Valley Air Basin because land use patterns greatly influence transportation needs, and motor vehicle emissions are the largest source of air pollution in the Valley. Land use decisions and project design elements such as preventing urban sprawl, encouraging mix-use development, and project design elements that reduce vehicle miles traveled (VMT) have proven to be beneficial for air quality. The District recommends that the MND incorporate strategies that reduce VMTs and require the cleanest available heavy duty trucks, vehicles, and off-road equipment, including

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zero and near-zero technologies. VMTs can be reduced through encouragement of mix-use development, walkable communities, etc. Additional design element options can be found at:

<https://ww2.valleyair.org/media/ob0pweru/clean-air-measures.pdf>

In addition, the District recommends that the MND incorporate strategies that will advance implementation of the best practices listed in Tables 5 and 6 of California Air Resource Board's (CARB's) Freight Handbook Concept Paper, to the extent feasible. This document compiles best practices designed to address air pollution impacts as "practices" which may apply to the siting, design, construction, and operation of freight facilities to minimize health impacts on nearby communities. The concept paper is available at:

https://ww2.arb.ca.gov/sites/default/files/2020-03/2019.12.12%20-%20Concept%20Paper%20for%20the%20Freight%20Handbook_1.pdf

2) Project Siting

The SoTu Master Plan is the blueprint for future growth and provides guidance for the community's development. Without appropriate mitigation and associated policy, future development projects within the City may contribute to negative impacts on air quality due to increased traffic and ongoing operational emissions. Appropriate project siting helps ensure there is adequate distance between differing land uses, which can prevent or reduce localized and cumulative air pollution impacts from business operations that are in close proximity to receptors (e.g., residences, schools, health care facilities, etc.). SoTu Master Plan siting-related goals, policies, and objectives should include measures and concepts outlined in the following resources:

- CARB's Air Quality and Land Use Handbook: A Community Health Perspective. The document includes tables with recommended buffer distances associated with various types of common sources (e.g., distribution centers, chrome platers, gasoline dispensing facilities, etc.), and can be found at: <https://ww2.arb.ca.gov/our-work/programs/resource-center/strategy-development/land-use-resources>
- CARB's Freight Handbook Concept Paper: This document compiles best practices designed to address air pollution impacts, which may apply to the siting, design, construction, and operation of freight facilities to minimize health impacts on nearby communities, and can be found at: https://ww2.arb.ca.gov/sites/default/files/2020-03/2019.12.12%20-%20Concept%20Paper%20for%20the%20Freight%20Handbook_1.pdf

3) 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, PM_{2.5} standards.

As such, the District recommends that the MND stipulate that future development projects within the SoTu Master Plan identify and characterize project construction and operational air emissions. The District recommends the air emissions be compared to the District significance thresholds as identified in the District's Guidance for Assessing and Mitigating Air Quality Impacts: <https://www.valleyair.org/transportation/GAMAQI.pdf>. The District recommends that future projects be mitigated to the extent feasible, and that future projects with air emissions above the aforementioned thresholds be mitigated to below these thresholds.

The District understands that the SoTu Master Plan is a program-level project where future individual project-specific data may not be available at this time. As such, the Master Plan should include a discussion of policies, which when implemented, will require assessment and characterization of project-level emissions, and subsequently require mitigation of air quality impacts to the extent feasible at the individual project-specific level. Environmental reviews of potential impacts on air quality should incorporate the following items:

3a) Construction Emissions

The District recommends, to reduce impacts from construction-related diesel exhaust emissions, the Project should require that future development projects utilize the cleanest available off-road construction equipment, including the latest tier equipment.

3b) Operational Emissions

Operational (ongoing) air emissions from mobile sources and stationary sources should be analyzed separately. For reference, the District's significance thresholds are identified in the District's Guidance for Assessing and Mitigating Air Quality Impacts: <https://www.valleyair.org/transportation/GAMAQI.pdf>.

Recommended Mitigation Measure: At a minimum, project related impacts on air quality should be reduced to levels of significance through incorporation of design elements such as the use of cleaner Heavy Heavy-Duty (HHD) trucks

and vehicles, measures that reduce Vehicle Miles Traveled (VMTs), and measures that increase energy efficiency. More information on transportation mitigation measures can be found at:

<https://ww2.valleyair.org/media/ob0pweru/clean-air-measures.pdf>

3c) Project Trip Length for HHD Truck Travel

The City's environmental review should adequately characterize and justify an appropriate trip length distance for off-site HHD truck travel to and from the Project site. Based on the following factors: 1) the Project includes zoning for industrial space that is expected to generate a high volume of HHD truck trips, and 2) HHD trucks generally travel further distances for distribution. The District recommends the environmental review include a discussion characterizing an appropriate trip length distance for HHD truck travel, and reflect such appropriate distance supported by project-specific factors.

3d) Recommended Model for Quantifying Air Emissions

Project-related criteria pollutant emissions from construction and operational sources should be identified and quantified. Emissions analysis should be performed using the California Emission Estimator Model (CalEEMod), which uses the most recent CARB-approved version of relevant emissions models and emission factors. CalEEMod is available to the public and can be downloaded from the CalEEMod website at: www.caleemod.com.

4) Health Risk Screening/Assessment

The District understands that the Project is a program-level project where future individual project-specific data may not be available at this time. As such, the City should incorporate a requirement for future development projects to evaluate the risk on sensitive receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.) in the area and mitigate any potentially significant risk to help limit exposure of sensitive receptors to emissions.

To determine potential health impacts on surrounding receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.) a Prioritization and/or a Health Risk Assessment (HRA) should be performed for future development projects. These health risk determinations should quantify and characterize potential Toxic Air Contaminants (TACs) identified by the Office of Environmental Health Hazard Assessment/California Air Resources Board (OEHHA/CARB) that pose a present or potential hazard to human health.

Health risk analyses should include all potential air emissions from the project, which include emissions from construction of the project, including multi-year construction, as well as ongoing operational activities of the project. Note, two common sources

of TACs can be attributed to diesel exhaust emitted from heavy-duty off-road earth moving equipment during construction, and from ongoing operation of heavy-duty on-road trucks.

Prioritization (Screening Health Risk Assessment):

A "Prioritization" is the recommended method for a conservative screening-level health risk assessment. The Prioritization should be performed using the California Air Pollution Control Officers Association's (CAPCOA) methodology.

The District recommends that a more refined analysis, in the form of an HRA, be performed for any project resulting in a Prioritization score of 10 or greater. This is because the prioritization results are a conservative health risk representation, while the detailed HRA provides a more accurate health risk evaluation.

To assist land use agencies and project proponents with Prioritization analyses, the District has created a prioritization calculator based on the aforementioned CAPCOA guidelines, which can be found here:

http://www.valleyair.org/busind/pto/emission_factors/Criteria/Toxics/Utilities/PRIORITIZATION-CALCULATOR.xls

Health Risk Assessment:

Prior to performing an HRA, it is strongly recommended that land use agencies/ project proponents develop and submit for District review a health risk modeling protocol that outlines the sources and methodologies that will be used to perform the HRA. This step will ensure all components are addressed when performing the HRA.

A development project would be considered to have a potentially significant health risk if the HRA demonstrates that the health impacts would exceed the District's established risk thresholds, which can be found here:

http://www.valleyair.org/transportation/ceqa_idx.htm.

A project with a significant health risk would trigger all feasible mitigation measures. The District strongly recommends that development projects that result in a significant health risk not be approved by the land use agency.

The District is available to review HRA protocols and analyses. For HRA submittals please provide the following information electronically to the District for review:

- HRA (AERMOD) modeling files
- HARP2 files
- Summary of emissions source locations, emissions rates, and emission factor calculations and methodologies.

For assistance, please contact the District's Technical Services Department by:

- E-Mailing inquiries to: hramodeler@valleyair.org
- Calling (559) 230-5900

Recommended Measure: Development projects resulting in TAC emissions should be located an adequate distance from residential areas and other sensitive receptors in accordance to CARB's Air Quality and Land Use Handbook: A Community Health Perspective located at <https://ww2.arb.ca.gov/our-work/programs/resource-center/strategy-development/land-use-resources>.

5) Ambient Air Quality Analysis

An Ambient Air Quality Analysis (AAQA) uses air dispersion modeling to determine if emissions increases from a project will cause or contribute to a violation of State or National Ambient Air Quality Standards. The District recommends an AAQA be performed for any future development projects with emissions that exceed 100 pounds per day of any pollutant.

An acceptable analysis would include emissions from both project-specific permitted and non-permitted equipment and activities. The District recommends consultation with District staff to determine the appropriate model and input data to use in the analysis.

Specific information for assessing significance, including screening tools and modeling guidance, is available online at the District's website: www.valleyair.org/ceqa.

6) Voluntary Emission Reduction Agreement

Future development projects within the SoTu Master Plan could have a significant impact on air quality. The District recommends the MND include a feasibility discussion on implementing a Voluntary Emission Reduction Agreement (VERA) as a mitigation measure for future development projects that are determined to exceed the District's CEQA significance thresholds.

A VERA is a mitigation measure by which the project proponent provides pound-for-pound mitigation of emissions increases through a process that develops, funds, and implements emission reduction projects, with the District serving a role of administrator of the emissions reduction projects and verifier of the successful mitigation effort. To implement a VERA, the project proponent and the District enter into a contractual agreement in which the project proponent agrees to mitigate project specific emissions by providing funds for the District's incentives programs. The funds are disbursed by the District in the form of grants for projects that achieve emission reductions. Thus, project-related impacts on air quality can be mitigated.

Types of emission reduction projects that have been funded in the past include electrification of stationary internal combustion engines (such as agricultural irrigation pumps), replacing old heavy-duty trucks with new, cleaner, more efficient heavy-duty trucks, and replacement of agricultural equipment with the latest generation technologies.

In implementing a VERA, the District verifies the actual emission reductions that have been achieved as a result of completed grant contracts, monitors the emission reduction projects, and ensures the enforceability of achieved reductions. After the project is mitigated, the District certifies to the Lead Agency that the mitigation is completed, providing the Lead Agency with an enforceable mitigation measure demonstrating that project-related emissions have been mitigated. To assist the Lead Agency and project proponent in ensuring that the environmental document is compliant with CEQA, the District recommends the environmental document includes an assessment of the feasibility of implementing a VERA.

7) Allowed Uses Not Requiring Project-Specific Discretionary Approval

In the event that the City determines that a project be approved as an allowed use not requiring a project-specific discretionary approval, the District recommends the MND include language requiring such projects to prepare a technical assessment, in consultation with the District, to determine if additional analysis and/or mitigation is required.

8) Truck Routing

Truck routing involves the assessment of which roads Heavy Heavy-Duty (HHD) trucks take to and from their destination, and the emissions impact that the HHD trucks may have on residential communities and sensitive receptors. Since the Project includes industrial uses, there is potential for an increase in HHD truck trips in the area.

The District recommends the City evaluate HHD truck routing patterns for future development projects, with the aim of limiting exposure of residential communities and sensitive receptors to emissions. This evaluation would consider the current truck routes, the quantity and type of each truck (e.g., Medium Heavy-Duty, HHD, etc.), the destination and origin of each trip, traffic volume correlation with the time of day or the day of the week, overall Vehicle Miles Traveled (VMT), and associated exhaust emissions. The truck routing evaluation would also identify alternative truck routes and their impacts on VMT and air quality.

9) Cleanest Available Heavy-Duty Trucks

The San Joaquin Valley will not be able to attain stringent health-based federal air quality standards without significant reductions in emissions from HHD trucks, the

single largest source of NO_x emissions in the San Joaquin Valley. The District's CARB-approved 2018 PM_{2.5} Plan includes significant new reductions from HHD trucks, including emissions reductions by 2023 through the implementation of CARB's Statewide Truck and Bus Regulation, which requires truck fleets operating in California to meet the 2010 standard of 0.2 g-NO_x/bhp-hr by 2023. Additionally, to meet federal air quality attainment standards, the District's Plan relies on a significant and rapid transition of HHD fleets to zero or near-zero emissions technologies.

The Project includes industrial space which is expected to generate high volumes of HHD truck trips. For future development projects, the District recommends that the following measures be considered by the City to reduce project-related operational emissions:

- *Recommended Measure:* Fleets associated with operational activities utilize the cleanest available HHD trucks, including zero and near-zero technologies.
- *Recommended Measure:* All on-site service equipment (cargo handling, yard hostlers, forklifts, pallet jacks, etc.) utilize zero-emissions technologies.

10)Reduce Idling of Heavy-Duty Trucks

The goal of this strategy is to limit the potential for localized PM_{2.5} and toxic air contaminant impacts associated with the idling of Heavy-Duty trucks. The diesel exhaust from idling has the potential to impose significant adverse health and environmental impacts.

The Project includes industrial space which is expected to result in HHD truck trips, the District recommends the MND include measures to ensure compliance of the state anti-idling regulation (13 CCR § 2485 and 13 CCR § 2480) and discuss the importance of limiting the amount of idling, especially near sensitive receptors. In addition, the District recommends the City consider the feasibility of implementing a more stringent 3-minute idling restriction and requiring appropriate signage and enforcement of idling restrictions.

11)Electric On-Site Off-Road and On-Road Equipment

Since the Project includes industrial zoning, future development projects may have the potential to result in increased use of off-road equipment (e.g., forklifts) and on-road equipment (e.g., mobile yard trucks with the ability to move materials). The District recommends that the MND include requirements for project proponents to utilize electric or zero emission off-road and on-road equipment.

12)Under-fired Charbroilers

Future development projects have the potential to occupy restaurants with under-fired charbroilers. Such charbroilers may pose the potential for immediate health risk, particularly when located in densely populated areas or near sensitive receptors.

Since the cooking of meat can release carcinogenic PM_{2.5} species, such as polycyclic aromatic hydrocarbons, controlling emissions from new under-fired charbroilers will have a substantial positive impact on public health. The air quality impacts on neighborhoods near restaurants with under-fired charbroilers can be significant on days when meteorological conditions are stable, when dispersion is limited and emissions are trapped near the surface within the surrounding neighborhoods. This potential for neighborhood-level concentration of emissions during evening or multi-day stagnation events raises air quality concerns.

Furthermore, reducing commercial charbroiling emissions is essential to achieving attainment of multiple federal PM_{2.5} standards. Therefore, the District recommends that the MND include a measure requiring the assessment and potential installation, as technologically feasible, of particulate matter emission control systems for new large restaurants operating under-fired charbroilers.

The District is available to assist the City and project proponents with this assessment. Additionally, the District is currently offering substantial incentive funding that covers the full cost of purchasing, installing, and maintaining the system during a demonstration period covering two years of operation. Please contact the District at (559) 230-5800 or technology@valleyair.org for more information, or visit: <http://valleyair.org/grants/rctp.htm>

13)Vegetative Barriers and Urban Greening

For future development projects within the Project area, and at strategic locations throughout the Project area in general, the District suggests the City consider incorporating vegetative barriers and urban greening as a measure to further reduce air pollution exposure on sensitive receptors (e.g., residences, schools, healthcare facilities).

While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, vegetative barriers have been shown to be an additional measure to potentially reduce a population's exposure to air pollution through the interception of airborne particles and the uptake of gaseous pollutants. Examples of vegetative barriers include, but are not limited to the following: trees, bushes, shrubs, or a mix of these. Generally, a higher and thicker vegetative barrier with full coverage will result in greater reductions in downwind pollutant concentrations. In the same manner, urban greening is also a way to help

improve air quality and public health in addition to enhancing the overall beautification of a community with drought tolerant, low-maintenance greenery.

14)Clean Lawn and Garden Equipment in the Community

Since the Project consists of residential, commercial, and industrial development, gas-powered 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>.

15)On-Site 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 incorporating solar power systems as an emission reduction strategy for future development projects.

16)Electric Vehicle Chargers

To support and accelerate the installation of electric vehicle charging equipment and development of required 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 the District's Charge Up! Incentive program is to promote clean air alternative-fuel technologies and the use of low or zero-emission vehicles.

The District recommends that the City and project proponents install electric vehicle chargers at project sites, and at strategic locations.

Please visit www.valleyair.org/grants/chargeup.htm for more information.

17)Nuisance Odors

While offensive odors rarely cause any physical harm, they can be unpleasant, leading to considerable distress among the public and often resulting in citizen complaints.

The City should consider all available pertinent information to determine if future development projects could have a significant impact related to nuisance odors. Nuisance odors may be assessed qualitatively taking into consideration the proposed business or industry type and its potential to create odors, as well as proximity to off-site receptors that potentially would be exposed to objectionable odors. The intensity of an odor source's operations and its proximity to receptors influences the potential significance of malodorous emissions. Any project with the potential to frequently expose members of the public to objectionable odors should be deemed to have a significant impact.

According to the District Guidance for Assessing and Mitigating air Quality Impacts (GAMAQI), a significant odor impact is defined as more than one confirmed complaint per year averaged over a three-year period, or three unconfirmed complaints per year averaged over a three-year period. An unconfirmed complaint means that either the odor or air contaminant release could not be detected, or the source of the odor could not be determined.

As the future development projects that will fall within the SoTu Master Plan do not yet exist the City should stipulate odor mitigation measures in the MND as conditions of approval for those business and industry types. An example would be for a project proponent whose project is determined to have a potentially significant odor impact to draft and implement an odor management plan as a mitigation measure in the MND.

18) District Rules and Regulations

The District issues permits for many types of air pollution sources, and regulates some activities that do not require permits. A project subject to District rules and regulations would reduce its impacts on air quality through compliance with the District's regulatory framework. In general, a regulation is a collection of individual rules, each of which deals with a specific topic. As an example, Regulation II (Permits) includes District Rule 2010 (Permits Required), Rule 2201 (New and Modified Stationary Source Review), Rule 2520 (Federally Mandated Operating Permits), and several other rules pertaining to District permitting requirements and processes.

The list of rules below 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 future projects, or to obtain information about District permit requirements, the project proponents are strongly encouraged to contact the District's Small Business Assistance (SBA) Office at (559) 230-5888.

18a) District Rules 2010 and 2201 - Air Quality Permitting for Stationary Sources

Stationary Source emissions include any building, structure, facility, or installation which emits or may emit any affected pollutant directly or as a fugitive emission. District Rule 2010 (Permits Required) requires operators of emission sources to obtain an Authority to Construct (ATC) and Permit to Operate (PTO) from the District. District Rule 2201 (New and Modified Stationary Source Review) requires that new and modified stationary sources of emissions mitigate their emissions using Best Available Control Technology (BACT).

Future development projects may be subject to District Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review) and may require District permits. Prior to construction, project proponents shall obtain an ATC permit from the District for equipment/activities subject to District permitting requirements.

Recommended Mitigation Measure: For projects subject to permitting by the San Joaquin Valley Air Pollution Control District, demonstration of compliance with District Rule 2201 (obtain ATC permit from the District) shall be provided to the City before issuance of the first building permit.

For further information or assistance, project proponents may contact the District's SBA Office at (559) 230-5888.

18b) District Rule 9510 - Indirect Source Review (ISR)

Accordingly, future development projects within the SoTu Master Plan may be subject to District Rule 9510 if upon full buildout, the project would equal or exceed any of the following applicability thresholds, depending on the type of development and public agency approval mechanism:

Table 1: ISR Applicability Thresholds

Development Type	Discretionary Approval Threshold	Ministerial Approval / Allowed Use / By Right Thresholds
Residential	50 dwelling units	250 dwelling units
Commercial	2,000 square feet	10,000 square feet
Light Industrial	25,000 square feet	125,000 square feet
Heavy Industrial	100,000 square feet	500,000 square feet
Medical Office	20,000 square feet	100,000 square feet
General Office	39,000 square feet	195,000 square feet
Educational Office	9,000 square feet	45,000 square feet
Government	10,00 square feet	50,000 square feet
Recreational	20,000 square feet	100,000 square feet
Other	9,000 square feet	45,000 square feet

District Rule 9510 also applies to any transportation or transit development projects where construction exhaust emissions equal or exceed two tons of NOx or two tons of PM.

The purpose of District Rule 9510 is to reduce the growth in both NOx and PM emissions associated with development and transportation projects from mobile and area sources; specifically, the emissions associated with the construction and subsequent operation of development projects. The Rule requires developers to mitigate their NOx and PM emissions by incorporating clean air design elements into their projects. Should the proposed development project clean air design elements be insufficient to meet the required emission reductions, developers must pay a fee that ultimately funds incentive projects to achieve off-site emissions reductions.

In the case the individual development project is subject to District Rule 9510, per Section 5.0 of the rule, an Air Impact Assessment (AIA) application is required to be submitted no later than applying for project-level approval from a public agency so that proper mitigation and clean air design under ISR can be incorporated into the public agency's analysis.

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>.

District staff is available to provide assistance and can be reached by phone at (559) 230-5900 or by email at ISR@valleyair.org.

18c) District Rule 9410 (Employer Based Trip Reduction)

Future development projects may be subject to District Rule 9410 (Employer Based Trip Reduction) if the project would result in employment of 100 or more “eligible” employees. District Rule 9410 requires employers with 100 or more “eligible” employees at a worksite to establish an Employer Trip Reduction Implementation Plan (eTRIP) that encourages employees to reduce single-occupancy vehicle trips, thus reducing pollutant emissions associated with work commutes. Under an eTRIP plan, employers have the flexibility to select the options that work best for their worksites and their employees.

Information about District Rule 9410 can be found online at:
www.valleyair.org/tripreduction.htm.

For additional information, you can contact the District by phone at 559-230-6000 or by e-mail at etrip@valleyair.org

18d) District Rule 4002 (National Emissions Standards for Hazardous Air Pollutants)

Future development projects will be subject to District Rule 4002 since the Project will include demolition, renovation, and removal of existing structures. To protect the public from uncontrolled emissions of asbestos, this rule requires a thorough inspection for asbestos to be conducted before any regulated facility is demolished or renovated. Any asbestos present must be handled in accordance with established work practice standards and disposal requirements.

Information on how to comply with District Rule 4002 can be found online at:
<http://www.valleyair.org/busind/comply/asbestosbultn.htm>.

18e) District Rule 4601 (Architectural Coatings)

The Project will be subject to District Rule 4601 since it is expected to utilize architectural coatings. Architectural coatings are paints, varnishes, sealers, or stains that are applied to structures, portable buildings, pavements or curbs. The purpose of this rule is to limit VOC emissions from architectural coatings. In addition, this rule specifies architectural coatings storage, cleanup and labeling requirements. Additional information on how to comply with District Rule 4601 requirements can be found online at:
<http://www.valleyair.org/rules/currntrules/r4601.pdf>

18f) 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*.

Should the project result in at least 1-acre in size, the project proponent shall provide written notification to the District at least 48 hours prior to the project proponents intent to commence any earthmoving activities pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). Also, should the project result in the disturbance of 5-acres or more, or will include moving, depositing, or relocating more than 2,500 cubic yards per day of bulk materials, the project proponent shall submit to the District a Dust Control Plan pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). For additional information regarding the written notification or Dust Control Plan requirements, please contact District Compliance staff at (559) 230-5950.

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

18g) District Rule 4901 - Wood Burning Fireplaces and Heaters

The purpose of this rule is to limit emissions of carbon monoxide and particulate matter from wood burning fireplaces, wood burning heaters, and outdoor wood burning devices. This rule establishes limitations on the installation of new wood burning fireplaces and wood burning heaters. Specifically, at elevations below 3,000 feet in areas with natural gas service, no person shall install a wood burning fireplace, low mass fireplace, masonry heater, or wood burning heater.

Information about District Rule 4901 can be found online at:

<http://valleyair.org/rule4901/>

18h) Other District Rules and Regulations

Future development projects may also be subject to the following District rules: Rule 4102 (Nuisance) and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations).

19)Future Projects / Land Use Agency Referral Documents

Future development projects may require an environmental review and air emissions mitigation. A project's referral documents and environmental review documents provided to the District for review should include a project summary, the land use designation, project size, air emissions quantifications and impacts, and proximity to sensitive receptors and existing emission sources, and air emissions mitigation measures. For reference and guidance, more information can be found in the District's Guidance for Assessing and Mitigating Air Quality Impacts at: <https://www.valleyair.org/transportation/GAMAQI.pdf>

20)District Comment Letter

The District recommends that a copy of the District's comments be provided to the Project proponent.

If you have any questions or require further information, please contact Matt Crow by e-mail at Matt.Crow@valleyair.org or by phone at (559) 230-5931.

Sincerely,

Brian Clements
Director of Permit Services

A handwritten signature in blue ink, appearing to read 'Brian Clements', with a stylized flourish at the end.

For: Mark Montelongo
Program Manager

7.8 Appendix H: Project Review Committee Comments

PROJECT REVIEW COMMITTEE

Project No: 2023-018

Subject Address: NEC of SR 190 and Westwood Street

Applicant/Agent: City of Porterville

This item has been deemed complete/incomplete pursuant to California Government Code Section §65920.

The following departments have provided their comments. Please contact the appropriate department who need additional time in preparing their comments:

☒ Engineering ☒ Planning ☒ Building ☒ Fire ☒ Field Services ☐ Parks ☐ Police

Next Level of Submittal: Zone Change, General Plan Amendment, SOI amendment,

The Project Review Committee (PRC) has reviewed project proposing a master plan for ±447 acres of land located southwest of the City of Porterville, south of the Tule River (“SoTu”). The “SoTu Master Plan” is being initiated by the City of Porterville to guide future development in the area. Although there is no physical development proposed with the SoTu Master Plan, goal is to provide the necessary framework to guide development in this area as it transitions from agricultural land to a vibrant, distinct, and multi-modal district of mixed densities and uses that is attractive to residential and visitors to live, work, explore, and shop. All comments are based upon staff’s understanding of the project at the time of PRC. The following topics and requirements were discussed at the Project Review Committee (PRC) Meeting on **May 31, 2023**. Any changes upon further submittals may result in additional comments. The project shall be required to comply with State Laws, the City of Porterville Development Ordinance (PDO), adopted Building Codes and all other applicable laws and ordinances.

Applications Needed:

☒ GPA ☒ ZC ☐ CUP ☐ ANNEX ☐ LLA ☐ TPM ☐ TSM

PLANNING DIVISION COMMENTS:

The project is required to be developed and maintained in accordance with the PDO (Chapter 21 of the Municipal Code). The PDO can be found in its entirety at:

[CHAPTER 21 DEVELOPMENT CODE \(amlegal.com\)](https://amlegal.com)

1. Fees for the proposed entitlements are as follows:

- Zone Change: \$1,105
- CUP: \$1,164
- General Plan Amendment: \$1,599

- Additional Costs:

a) The requested entitlements are a discretionary action of the City Council, and as such are subject to review under the California Environmental Quality Act (CEQA).

1. The City maintains contracts with four on-call environmental consultants for use in preparing such documents. The cost to prepare this document is actual consultant cost, plus 10% for administration, plus 10% for contingencies. Filing fees with Department of Fish and Game Filing will be required and will be based on level of environmental review. Staff will share updated information once level of review is determined.
2. Noticing map and labels – 300’ radius from property \$26.50 Please note that it is an optional item for the City to prepare the required map and mailing
3. *** A portion of the Property is currently outside the City’s sphere of influence about and under Williamson Act.*

Engineering Comments:

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 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. 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.
6. 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 at the time of development. The developer/applicant shall construct drainage facilities as required to serve the property (Ord. No. 1306). A master plan drainage basin is required to contain the area’s runoff and is recommended to be integrated into the available park space. 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 parking lot/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.

7. 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. Sight distance analyses will also be required for roadways connecting to SR 190, Westwood Street, and Newcomb Street.
8. The developer/applicant shall construct bus turnouts throughout the development to be approved by the City's Transit Manager. The bus turnouts shall be located in the vicinity of the property lines separating the commercial properties from the residential property. The developer/applicant shall dedicate right-of-way necessary for the required bus turnouts.
9. 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.).
10. 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 before performing any grading or issuance of the building permit, whichever comes first.
11. Easement(s) shall be in place that allow for mutual ingress, egress, and maintenance of the parking lot.
12. Easement(s) shall be in place that allow for mutual use of sewer and water, if applicable.
13. The developer/applicant shall dedicate right-of-way for street widths that match 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. Area to be dedicated shall include space for the future extension of the Tule River Parkway trail system.
14. A pedestrian bridge able to support emergency vehicles shall be constructed at the Prospect Street alignment. This bridge will link the Tule River Parkway trail system north and south of the Tule River and serve as a secondary access for emergency purposes.
15. The developer/applicant shall underground all existing utility structures that exist above grade.

16. The developer/applicant shall provide 3000K LED streetlights on Marbelite poles (spaced at staggered 160' 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.
17. 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:
- 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).
 - 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:

- 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.
 - Informing each new owner of their responsibility to submit their own NOI, site map, and appropriate fee to the SWRCB and prepare their own SWPPP.
18. San Joaquin Valley Air Pollution Control District (District) Adoption of Rules 9510 and 3180 – Indirect Source Review (ISR) Rules:

Effective March 21, 2018, the San Joaquin Valley Air Pollution Control District will enforce the Indirect Source Rule (ISR). ISR applies to projects that are at least:

- 250 residential units
- 10,000 square feet of commercial space
- 450,000 square feet of educational space
- 50,000 square feet of government space

- 125,000 square feet of light industrial space
- 500,000 square feet of heavy industrial space
- 100,000 square feet of medical or recreational space
- 195,000 square feet of general office space
- Or, 45,000 square feet of any land use not identified above.

Large Development Project applicants are required to submit an AIA application no later than seeking an approval from the City.

A Large Development Project is not subject to this rule, if any of the following apply:

- A final discretionary approval for the Large Development Project has been received prior to March 1, 2006; or
- The Large Development Project requires or required a discretionary approval and is subject to the rule under Section 2.1; or
- Prior to March 21, 2018, the applicant received project-level building permits, a conditional use permit, or similar approvals for the particular Large Development Project; or
- The Large Development Project qualifies as a Grandfathered Large Development Project (as defined in the rule).

For more information, the rule is available at:

<http://www.valleyair.org/rules/currentrules/r9510-a.pdf>. You may also contact the District by called the District Technical Services at 559-230-6000.

19. If developer/applicant anticipates that interstate (extra length) trucks will service this property, then the developer/ applicant shall pay the required fee and apply for revision to the STAA Truck Route before issuance of the building permit.
20. The developer/applicant shall comply with the City Flood Damage Prevention Ordinance No. 1777 in all areas of special flood hazards (i.e., Zones A, AE, AH, AO, AR or A99) and the requirements of the Central Valley Flood Protection Board, where applicable.
 - A preliminary elevation certificate shall be provided to the City prior for review prior to the foundation forms inspection being scheduled.
 - A final elevation certificate shall be provided to the City prior to the final inspection (or any type of occupancy inspection) is scheduled.

Building Comments:

None

Fire Comments:

21. Fire only requests that there is a secondary vehicular access point, that can support fire apparatus, over the river between Newcomb and Hwy 65. Additionally, there should be

a buffer and access points for properties developed along the river to allow access for fire apparatus.

Field Services:

22. A back-flow device is required on the water meter.

23. The developer/applicant shall comply with the City standard for "backflow" prevention pursuant to Resolution No. 9615.

10.2 Notice of Preparation and Comment Letters

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT AND SCOPING MEETING FOR THE SOUTH OF THE TULE (“SoTu”) MASTER PLAN

NOTICE IS HEREBY GIVEN that the City of Porterville (City) will prepare a Focused Environmental Impact Report (EIR) for the proposed South of the Tule River Master Plan (“Project” or “proposed Project”) located directly southwest of the city limits of the City of Porterville in the jurisdiction of the County of Tulare, California. The Project site is generally bound to the north by the Tule River, to the south by State Route 190, to the east by State Route 65, and to the west by Westwood Street, consisting of 19 parcels that total approximately 447.3 gross acres. The City has determined that an Environmental Impact Report (EIR) is necessary pursuant to California Environmental Quality Act (CEQA) Guidelines Section §15063(c)(3), to evaluate the potential environmental impacts from the proposed project. The City is the Lead Agency for the proposed project pursuant to CEQA Guidelines Section 15050. The purpose of this notice is:

1. To serve as a Notice of Preparation of an EIR pursuant to the CEQA Guidelines Section §15063(c)(3);
2. To advise and solicit comments and suggestions regarding the scope and content of the forthcoming EIR to be prepared for the project; and
3. To serve as a notice of the public scoping meeting. Copies of the Notice of Preparation are available for review at the following locations:

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

-AND-

Porterville Public Library
50 W Olive Ave Suite B
Porterville, CA 93257

NOTICE OF PREPARATION: Pursuant to Public Resources Code Section 21080.4 and CEQA Guidelines Section 15082, the City has prepared a Notice of Preparation to solicit comments related to the scope and content of the EIR. The 30-day public comment period for the Notice of Preparation is from Wednesday, March 20, 2024 to Friday, April 19, 2024. The City, as the Lead Agency, requests that responsible and trustee agencies respond in a manner consistent with Section 15082(b) of the CEQA Guidelines. **All environmental related comments to the Notice of Preparation should be submitted in writing or email by 5:00 p.m. on Friday, April 19, 2024 to:**

Claudia Calderon, Acting Community Development Director
City of Porterville, Community Development Department
291 N. Main St.
Porterville, CA 93257
Email: ccalderon@ci.porterville.ca.us

SCOPING MEETING: The City will conduct a public scoping meeting in conjunction with this Notice of Preparation in order to receive public comments and suggestions regarding the scope and content of the Focused EIR. The meeting will be held on:

Date: Wednesday, April 3rd, 2024

Time: 5:30 p.m.

Location:

<https://us06web.zoom.us/j/86787044094>

-OR-

<https://bit.ly/SotuEIR>

PROJECT TITLE:

South of Tule River Master Plan

PROJECT LOCATION:

The Project site is directly southwest of the city limits of the City of Porterville in the jurisdiction of the County of Tulare, California (see Figure 1). The planning area of the SoTu Master Plan is generally bound to the north by the Tule River, to the south by State Route 190, to the east by State Route 65, and to the west by Westwood Street, consisting of 19 parcels that totals approximately 447.30 gross acres (referred herein as “Project site”). The site is identified by the Tulare County Assessor as Assessor’s Parcel Numbers (APNs) 259-150-001, 259-030-031, 259-270-004, 259-030-011, 259-040-041, 259-040-044, 259-040-028, 259-040-027, 259-040-026, 259-040-025, 259-040-043, 259-040-042, 259-040-045, 259-040-046, 259-040-010, 259-040-039, 259-320-001, 259-370-058, and 259-320-002. The site is a portion of Township 21 South, Range 27 East, Section 33 and 34, Mount Diablo Base and Meridian.

PROJECT SITE DESCRIPTION:***Project Setting***

The majority of the SoTu Project Site has historically been used for agricultural crops (orchards and row crops) continuously for at least the last 50 years. The Project site is primarily occupied by agricultural operations with a few single-family residential dwellings. Existing land uses are listed in **Table 1**. Currently, the Project site has little to no existing circulation network. Street frontage includes State Route (SR) 190 adjacent south, SR 65 adjacent east, and South Westwood Street adjacent west to the Project site. The State Routes and the Tule River bounding the north of the site have prevented any major circulation within the site. The General Plan calls for Newcomb Street as a four (4)-lane north-south major arterial that will extend south with a bridge over the Tule River to access the site and a grade separation (overpass) at SR 190. Additionally, the General Plan has a collector planned for the east-west direction that eventually turns north to connect at the Prospect Street alignment with another planned bridge over the Tule River.

Table 1: Existing Land Use on the Project site

APN	Acreage	Address	Existing Land Use
259-030-011	75.84	1260 W Poplar Ave Porterville, CA 93257	Agriculture (field and seed)
259-030-031	66.62	-	Agriculture (orchard)
259-040-010	0.06	-	Well Site
259-040-025	1.02	2040 W Poplar Ave Porterville, CA 93257	1,945 sf. single-family dwelling built in 1990, a storage shed, and two (2) metal structures.
259-040-026	1.00	2002 W Poplar Ave Porterville, CA 93257	1,716 sf. single-family dwelling built in 1995
259-040-027	1.05	1960 W Poplar Ave Porterville, CA 93257	2,797 sf. single-family dwelling built in 2006
259-040-028	1.00	1918 W Poplar Ave Porterville, CA 93257	A single-family dwelling and a storage shed.
259-040-039	50.94	512 S Westwood Rd Porterville, CA 93257	Mostly vacant land, 1,008 sf. single-family dwelling, and 2,580 sf. and 625 sf. metal structures.
259-040-041	39.34	-	Agriculture (field and seed)
259-040-042	1.65	2186 W Poplar Ave Porterville, CA 93257	1,536 sf. single-family dwelling with 6 metal structures
259-040-043	1.65	2176 W Poplar Ave Porterville, CA 93257	one mobile home and one metal structure
259-040-044	103.53	-	Agriculture (orchard)
259-040-045	25.13	730 S Westwood Rd #B Porterville, CA 93257	Agriculture (orchard) with a single-family dwelling and 10 accessory structures
259-040-046	1.25	-	Poplar Ditch (owned by Lower Tule River Irrigation District)
259-150-001	25.03	-	Agriculture (orchard), vacant land north of Tule River
259-270-004	28.67	-	Agriculture (orchard)
259-320-001	3.55	362 S Westwood Rd Porterville, CA 93257	2 single-family dwellings
259-320-002	14.67	362 S Westwood Rd Porterville, CA 93257	3 structures, mostly vacant land
259-370-058	5.31	-	Tule River floodplain (owned by City of Porterville)
Total	447.30	-	-

The existing biotic conditions and resources of the site can be defined as agricultural (orchards and row crops), ruderal/non-native, and riparian habitats. Error! Reference source not found. maps the type of crops within the Project site. ¹ In addition to crop trees, there are existing trees and shrubs on properties with single-family residences and along existing dirt roads. Historically, an agricultural ditch (Poplar Ditch) crossed through the southwest corner of the Project Site. Co-Existing water features include the Tule River, and a 22.11-acre freshwater emergent wetland and 3.47-acre freshwater forested shrub wetland on APN 259-040-044.

Surrounding Land Uses

The Project site is bounded by Tule River to the north, SR 65 to the east, and SR 190 to the south. Existing land uses to the north of the site beyond Tule River and to the east are single-family residential uses. Existing land uses to the south and west include a mix of residential, services, vacant, and agriculture uses. As referenced in **Table 2**, all properties to the north, east, and west are planned and zoned for residential and public uses, and properties to the south are planned and zoned with a mix of industrial, retail, residential, and office uses.

Table 2: Existing Uses, General Plan Designations, and Zone Districts of Surrounding Properties

Direction from the Project site	Existing Land Use	Planned Land Use	Zone District
North	Tule River, Single-Family Residential	Parks, Low Density Residential	RS-1 – Very Low Density Residential, RS-2 – Low Density Residential, PD – Planned Development, PK – Parks and Public Recreation Facilities
South	SR 190, Agriculture, Residential, Healthcare center	Industrial Park, Retail Center, Low Density Residential, Professional Office	IP – Industrial Park, CR – Retail Centers, RS-1 – Very Low Density Residential, PO – Professional Office
East	SR 65, Single-Family Residential	Low Density Residential, Public Institution	PK - Parks and Public Recreation Facilities, PD – Planned Development
West	Agriculture, Single-Family Residential	Very Low Density Residential, Parks	RS-1 – Very Low Density Residential

PROJECT DESCRIPTION:

South of Tule River (SoTu) Master Plan and the associated entitlements, including a Conditional Use Permit (CUP), General Plan Amendment (GPA) and Pre-zone/Rezone (RZ), is filed by the City of Porterville (Applicant). The Conditional Use Permit facilitates the adoption of the SoTu Master Plan. The General Plan Amendment requests amendment of the existing land use designations to the mix of 10 different land uses proposed in the SoTu Master Plan. The Rezone requests a rezone from the existing zoning districts to zoning districts that are consistent with the proposed land use designation. No physical development is proposed.

Project Assumptions Although no physical development is proposed by the Project, the Initial Study analyzed the potential buildout of the Project site at a programmatic level, using reasonable assumptions so that future development of the site can tier from this Initial Study pursuant to CEQA Guidelines *Section 15168(c)(1)* and *15168(d)* for evaluations of environmental issues associated with later activities/subsequent development. However, depending on the final design of future physical development, additional project specific CEQA review may be required as determined by the City through the entitlement review and approval process.

For the purposes of the analysis contained in the Initial Study, **Table 3** shows the assumption of the Project buildout. As shown in the table, the Project assumes the development of 2,213 dwelling units, 2,873,801 square feet of mixed-use, and 1,821,492 square feet of employment uses.

Table 3: Project Buildout Assumption for Impact Analysis

Land Use Designation	Acreage	Permitted Intensity/Density	Average Density
<i>Residential</i>			
Low Density Residential	51.9	6 dwelling unit maximum	5.35 dwelling units
Medium Density Residential	43.8	12 dwelling unit maximum	6 dwelling units for Single Family 11.3 dwelling units for Multi-Family
High Density Residential	31.2	24 dwelling unit maximum	22.55 dwelling units
<i>Mixed-Use</i>			
Commercial Mixed Use	33.2	24.0 dwelling unit Maximum 2.0 FAR maximum	20 dwelling units 2.0 FAR
<i>Employment</i>			
Retail Centers	24.6	0.35 FAR maximum	0.35 FAR
Neighborhood Commercial	8.5	0.30 FAR maximum	0.30 FAR
Professional Office	32.6	0.5 FAR maximum	0.3 FAR
Industrial Park	59.5	0.4 FAR maximum	0.25 FAR

<i>Public Uses and Open Space</i>			
Education	15.9	N/A	N/A
Parks	112.5	0.10 FAR maximum	0.10 FAR
Right-of-Way (ROW)	33.6	-	-
Total	447.30		

DISCRETIONARY ACTIONS:

The Project would require approval by the City of Porterville City Council, including approval of a Conditional Use Permit to adopt the master plan, General Plan Amendment to reflect the mix of uses proposed in the Master Plan, and Rezone/Pre-zone to amend the zoning map from the current zone districts to those consistent with the proposed land use changes, as well as certification of the EIR. No permits would be required from other agencies for approval of the Project. However, future redevelopment of the Project site would require annexation, as well as review, permits, and/or approvals, such as grading, building, encroachment, and sign permits. Other approvals may be required as identified through the entitlement review and approval process. In addition, other agencies may have the authority to issue permits prior to implementation including but not limited to:

- California Department of Fish and Wildlife, Central Region 4 (CDFW)
- California Regional Water Quality Control Board, Central Valley Fresno Region 5 (RWQCB)
- Porterville Unified School District
- San Joaquin Valley Air Pollution Control District
- Army Corp of Engineers

POTENTIAL ENVIRONMENTAL EFFECTS OF THE PROJECT:

Pursuant to Section 15063 of CEQA Guidelines, an Initial Study was prepared for preliminary review of the project to determine significant effects on the environment. Through the Initial Study, it was determined that the following impact areas would not result in a significant impact with or without mitigation:

- Aesthetics
- Agriculture and Forestry Resources
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Mineral Resources
- Noise

- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

Based on the information the City has examined to date, the EIR would likely focus on environmental analysis related to Air Quality. The EIR will also include statutorily required sections identified in Sections 15120 to 15132 of CEQA Guidelines such as discussion of project alternatives and cumulative impacts. The EIR content will be subject to additional input from the scoping meeting.

City of Porterville City Limits

SoTu Master Plan Area

Floodway

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

0 0.275 0.55 1.1 1.65 2.2 Miles

CITY OF PORTERVILLE - SOUTH OF TULE RIVER MASTER PLAN

CREATED 1/10/2024

City of Porterville City Limits

SoTu Master Plan Area

Proposed Circulation

- Arterial
- Collector
- LOCAL STREET (required)

Proposed Land Use Designation

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial Mixed Use
- Retail Center
- Neighborhood Commercial
- Professional Office
- Industrial Park
- Parks and Recreation
- Education
- ROW

Map Labels: WESTWOOD ST, NEWCOMB ST, PROPOSED B ST, PROPOSED A ST, STATE ROUTE 190, STATE ROUTE 65.

Map Data (Acreages):

- Top Left: 3.3, 5.2, 9.3, 5, 7.4, 9.8, 12, 22.2, 2.5, 2.3, 15.7, 18, 5.1, 2.1, 8.7, 9.5, 6.9, 8.2, 12.1, 17, 12.1, 15.5, 13.2, 3.8, 15.9, 12.
- Bottom Left: 22.9, 1.4, 1.5, 9.5, 6.7, 9.1, 0.8, 0.7, 0.5, 0.3, 0.7, 12.1, 14.7, 31.7.

City of Porterville NOP and Scoping Meeting
SoTu Master Plan - Project



California Department of Transportation

AERONAUTICS PROGRAM
DIVISION OF TRANSPORTATION PLANNING
P.O. BOX 942873, MS-40 | SACRAMENTO, CA 94273-0001
(916) 654-4959
www.dot.ca.gov



April 18, 2024

Claudia Calderon
Acting Community Development Director
City of Porterville
291 N. Main Street
Porterville, CA 93257
Electronically Sent <ccalderon@ci.porterville.ca.us>

SCH # 2024030738

Governor's Office of Planning & Research

Apr 18 2024

STATE CLEARINGHOUSE

Dear Ms. Calderon:

The California Department of Transportation (Caltrans), Aeronautics Program has reviewed the Notice of Preparation (NOP) of the Draft Environmental Impact Report for the South of the Tule Master Plan (Plan). One of the goals of the California Department of Transportation (Caltrans), Aeronautics Program, is to assist cities, counties, planning agencies and organizations, and Airport Land Use Commissions or their equivalent (ALUC), to understand and comply with the State Aeronautics Act pursuant to the California Public Utilities Code (PUC), Section 21001 et seq. Caltrans encourages collaboration with our partners in the planning process and thanks you for including the Aeronautics Program in the review of the NOP.

Please be aware that portions of the proposed project identified in the Plan may be located within an Airport Influence Area (AIA), safety zone, or noise contours as defined by the Tulare County Comprehensive Airport Land Use Plan (CALUP) formed by the ALUC pursuant to the PUC, Section 21674 and therefore must adhere to the safety criteria and restrictions defined in the CALUP.

Proposed projects may also be subject to 14 CFR Part 77 Conical Surface standards and CNEL contours for noise compatibility of an airport, which may require noise reduction measures. Please be aware, Public Utilities Code, Section 21659, "Hazards Near Airports Prohibited" prohibits structural hazards near airports. To ensure compliance with Federal Aviation Regulation, Part 77, "Objects Affecting Navigable Airspace," submission of a Notice of Proposed Construction or Alteration (Form 7460-1) to the Federal Aviation Administration (FAA) may be required. In addition, any proposed projects identified as hazardous material sites compiled pursuant to Government Code Section 65962.5, compatibility restrictions should be reviewed per the land use plan of an airport.

Ms. Claudia Calderon, Acting Community Development Director

April 18, 2024

Page 2

Density and Intensity compatibility around airports should be considered as a potential impact given the long-range nature of the plan. With the expected growth in development and housing demands projected up to 2050, heightened density near airports could pose adverse effects on communities and should be reviewed for potential consequences to health and safety. Sensitive land uses such as residential areas, schools, hospitals, senior homes, and other facilities should also be reviewed for airport land use compatibility.

The Aeronautics Program commends the City of Porterville and encourages the continued collaboration with aviation stakeholders on regional aviation planning issues.

If you have any questions or need additional information, please contact me by email at ingrid.mcroberts@dot.ca.gov.

Sincerely,

A handwritten signature in black ink that reads "Ingrid McRoberts". The script is cursive and fluid.

Ingrid McRoberts
Aviation Planner
Caltrans Aeronautics Program

c: State Clearinghouse



APRIL 12, 2024

VIA EMAIL: CCALDERON@CI.PORTERVILLE.CA.US

CITY OF PORTERVILLE
COMMUNITY DEVELOPMENT DEPARTMENT
ATTN: CLAUDIA CALDERON
ACTING COMMUNITY DEVELOPMENT DIRECTOR
291 N. MAIN STREET
PORTERVILLE, CA 93257

Governor's Office of Planning & Research

Apr 12 2024

STATE CLEARINGHOUSE

Dear Ms. Calderon:

INITIAL STUDY AND NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE SOUTH OF TULE RIVER MASTER PLAN PROJECT, SCH #2024030738

The Department of Conservation's (Department) Division of Land Resource Protection (Division) has reviewed the Initial Study and Notice of Preparation of a Draft Environmental Impact Report for the South of Tule River Master Plan Project (Project).

The Division monitors and maps farmland conversion on a statewide basis, provides technical assistance regarding the Williamson Act, and administers various agricultural land conservation programs. Public Resources Code, section 614, subdivision (b) authorizes the Department to provide soil conservation advisory services to local governments, including review of CEQA documents.

Protection of the state's agricultural land resources is part of the Department's mission and central to many of its programs. The CEQA process gives the Department an opportunity to acknowledge the value of the resource, identify areas of Department interest, and offer information on how to assess potential impacts or mitigation opportunities.

The Department respects local decision-making by informing the CEQA process, and is not taking a position or providing legal or policy interpretation.

We offer the following comments for consideration with respect to the project's potential impacts on agricultural land and resources within the Department's purview.

PROJECT ATTRIBUTES

The General Plan Amendment requests amendment of the existing land use designations to the mix of 10 different land uses proposed in the South Tule Master Plan. The Rezone requests a rezone from the existing zoning districts to zoning districts that are consistent with the proposed land use designation. Although no physical development

is proposed by the Project, the Initial Study analyzed the potential buildout of the Project site at a programmatic level.

Future redevelopment of the Project site would require annexation, as well as review, permits, and/or approvals, such as grading, building, encroachment, and sign permits. Other approvals may be required as identified through the entitlement review and approval process. The project contains Prime, Statewide, and Unique Farmland as designated by the DOC's Farmland Mapping and Monitoring Program.

PROJECT CONSIDERATIONS

The conversion of agricultural land represents a permanent reduction and impact to California's agricultural land resources. The Department generally advises discussion of the following in any environmental review for the loss or conversion of agricultural land:

- 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 impacted agricultural lands within the proposed project area.

MITIGATING AGRICULTURAL LAND LOSS OR CONVERSION

Consistent with CEQA Guidelines, the Department advises that the environmental review address mitigation for the loss or conversion of agricultural land. An agricultural conservation easement is one potential method for mitigating loss or conversion of agricultural land. (See Cal. Code Regs., tit. 14, § 15370 [mitigation includes "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."]; see also *King and Gardiner Farms, LLC v. County of Kern* (2020) 45 Cal.App.5th 814.)

Mitigation through agricultural conservation easements can take at least two forms: 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 easements. The conversion of agricultural land may be viewed as an impact of at least regional significance. Hence, the search for replacement lands may not need to be limited strictly to lands within the project's surrounding area. A helpful source 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:

[California Council of Land Trusts](#)

Of course, the use of conservation easements is only one form of mitigation, and the Department urges consideration of any other feasible measures necessary to mitigate project impacts.

Thank you for giving us the opportunity to comment on the Initial Study and Notice of Preparation of a Draft Environmental Impact Report for the South of Tule River Master Plan Project. Please provide the 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



NATIVE AMERICAN HERITAGE COMMISSION

March 21, 2024

Claudia Calderon
City of Porterville
291 N Main Street
Porterville CA 93257

Governor's Office of Planning & Research

Mar 25 2024**STATE CLEARINGHOUSE**

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West Sacramento,
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(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

Re: 2024030738, South of the Tule River Master Plan Project, Tulare County

Dear Ms. Calderon:

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).

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.

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.

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project:

Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

- a. A brief description of the project.
- b. The lead agency contact information.
- c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
- d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1 (b)).

- a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

- a. Alternatives to the project.
- b. Recommended mitigation measures.
- c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:

- a. Type of environmental review necessary.
- b. Significance of the tribal cultural resources.
- c. Significance of the project's impacts on tribal cultural resources.
- d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

- a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
- b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

- 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

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. **Tribal Consultation**: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. **No Statutory Time Limit on SB 18 Tribal Consultation**. There is no statutory time limit on SB 18 tribal consultation.
3. **Confidentiality**: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. **Conclusion of SB 18 Tribal Consultation**: Consultation should be concluded at the point in which:
 - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (https://ohp.parks.ca.gov/?page_id=30331) for an archaeological records search. The records search will determine:
 - a. If part or all of the APE has been previously surveyed for cultural resources.
 - b. If any known cultural resources have already been recorded on or adjacent to the APE.
 - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
 - b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

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:
Murphy.Donahue@NAHC.ca.gov.

Sincerely,



Murphy Donahue
Cultural Resources Analyst

cc: State Clearinghouse

10.3 Draft SoTu Master Plan

SOUTH OF TULE RIVER DISTRICT MASTER PLAN

CITY OF PORTERVILLE
CALIFORNIA



Public Review Draft

Adopted By The Porterville City Council On X, 2024

Last Edited July 25, 2024

ACKNOWLEDGEMENTS

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INTRODUCTION



1.1 Master Plan Process

The South of the Tule River (“SoTu”) District Master Plan (“Master Plan”) was initiated by the City of Porterville with the overall purpose of guiding the development of the 447-acre SoTu District as it transitions from a predominately agricultural and rural residential area to an innovative mixed-use, multi-modal district that is attractive to residents and visitors alike to live, work, explore, and shop. The development of the Master Plan was made possible by Local Early Action Planning (LEAP) grant funding awarded to the City of Porterville by the California Department of Housing and Community Development (HCD) in 2022.

The SoTu Master Plan serves as the planning tool and process to provide the big picture vision for land use and development of the SoTu District (“District”). Although no physical development is currently proposed as part of the Master Plan, it outlines the overall vision and identifies concepts that would be implemented in the District. The Master Plan serves as the dynamic and long-term planning document to conceptually lay out future development and growth for the District.

Below are the steps taken in undergoing this Master Plan process. The key components of this process are Community Engagement, Formulation of Goals and Policies, Creation of Land Use and Circulation Scenarios, and finally, the Plan Adoption process. The steps taken during Community Engagement Process, and the process for Plan Adoption are provided below.

1.1.1 Community Engagement Process

Property Owner Meeting #1

The first meeting with property owners within the District was held in-person on April 20, 2023 in the city of Porterville. The purpose of the meeting was to introduce the proposed master planning effort and gather preliminary input on the anticipated land use and circulation components. The meeting addressed questions from property owners on how future development would be facilitated. The meeting was attended by five (5) property owners.

Community Workshop #1

The first community workshop was held in-person on May 11, 2023 in the city of Porterville. The purpose of the workshop was to provide information on the proposed master planning effort and gather preliminary input on the community character and vision statement for the District. The workshop defined what a master plan is and how it is used, discussed why the City initiated the master planning process for the District, and presented draft land use and circulation plans for community feedback. The workshop was attended by seven (7) members of the public.

Community Workshop #2

A second community workshop was held in-person and virtually on June 15, 2023 in the city of Porterville. The purpose of the workshop was the provide ongoing updates and the current status of the master planning efforts, in addition to gather more input and identify next steps and engagement efforts. The workshop was an open house format with brief presentations defining the land use and circulation components proposed for the District. Attendees were invited to visit the various stations to review and provide feedback on land use, circulation, and goals for the District. The workshop was attended by 10 members of the public.



Workshop #2. Discussion around the Land Use Plan.

Property Owner Meeting #2

A second property owner meeting was held virtually on August 3, 2023 via Zoom. The purpose of the meeting was to provide ongoing updates and the current status of the master planning efforts, including revisions to land use and circulation plans resulting from community input. The workshop was attended by six (6) property owners.

Environmental Review Outreach

The environmental review process began with a brief notice, “Notice of Preparation” or “NOP”, sent by the City to notify the responsible agencies, trustee agencies, the Office of Planning and Research, and the public that the City plans to prepare an EIR for the proposed Project. The purpose of the NOP was to solicit guidance from those agencies as to the scope and content of the environmental information to be included in the EIR. The NOP was distributed on March 20, 2024, to responsible agencies, trustee agencies, the Office of Planning and Research, and private organizations and individuals that may have interest in the Project. The NOP was made available at Porterville City Hall and online. A public scoping meeting was held virtually on April 3, 2024, at 5:30 pm.

1.1.2 Plan Adoption Process

The plan adoption process is the final phase of the master plan process before implementation. The Master Plan goes through the public hearing and adoption process, including the City of Porterville City Council for approval. The entitlements included in the adoption process are listed below.

Master Plan Approval

A Master Plan is required in order to rezone the property to the Residential Neighborhood District contained in the Porterville Municipal Code (PMC) (Chapter 21, Article 206). According to the PMC, “the Residential Neighborhood (RN) District is intended to implement the neighborhood centers shown on the General Plan Land Use Diagram and guide the design of new residential neighborhoods. A Master Plan is approved in the same manner as a Conditional Use Permit.

General Plan Amendment

The adoption of the Master Plan will require amendments to the City of Porterville Land Use and Circulation Maps to reflect the proposed land use designations and circulation network for the SoTu District.

Rezone/Pre-zone

The adoption of the Master Plan will require an amendment to the City of Porterville Zoning Map to reflect the proposed RN zone district.

California Environmental Quality Act (CEQA)

The adoption of the master plan will require environmental review under CEQA. An Initial Study and Focused Environmental Impact Report (EIR) will be prepared for the project.

Future Entitlements

Before any development occurs in the District, the property must be annexed into the City and an amendment to the Urban Development Boundary must occur.

1.2 Why the SoTu District

Due to historical trends in development, a significant portion of Porterville's housing stock consists of traditional, detached, single-family dwelling units, making up nearly 75% of all residential units. While these single-family homes are integral to Porterville's character, several factors have necessitated the need for a broader range of housing options. These factors include increasing housing costs, diminishing availability of suitable land for development, increasing housing demand, and evolving laws regulating the development of housing of both the local community and the larger region.



Credit: stock.adobe.com

Although there is undeveloped land within the existing City Limits, most of the available land is located on the eastern side of the city. This area of the city contains expansive adobe clay soils which tend to increase construction costs and can therefore be cost prohibitive. Other physical factors impacting development of available land within City Limits include intersecting state highways and expressways, the Tule River, Porter Slough, the former Santa Fe Railroad, Friant-Kern Canal, Scenic Heights, East Porterville, current and active farmland,

and Rocky Hill and surrounding slopes. The City of Porterville has taken these constraints into consideration to identify new growth areas that are suitable for development.

The southwestern edge of the City, south of the Tule River, has been identified by the City as an area with favorable soil conditions, topography, and access to urban services including utility and roadway infrastructure. The City has identified this area, south of the Tule River or "SoTu," as a logical new growth area that will be geographically balanced with existing and planned growth in the northwest and eastern portions of the city. More than 440 acres of land is available in this area with an immense opportunity to plan for residential growth with employment-generating land uses such as commercial and industrial development.



Credit: stock.adobe.com

1.3 Master Plan Organization

The Master Plan is organized by chapters, or key elements, that cover land uses, circulation systems, open space, utilities, infrastructure, and public service systems within the District. Each element will include goals and policies to identify how future development will be carried out. Ultimately, the Master Plan will ensure that future development of the District is consistent with the vision and intent for the District as well as the guiding policies and regulations of the City of Porterville General Plan and Zoning Ordinance. The SoTu Master Plan is organized as follows.

Section 1 – Introduction. The SoTu Master Plan begins by providing the purpose of the SoTu Master Plan, the existing conditions of the SoTu District, and the Master Plan’s consistency with the General Plan.

Section 2 – Vision, Goals, and Objectives. This section sets the vision, goals, and objectives for the SoTu District.

Section 3 – Land Use. This section discusses the Land Use Plan and land use goals and policies for the Master Plan, which will serve as the framework for all land use activities. The District includes ten (10) land uses including residential, mixed-use, commercial, employment, public, and recreational designations to accommodate efficient land use.

Section 4 – Circulation Plan. This section establishes a Circulation Plan to establish various roadway levels such as highways, arterials, collectors, and local roads within the District. A network of bicycle and pedestrian paths and facilities are also planned for multi-modal transportation. The Circulation Plan is designed with an objective of promoting alternative means of transportation through bikeways,

trails, and public transit.

Section 5 – Open Space and Landscape. This section introduces and illustrates the planned parks and open spaces and describes goals and policies for the SoTu District on the provision of parks and recreation spaces. The SoTu Master Plan accommodates a minimum of 112.47 acres of open space, concentrated along the Tule River in the northern portion of the District. The park and open space areas will be linked by a network of bicycle and pedestrian facilities.

Section 6 – Infrastructure and Public Utilities. This section addresses stormwater and drainage, water supply and usage, wastewater generation and disposal, dry utilities, and public services within the District.

Section 7 – Administration and Implementation. This section addresses the process and entitlements required to adopt the SoTu Master Plan and provides guidance on implementation processes for future developments within the District.

1.4 The SoTu District

Project Location

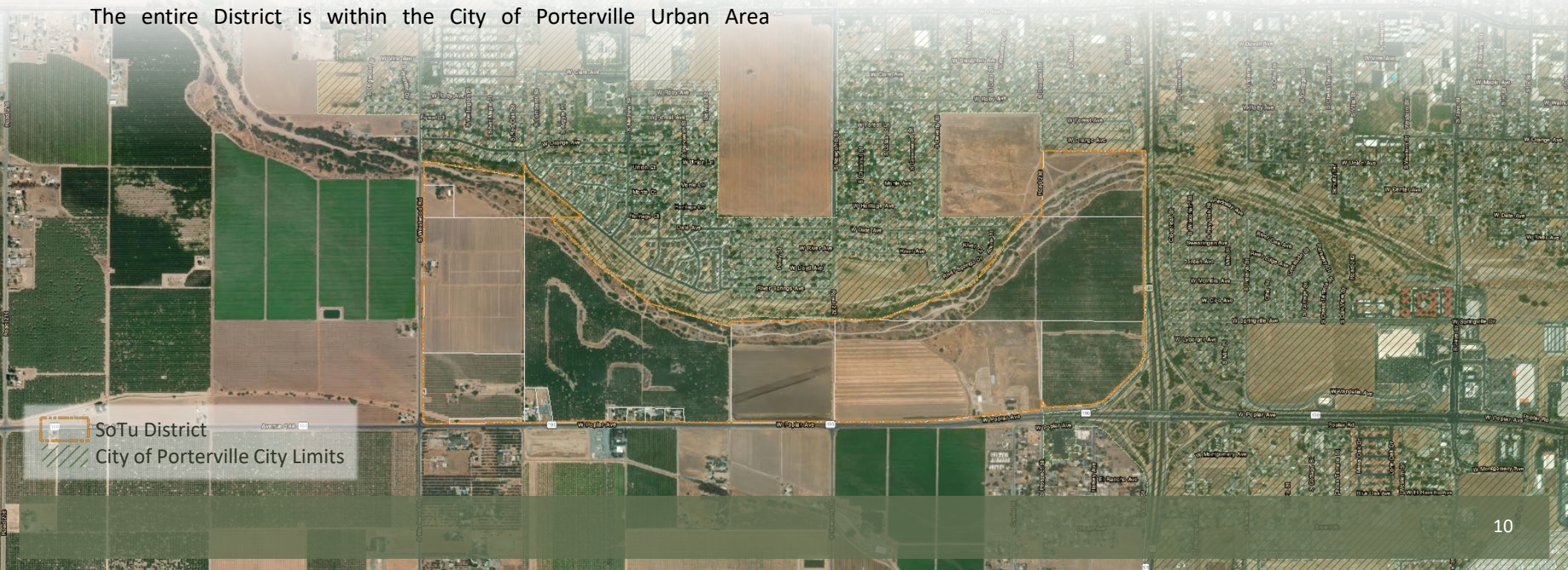
The SoTu District (“District”) comprises approximately 447.3 acres located directly southwest of the City Limits, bound to the north by the Tule River, south by State Route 190, east by State Route 65, and west by Westwood Street. The District consists of 19 parcels identified by the Tulare County Assessor as Assessor’s Parcel Numbers (APN) 259-150-001, 259-030-031, 259-270-004, 259-030-011, 259-040-041, 259-040-044, 259-040-028, 259-040-027, 259-040-026, 259-040-025, 259-040-043, 259-040-042, 259-040-045, 259-040-046, 259-040-010, 259-040-039, 259-320-001, 259-370-058, and 259-370-002. The Tule River is a 71-mile river that originates in the Sierra Nevada east of Porterville, conveying water from Lake Success which is located approximately 2 miles east of the eastern City Limits of Porterville. Water flows through the City in a westerly direction with flows diverted for irrigation.

The entire District is within the City of Porterville Urban Area

Boundary (UAB) with approximately 52.6% of the District within the City’s Urban Development Boundary (UDB). A UAB establishes areas where the County and City coordinate plans and policies relating to street and highway construction, public utility systems, and future right of way preservation. A UDB is an administrative boundary that defines urban edges to reflect a commitment to focus future growth within the city in order to prevent urban sprawl and protect environmentally sensitive areas.

Existing Land Uses

Most of the District has historically been used for agricultural crops including orchard and row crops, continuously for at least the past 50 years. The District is predominantly occupied by agricultural operations (81.7%) with ten (10) single-family residential dwellings. 15.9% of the District is currently open space that is vacant and undeveloped, including areas along the Tule River.



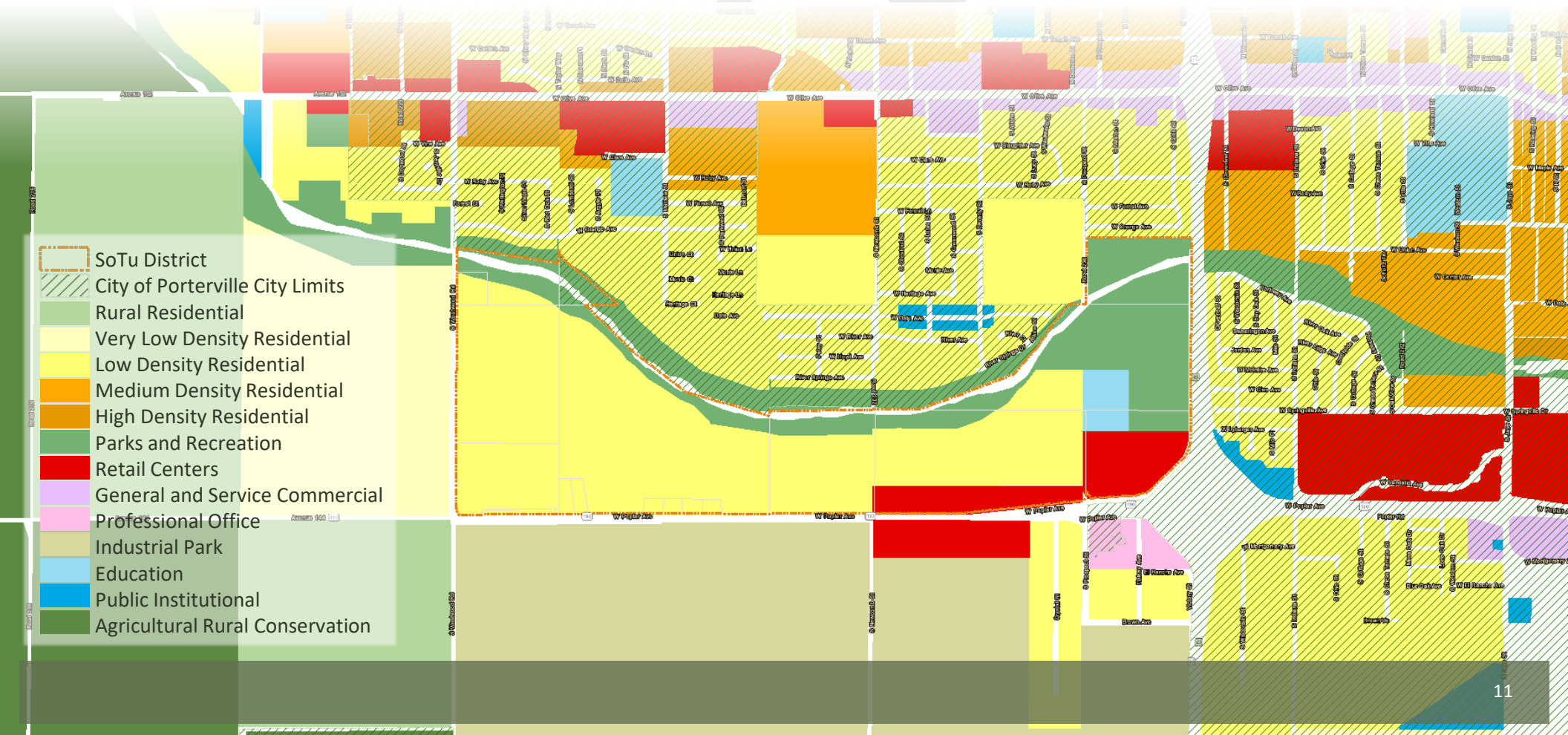
Surrounding Land Uses

Lands to the north beyond the Tule River and to the east of the District are developed with single-family residential uses within the City Limits. Lands to the south and east of the District include a mix of residential, services, vacant, and agriculture uses that are within the unincorporated boundaries of the County of Tulare. All properties to the north, east, and west are planned and zoned for residential and public uses, and properties to the south are planned and zoned with a mix of industrial, retail, residential, and office uses.

Existing Land Use Designations

Based on the maximum allowed density/intensity per the General Plan (6 du/acre for Low Density Residential and 0.35 FAR for Retail Center), build out under the existing land use designations could yield a maximum 1,634 single-family units and 592,916 square feet of non-residential uses, in addition to 105.63 acres of parks and recreational lands and 10.16 acres of public and institutional uses.

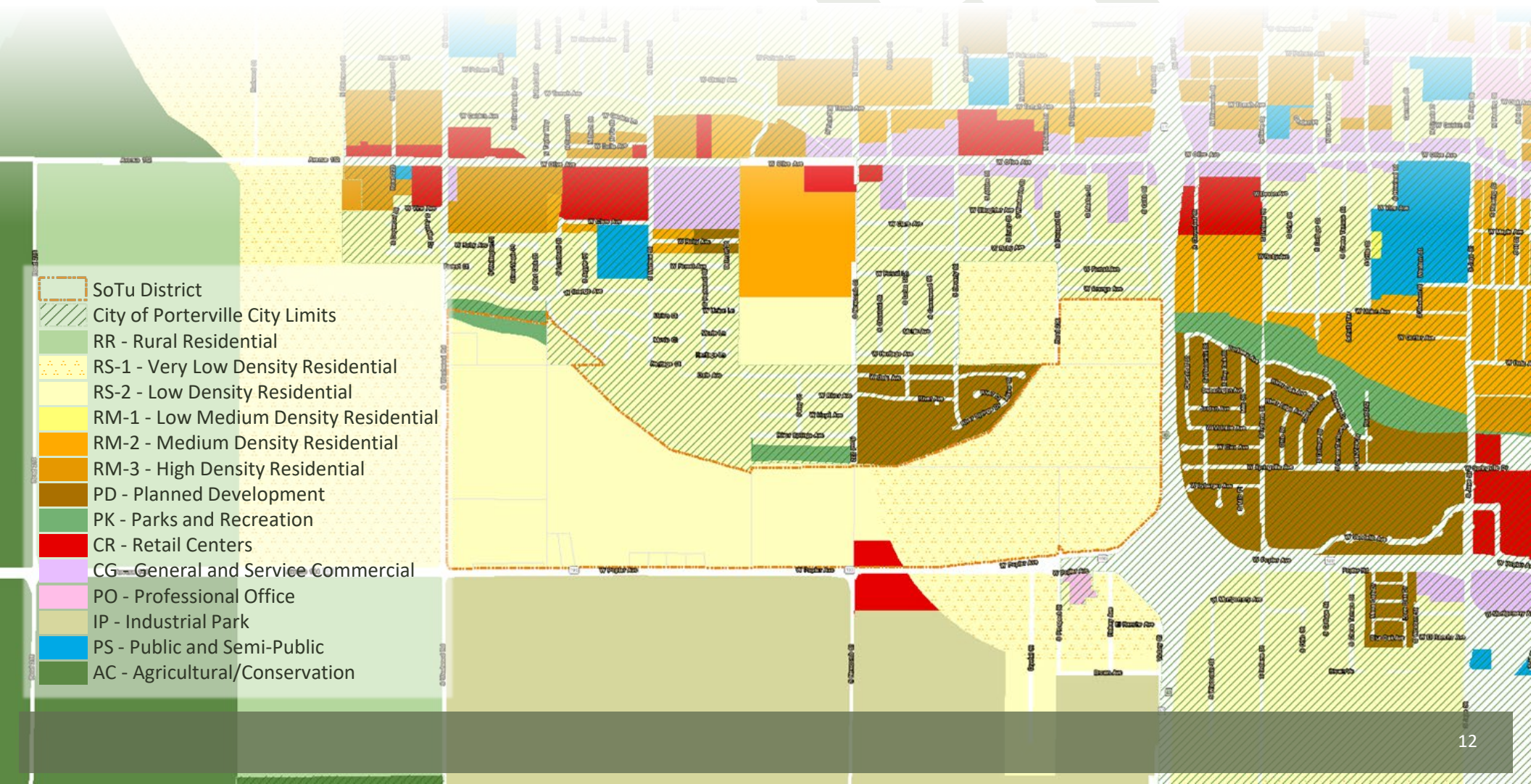
Figure. City of Porterville General Plan Land Use Designation Map (Existing)



Existing Zoning Districts

The District is predominately zoned RS-2 (Low Density Residential) (56.5%), followed by RS-1 (Very Low Density Residential) (41.2%), PK (Parks and Public Recreation Facilities) (1.17%), and CR (Retail Centers) (0.9%).

Figure. City of Porterville Zoning District Map (Existing)



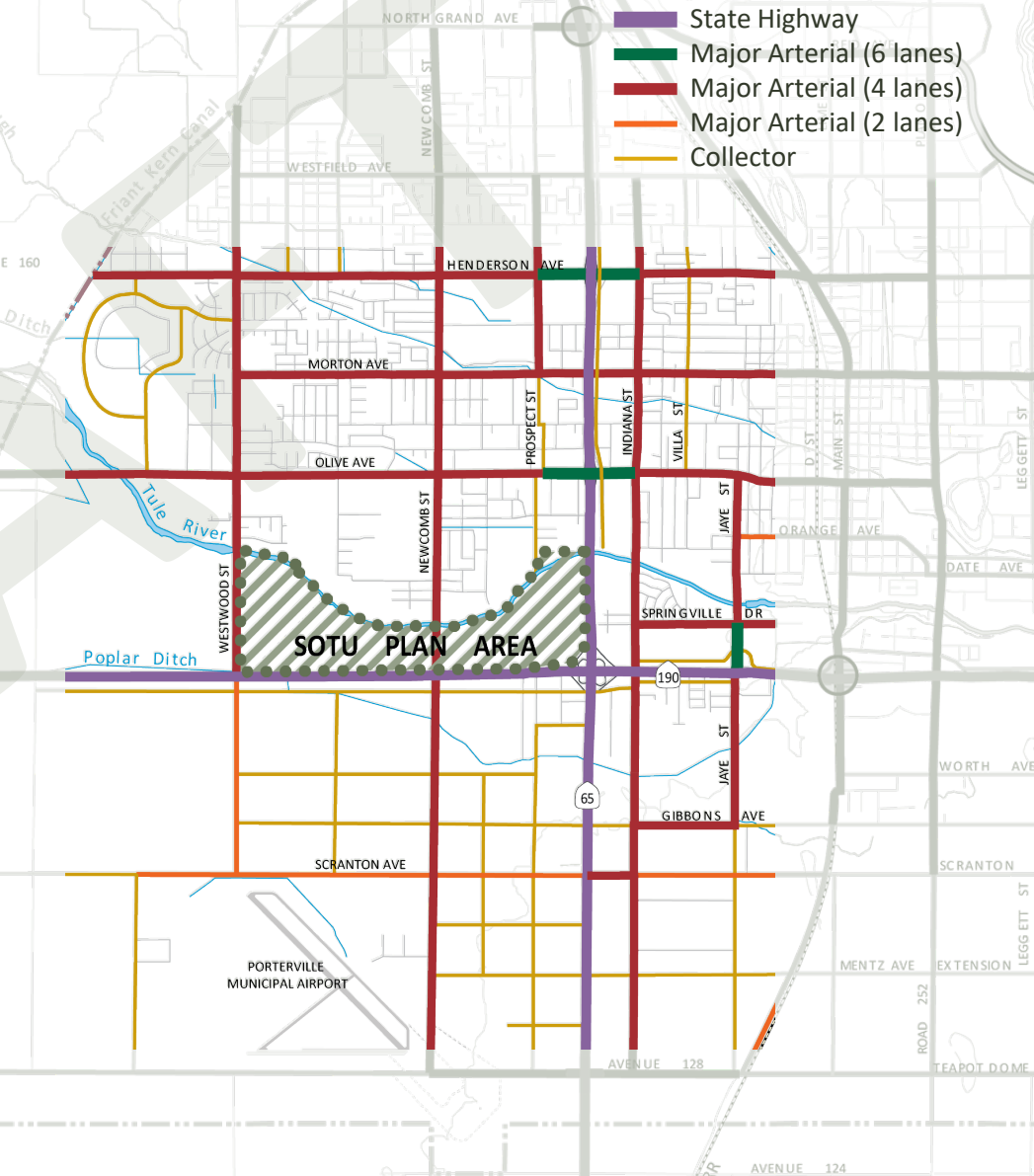
Existing Circulation Network

The District has a limited existing circulation network. Street frontage includes State Route 190 adjacent south, State Route 65 adjacent east, and South Westwood Street adjacent west to the District. The highways to the south, east, and west, and Tule River north to the District, have prevented any major circulation improvements.

The City of Porterville General Plan Circulation Element designates South Westwood Street as a 4-lane, major arterial. The Circulation Element of the General Plan identifies potential interchange improvements for the Westwood Street and State Route 190 intersection. The General Plan calls for Newcomb Street to be a four (4)-lane north-south major arterial to extend south with a bridge over the Tule River to access the site and a grade separation (overpass) at State Route 190. Additionally, the General Plan has a collector planned for the east-west direction that eventually turns north to connect at the Prospect Street alignment with another planned bridge over the Tule River.

State Route 190 begins at State Route 99 in Tulare County with a short expressway segment in Porterville, curving alongside the Tule River. State Route 65 is a north-south state highway that begins in Kern County at State Route 99 comprising a rural, 2-lane highway to Porterville, where it expands to a 4-lane freeway through the city. The intersection of State Route 190 and State Route 65 in the District is considered a major intersection for the California freeway and expressway system.

Figure. City of Porterville Circulation Map (Existing)



1.5 Relationship to Other Plans

2030 Porterville General Plan

The 2030 Porterville General Plan provides the framework to guide future land use development in the City of Porterville. It addresses state mandated topics, or elements, that have legal standing and provides the foundation and vision for how a community will grow. The elements in the 2030 Porterville General Plan include Land Use, Economic Development, Circulation, Parks/Schools/Community Facilities, Open Space and Conservation, Public Health & Safety, Public Utilities, and Noise.

The intent of the SoTu District is to build upon and compliment several guiding land use policies of the City of Porterville General Plan including:

Policy LU-G-1: Promote a sustainable, balanced land use pattern that responds to existing needs and future needs of the City.

Policy LU-G-9: Provide sufficient land with appropriate parcel sizes to support a full range of housing types and prices.

Policy LU-G-10: Foster viable, pedestrian-oriented neighborhood centers with vertically and horizontally mixed-use development.

What is a General Plan?

California state law requires that each county and city in the state develop and adopt a General Plan. The General Plan is a comprehensive long-term plan for the physical development of the county or city, and consists of a statement of development policies, objectives, principles, plans, and plan proposals.

What is a Master Plan?

A Master Plan is a planning tool and process that provides the big picture vision for the land use and development of a smaller, localized area, called the “plan area.” A Master Plan includes maps, goals, and policies to guide future development of the plan area organized by topic areas.

What is Site Specific Development?

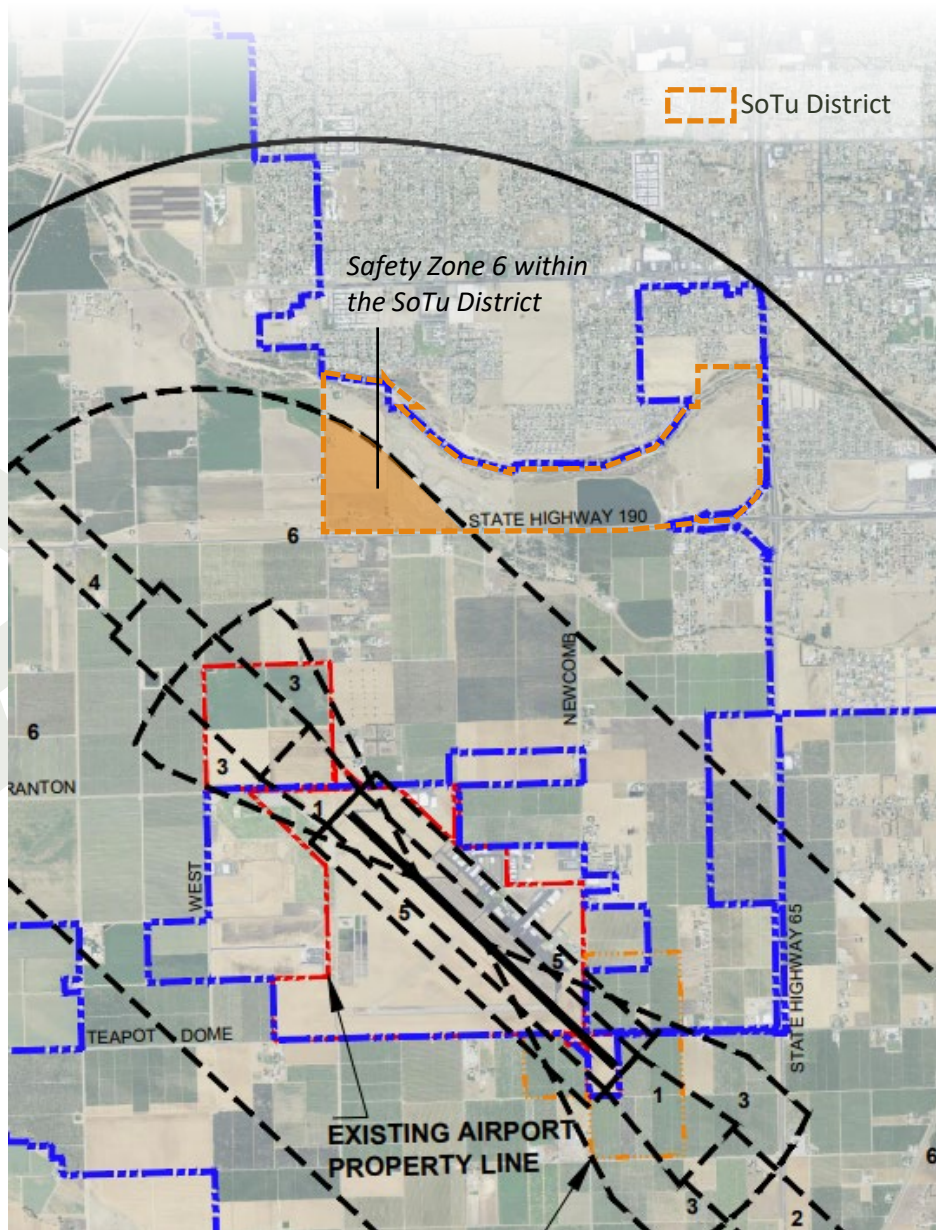
Site specific development within the SoTu Master Plan Area will occur when individual property owners are ready to develop and submit a land use application with the City. The City will evaluate the plan for compliance with the SoTu Master Plan and Development Code.

Tulare County Comprehensive Airport Land Use Plan

The Porterville Municipal Airport is owned by the City of Porterville and occupies 940 acres with one (1) runway, Runway 12-30, measuring 5,908 feet long and 150 feet wide. The Airport Layout Plan Narrative Report in 2006 proposed to extend Runway 12-30 to the northeast by 1,742 feet and relocated by 650 feet to the southeast for a total length of 7,000 feet. The Airport Layout Plan also proposed to acquire 206 acres of land and over 30 acres of aviation easements for this future extension. The Airport Layout Plan also proposed to acquire 206 acres of land and over 30 acres of aviation easements for this future extension. The applicable airport land use plan is the 2012 Tulare County Comprehensive Airport Land Use Plan (CALUP) adopted by the Tulare County Airport Land Use Commission (ALUC) on November 28, 2012. The CALUP identifies Airport Influence Area (AIA), Safety Zones, Height Restriction Zones, Noise Restriction Zones, Aircraft Overflight Zones, and provides a Land Use Compatibility Matrix to establish compatible and prohibited land use categories within the AIA and Safety Zones.

The SoTu District is within the AIA with the southwest corner within the Safety Zone 6 – Traffic Pattern Zone. According to the Land Use Compatibility Matrix, multi-family residential, schools (K-12), hospitals, libraries, daycare, churches, etc., are prohibited within Zone 6. In accordance with California Public Utilities Code (PUC) Section 21676(b), prior to the adoption or amendment of general plan, specific plan, zoning ordinance, or building regulation that affects lands within the AIA defined in the CALUP, the referring agency shall first refer the proposed action to the Airport Land Use Commission (ALUC). To ensure compliance with the CALUP, the Land Use Plan does not plan sensitive uses within Zone 6 and the SoTu Master Plan would be reviewed by the ALUC for consistency.

Figure. Porterville Municipal Airport Safety Zones



2022 Regional Active Transportation Plan

The 2022 Regional Active Transportation Plan (RATP) for the Tulare County Region provides the framework for promoting better coordination of land use, transportation, and housing planning at the local and regional levels. The RATP outlines implementation strategies relative to active transportation.

- Encourage local agencies to prepare Complete Streets plans for accommodating all users, including pedestrians and cyclists
- Support implementation of local bicycle and trail plans
- Promote the placement of compatible land uses near each other and design them as high-quality environments for pedestrians and cyclists

The RATP identifies “high-priority projects” for different jurisdictions within Tulare County that would increase walkability and bikeability throughout the Tulare County region. Priority project P-4 of the RATP is the fourth phase of the Tule River Parkway multi-use trail that would develop a continuous trail from Lake Success to the Friant-Kern Canal. This phase would include development of a 2.15 mile paved, lighted, all-weather, and ADA-compliant pedestrian and bicycle trail adjacent to the Tule River.

This SoTu Master Plan identifies a proposed Class I trail along the northern plan boundary. This location is the same that is identified as a “high-priority project” in the 2022 RATP for the Tulare County Region. Furthermore, the SoTu Master Plan identifies a pedestrian-only bridge at South Prospect Street that will provide pedestrian and bicycle access to the proposed trail.

The SoTu Master Plan also identifies planned land uses near pedestrian and bicycle facilities as land use designations that are

generally more pedestrian and bicyclist friendly. Mixed Use and Single-family residential land use designations are identified near or adjacent to pedestrian friendly bridge connections that will connect to the proposed Class I trail mentioned earlier.

The City of Porterville ranks among the highest in pedestrian and traffic danger when compared to cities of similar size. The 2022 RATP for the Tulare County Region references a 2019 California Office of Traffic Safety (OTS) study that compares and ranks traffic safety statistics across jurisdictions and ranks cities on various types of collisions. The study highlights three areas of traffic safety: (1) a composite of other rankings indicating overall traffic safety, (2) collisions in which there were victims killed or injured and a pedestrian was involved, and (3) collisions in which there were victims killed or injured and a bicyclist was involved. On a scale from 1 to 102, 1 being the worst and 102 being the best, Porterville ranks 5/102, 40/102, and 30/102 in overall traffic safety, pedestrian safety, and bicyclist safety, respectively.

As mentioned in the 2022 RATP for the Tulare County Region, Porterville ranks among the lowest in traffic safety. This Master Plan is designed to implement goals and policies that will promote pedestrian and traffic safety through quality mixed use development and development of planned pedestrian and bicycle facilities that would prohibit automobile travel.

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VISION, GOALS AND OBJECTIVES

VISION

SoTu District is envisioned to be a neighborhood with an innovative, sustainable, and balanced land use pattern offering a large variety of housing opportunities and job opportunities. The District will include viable, pedestrian-oriented neighborhood centers and a mix of uses that is attractive to residents and visitors alike to live, work, explore, and shop.



Goals and Objectives

The SoTu Master Plan is designed and intended to implement a series of goals that will promote quality mixed use development in the District. The SoTu Master Plan is intended to meet the vision of the Porterville General Plan and further refine the guiding and implementation policies. The objectives identified below have been incorporated throughout the Master Plan.

Goal 1: Implement mixed use zoning to encourage residential, commercial, industrial, and open space in the plan area to foster a more diverse and balanced development pattern.

Objective 1.1. Designate lands to allow for mixed-use developments incorporating residential, commercial, office, and open space components.

Objective 1.2. Identify key areas within the plan area suitable for mixed-use development based on accessibility to existing and planned infrastructure.



Credit: stock.adobe.com

Goal 2: Promote alternative modes of transportation and transit-oriented development that create walkable communities to reduce traffic and air quality impacts.

Objective 2.1. Create complete streets to increase the connectivity of pedestrian and bicycle infrastructure to encourage non-motorized transportation options

Objective 2.2. Create compact neighborhoods with a defined, mixed-use center including public open space, a school or other community facilities, and neighborhood commercial.

Objective 2.3. Create a street system that is well-aligned with and connected to streets in adjacent neighborhoods and allows residents to walk, bike, or drive safely to parks, schools, and neighborhood shopping via a continuous system of streets, sidewalks, and bike routes.

Goal 3: Provide a wide variety of housing types, designs, and lot sizes to serve a range of household types and incomes. The housing mix will be a combination of housing types rather than a combination of residential densities.

Objective 3.1. Develop a land use plan that includes a mix of single-family homes, townhouses, apartments, at all affordability levels.

Objective 3.2. Create neighborhood centers with a mix of retail, civic, and service-oriented uses to support local transit and provide places for social interaction for neighborhood residents.

Goal 4: Incorporate policies and partnerships with local conservation groups to protect and enhance the open space areas surrounding the Tule River.

Objective 4.1. Develop and implement land use policies that prioritize the preservation of natural habitats and scenic landscapes.

Objective 4.2. Enhance public access to open space areas through the development of trails and recreational facilities.

Objective 4.3. Educate residents and stakeholders about the ecological value of open spaces and the importance of conservation efforts.



Credit: Imagenet - stock.adobe.com

Goal 5: Reduce carbon emissions and prioritize pedestrians through a well-connected trail network and neighborhood supporting commercial uses and development .

Objective 5.1. Develop a comprehensive trail network that connects residential areas, commercial districts, and recreational spaces.

Objective 5.2. Promote mixed-use developments that encourage walking and cycling as primary modes of transportation.

Objective 5.3. Implement green building standards and energy-efficient practices in new developments to reduce carbon footprint.



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LAND USE

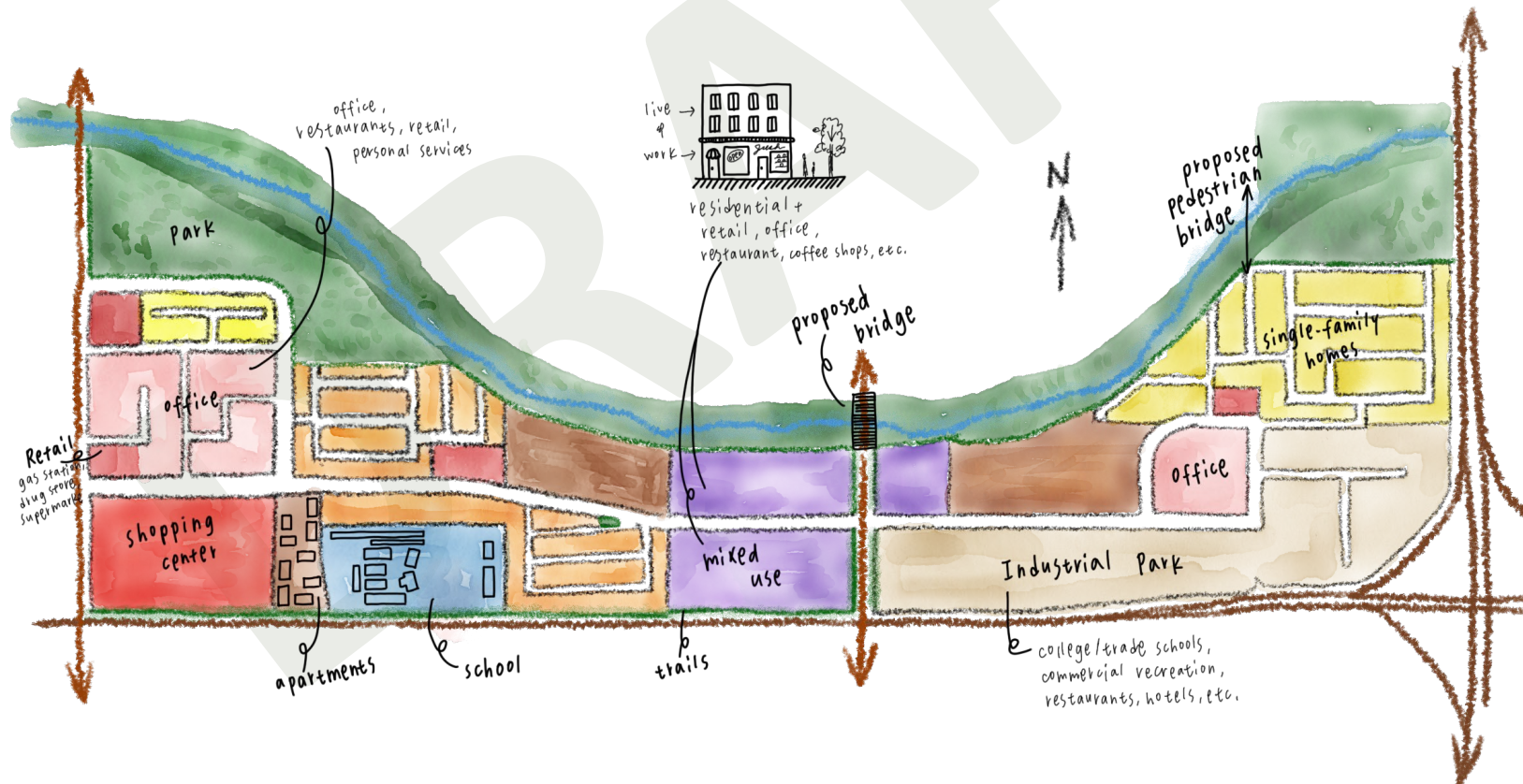


3.1 Land Use Overview

The purpose of this section is to set regulatory requirements for the development of the various land uses within the SoTu Master Plan. These standards address the information and requirements pertaining specifically to the zoning, density, setbacks, garages, street/parking, and other development standards related to the subject land use. All development shall comply with the text, standards, and associated tables and illustrations in this section. Where the SoTu Master Plan is silent, the provisions and definitions within the City of Porterville Municipal Code shall apply. Where conflicts exist between the SoTu

Master Plan and the Porterville Municipal Code, the standards contained within the Porterville Municipal Code shall apply.

This section of the SoTu Master Plan is organized into development standards for residential and non-residential uses. Within each of these subsections are detailed development standards, site plan prototypes and architectural imagery that communicate the requirements and concepts for each land use designation.



3.2 Article 206: Residential Neighborhood (RN) District

This Master Plan is being implemented by the Residential Neighborhood (RN) zone district. Article 206 of the Porterville Municipal Code provides the purpose of the Residential Neighborhood District and the required elements for a Master Plan for a Residential Neighborhood District. The elements of a Master Plan must include, but are not limited to, land use, street system, pedestrian and bike network, and utilities. Each required element has additional requirements that must be met for compliance with Article 206.

The land use element of this Master Plan outlines the mix of land uses that are proposed within the SoTu District that includes the requirements outlined for land uses in Article 206 of the Porterville Municipal Code. Residential uses are provided at densities that are consistent with the Porterville General Plan, and public parks and non-residential uses are provided at ratios and locations consistent with the requirements of Article 206. The neighborhood center of the SoTu District is proposed in a centrally located area and is planned for mixed uses as required by Article 206.

The circulation element outlines the street systems and pedestrian and bike networks for the SoTu District. The element depicts a continuous street system which provides pedestrian and bicycle facilities and connects to all adjacent planned neighborhoods within the district. This is further explained in Chapter 4 of this Master Plan.

The infrastructure and public utilities element provide discussion and metrics for all future and planned public utility infrastructure of the SoTu District including, but not limited to, location and placement of utility lines that will be necessary to provide for the residents and tenants of the Master Plan Area.

This Master Plan acts in accordance with Article 206 of the Porterville General Plan through the various plan elements outlined above and further discussed in future chapters.

Zoning Implementation

Although the entire District will be zoned RN, the uses permitted, and the development standards required for future development will be those contained within the corresponding zone district in accordance with the land use and zoning consistency table identified below.

Table: Land Use Designation and Zoning Consistency

General Plan Land Use Designation	Implementing Zone District
Low Density Residential	RS-2 – Low Density Residential
Medium Density Residential	RM-2 – Medium Density Residential
High Density Residential	RM-3 – High Density Residential
Commercial Mixed-Use	CMX – Commercial Mixed-Use
Retail Commercial	CR – Retail Centers
Neighborhood Commercial	CN – Neighborhood Commercial
Professional Office	PO – Professional Office
Industrial	IG – General Industrial
Public and Institutional	PS – Public and Semi-Public
Park	PK – Parks and Public Recreation Facilities

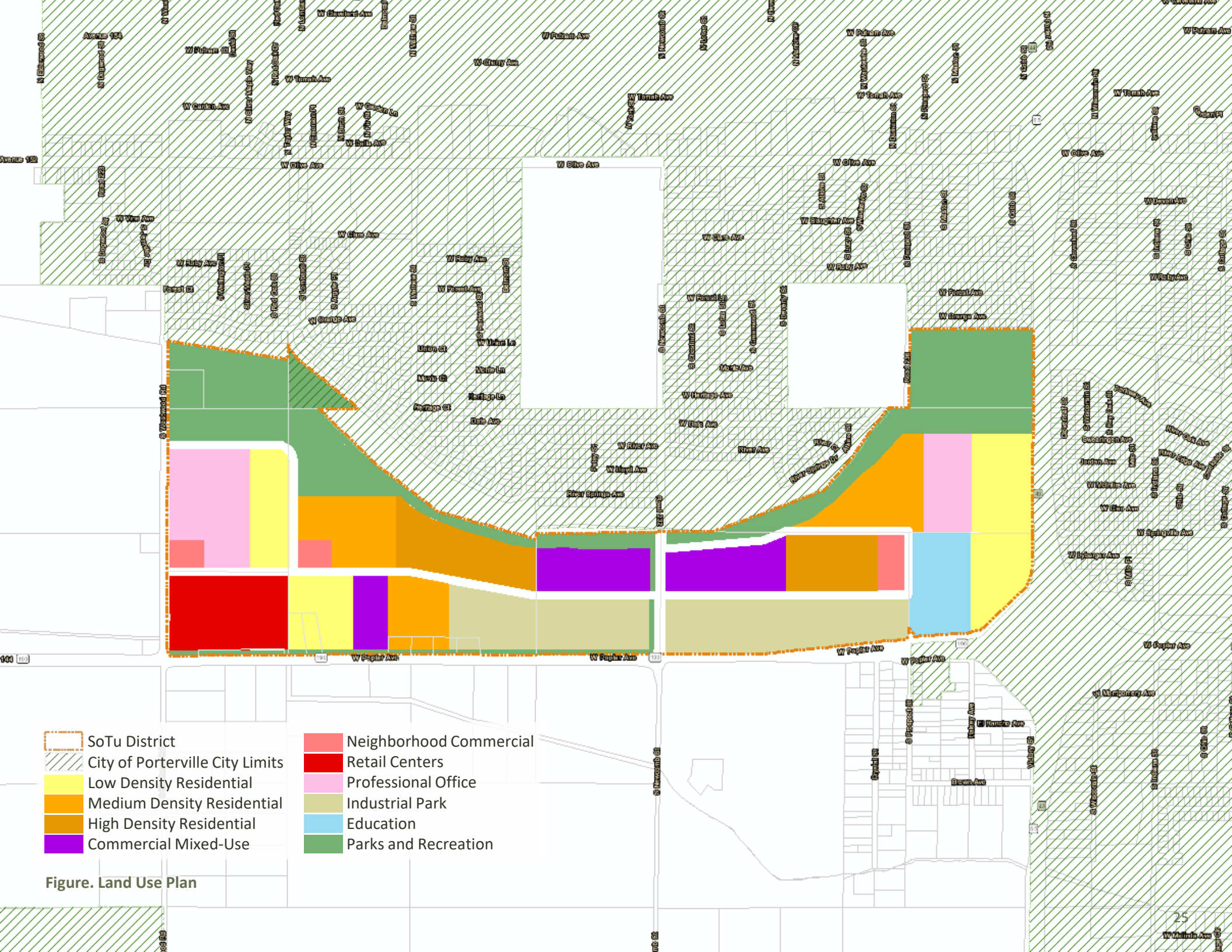
3.3 SoTu Land Use Designations

The SoTu Master Plan establishes the maximum residential density and non-residential square footage for the area within the boundaries of the SoTu Master Plan. Residential areas comprise of 127.0 acres, mixed use zoned land comprises of 33.1 acres, employment zoned areas (i.e., commercial, office, industrial) comprises of 125.3 acres, a school comprises of 15.9 acres, and parks and recreation area

comprise of 112.5 acres of the District. The application of specific zoning districts within the Master Plan boundary is intended to refine the planned land use patterns, to allow an innovative mixed-use, multi-modal district that is attractive to residents and visitors alike to live, work, explore, and shop.

Table: Land Use Plan Summary

Implementing Zoning District	General Plan Land Use Designation	Acreage
RS-2 (Low Density Residential)	Low Density Residential	51.88
RM-2 (Medium Density Residential)	Medium Density Residential	43.94
RM-3 (High Density Residential)	High Density Residential	31.18
CMX (Commercial Mixed-Use)	Commercial Mixed-Use	33.11
CN (Neighborhood Commercial)	Neighborhood Commercial	8.53
CR (Retail Centers)	Retail Centers	24.64
PO (Professional Office)	Professional Office	32.57
IP (Industrial Park)	Industrial Park	59.51
PS (Public and Semi-Public)	Education	15.89
PK (Parks and Public Recreation Facilities)	Parks and Recreation	112.47
ROW		33.61
TOTAL		447.30



3.3.1 Residential Use Standards

Low Density Residential (7.5 du/ac maximum)

The **RS-2 Low Density Residential** land use designation is intended to provide areas for attached or detached single family homes with a maximum residential density of 7.5 units per net acre. This district also allows for limited uses such as day care homes, parks, and religious facilities that are appropriate in a low density residential environment.

- Permitted uses: Single-family dwelling (attached and detached), family daycare home (small and large), group residential (1), residential day care facilities (limited), park and recreation facilities (public), schools (public and private), utilities (minor), crop cultivation (non-commercial)
- Permitted with a Minor CUP: Crop cultivation (commercial)
- Permitted with a CUP: Religious facilities



Credit: stock.adobe.com

RS-2 Development Standards

Standard	RS-2	Additional Regulations
Lot and Density Standards		
Minimum Lot Area	6,000 square feet	
Minimum Lot Width	60 feet	
Minimum Lot Depth	75 feet	
Maximum Density	7.5 du/ac	
Minimum Density	-	
Minimum area per dwelling unit	-	
Building Form and Location		
Maximum Height	35 feet	Section 201.03(a); and section 300.06, "Heights And Height Exceptions"
Minimum Yard Setbacks		
Residence (front)	15 feet	Section 201.03(b); and section 300.01, "Building Projections Into Yards"
Porch (front)	10 feet	
Garage (front)	20 feet	
Interior Side	5 feet	
Street side	10 feet	
Rear yard	5 feet	
Maximum building coverage	45%	
Additional Standards		
Private Open Space	-	
Common Open Space	-	

Medium Density Residential (15 du/ac maximum)

The **RM-2 Medium Density Residential** land use designation is intended to accommodate a variety of housing types, such as small-lot single-family homes, detached zero lot line developments, duplexes, townhouses, and garden apartments with a maximum residential density of 15.0 units per net acre. This district is intended to be located closer to community and retail services, mixed use areas, parks, and areas where greater access can be provided. In addition to residential uses, this district allows for a variety of public and semi-public uses such as cultural institutions and religious facilities that are appropriate in a medium-density residential environment. This district provides for a transition from lower-density residential neighborhoods to higher-density multi-family development and commercial areas.

- Permitted uses: Single-family dwelling (attached and detached), multi-family residential, family daycare home (small and large), group residential (1), residential day care facilities (limited), park and recreation facilities (public), schools (public and private), utilities (minor), crop cultivation (non-commercial)
- Permitted with a Minor CUP: Crop cultivation (commercial)
- Permitted with a CUP: Mobile home parks, clubs and lodges, community centers, cultural institutions, elderly and long term care, religious facilities, residential care facilities (general)

RM-2 Development Standards

Standard	RM-2	Additional Regulations
Lot and Density Standards		
Minimum Lot Area	6,000 square feet	
Minimum Lot Width	60 feet	
Minimum Lot Depth	75 feet	
Maximum Density	15 du/ac	
Minimum Density	-	
Minimum area per dwelling unit	1,500 square feet	
Building Form and Location		
Maximum Height	50 feet	Section 201.03(a); and section 300.06, "Heights And Height Exceptions"
Minimum Yard Setbacks		
Residence (front)	15 feet	Section 201.03(b); and section 300.01, "Building Projections Into Yards"
Porch (front)	10 feet	
Garage (front)	20 feet	
Interior Side	5 feet	
Street side	10 feet	
Rear yard	10 feet	
Maximum building coverage	50%	
Additional Standards		
Private Open Space	75 square feet per unit	
Common Open Space	100 square feet per unit	

High Density Residential (10-30 du/ac)

The **RM-3 High Density Residential** land use designation is intended to accommodate attached homes, two- to four-plexes, and apartment buildings with a maximum residential density 30.0 units per net acre. This district allows for a variety of public and semi-public uses such as clubs and lodges, cultural institutions, and religious facilities that are appropriate in a high-density residential environment.

- Permitted uses: Single-family dwelling (attached and detached), multi-family residential, family daycare home (small and large), group residential (1), residential day care facilities (limited), park and recreation facilities (public), schools (public and private), utilities (minor), crop cultivation (non-commercial)
- Permitted with a Minor CUP: Crop cultivation (commercial)
- Permitted with a CUP: Mobile home parks, clubs and lodges, community centers, cultural institutions, elderly and long term care, religious facilities, residential care facilities (general)

RM-3 Development Standards

Standard	RM-3	Additional Regulations
Lot and Density Standards		
Minimum Lot Area	6,000 square feet	
Minimum Lot Width	60 feet	
Minimum Lot Depth	75 feet	
Maximum Density	30 du/ac	
Minimum Density	20 du/ac	
Minimum area per dwelling unit	1,000 square feet	
Building Form and Location		
Maximum Height	50 feet	Section 201.03(a); and section 300.06, "Heights And Height Exceptions"
Minimum Yard Setbacks		
Residence (front)	15 feet	Section 201.03(b); and section 300.01, "Building Projections Into Yards"
Porch (front)	10 feet	
Garage (front)	20 feet	
Interior Side	5 feet	
Street side	10 feet	
Rear yard	10 feet	
Maximum building coverage	50%	
Additional Standards		
Private Open Space	75 square feet per unit	
Common Open Space	100 square feet per unit	

3.3.2 Mixed Use Standards

Commercial Mixed Use (30 du/ac)

The **CMX Commercial Mixed-Use** land use designation is intended to provide areas for either horizontal or vertical mixed-use development consisting of commercial, service, office, and residential uses. Buildings more than one story are strongly encouraged. The maximum FAR is 2.0 and the maximum residential density is 30.0 units per acre.

- Permitted uses: Multi-Family Residential, Family Day Care Home (small and large), Group Residential, Residential Care Facilities (limited), Clubs and Lodges, Instructional Services, Park and Recreation Facilities (Public), Artists' Studios, Banks and Financial Institutions, Business Services, Coffee Shops/Cafes, Restaurants (all), Food and Beverage Retail Sales, Maintenance and Repair Services, Medical Facilities, Nurseries and Garden Centers, Offices (General Offices and Walk-In Clientele), Parking (public or private), Personal Services, Retail sales (less than 50,000 square feet), Reverse Vending Machine, Antenna and Transmission Towers (camouflage facilities), Minor Utilities, Accessory Uses and Structures, Animal Keeping, Caretaker Unit, Home Occupations
- Permitted with a Minor CUP: Tobacco Bars, Antenna and Transmission Towers (non-camouflage facilities), Crop Cultivation (Commercial)
- Permitted with a CUP: Colleges and Trade Schools (Public or Private), Community Centers, Cultural Institutions, Day Care Centers, Religious Facilities, Residential Care Facilities (general), Social Service Facilities, Service Station, Cinema/Theaters, Small-scale Commercial Entertainment and Recreation, Bars/Night Clubs/Lounges, Hotels and Motels, Mixed Use Development,

Personal Storage

CMX Development Standards

Standard	CMX	Additional Regulations
Lot and Density Standards		
Minimum Lot Area	5,000 square feet	
Minimum Lot Width	60 feet	
Minimum Lot Depth	75 feet	
Maximum Density	30 du/ac	Subsection 203.04B, "Mixed Use Standards"
Minimum Density	-	
Minimum area per dwelling unit	800 square feet	
Building Form and Location		
Maximum Height	50 feet	Section 201.03(a); and section 300.06, "Heights And Height Exceptions"
Minimum Yard Setbacks		
Front	15 feet	Section 201.03(b); and section 300.01, "Building Projections Into Yards"
Interior Side	0 feet	
Street side	5 feet	
Rear yard	0 feet	
Transitional (where site is adjacent to a R district) - Street side	15 feet	Section 203.03B, "Transitional Standards"
Maximum Floor Area Ratio (FAR)	2.0	
Additional Standards		
Usable Open Space	150 square feet per unit	
Common Open Space	-	

3.3.3 Non-Residential Use Standards

Retail Center

The **CR Retail Center** land use designation is intended to maintain areas for regional shopping centers located at major circulation intersections. Large format or “big box” retail and auto sales as well as travel related services, such as hotels and gas stations are allowed. The maximum FAR is 0.35.

- Permitted uses: Social Service Facilities, Automobile/Vehicle Rentals, Automobile/Vehicle Service and Repair (Minor), Banks and Financial Institutions, Building Materials and Services, Business Services, Cinema/Theaters, Small-scale Commercial Entertainment and Recreation, Coffee Shops/Cafes, Restaurants (all), Food and Beverage Retail Sales, Maintenance and Repair Services, Medical Facilities, Nurseries and Garden Centers, Offices, Parking (Public or Private), Personal Services, Retail Sales (Less than 50,000 square feet), Handicraft/Custom Manufacturing, Reverse Vending Machine, Antenna and Transmission Towers (camouflage facilities), Call Center, Recording Studio, Transportation Passenger Terminals, Utilities (Minor), Accessory Uses and Structures, Caretaker Unit
- Permitted with a Minor CUP: Pet Stores, Tobacco Bars, Antenna and Transmission Towers (non-camouflage facilities), Broadcasting Facility, Crop Cultivation (Commercial)
- Permitted with a CUP: Colleges and Trade Schools (Public or Private), Religious Facilities, Automobile/Vehicle Sales and Leasing, Automobile/Vehicle Washing, Service Station, Bars/Night Clubs/Lounges, Funeral Parlors and Mortuaries, Hotels and Motels, Retail Sales (50,000 square feet or more), Swap Meets, Recycling Collection Facilities, Personal Storage

CR Development Standards

Standard	CR	Additional Regulations
Lot and Density Standards		
Minimum Lot Area	5,000 square feet	
Minimum Lot Width	60 feet	
Minimum Lot Depth	75 feet	
Maximum Density	-	
Minimum Density	-	
Minimum area per dwelling unit	-	
Building Form and Location		
Maximum Height	50 feet	Section 300.06, “Heights And Height Exceptions”
Minimum Yard Setbacks		
Front	5 feet	Section 300.16 Visibility at Driveways and Intersections; Section 201.03(b); and Section 300.01, “Building Projections Into Yards”
Interior Side	0 feet	
Street side	5 feet	
Rear yard	0 feet	Section 203.03B, "Transitional Standards"
Transitional (where site is adjacent to a R district) - Street side	15 feet	
Maximum Floor Area Ratio (FAR)	0.50	
Additional Standards		
Usable Open Space		-

Neighborhood Commercial

The **CN Neighborhood Commercial** land use designation is intended to encourage convenience and neighborhood shopping areas providing day-to-day retail goods and services and to prohibit auto-oriented uses in order to maintain a pedestrian environment. This district also provides office space for local neighborhoods. The maximum FAR is 0.30.

- Permitted uses: Community Centers, Instructional Services, Park and Recreation Facilities (Public), Artists' Studios, Banks and Credit Unions, Business Services, Coffee Shops/Cafes, Restaurants (less than 3,000 square feet), Food and Beverage Retail Sales, Maintenance and Repair Services, Offices, Parking (Public or Private), Retail Sales (less than 50,000 square feet), Reverse Vending Machine, Antenna and Transmission Towers (camouflage facilities), Utilities (Minor), Accessory Uses and Structures
- Permitted with a Minor CUP: Kennels, Pet Stores, Antenna and Transmission Towers (non-camouflage facilities), Crop Cultivation (Commercial)
- Permitted with a CUP: Clubs and Lodges, Cultural Institutions, Day Care Centers, Religious Facilities, Service Station, Restaurants (greater than 3,000 square feet)

CN Development Standards

Standard	CN	Additional Regulations
Lot and Density Standards		
Minimum Lot Area	6,000 square feet	
Minimum Lot Width	60 feet	
Minimum Lot Depth	75 feet	
Maximum Density	-	
Minimum Density	-	
Minimum area per dwelling unit	-	
Building Form and Location		
Maximum Height	35 feet	Section 203.03(a); and Section 300.06, "Heights And Height Exceptions"
Minimum Yard Setbacks		
Front	5 feet minimum; 10 feet maximum	Section 300.16 Visibility at Driveways and Intersections; Section 201.03(b); and Section 300.01, "Building Projections Into Yards"
Interior Side	0 feet	
Street side	5 feet minimum; 10 feet maximum	
Rear yard	0 feet	Section 203.03B, "Transitional Standards"
Transitional (where site is adjacent to a R district) - Street side	5 feet minimum; 15 feet maximum	
Maximum Floor Area Ratio (FAR)	0.30	
Percent of building at setback or property line	70	

Professional Office

The **PO Professional Office** land use designation is intended to allow for areas of office complex development, including professional and medical offices, as well as research and development activities. Small restaurants, support services, and convenience retail. The maximum FAR is 0.50.

- Permitted uses: Cultural Institutions, Day Care Centers, Elderly and Long-term Care, Instructional Services, Schools (Public or Private), Banks and Financial Institutions, Business Services, Coffee Shops/Cafes, Restaurants, Food and Beverage Retail Sales, Bed and Breakfasts, Medical Facilities (Hospitals, Medical Clinic, Professional/Medical), Offices (General Offices and Walk-In Clientele), Parking (Public or Private), Retail Sales, Antenna and Transmission Towers (camouflage facilities), Call Center, Utilities (Minor), Accessory Uses and Structures
- Permitted with a Minor CUP: Antenna and Transmission Towers (non-camouflage facilities), Crop Cultivation (Commercial)
- Permitted with a CUP: Colleges and Trade Schools (Public or Private), Residential Care Facilities (General)

PO Development Standards

Standard	PO	Additional Regulations
Lot and Density Standards		
Minimum Lot Area	6,000 square feet	Section 204.03(a)
Minimum Lot Width	60 feet	
Minimum Lot Depth	75 feet	
Maximum Density	-	
Minimum Density	-	
Minimum area per dwelling unit	-	
Building Form and Location		
Maximum Height	50 feet	Section 204.03(b); and Section 300.06, "Heights And Height Exceptions"; Chapter 500 Airport Environs
Minimum Yard Setbacks		
Front	10 feet	Section 204.03(b); and section 300.01, "Building Projections Into Yards"
Interior Side	5 feet	
Street side	5 feet (b)	
Rear yard	0 feet	
Transitional (where site is adjacent to a R district) - Street side	15 feet	Section 204.03B, "Transitional Standards"
Maximum Floor Area Ratio (FAR)	0.50	

Industrial Park

The **IP Industrial Park** land use designation is intended to provide areas for a mix of light industrial, secondary office, bulk retail, and service uses. IP allows for uses such as, warehouse, personal storage (mini-storage), distribution centers, research and development, wholesale, and office space with limited customer access. This district also allows for other uses, such as commercial recreation, small-scale retail, and service uses serving local employees and visitors are permitted as secondary uses. The maximum FAR is 0.40.

- Permitted uses: Colleges and Trade Schools (Public or Private), Correctional Facility, Day Care Centers, Instructional Services, Veterinary Services, Automobile/Vehicle Repair (Major and Minor), Automobile/Vehicle Washing, Banks and Credit Unions, Building Materials and Services, Business Services, Coffee Shops/Cafes, Restaurants, Food and Beverage Retail Sales, Funeral Parlors and Mortuaries, Light Fleet Based Services, Maintenance and Repair Services, General Offices, Parking (Public or Private), Personal Services, Retail Sales, Salvage and Wrecking conducted wholly within a building, Sexually Oriented Businesses, Wholesaling and Distribution, Construction and Material Yards, Handicraft/Custom Manufacturing, Industry (General), Industry (Limited), Indoor Warehousing and Storage, Personal Storage, Antenna and Transmission Towers (camouflage facilities), Broadcasting Facility, Call Center, Freight/Truck Terminals and Warehouses, Transportation Passenger Terminals, Utilities (Major), Utilities (Minor), Crop Cultivation (Commercial), Crop Cultivation (Non-commercial), Accessory Uses and Structures, Caretaker Unit
- Permitted with a Minor CUP: Kennels, Antenna and Transmission Towers (non-camouflage facilities)

- Permitted with a CUP: Large Vehicle and Equipment Sales, Service, and Rental, Service Station, Towing and Impound, Large-scale Commercial Entertainment and Recreation, Small-scale Commercial Entertainment and Recreation, Hotels and Motels, Salvage and Wrecking, Alcohol Manufacture, Hazardous Waste Management Facilities, Chemical, Mineral, and Explosives Storage, Heliports, Renewable Energy Facility

IP Development Standards

Standard	CR	Additional Regulations
Lot and Density Standards		
Minimum Lot Area	20,000 square feet	Section 204.03(a)
Minimum Lot Width	100 feet	
Minimum Lot Depth	100 feet	
Building Form and Location		
Maximum Height	75 feet	Section 204.03(b); and Section 300.06, "Heights And Height Exceptions"; Chapter 500, "Airport Environs"
Minimum Yard Setbacks		
Front	25 feet; 30 on highway	Section 201.03(b); and section 300.01, "Building Projections Into Yards"
Interior Side	0 feet	
Street side	25 feet; 30 on highway	
Rear yard	10 feet	
Transitional (where site is adjacent to a R district) - Street side	15 feet	Section 203.03B, "Transitional Standards"
Maximum Floor Area Ratio (FAR)	0.40	

Public and Semi-Public

The **PS Public and Semi-Public** land use designation is intended to provide areas for needed public facilities, including, but not limited to, recycling centers, sewage treatment ponds, police and fire stations, and schools, colleges, vocational training facilities, school administrative offices, fairgrounds, and similar facilities. This designation is intended for lands owned by public entities, including City Hall, County buildings, and the hospital. This designation allows for a maximum FAR of 0.25.

- Permitted uses: Airport, College and Trade Schools (Public or Private), Community Center, Correctional Facility, Cultural Institutions, Government Offices, Instructional Services, Park and Recreation Facilities (Public), Public Safety Facilities, Schools (Public or Private), Aircraft Sales, Services, and Storage, Large-scale Commercial Entertainment and Recreation, Small-scale Commercial Entertainment and Recreation, Coffee Shops/Cafes, Hospital, Recycling Collection Facility, Recycling Processing Facility, Antenna and Transmission Towers (camouflage facilities), Solid Waste Collection, Treatment, and Disposal, Utilities (Minor), Accessory Uses and Structures
- Permitted with a Minor CUP: Antenna and Transmission Towers (non-camouflage facilities), Crop Cultivation (Commercial)
- Permitted with a CUP: Cemeteries, Religious Facilities, Swap Meet, Utilities (Major)

PS Development Standards

Standard	CR	Additional Regulations
Lot and Density Standards		
Minimum Lot Area	87,120 square feet (2 acres)	Section 204.03(a)
Minimum Lot Width	100 feet	
Minimum Lot Depth	100 feet	
Building Form and Location		
Maximum Height	75 feet	Section 205.03(b); and Section 300.06, “Heights And Height Exceptions”
Minimum Yard Setbacks		
Front	20 feet	Section 300.01, “Building Projections Into Yards”
Interior Side	10 feet	
Street side	10 feet	
Rear yard	10 feet	
Transitional (where site is adjacent to a R district) - Street side	15 feet	Section 205.03B, "Transitional Standards"
Maximum Floor Area Ratio (FAR)	0.25	

3.3.4 Recreation Use Standards

Parks and Trails

The **PK Parks and Public Recreation Facilities** land use designation is intended to maintain areas for public parks and recreation sites and facilities on city owned properties. The maximum FAR is 0.10.

- Permitted uses: Clubs and Lodges, Community Center, Cultural Institutions, Park and Recreation Facilities (Public), Large-scale Commercial Entertainment and Recreation, Small-scale Commercial Entertainment and Recreation, Coffee Shops/Cafes, Antenna and Transmission Towers (camouflage facilities), Utilities (Minor), Accessory Uses and Structures
- Permitted with a Minor CUP: Antenna and Transmission Towers (non-camouflage facilities), Crop Cultivation (Commercial)
- Permitted with a CUP: None.

PK Development Standards

Standard	CR	Additional Regulations
Lot and Density Standards		
Minimum Lot Area	10,000 feet	
Minimum Lot Width	100 feet	
Minimum Lot Depth	75 feet	
Building Form and Location		
Maximum Height	25 feet	Section 205.03(b); and Section 300.06, “Heights And Height Exceptions”
Minimum Yard Setbacks		
Front	0 feet	Section 300.01, “Building Projections Into Yards”
Interior Side	0 feet	
Street side	0 feet	
Rear yard	0 feet	
Transitional (where site is adjacent to a R district) - Street side	15 feet	Section 205.03B, "Transitional Standards"
Maximum Floor Area Ratio (FAR)	0.10	

3.4 Land Use and Zoning Consistency

The SoTu Master Plan presents a more detailed guidance and framework for specific land uses and development standards for each land use designation within the District. The development standards respective to each zone designation provide a necessary assurance that the District would be developed in accordance with the quality and character set forth in this Master Plan. It is the intent to build-out the development plan as shown in **Land Use Plan**; however, given the

indefinite market stability and foresight, the plan allows for the flexibility in allowing land uses changes within the District. The procedure for changing this plan is outlined in **Section 7**.

Table: Standards for Density and Development Intensity

General Plan Land Use Designation	Maximum Residential Density (du/gross acre)	Maximum Floor Area Ratio (FAR)
Low Density Residential	6.0	-
Medium Density Residential	12.0	-
High Density Residential	24.0	-
Commercial Mixed-Use	24.0	2.00
Retail Commercial	-	0.35
Neighborhood Commercial	-	0.30
Professional Office	-	0.50
Industrial	-	0.60
Public and Institutional	-	0.25
Park	-	0.10

Table: Land Use Designation and Zoning Consistency

General Plan Land Use Designation	Implementing Zone District
Low Density Residential	RS-2 – Low Density Residential
Medium Density Residential	RM-2 – Medium Density Residential
High Density Residential	RM-3 – High Density Residential
Commercial Mixed-Use	CMX – Commercial Mixed-Use
Retail Commercial	CR – Retail Centers
Neighborhood Commercial	CN – Neighborhood Commercial
Professional Office	PO – Professional Office
Industrial	IG – General Industrial
Public and Institutional	PS – Public and Semi-Public
Park	PK – Parks and Public Recreation Facilities

3.3.1 Airport Environs Overlay District

Approximately 95 acres of the SoTu District is within the Airport Environs (AE) Overlay District. This area is governed by two (2) documents, including Porterville Municipal Code Chapter 500 and the Tulare County Comprehensive Airport Land Use Plan, as described in **Section 1.5** of this Master Plan.

Approximately 95 acres of the District are within the AE Overlay District and Safety Zone 6 for the Porterville Municipal Airport in the Tulare County Comprehensive Airport Land Use Plan. While the AE Overlay District does not establish any use restrictions for Safety Zone 6, the Tulare County Comprehensive Airport Land Use Plan prohibits certain uses in Safety Zone 6 as listed below.

- Commercial Poultry
- Multi-Family Residential, Mobile Home Parks
- Group Homes, Convalescent Facilities, Nursing Homes
- Granny Flat (1,200 square feet or less)
- Schools and Hospitals
- Libraries, Day Care Centers, Social Clubs/Lodges, Churches
- Aircraft Fuel, Aircraft Sales, Aircraft Repairs and Aircraft Flying Schools
- Ammonium Nitrates
- Landfills

Additionally, the Tulare County Airport Comprehensive Land Use Plan mandates maximum density and intensity for each of the Airport safety Zones. Although there is no limit on residential density for rural, suburban, or urban areas in Safety Zone 6, the Tulare County Airport Comprehensive Land Use Plan caps maximum intensities in the zone.

Maximum Intensities

Maximum Nonresidential Intensities (average number of people per gross acre) – Safety Zone 6		
Rural	150-200	
Suburban	200-300	
Urban	No Limit	
Maximum Single Gross Acre Intensity (number of people)		
Rural	600-800	Based on 4x the Maximum nonresidential density
Suburban	800-1,200	Based on 4x the Maximum nonresidential density
Urban	No Limit	Large Stadiums and similar uses should be prohibited

The standards within the Tulare County Comprehensive Airport Land Use Plan have been incorporated into the use schedule and development standards of the land uses for the SoTu Master Plan; therefore, the SoTu Master Plan is not only consistent with the Porterville Municipal Code, but it is also consistent with the Tulare County Airport Comprehensive Land Use Plan. Future development shall comply with the Porterville Municipal Code and Tulare County Airport Comprehensive Land Use Plan as updated.

3.5 Land Use Goals and Policies

Goal LU-1 Foster smart growth principles that enhance infrastructure, connectivity, and community resilience while ensuring efficient use of resources and promoting economic vitality.

Policy LU-1 Zoning classifications within the SoTu Master Plan boundary shall be consistent with the General Plan in accordance with Table: Land Use Designation and Zoning Consistency.

Policy LU-2 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.

Policy LU-3 Promote architectural diversity by prohibiting more than three (3) homes within the same block face from having the same front elevation.

Policy LU-4 Enforce zoning and development regulations through project review, construction inspections, and code enforcement, with fees to enable full-cost recovery for providing these services.

Policy LU-5 Encourage pedestrian-oriented design in mixed-use neighborhoods.

Policy LU-6 Prohibit new strip commercial developments.

For purposes of this policy, strip development is defined as a row of at least three stores, where each has direct access to a street with a surface parking lot between the building and the street. There may or may not be an anchor tenant.

Policy LU-7 Prohibit, where possible, block lengths longer than 600 feet. Where block length greater than 600 feet are necessary,

provide pedestrian connections no more than 350 feet apart.

Policy LU-8 Actively promote the annexation of industrial designated lands to accommodate planned job growth.

Policy LU-9 Foster high-quality design and allow secondary uses, such as childcare and other employee-serving amenities in Industrial Parks, if they complement primary use without compromising public health and safety.

Policy LU 10 Provide sufficient land for parks and open space to meet current and future demand.

Policy LU-11 Offer incentives for industrial development projects that contribute to the pedestrian, bicycle and transit networks, and/or parks and public open space.

Goal LU-2 Promote sustainable and integrated development practices that prioritize environmental conservation, community health, and safety.

Policy LU-12 Encourage green building techniques and materials in residential development.

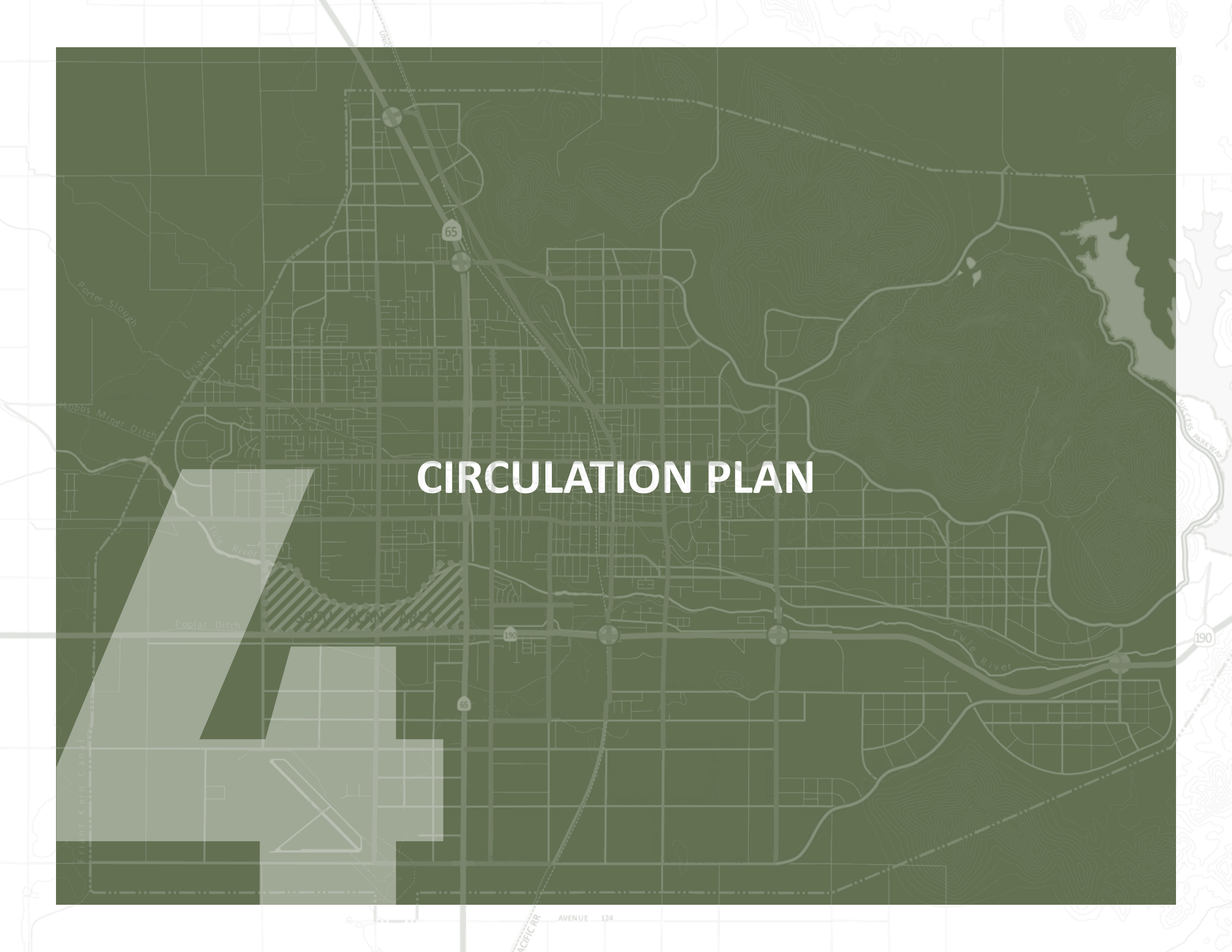
Policy LU-13 Require that all new subdivisions preserve natural, cultural, and biological resources, including stands of large trees and rock outcroppings, to the maximum extent feasible.

Policy LU-14 Protect existing residential neighborhoods from the encroachment of incompatible activities and land uses, and environmental hazards.

Policy LU-15 Discourage residential development within the Airport Safety Zone. If residential development is approved in the County within the Airport Safety Zone, it must comply with Tulare County Airport Land Use Commission's land-use compatibility standards and density restrictions.

Policy LU-16 Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day. Sensitive land uses include residences, schools, day care centers, playgrounds, and medical facilities.

Policy LU-17 Ensure that schools are buffered 0.25 miles from hazardous sites, such as distribution centers, chrome platers, gasoline dispensing facilities, etc., in accordance with CARB's Air Quality and Land Use Handbook: A Community Health Perspective (<https://ww2.arb.ca.gov/our-work/programs/resource-center/strategy-development/land-use-resources>).

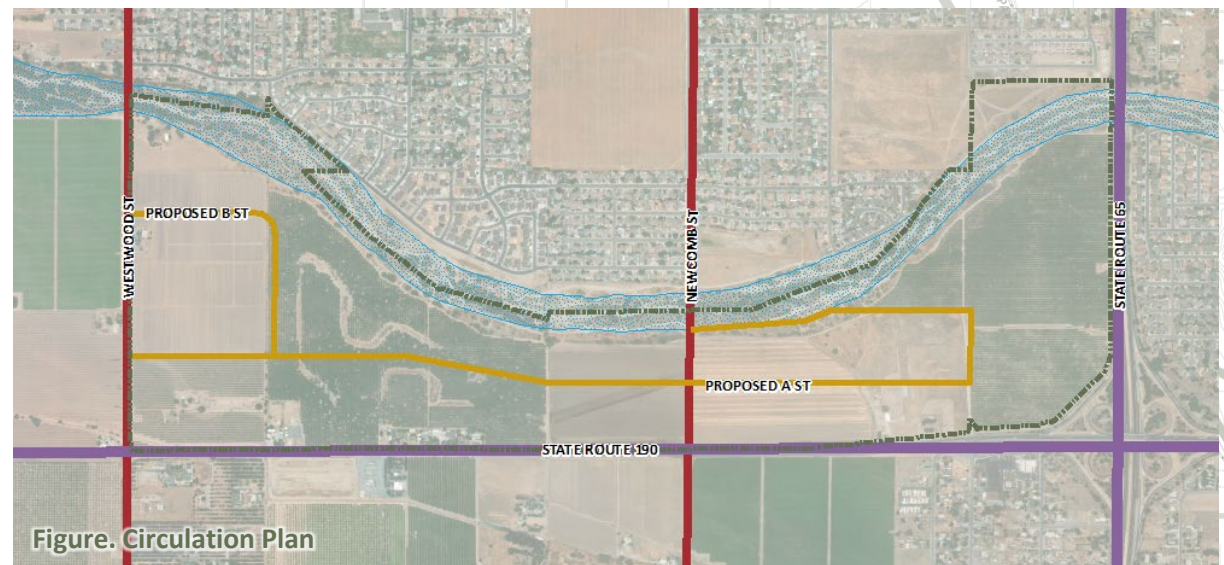
A topographic map of a region, likely in California, showing a network of roads, waterways, and terrain. A dark green rectangular overlay covers the central and left portions of the map. Within this overlay, a hatched area is labeled 'SOUTH BAY AREA'. Several waterways are labeled: 'Porter Slough', 'Friant Kern Canal', 'Robb's Miner Ditch', 'Tule River', and 'Poplar Ditch'. A road labeled '65' runs vertically through the center. A road labeled '190' runs horizontally across the middle. A road labeled '124' runs vertically on the right side. A road labeled 'PACIFIC' runs diagonally at the bottom. The text 'CIRCULATION PLAN' is centered in the green overlay in white, bold, sans-serif font. The background map shows contour lines and a grid of roads.

CIRCULATION PLAN

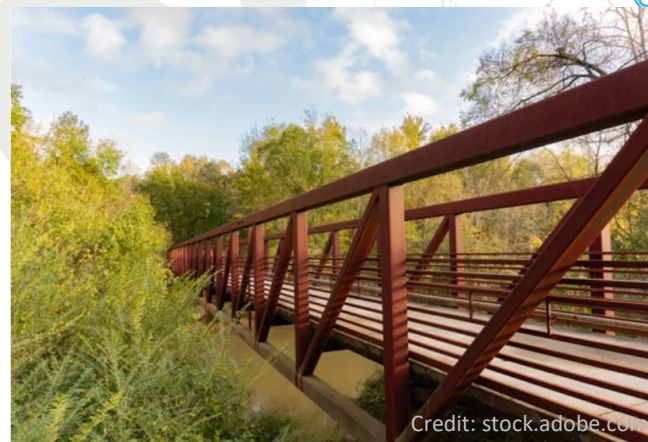
4.1 Circulation Plan

Circulation connecting to and within the Plan Area is planned to accommodate multiple modes of transportation, including bike and pedestrian trails, vehicles, public transit. Two bridges, in addition to the existing Westwood Street, provide access to the area north of the Tule River:

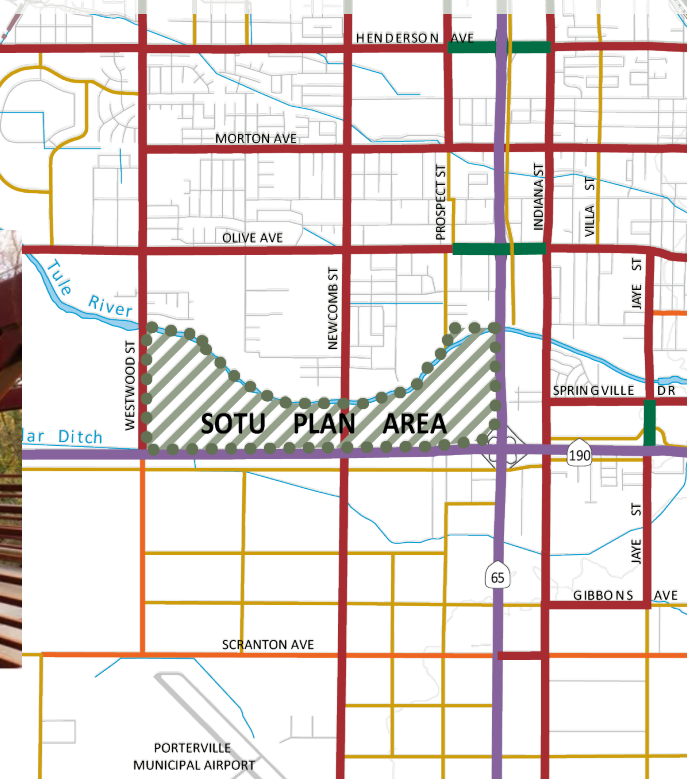
- **South Prospect Street pedestrian bridge:** connects single-family residences north and south of the river, providing access to parks and recreational lands.
- **Newcomb Street bridge:** provides vehicular and pedestrian access, extending Newcomb Street south to State Route 190 (i.e., West Poplar Avenue).



The bridge on Newcomb Street will provide vehicular, pedestrian, and bicycle access.



The pedestrian bridge will provide pedestrian and bicycle access.



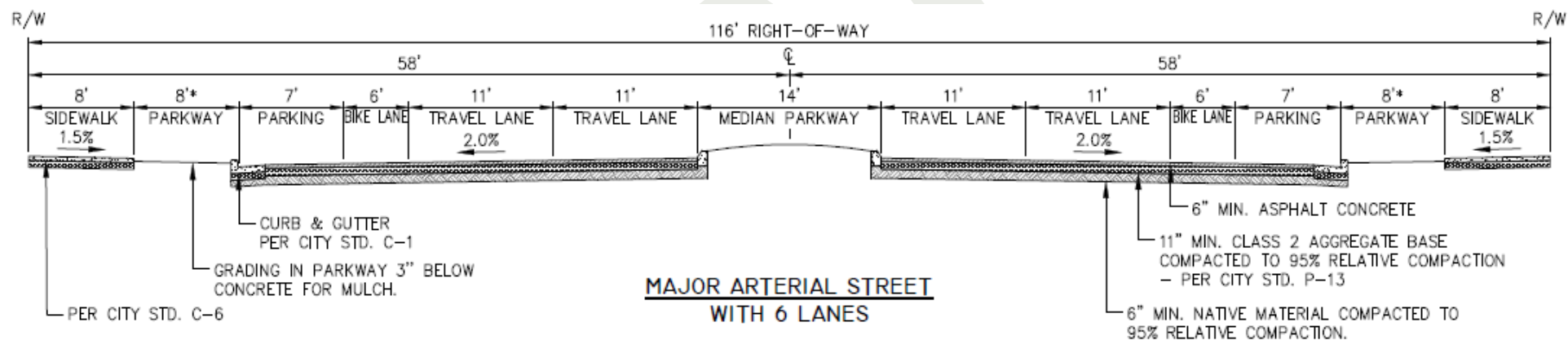
4.2 Roadway Designs

The circulation plan for the SoTu Master Plan consists of four (4) street types:

- **Highways:** Highways are designed to carry heavy traffic volumes and should serve longer distance intra-city travel as well as linking the City with other nearby urban areas. Access is limited, crossings are generally signalized at grade, parking is not allowed, and a continuous median separates lanes moving in opposite directions. State routes 65 and 190 are regional State Highways, with portions designated as freeways .
- **Arterials:** Arterials are designed to move large volumes of traffic between freeways/highways and other arterials in Porterville and to adjacent jurisdictions. Major arterials are four- or six-lane, access-controlled roadways emphasizing mobility between major portions of the city and to regional freeways and highways. On-street parking may be restricted on major arterials to maintain traffic levels of service. Major east-west arterials will be Reid, Henderson, Morton, Olive, and Teapot Dome avenues. Westwood, Newcomb, Prospect, Indiana, Jaye, Main, Plano and Hillcrest streets will provide major north-south access.
- **Collectors:** Collector streets provide a link between neighborhood streets and arterials. Collectors provide two travel lanes and bike lanes. On-street parking may be provided if sufficient width is available. Collectors also provide access to adjacent properties, so driveway access should be discouraged but need not be restricted (subject to accepted engineering practice). Bike lanes, landscaped parkstrips, sidewalks, and transit facilities may also be accommodated.
- **Local Streets:** The primary function of local streets is to provide direct access to adjacent properties. Neighborhood streets should provide two travel lanes, landscaped parkstrips, and sidewalks. On-street parking may be regulated. Bike lanes are usually not needed because neighborhood streets carry low traffic volumes, and all neighborhood streets are considered to be bicycle friendly. Neighborhood streets are not shown on the General Circulation Diagram.

Cross Section of Westwood Street, Newcomb Street (4-lane Major Arterial)

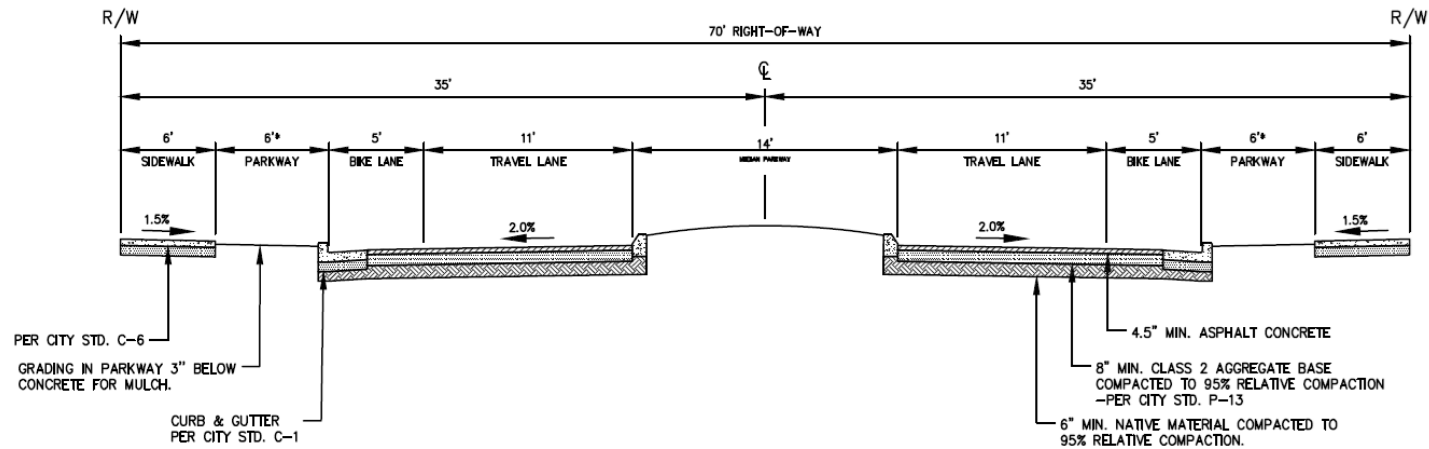
The street improvements shall be installed in conformance with the City of Porterville standards and/or any modifications approved by the City.



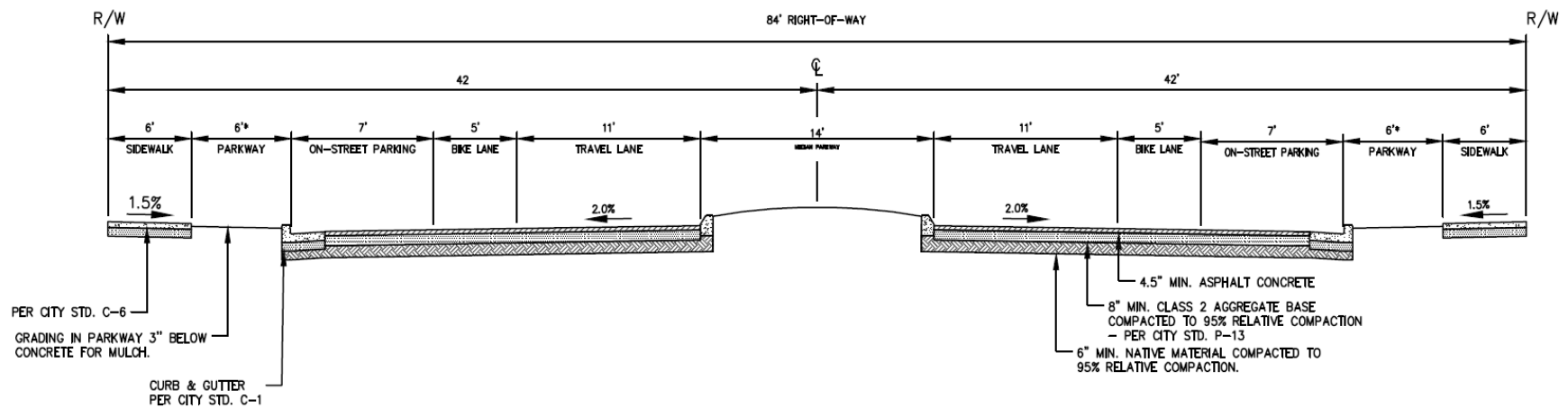
Cross Section of Proposed A Street and Proposed B Street (Collector Street)

The street improvements shall be installed in conformance with the City of Porterville standards and/or any modifications approved by the City.

COLLECTOR STREET WITH MEDIAN STRIP AND WITHOUT ON-STREET PARKING

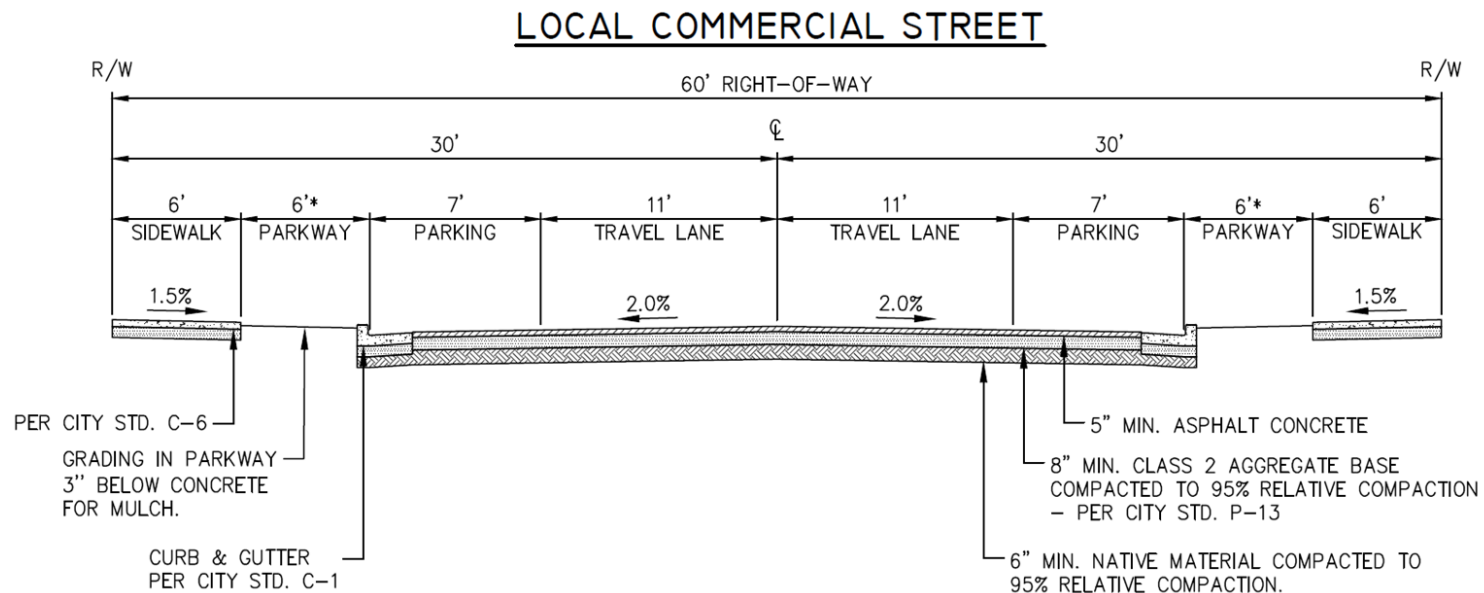
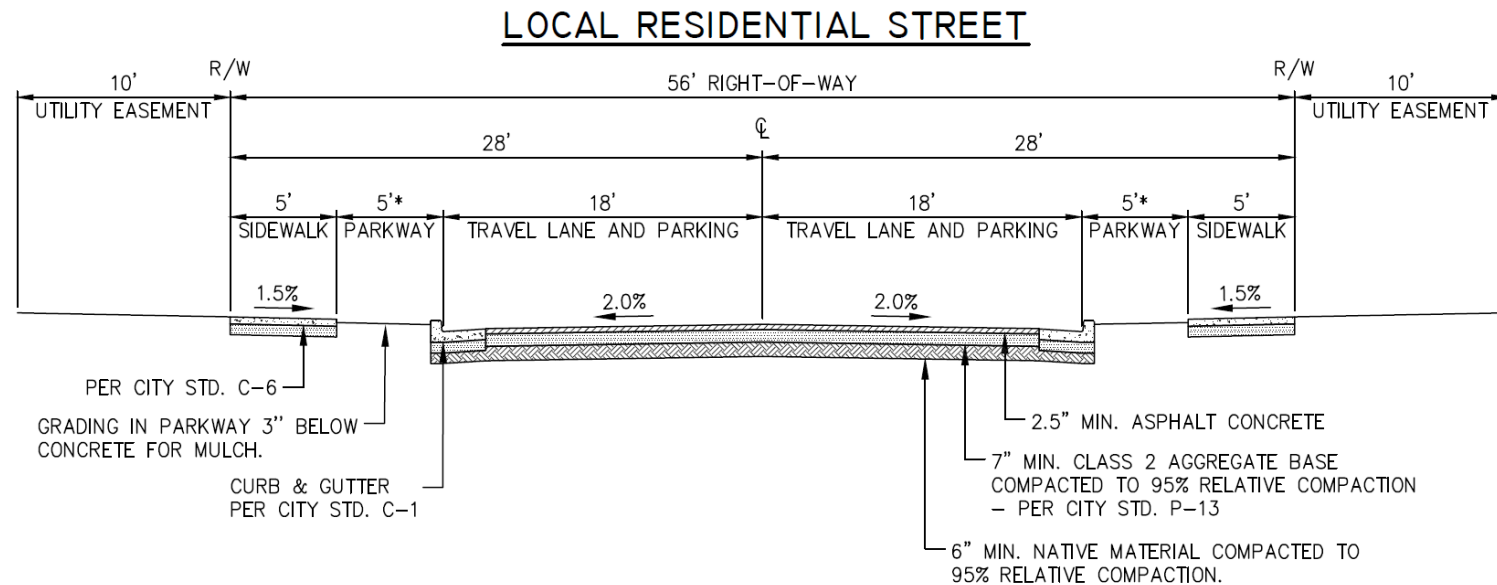


COLLECTOR STREET WITH MEDIAN STRIP AND WITH ON-STREET PARKING



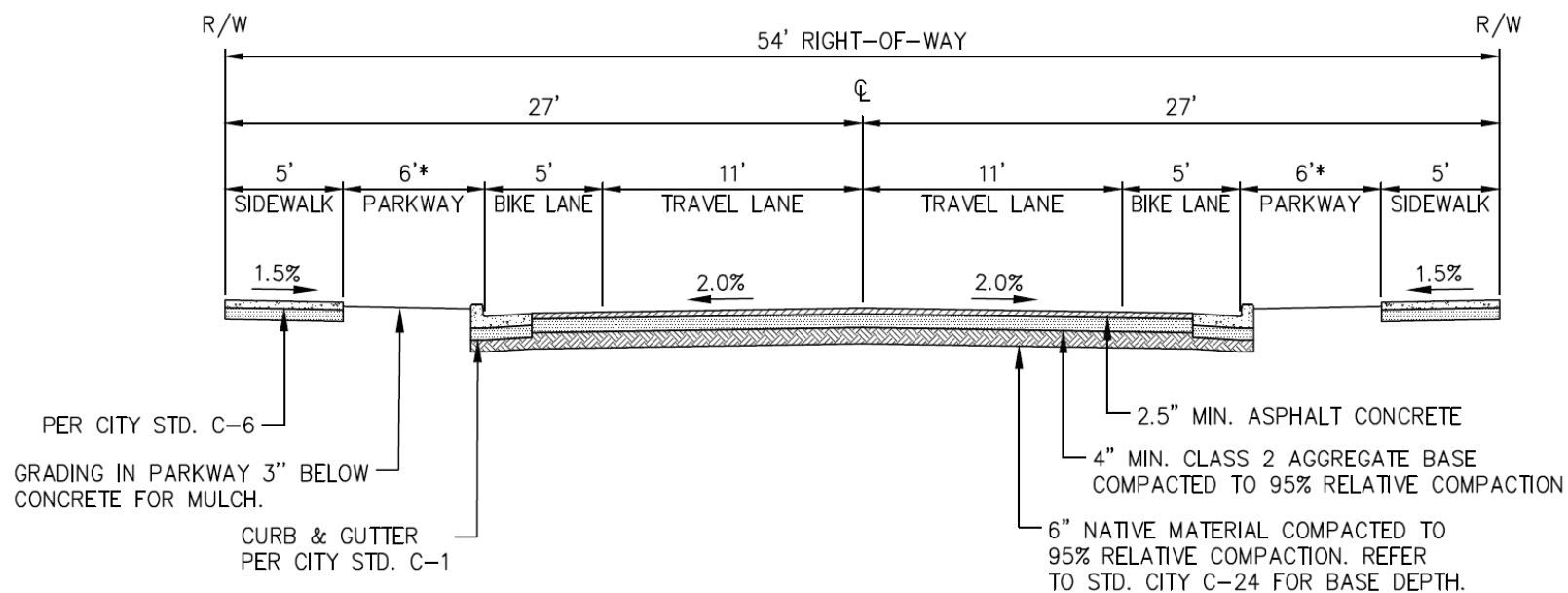
Cross Section of Typical Local Street

The street improvements shall be installed in conformance with the City of Porterville standards and/or any modifications approved by the City.



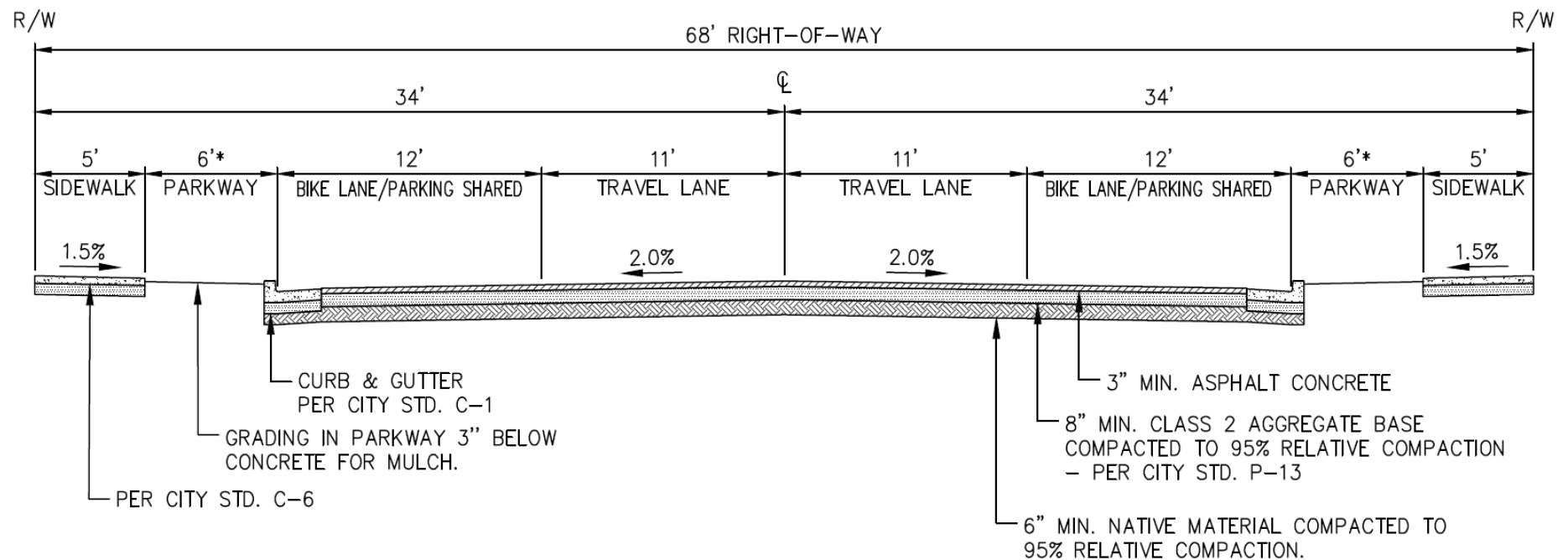
Cross Section of Typical Local Residential Collector Street without on-street parking

The street improvements shall be installed in conformance with the City of Porterville standards and/or any modifications approved by the City.



Cross Section of Typical Local Residential Collector Street with on-street parking

The street improvements shall be installed in conformance with the City of Porterville standards and/or any modifications approved by the City.



PLACEHOLDER: Add intersections and other details

DRAFT

4.3 Traffic Calming

Traffic calming measures reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users. Traffic calming street design or devices shall be included as a requirement on future projects as needed to ensure that designated speed limits are not exceeded. Crosswalk pinch points and traffic circles/roundabouts are examples of traffic calming measures.



A pinch point is a horizontal extension of the curb at a midblock point of a street resulting in a narrower roadway.

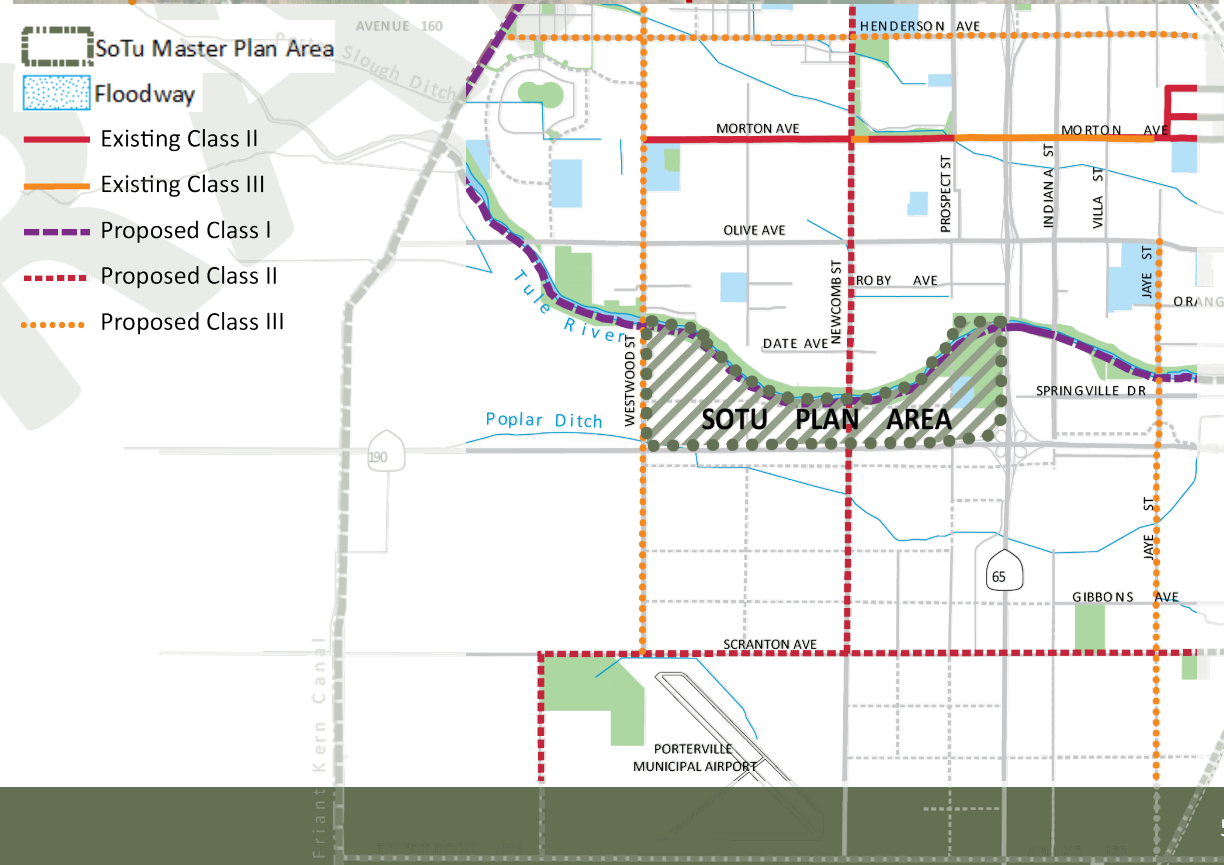
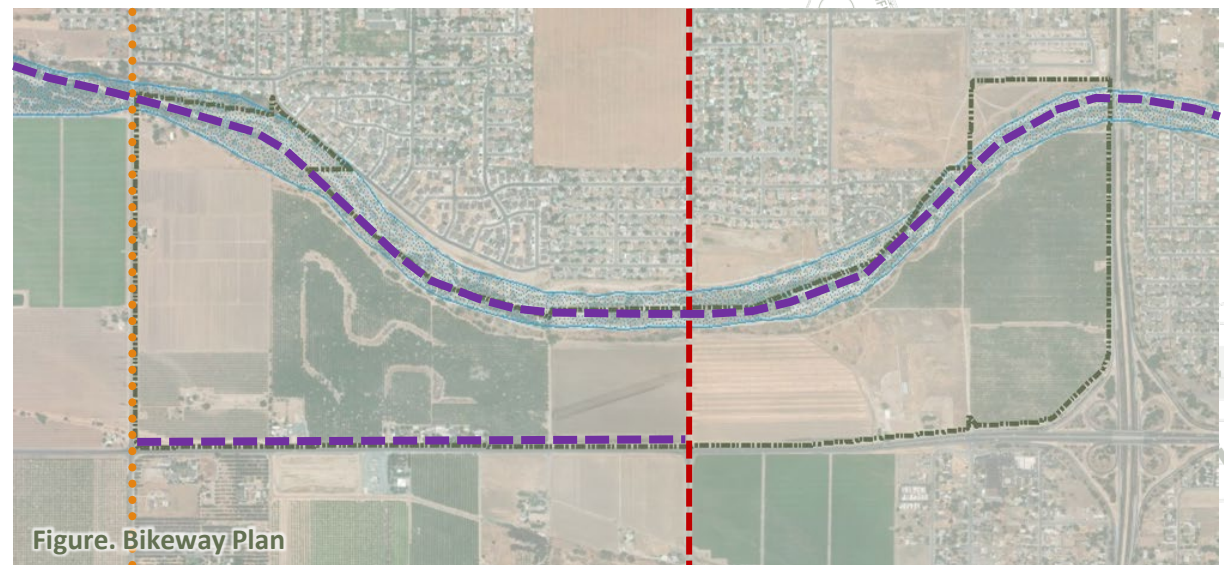


A traffic circle or roundabout is a form of circular intersection in which traffic travels counter-clockwise around a center island and entering traffic must yield to circulating traffic.

4.4 Bikeway Network and Pedestrian Circulation

Trails and paths promote the use of bicycles to alleviate vehicle traffic and improve public health. The development of trails and paths should also promote pedestrian activity. A network of trails is planned to provide active transportation, open space, and recreation. Types of trails include:

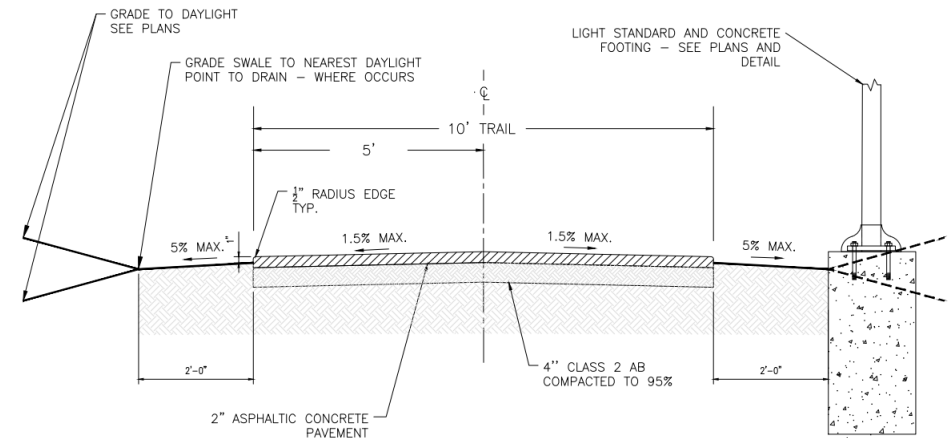
- **Class I Bikeways.** A “Class I” bikeway, also referred to as a bike path or multi-use trail, is a right-of-way that is completely separated from any street. Multi-use trails provide buffers between different land uses or from roadway traffic. The trail includes landscaping, trees, and pedestrian trails.
- **Class II Bikeways.** A “Class II” bikeway, or bike lane, is a one-way, striped, and signed lane on a street or highway.
- **Class III Bikeways.** A “Class III” bike route shares the road with pedestrians and motor vehicle traffic and is marked only by signs.



4.5 Trails Design

Cross Section of Bikeway I – Tule River Bikeway

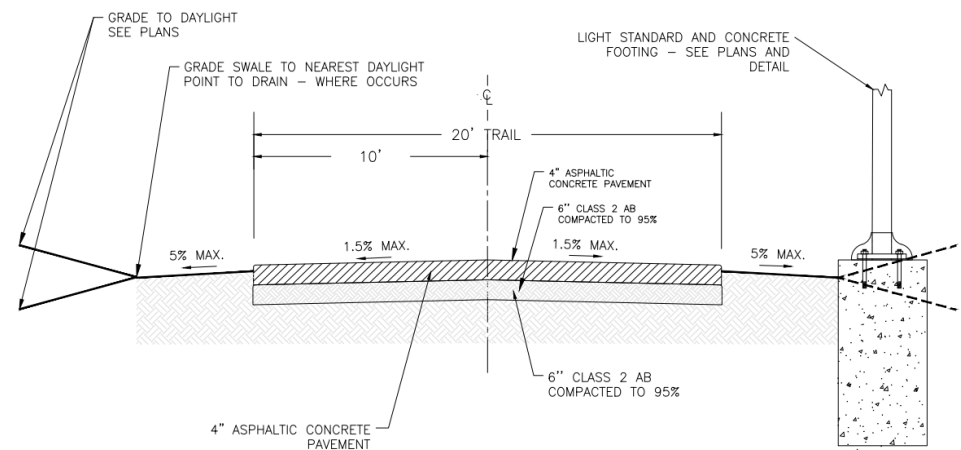
The Tule River Parkway will be extended along the Tule River through the Plan Area to provide Class I bike and pedestrian facilities according to City standards. Development proposed within the District which is adjacent to the Tule River shall be required to construct abutting sections of the Parkway.



10' Trail Cross Section

Cross Section of Bikeway II

Class II are integrated within all streets as shown on the street sections, including on residential collectors or major arterials, see **Section 4.2.**



20' Trail Cross Section

4.6 Circulation Goals and Policies

Goal C-1: Enhance transportation infrastructure and mobility options across the District by integrating safe and accessible bicycle lanes and complete streets design, ensuring equitable access for all users.

Policy C-1 Require all new developments to provide right-of-way and improvements consistent with the Master Plan street designations and street section standards.

Policy C-2 Establish bicycle lanes, bike routes and bike paths consistent with the SoTu Master Plan.

Policy C-2 Increase bicycle safety by:

- Sweeping and repairing bicycle lanes and paths on a regular basis;
- Ensuring that bikeways are delineated and signed in accordance with Caltrans' and the City of Porterville's standards, and lighting is provided, where needed;
- Providing bicycle paths or lanes on bridges and overpasses;
- Ensuring that all new and improved streets have bicycle-safe drainage grates and are free of hazards such as uneven pavement and gravel;
- Provide adequate signage and markings warning vehicular traffic of the existence of merging or crossing bicycle traffic where bike routes and paths make transitions into or across roadways;
- Work with the school districts to promote classes on bicycle safety in the schools; and
- Include way-finding signage at trail entrances and junctions.

Policy C-3 Provide bikes equal treatment in terms of safety and comfort on arterials and collectors as motor vehicles.

Policy C-4 Develop a series of continuous walkways within new office parks, commercial districts, and residential neighborhoods so they connect to one another.

Policy C-5 Ensure that pedestrian facilities are accessible to physically disabled persons, and that roadway improvement projects address mobility or accessibility for bicyclists or pedestrians.

Policy C-6 Install traffic calming devices, such as signage and bulbs, as needed and appropriate in existing neighborhoods.

Policy C-7 Provide for pedestrian-friendly zones in conjunction with the development, redevelopment, and design of mixed-use areas, commercial areas, schools, parks, and other high use areas by:

- Providing intersection "bump outs" to reduce walking distances across streets within mixed-use areas and other high use areas;
- Providing pedestrian facilities at all signalized intersections;
- Providing shade by planting large canopy shade trees adjacent to the trail;
- Providing sidewalks of adequate width to encourage pedestrian use; and
- Constructing adequately lit and safe access through subdivision sites.

Policy C-8 Designate specific truck routes to provide for movement of goods throughout the City, ensure that adequate pavement depth, lane widths, and turn radii are maintained on the designated truck routes, and prohibit commercial trucks from non-truck routes except for deliveries. These routes should avoid residential neighborhoods.

Goal C-2: Promote sustainable development practices that minimize environmental impact, enhance urban aesthetics, and support efficient transportation systems.

Policy C-9 Require the installation of landscaping in center medians and at major intersections to minimize summer heat and enhance the character of the streetscapes.

Policy C-10 Require the installation of street trees on all public street frontages between the curb and sidewalk.

Policy C-11 Require traffic impact studies for all Master Plan amendments that will generate more than 100 peak hour trips.

Policy C-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.

Policy C-13 Use city-wide traffic impact fees to provide additional funding for transportation improvements needed to serve new development.

Policy C-14 Require new development that will have an impact on regional transportation facilities to pay a regional transportation impact fee.

Policy C-15 Allow shared parking for mixed uses where peak parking demands do not overlap.

Policy C-16 Promote passive solar on parking structures to generate energy for parking lot lighting

Policy C-17 Promote pervious parking paving to improve groundwater recharge.

Policy C-18 Promote an efficient, connected street system by requiring new development adjacent to undeveloped land provide street stubs where future adjacent development shall connect.

Policy C-19 Prohibit, where possible, culs-de-sac and dead end streets in residential areas.

Policy C-20 Prohibit, where possible, block lengths longer than 600 feet. Where block length greater than 600 feet are necessary, provide pedestrian connections no more than 350 feet apart.



Bikeways provide landscaping and recreation opportunities in addition to bikeways and pedestrian trails.

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PARK AND OPEN SPACE

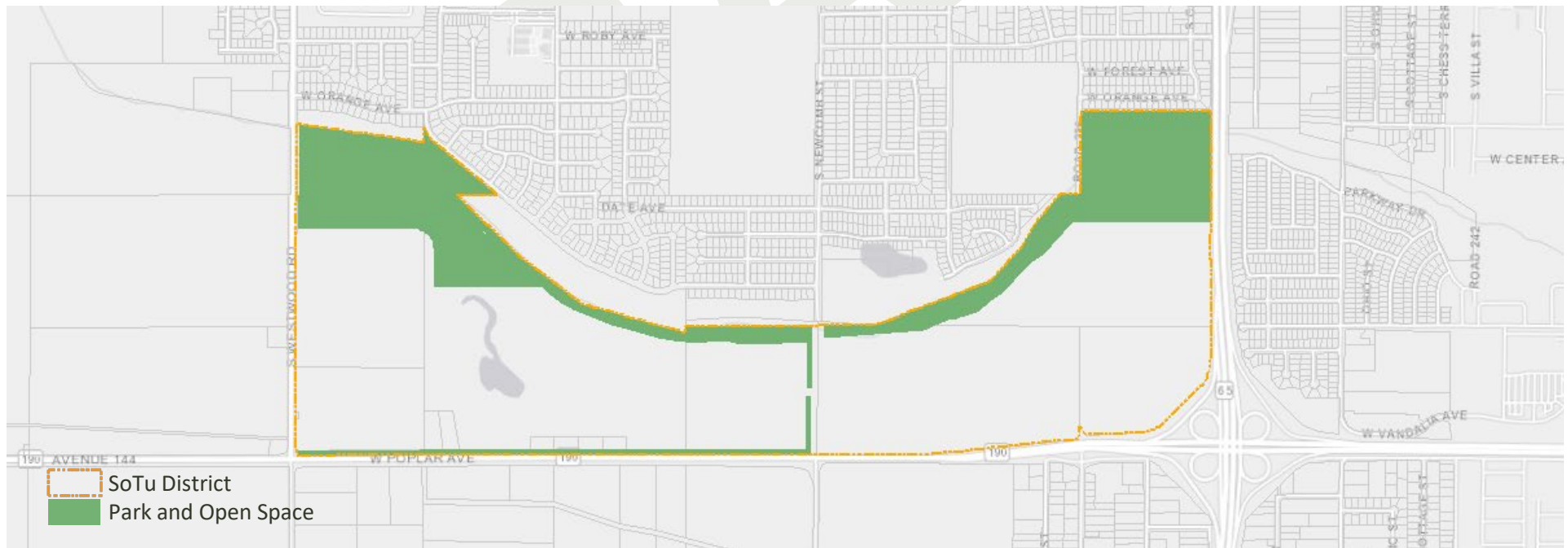
5.1 Park and Open Space Plan

The SoTu Master Plan Park and Open Space Plan illustrates the planned park and open space for the SoTu District. The District will accommodate a minimum of 112.47 acres of open space, concentrated along Tule River. A 50 feet wide landscaped trail along Poplar Avenue (State Route 190) and the Newcomb Street Alignment is also included in the Plan. The park and open space areas will be linked by a network of bicycle and pedestrian facilities as discussed in **Section 4.3 Bikeway Network and Pedestrian Circulation**. Additional pocket and neighborhood parks could be provided as residential development occurs.

Quimby Act Requirements

The Quimby Act of California authorizes local governments to establish ordinances requiring developers of new subdivisions to dedicate land for parks, pay an in-lieu fee, or perform a combination of the two. The maximum requirement allowed under the Quimby Act is three (3) acres of parkland for every new 1,000 residents. The full build out of the SoTu Master Plan is anticipated to add 2,213 residential dwelling units to the District, which would generate 8,255 new residents based on an average household size of 3.73. Based on this number, a maximum of 24.77 acres of parkland may be required to be dedicated to meet Quimby Act requirements. The Master Plan proposes 112 acres of parkland. However, future development may be subject to Quimby requirements.

Figure 5-1. Park and Open Space Plan



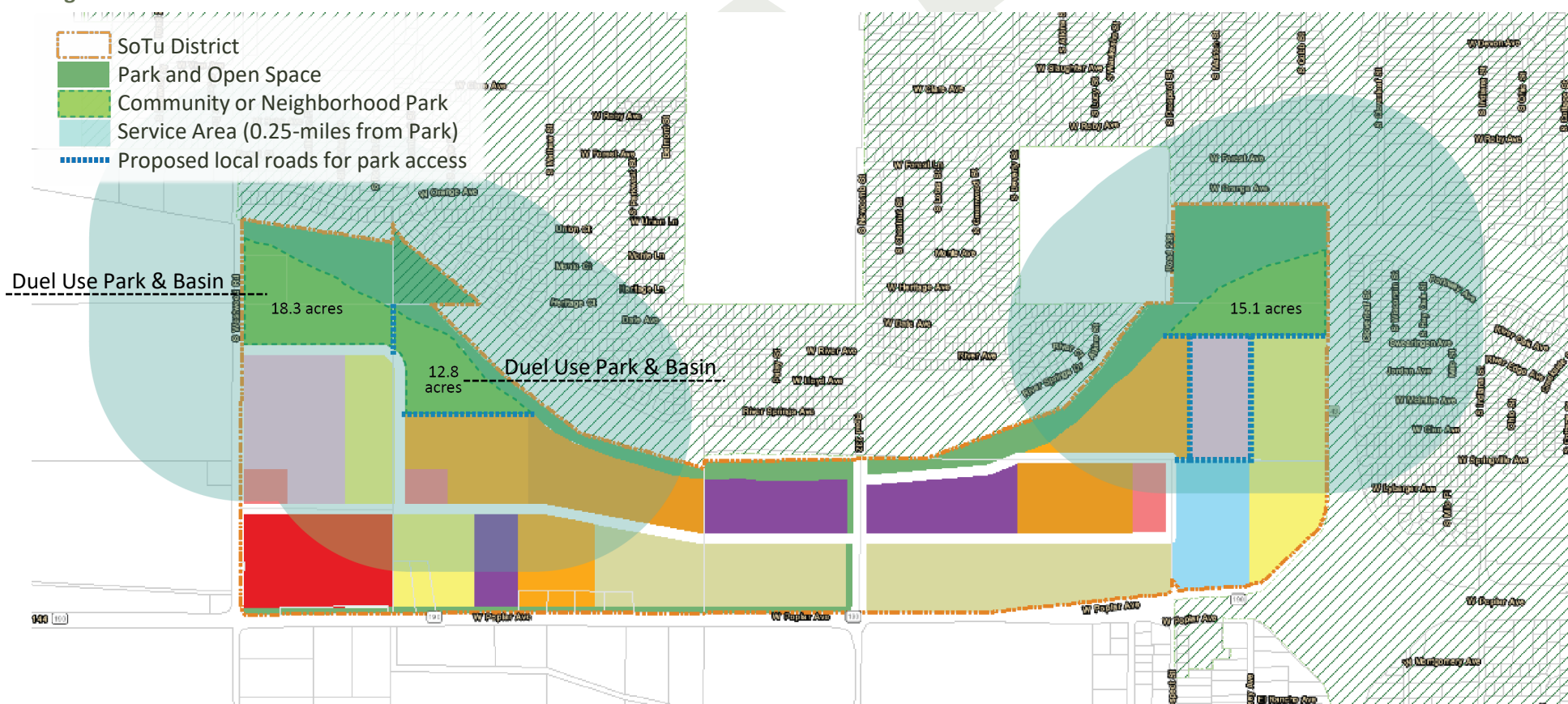
Public Parks Requirements

Article 206.04 of the Municipal Code requires that “land for public parks must be provided at a ratio of five (5) acres per 1,000 residents, or in-lieu fees must be paid as established by the City.” The parks shall be allocated with a minimum of 3.5 acres of neighborhood parks per 1,000 residents and a minimum of 1.5 acres of community parks per 1,000 residents. The full build out of the SoTu Master Plan is anticipated to add 2,213 residential dwelling units to the District, which would generate 8,255 new residents based on an average household size of 3.73. Based on this number, 28.89 acres of

neighborhood parks and 12.34 acres of community parks would be required to be dedicated to meet Code requirements. The Master Plan meets this requirement since it proposes a total of 112.47 acres of parkland. **Figure 5-2** shows the acreage of community and neighborhood parks.

Additionally, at least one (1) public park must be located within 0.25-mile, via a direct pedestrian route, of 80% of all homes within the Master Plan. As shown in **Figure 5-2**, approximately 80% of the planned residential land uses are within the service area (i.e., 0.25 miles) from a planned public park.

Figure 5-2. Planned Parks Service Area



5.2 Park and Open Space Classifications

A typical park and open space system consists of a variety of parks and open spaces under various classifications. The following classifications are guidelines for the types of parks and open space encouraged in the SoTu Master Plan.

Open space for outdoor recreation: These are areas of outstanding scenic, historic, and cultural value particularly suited for park and recreation purposes, such as access to lakeshores, rivers, and streams. It also serves as links between major recreation and open space reservations, including utility easements, banks of rivers and streams, trails, and scenic highway corridors. According to the Porterville General Plan, this category includes the Tule River Parkway. Additionally, as required by the Municipal Code, two (2) types of public parks are required to be provided for residential development, as listed below:

- **Community Park:** Community parks must be a minimum of ten (10) acres in size.
- **Neighborhood Park:** Neighborhood parks must be a minimum of two (2) acres in size.

Open space to shape and limit urban form: These are areas such as greenbelts and open space corridors established to implement community design goals and objectives. In the SoTu Master Plan, this includes the 50 feet wide landscaped trail along Poplar Avenue (State Route 190) and the Newcomb Street Alignment.

Common open space: Common open space is not shown on the **Park and Open Space Plan**, however, it is anticipated to be provided as residential development occurs. This open space usually serves the

residents of a specific subdivision or apartment, providing additional open space for recreational activities such as child play and dog park. General guidance on the type of common open space is listed below. Note that this is not a restriction nor a comprehensive list for future development.

- **Greenway or Trail:** Greenways consist of lands set aside for preserving natural resources, landscapes, and open space, and provide visual aesthetics and buffering between uses. Greenways typically provide passive-use opportunities and size/service area varies based on the character of the community or neighborhood.
- **Private Park or Recreation Facility:** Private park or recreation facilities are privately owned and maintained but contribute to the park and recreation system. Size and service area vary depending on need.



Recreation facilities such as basketball courts, gym, pools, stimulates various activities among community residents.

5.3 Park and Open Space Goals and Policies

Goal OCS-1 Preserve natural features that promote biodiversity and planned open spaces as development occurs to enhance the ecological integrity and aesthetic value of the community.

Policy OSC-1 Establish a secure funding source for open space acquisition and management.

Policy OSC-2 Use native vegetation, drought tolerant plants, recycled water irrigation, other water-saving devices drainage swales and water percolation systems, and recycled building materials in public open spaces for ease of maintenance and environmental sustainability.

Goal OCS-2 Ensure that parks and open space are an efficient use of land, are designed for the enjoyment, health, and well-being of all residents, and represent positive social infrastructure.

Policy OSC-3 Work with property owners, law enforcement officials, and the public to protect open space resources. These efforts will include, but are not limited to:

- Soliciting volunteers to remove invasive vegetation;
- Removing abandoned items and trash; and
- Ensuring no illegal encampments occur on open space areas

Policy OSC-4 Provide a variety of outdoor recreation opportunities through improvements to open space and parks, construction of facilities, and sponsoring of programs that stimulate active resident participation.

Policy OCS-5 The design and development of new residential subdivisions shall preserve the following open space areas to the

maximum extent feasible: trail corridors, streams, natural vegetation.

Policy OCS-6 Promote the inclusion of common open space, such as pocket park, neighborhood park, greenway or trails, and recreational facilities in residential and mixed use developments.

Policy OCS-7 Design parks such that at least fifty percent of the horizontal park area is landscaped with pervious surfaces, such as turf, gravel, sand, and bark, and no more than fifty percent of the area is paved.



Park and open space provide recreation opportunities.

6 INFRASTRUCTURE AND PUBLIC UTILITIES

6.1 Water Master Plan

Porterville meets its demand for domestic water entirely from groundwater wells that pump potable water into the distribution system. The water supply comes from the Tule Subbasin Aquifer, which gets most of its water from the Tule River. Recharge also helps contribute to the groundwater supply. Groundwater recharge is achieved through reclaimed water percolation ponds as well as rainfall percolation. The District receives an annual average rainfall of 11.63 inches.

The City does not receive raw or potable water, by either import or purchase, to supply their municipal distribution system. Although the City doesn't purchase water to service their system, it has acquired water rights for approximately 900-acre feet annually from the

Pioneer Ditch Company and Porter Slough Ditch Company, which will be used for groundwater recharge.

SoTu Master Plan's water demand was calculated based on the assumption that the District shall comply with the 20% reduction of indoor water usage and installation of low flow plumbing fixtures mandated by CALGreen. A water demand factor (WDF) is the estimated amount of water usage per area by land use type. These factors are used to estimate the average day demand (ADD) for the potential development areas. **Table 6-1** shows the WDF from the City Master Plan for each land use type and the resulting ADD. At full buildout of the District, it is estimated that development will use approximately 423 million gallons of potable water per year.

Table 6-1: Water Demand Factor (WDF)

Land Use	Acres	WDF (gpd/acre)	ADD (gpd)	gal/year
Low Density Residential	51.88	1,900	98,576	35,980,187
Medium Density Residential	43.94	2,600	114,233	41,694,886
High Density Residential	31.18	4,000	124,704	45,516,781
Commercial Mixed-Use	33.11	2,800	92,713	33,840,282
Neighborhood Commercial	8.53	1,700	14,496	5,290,903
Retail Centers	24.64	2,000	49,271	17,984,091
Professional Office	32.57	2,900	94,455	34,476,089
Industrial Park	59.51	3,300	196,372	71,675,740
Education	15.89	900	14,301	5,219,818
Parks and Recreation	112.47	3,200	359,919	131,370,561
Total			1,159,039	423,049,336

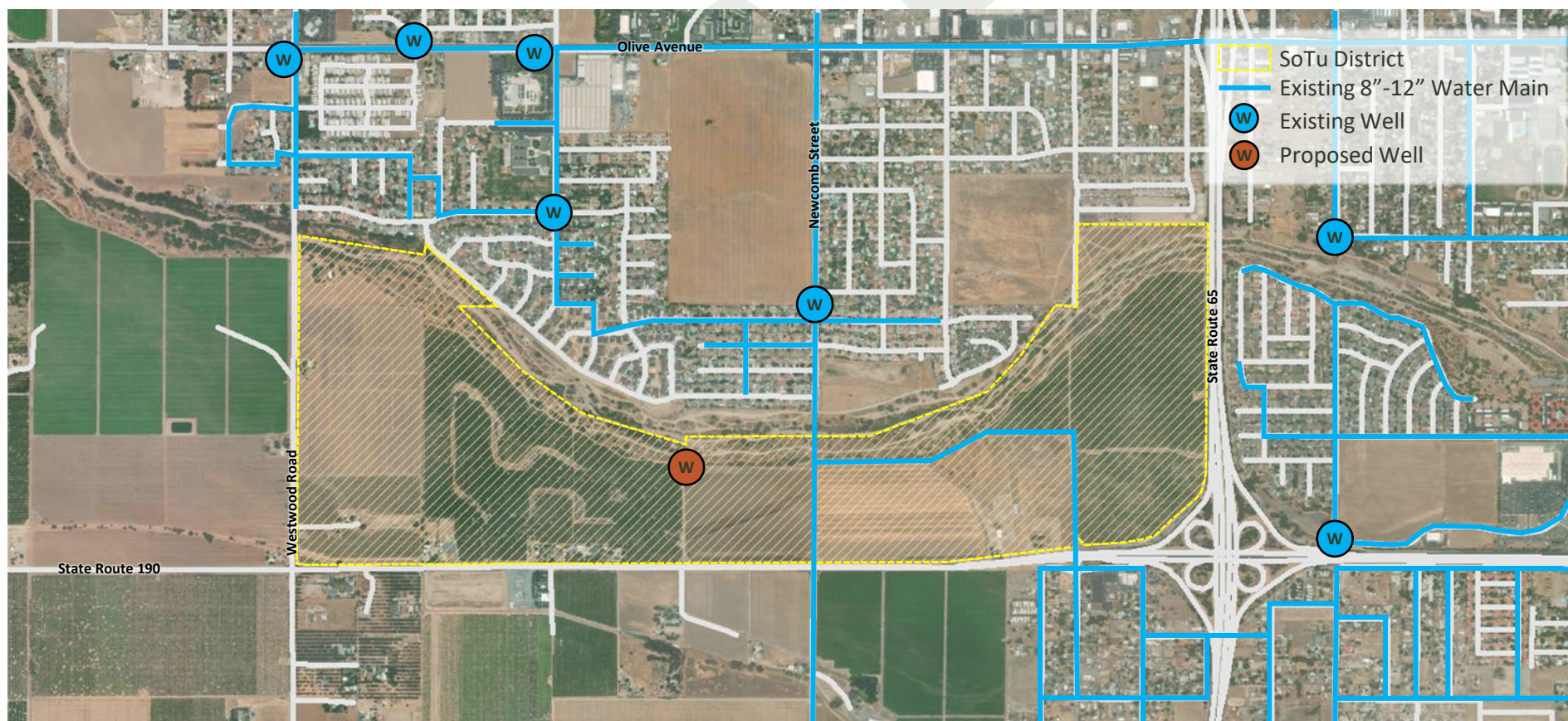
The City's existing water system extends into the District. There are existing water mains along Newcomb Street Alignment, the Springville Avenue Alignment, and the Prospect Avenue Alignment (up to the Springville Avenue Alignment onsite). The exact size of the existing mains is unknown, however, per the City Master Plan they are between 8-12 inches. The SoTu District will require the addition of onsite water mains to accommodate the new development and connect to the City water system.

The City's Master Plan proposes to add a new water well located on the District to the distribution system to increase supply reliability and

capacity. The potential location onsite has been identified as a central pressure zone and is located on Poplar Avenue, west of the Newcomb Street Alignment.

Development within the District would connect to the City's water system and install water meters at all service connections. Water service charges are based on the City's volumetric rates. There is also a Utility Users Tax based on the dollar amount of the billing for water inside City limits. The rate structure will encourage reasonable water use.

Figure. Water Master Plan



6.2 Wastewater Master Plan

Wastewater generated in the Plan Area will be treated by the City of Porterville Wastewater Treatment Plant (WWTP) located at 1333 West Grand Avenue, approximately 1.5 miles north of the District.

Wastewater flow factors (WWFF) are a correlation between land use and sewer generation and are developed to project the average daily wastewater flow (ADWF). Wastewater that will be generated by the District has been calculated using WWFF combined with the land use and population projections contained in this plan. **Table 6-2** shows the WWFF from the City Master Plan for each land use type and the resulting ADWF. At full buildout of the District, it is estimated that development will generate over 157.3 million gallons of wastewater per year.

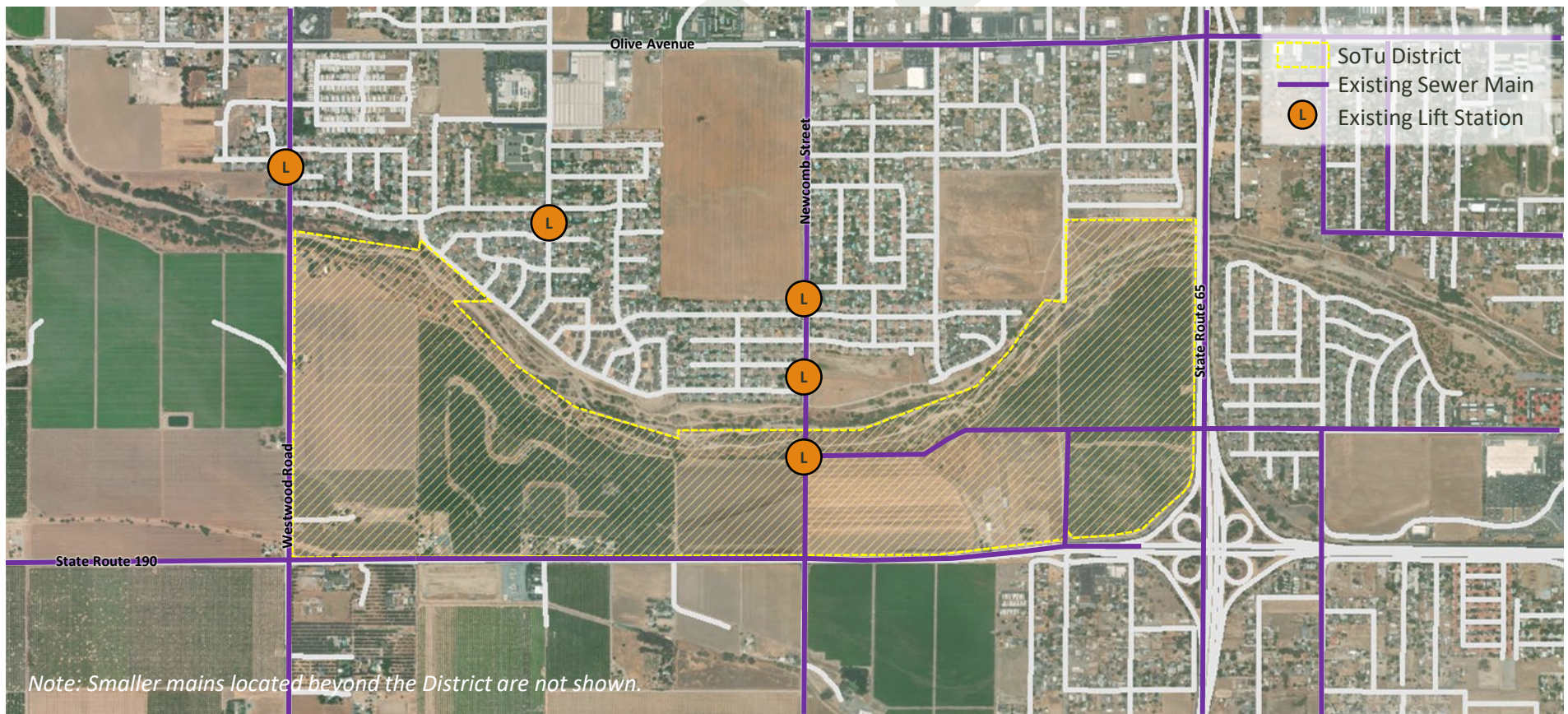
The City's existing sewer system extends into the District. There is an existing 24-inch sewer main along Westwood Street, adjacent to the west of the site. A 36-inch sewer main along the Newcomb Street Alignment that runs north-south on the property. There is also an existing 24-inch sewer main along the Springville Avenue Alignment that runs west-east and a 10-inch sewer main along the Prospect Avenue Alignment that runs north, up to the Springville Avenue Alignment onsite. An existing lift station is located on the north end of the site on the Newcomb Street Alignment. The lift station is there to push wastewater across the Tule River, towards the WWTP. The SoTu District will require the addition of onsite sewer pipes to accommodate the new development. Wastewater would be generally collected by a gravity flow sewer system.

Table 6-2: Wastewater Flow Factor (WWFF)

Land Use	Acres	WWFF (gpd/acre)	ADWF (gpd)	gal/year
Low Density Residential	51.88	700	36,317	13,255,858
Medium Density Residential	43.94	1,000	43,936	16,036,495
High Density Residential	31.18	1,550	48,323	17,637,752
Commercial Mixed-Use	33.11	1,200	39,734	14,502,978
Neighborhood Commercial	8.53	1,000	8,527	3,112,296
Retail Centers	24.64	1,200	29,563	10,790,454
Professional Office	32.57	1,800	58,627	21,398,952
Industrial Park	59.51	2,000	119,013	43,439,842
Education	15.89	400	6,356	2,319,919
Parks and Recreation	112.47	100	11,247	4,105,330
Total			401,643	146,599,876

Development within the District would connect to the City's sewer system. Sewer service charges are based on the City's fixed rate for different land use categories (i.e., residential, multiple units, commercial).

Figure 6-2. Wastewater Master Plan



6.3 Stormwater Drainage

The City's Public Works Department manages drainage facilities on public right-of-way, public easements, and city-owned property. Drainage on private property or within privately held easements is typically managed by the underlying property owner. The City's stormwater system consists of a system of natural water channels, drains, and retention basins located throughout the City. The City owns 23 stormwater basins that provide groundwater recharge and are currently sized to only accept floodwater. The City's storm water system operates by collecting and conveying captured runoff. Captured runoff is ultimately discharged into the Tule River, Porter Slough, six irrigation ditches, and/or twenty-three storage reservoirs. There are approximately 59.7 miles of storm drain pipes and 1.6 miles

of ditches.

Stormwater retention basins are sized to store runoff from a major storm event. The standard design storm event used for sizing retention basins in the City of Porterville is a 100-year, 10-day event, which yields 6.45 inches according to the City Master Plan and the National Oceanic and Atmospheric Administration (NOAA). The conveyance system used to collect runoff generated from the Plan Area will be sized to capture a 10-year storm event. Approximately 117 acre-feet (AF) of storage volume would be required to store all runoff from the SoTu District.

Table 6-3 Anticipated Runoff under Buildout of the District

Land Use	Acres	Square Footage	C-factor	Rain Depth (ft)	Rainfall Volume (cf)	Rainfall Volume (AF)
Low Density Residential	51.88	2,259,981	0.38	0.54	461,601	10.60
Medium Density Residential	43.94	1,913,835	0.42	0.54	432,048	9.92
High Density Residential	31.18	1,358,021	0.68	0.54	496,357	11.39
Commercial Mixed-Use	33.11	1,442,351	0.77	0.54	596,953	13.70
Neighborhood Commercial	8.53	371,429	0.77	0.54	153,725	3.53
Retail Centers	24.64	1,073,133	0.77	0.54	444,143	10.20
Professional Office	32.57	1,418,780	0.72	0.54	549,068	12.60
Industrial Park	59.51	2,592,109	0.72	0.54	1,003,146	23.03
Education	15.89	692,162	0.72	0.54	267,867	6.15
Parks and Recreation	112.47	4,899,402	0.26	0.54	684,691	15.72
Total					5,089,599	116.84

Figure 6-3 illustrates the existing topographic drainage in the area. Future grading and drainage in the District are expected to follow existing drainage patterns. Stormwater would be retained onsite.

Two master planned basins are proposed within the plan area. These basins are planned at low points on the site, although more optimal locations exist within the plan area. At the time of development, projects shall be required to construct some or all of the proposed planned basin, or provide an on-site basin, as determined by the City Engineer.

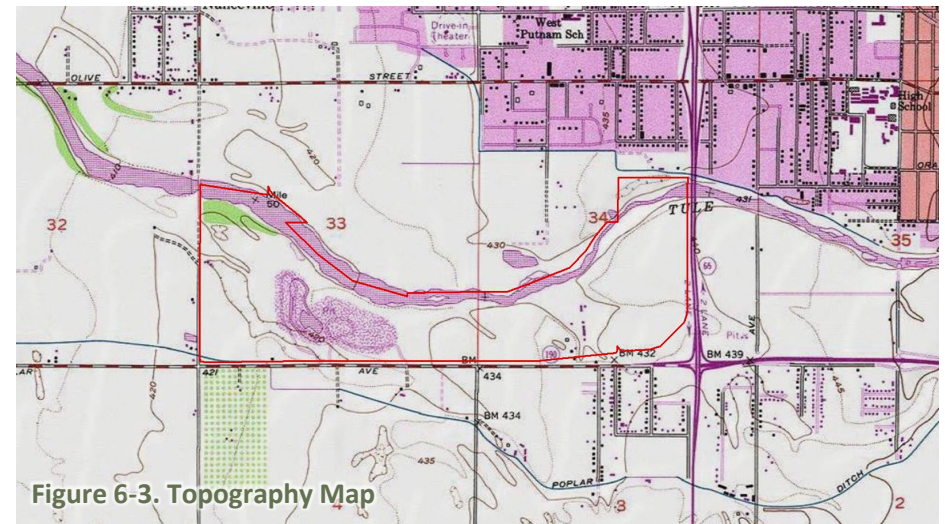
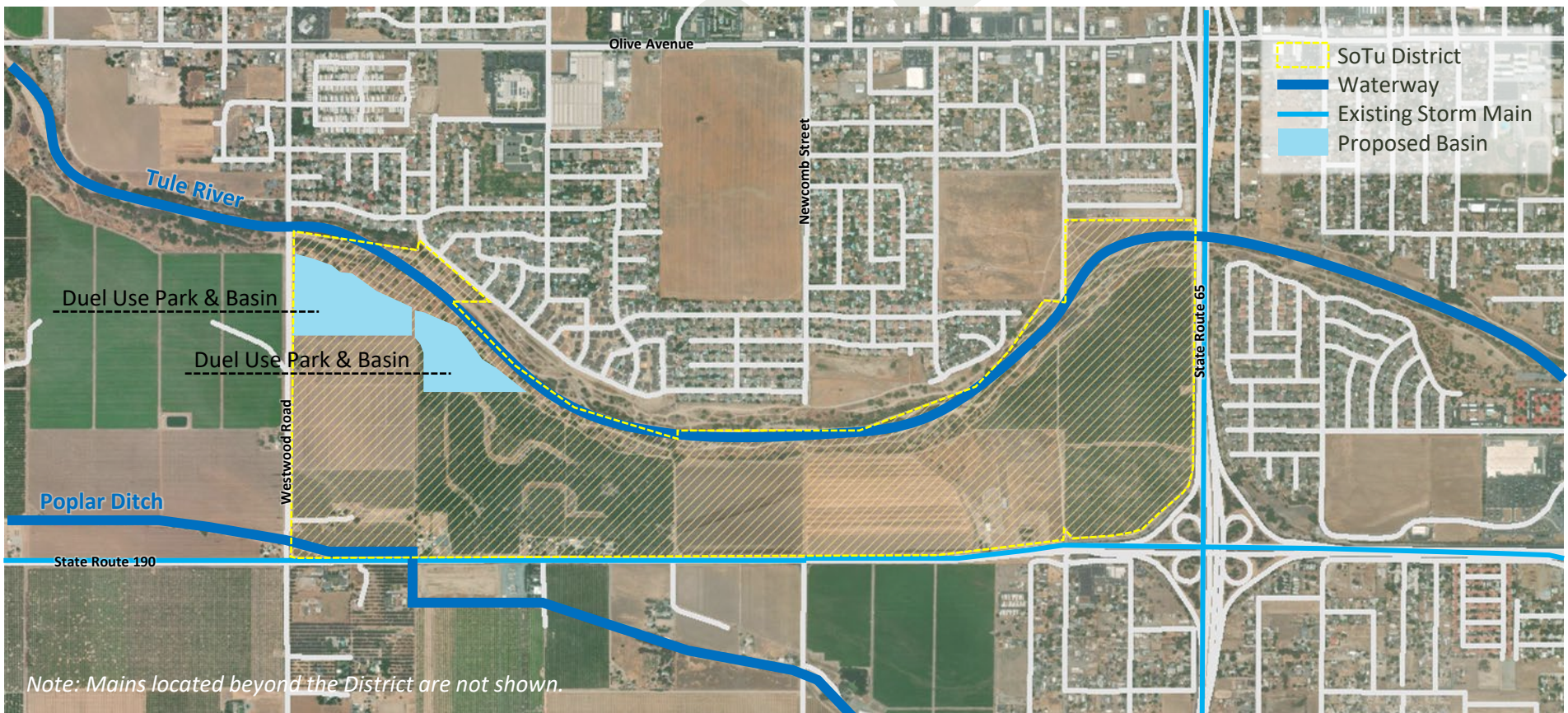


Figure 6-3. Topography Map

Figure 6-4. Storm Drainage Master Plan



6.3.1 Flood Protection and FEMA Flood Hazard

According to FEMA, the western boundary of APN 259-040-044 is part of Flood Zone AE as well as a section of the northern part of APN 259-040-042 and 259-040-043. Zone AE are high-risk flood areas due to the proximity of a pond, stream, or river. They are base floodplains where base flood elevations are provided. Zone AE presents a 1% annual chance of flooding or flooding during a 100-year storm event and has a 26% chance of flooding over the life of a 30-year mortgage. Mandatory flood insurance purchase requirements and floodplain management standards apply.

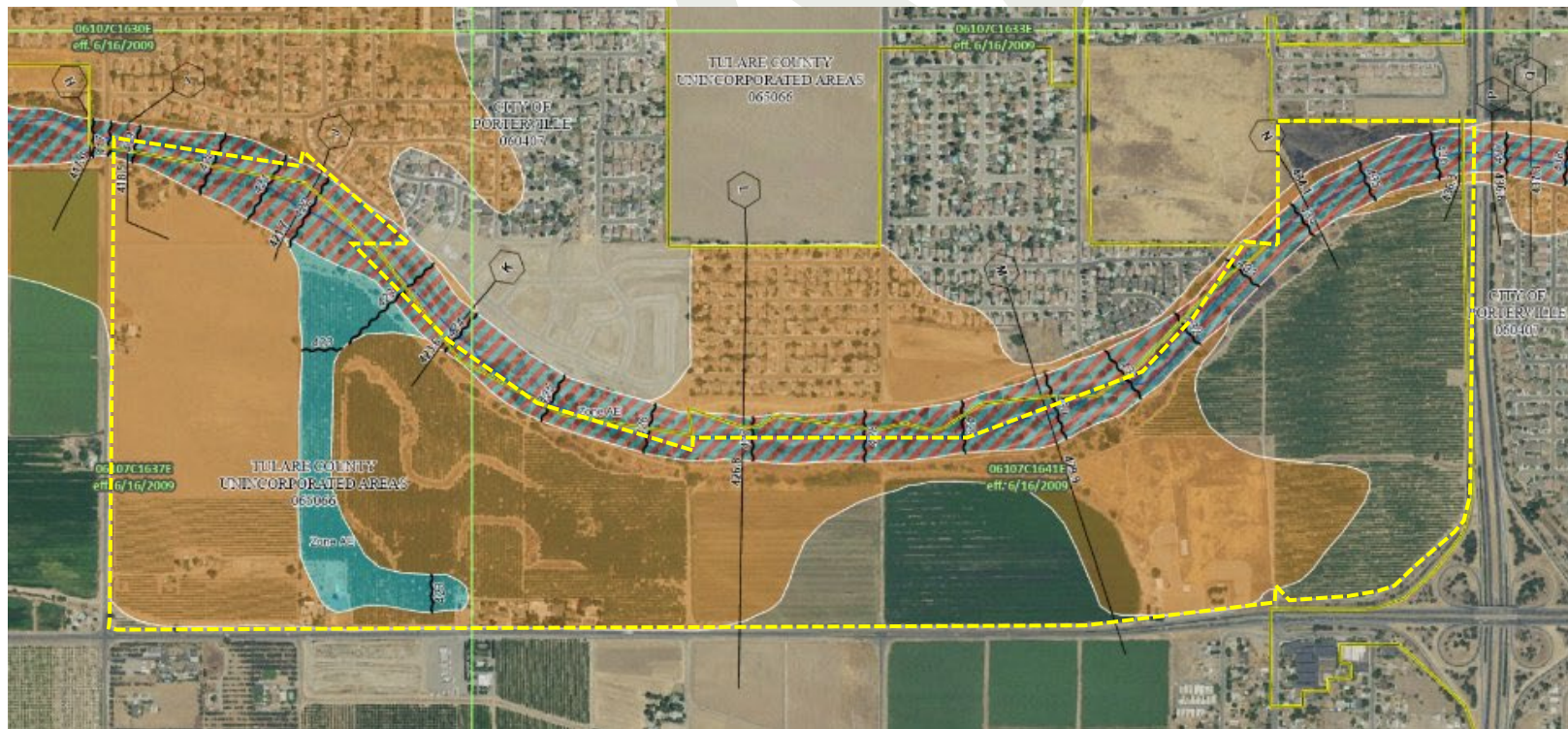
Other properties within the Plan Area that are within a flood zone are in Flood Zone X. Flood Zone X areas have a moderate risk of

flooding or flooding within the limits of the 500-year storm. These storm events have a 0.2% annual chance of recurring.

The developer or applicant of future developments in areas of special flood hazards, including Zone AE, shall comply with the City Flood Damage Prevention Ordinance No. 1777 and the requirements of the Central Valley Flood Protection Board, where applicable. This includes:

- A preliminary elevation certificate shall be provided to the City for review prior to the foundation forms inspection being scheduled.
- A final elevation certificate shall be provided to the City prior to the final inspection (or any type of occupancy inspection) is scheduled.

Figure 6-5. FEMA Flood Zone Map



6.3.2 Protection and FEMA Flood Hazard

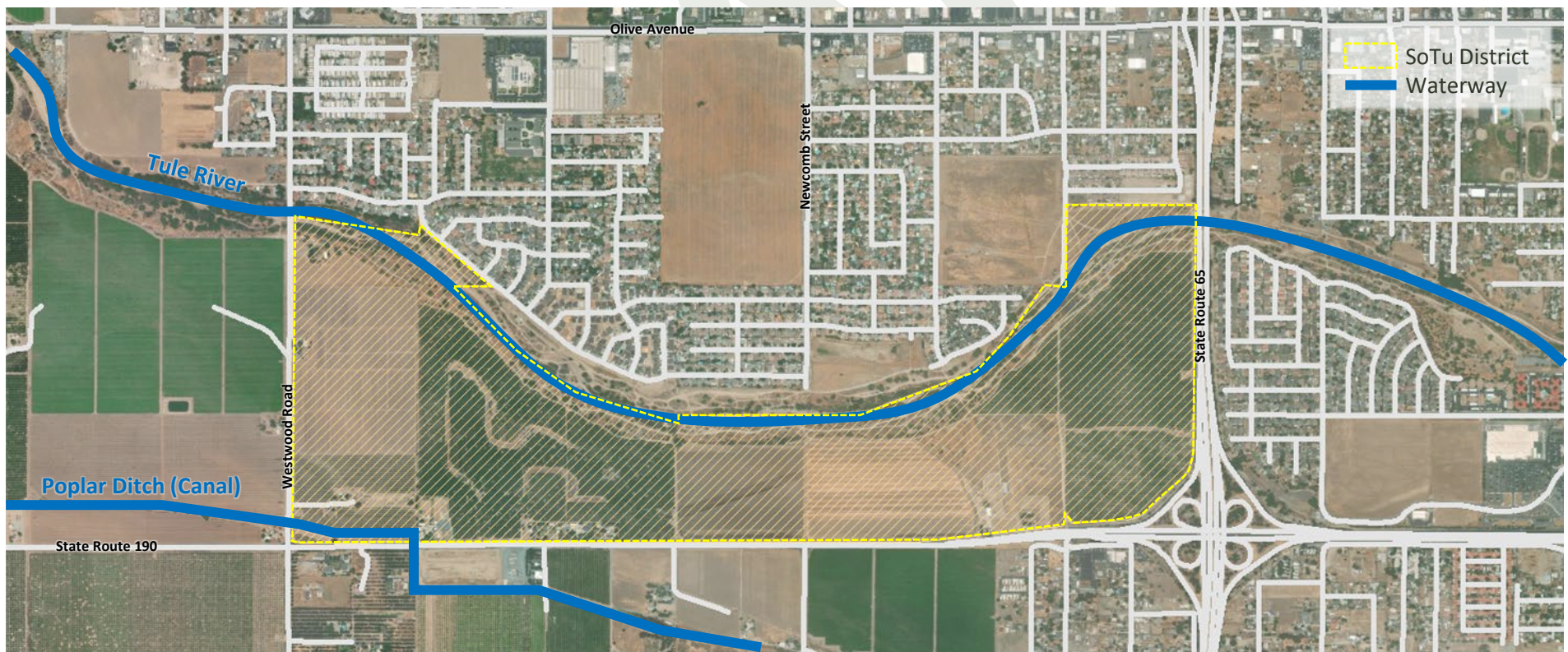
Development of sites that are greater than one (1) acre are required to file a Notice of Intent (NOI) and prepare a SWPPP or file a waiver, in compliance with the General Permit for Discharges of Storm Water Associated with Construction Activity (i.e., General Permit Order No. 2012-0006-DWQ). The SWPPP estimates the sediment risk associated with construction activities and includes best management practices (BMPs) to reduce or eliminate potential pollutants from construction activity in stormwater discharges and authorized non-stormwater discharges. BMPs cover erosion, sediment, tracking, and wind erosion control, as well as non-stormwater and waste management controls. BMPs reduce the risk of runoff containing potential pollutants due to construction activities from leaving the site and contaminating the storm drain system. Implementation of a SWPPP also minimizes the potential for development to result in substantial soil erosion or loss of topsoil. These provisions minimize the potential for developments to violate any waste discharge requirements or otherwise substantially degrade surface or ground water quality. Further, runoff resulting from developments would be managed by the City in compliance with the City of Porterville Storm Water Management Plan, in addition to approved grading and drainage plans.

6.4 Porterville Irrigation District Master Plan

Most of the District is within the Porterville Irrigation District (PID) boundary, except for the easternmost section. There are no PID irrigation pipes or canals within the District. Poplar Ditch runs through the District area and crosses the southwest corner of the District. The Tule River also crosses the

District boundary and borders the northern edge of the District. PID controls the supply of the Tule River water. A portion of this water is stored behind the Richard L. Schafer Dam. The total entitlement of the Tule River water averages approximately 12,900 acre-feet annually.

Figure 6-6. Surface Water within the District



Reclaimed Water System

Reclaimed water will be used for groundwater recharge through percolation ponds and while landscape irrigation with recycled water would help to reduce groundwater demand, there is a relatively small demand in comparison to agricultural irrigation. According to the City Master Plan, landscape irrigation will be limited to parcels in proximity to the WWTP or any recycled distribution pipelines.

The City has already begun constructing the backbone infrastructure for reclaimed water distribution. Reclaimed water will be used primarily to irrigate large open space areas. The Project will install purple pipe mainlines along Westwood Street and the Newcomb Street Alignment for future reclaimed water distribution. Once the whole purple pipe system from the WWTP is in place, open space areas within the Plan Area will also be irrigated using reclaimed water. A purple pipe connection from these mainlines to open space areas within the Plan Area will be installed during construction for future irrigation with reclaimed water.

Agricultural irrigation with recycled water, disinfected to tertiary level, will be implemented with the purpose of obtaining exchange for surface water rights. Through this exchange, irrigation of crops with reclaimed water will allow for surface water to be used for municipal supply.

6.5 Solid Waste Services

The City's Public Works Department Solid Waste/Refuse Division provides commercial, residential, and industrial refuse collection to all locations within the City of Porterville. Disposal services in Porterville are provided by the Tulare County Consolidated Waste Management Authority (CWMA). Solid waste collection and disposal of the SoTu District shall be in compliance with Porterville Municipal Code Chapter 13 – Garbage and Refuse, state, and local laws.

6.6 Gas, Electric, and Communication

Electric power will be provided by Southern California Edison (SCE). Electrical lines shall be placed within public utility easements (PUEs) to provide service for residential and commercial development within the District. SCE will determine the alignment of electrical lines within the District depending on electrical load demand. On-site facilities will be placed underground within a duct and structure system to be installed by the developer.

Natural gas will be provided by Southern California Gas Company (SoCalGas). SoCalGas will install gas distribution lines in the District as necessary. All electric lines within the District shall be installed according to City of Porterville requirements.

Telephone and internet services will be provided through existing phone lines, cable lines, and wireless communication systems by private companies. Future phone lines, cable lines, and wireless communication facilities shall be installed according to City of Porterville requirements.

6.7 Infrastructure Goals and Policies

Goal PU-1 Ensure an adequate supply of water to serve the needs of the District and promote conservation of water uses.

Policy PU-1 Require that necessary water supply infrastructure and storage facilities are in place coincident with new development and approve development plans only when a dependable and adequate water supply to serve the development is assured. A water assessment study may be required for individual projects.

Policy PU-2 Continue to require water meters in all new developments.

Policy PU-3 Require that agricultural water rights be assigned to the City when agricultural land is annexed to the City for urban development, consistent with this General Plan.

If a landowner with surface water rights requests annexation to the City, the City will require the landowner to assign those water rights to the City to help offset the water demands for the new development.

Policy PU-4 Encourage the use of alternative water sources to achieve a water balance, including reclaimed water for irrigation and landscaping purposes.

Goal PU-2 Ensure the provision of wastewater collection and treatment services and reclamation area acreages meet the needs of the District.

Policy PU-5 Prevent illegal wastewater disposal or chemical disposal practices.

Goal PU-3 Provide a comprehensive storm drainage system to protect life and property.

Policy PU-6 Require new development to provide storm drainage facilities and/or pay a storm drainage impact fee, consistent with the Storm Drain Master Plan.



ADMINISTRATION AND IMPLEMENTATION

7.1 Plan Modification and Amendment

The SoTu Master Plan represents a framework of development for the SoTu District. Implementation of the Master Plan requires the adoption of this Master Plan, annexation, tentative maps, site plan review and any subsequent submittals over the life of the District's build out. This chapter sets forth the procedures needed to implement, administer, and amend the Master Plan as well as provisions for required entitlements for future development under the Master Plan.

The development of land within the District shall comply with the development standards adopted in this Master Plan as well as regulations in the City of Porterville Zoning Ordinance. Amendments to this adopted Master Plan by or on behalf of the property owner(s) or by the city, shall be filed with the City of Porterville Planning Division. Modifications and amendments shall be processed according to the Porterville Municipal Code, as listed below.

Modification or Amendment	Procedure
Amendments to land use designations	Porterville Municipal Code <i>Article 607 – Amendments to General Plan</i>
Request changes to language in the Master Plan	Porterville Municipal Code <i>Article 604 – Conditional Use Permits</i>

For future land use changes processed through a General Plan Amendment for properties within this Master Plan, the change reflected on the General Plan land use map will supersede land uses identified within this Master Plan.

7.2 Required Entitlements

Development within the District would be implemented through the approval of entitlements with the City of Porterville, including an annexation and subsequent entitlements such as tentative tract map, parcel map, and conditional use permit.

Annexation (County and City)

Development of the District would require annexation from the County of Tulare to the City of Porterville. The UDB is a boundary beyond which urban development is not allowed during the time period for which it is effective. The portion of the District beyond the UDB would be required to be reviewed and amended by the Tulare County Local Agency Formation Commission.

Entitlements (City)

To develop within the SoTu District under the standards, regulations, and policies in this Master Plan, a project may be required to apply for a Site Plan Review, Conditional Use Permit, Tentative Tract Map, Tentative Parcel Map, Variances, and other entitlements in addition to an annexation as described above. The application and procedures for these entitlements shall comply and follow the requirements and regulations set forth in the Porterville Municipal Code Series 600 – Administration and Permits in addition to the policies contained within this Master Plan.

7.3 CEQA

Specific development projects would be subject to compliance with the California Environmental Quality Act (CEQA). The environmental review under CEQA is intended to ensure that responsible decision makers and the public are informed about the potentially significant environmental effects of proposed activities. This Master Plan is adopted with an Initial Study and a Focused Environmental Impact Report (FEIR), which overrides the impacts on air quality generated by build out of the District under the Master Plan. As such, future development projects that comply with the Master Plan could tier off this Initial Study and FEIR and no additional environmental review would be required. These projects shall complete a letter of conformance to ensure that impacts have been accounted for in the Master Plan Initial Study and FEIR. These projects would be required to implement Mitigation Measures identified in the FEIR.

If a development project is not proposed in compliance with the Master Plan, for instance, an amendment to the land use designation is proposed, the project would be subject to additional environmental review under CEQA. Porterville Municipal Code Article 611 – Environmental Review set forth procedures that apply to all projects sponsored or assisted by the city and to all private projects requiring any discretionary approvals from the city. In the event of a conflict between these environmental review regulations and applicable federal or state regulations or guidelines, the applicable federal or state regulations shall prevail.

7.4 Legal Non-Conforming Uses

Porterville Municipal Code *Article 307 – Nonconforming Uses, Structures, and Lots* permits the continuation of uses and continued occupancy and maintenance of structures that were legally established but do not comply with all of the standards and requirements of the Municipal Code in a manner that does not impair public health, safety, and general welfare. This applies to structures, land and uses that have become nonconforming by operation of this Ordinance and that remain in a nonconforming status or become nonconforming due to annexation to the City. As such, existing uses and structures within the District would be legal non-conforming as it is annexed into the City.

SOUTH OF TULE RIVER DISTRICT MASTER PLAN

South of Tule River Master Plan

FINDINGS OF FACT / STATEMENT OF OVERRIDING CONSIDERATIONS

(SCH # 202403738)

SEPTEMBER 2024



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

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1 Introduction

The California Environmental Quality Act (CEQA) (Public Resources Code (“PRC”) 21000-21177) requires the City of Porterville (“City”) as the Lead Agency to make written findings when it approves a project for which an environmental impact report (EIR) was certified and to identify overriding considerations for significant and unavoidable impacts identified in the EIR, pursuant to PRC Section 21081.

This document explains the City’s findings regarding the significant and potentially significant impacts identified in the EIR prepared for the City of Porterville’s South of the Tule River (“SoTu”) Master Plan (“Project”) and the City’s ultimate determinations of the feasibility of the Project alternatives considered in the EIR. The Findings of Fact and Statement of Overriding Considerations are presented for adoption by the City Council as the City’s findings under CEQA and the CEQA Guidelines relating to the Project.

The Findings provide the written analysis, substantial evidence, and conclusions of the City Council regarding the Project’s environmental impacts, mitigation measures, and Project alternatives, as well as economic, social, technical, and other benefits of the Project that the City has determined should override any significant environmental impacts that would result from Project implementation.

The Statement of Overriding Considerations identifies the economic, social, technical, and other benefits of the Project that the City decisionmakers have determined should override any significant environmental impacts that would result from the Project.

The Final EIR describes the Project, adverse environmental impacts of the Project, and mitigation measures and alternatives that would substantially reduce or avoid those impacts. The information and conclusions contained in the EIR reflect the City’s independent judgment. The Final EIR includes the Draft EIR, comments, responses to comments, and revisions to the Draft EIR for the Project.

1.1 CEQA Requirements

CEQA Guidelines Section 15091 provides the following direction regarding findings:

(a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

- (1) Changes or alterations have been required in, or incorporated into, the project which 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.

As defined by CEQA, “feasible” means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, legal, and technological factors (PRC Section 21061.1 and CEQA Guidelines Section 15126.6(f)(1)).

With respect to a project for which significant impacts cannot be feasibly avoided or substantially lessened, a public agency may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons that the project’s benefits outweigh its significant unavoidable adverse environmental effects. (Pub. Resources Code, §§ 21001, 21002.1(c), 21081(b).)

CEQA Guidelines Section 15093 provides the following direction regarding a statement of overriding considerations:

(a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered “acceptable.”

(b) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.

(c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

A Mitigation Monitoring Program has been prepared for the Project and, if the Project is approved, will be adopted concurrently with these Findings. (See Pub. Resources Code, § 21081.6, subd. (a)(1).) The City will use the Mitigation Monitoring Program to track compliance with Project mitigation measures.

In adopting these Findings, this City Council finds that the Final EIR was presented to this City Council, the decision-making body of the lead agency, which reviewed and considered the information in the Final EIR prior to approving the Project. By these findings, this City Council ratifies, adopts, and incorporates the analysis, explanation, findings, responses to comments, and conclusions of the Final EIR. The City Council finds that the Final EIR was completed in compliance with CEQA. The Final EIR represents the independent judgment of the City.

If any term, provision, or portion of these Findings or the application of these Findings to a particular situation is held by a court to be invalid, void, or unenforceable, the remaining provisions of these Findings, or their application to other actions related to the Project, shall continue in full force and effect unless amended or modified by the City.

1.2 Project Overview

The City of Porterville (“City”) is proposed to adopt the SoTu Master Plan (“Master Plan”). The Master Plan is intended to facilitate the development of the Plan Area as it transitions from agricultural and rural residential land into a new district with a mix of residential, commercial, public uses, and open spaces. The Master Plan would not only provide overarching guidance and broad policy concepts, but also provide information of the type, location, and intensity of uses; define capacity and design for necessary public improvements; and determine the resources necessary to finance and implement infrastructure needed to support the development of the Plan Area.

The South of Tule River (“SoTu”) Master Plan Area (“Plan Area”) comprises approximately 447 acres (gross) and 19 parcels located directly southwest of the City Limits, bound to the north by the Tule River, south by State Route 190, east by State Route 65, and west by Westwood Street. The predominant existing land uses within the Plan Area are agriculture and rural residences.

The Master Plan proposes land use designation changes in certain areas within the Plan Area, which requires a General Plan Amendment and concurrent rezoning. The Master Plan would result in reductions in acreage of Low Density Residential and Retail Centers, and modest increases in Medium Density Residential, High Density Residential, Commercial Mixed-Use, Neighborhood Commercial, Professional Office, Industrial Park, Park and Recreation, and Public Institutional.

Overall, build under the Master Plan could yield 2,213 residential units (516 single-family and 1,697 multi-family units), 3,357,864 square feet (sf.) of commercial space, 1,337,717 sf. of employment space (i.e., office uses and industrial uses), and 15.81 acres of public and institutional uses, and 112.14 acres of park and recreational lands. Housing production and mixed-use development (i.e., mix of residential and non-residential uses) is a primary motivation for the Master Plan. For comparison, build out under the proposed land use designations (assumed density) within the Master Plan would facilitate an additional 579 residential units with a substantial increase in commercial and employment uses as compared to build out under the existing land use designations (maximum density).

The Master Plan would require approval by the City of Porterville City Council, including approval of a General Plan Amendment, Rezone/Pre-zone, and Conditional Use Permit, in addition to adoption of the Master Plan and certification of the Final EIR. No permits would be required from other agencies for approval of the Project.

For a complete Project description, refer to Chapter 3. Project Description of the Draft EIR.

1.3 Environmental Review Process

1.3.1 Notice of Preparation

In accordance with CEQA, the City released a Notice of Preparation (NOP) on March 20, 2024, for a review period that closed on April 19, 2024. 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. The City received three (3) comment letters during the NOP review period. NOP letters were received from:

- **California Department of Conservation- Division of Land Resource Protection** (April 12, 2024): providing general comments and recommendations regarding mitigating agricultural land loss or conversion
- **California Department of Transportation – Aeronautics Program** (April 18, 2024): Providing general comments and recommendations regarding the portions of the Project site identified as being with the Tulare County Comprehensive Airport Land Use Plan (CALUP).
- **Native American Heritage Commission** (March 21, 2024): Provided applicable tribal consultation guidelines and requirements associated with the Project.

1.3.2 Draft EIR

The Draft EIR was properly noticed and circulated for public review and comment for 45 days, from July 26, 2024, to September 9, 2024. The Notice of Availability was published on July 26, 2024. The Draft EIR and appendices were sent to the State Clearinghouse for distribution. Copies of the Draft EIR were made available on the City’s website and at City Hall. The webpage is located at, www.ci.porterville.ca.us/departments/community_development/planning.php.

1.3.3 Final EIR

All written comments received during the 45-day public review period (July 26, 2024, to September 9, 2024) of the Draft EIR are addressed in the Final EIR. The City received four (4) comment letters. Copies of comments received are included in Chapter 3 of the Final EIR, with responses for each comment, and in the Appendix. The 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 decision makers of the City of Porterville. The comments received did not provide evidence of any new significant impacts or “significant new information” that would require recirculation of the Draft EIR pursuant to CEQA Guidelines Section 15088.5.

2 Significant and Unavoidable Impact Findings And Recommendations

2.1 Air Quality

2.1.1 Impact AIR-1

Would the project conflict with or obstruct implementation of the applicable air quality plan?

- a. **Potential Impact:** The potential for the Project to conflict with or obstruct implementation of the applicable air quality plan is discussed on Page 70-72 of the Draft EIR.
- b. **Mitigation Measures:** Mitigation Measure AIR-2a, AIR-2b, AIR-2c, and AIR-2d are hereby adopted and will be implemented as provided in the Mitigation Monitoring and Reporting Program.
- c. **Findings:** Based upon the EIR and the entire record before this City Council, this City Council finds that:
 - i. **Remaining Impacts:** 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 San Joaquin Valley Air Pollution Control District's (SJVAPCD) significance thresholds—then the Project would be considered to contribute to violations of the applicable standards and conflict with the attainment plans. The Project's emissions are significant for ROG, NO_x, CO, PM₁₀, and PM_{2.5} and would be considered inconsistent with the AQP because emissions associated with operations of buildout under the proposed Master Plan would exceed the regional significance thresholds. Because the combined emissions from operations of development under the proposed Master Plan would continue to exceed at least one regional threshold after compliance with regulations and incorporation of mitigation, the impact would be significant. With incorporation of mitigation, the potential air quality impacts would be significant and unavoidable.
 - i. Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect, as identified in the Final EIR. To the extent that this significant adverse impact will not be substantially lessened or avoided, the City Council finds that specific economic, social, policy-based, and other considerations identified in the Statement of Overriding Considerations support approval of the project
 - ii. **Overriding Considerations:** The environmental, economic, social and other benefits of the Project override any remaining significant adverse impact of the Project associated with impacts related air quality, as more fully stated in the Statement of Overriding Considerations below.

2.1.2 Impact AIR-2

Would the project 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 standards?

- a. **Potential Impact:** The potential for the Project to 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 standards is discussed on Page 72-79 of the IS.
- b. **Mitigation Measures:** Mitigation Measure AIR-2a, AIR-2b, AIR-2c, and AIR-2d are hereby adopted and will be implemented as provided in the Mitigation Monitoring and Reporting Program.
- d. **Findings:** Based upon the EIR and the entire record before this City Council, this City Council finds that:
 - i. **Remaining Impacts:** Annual average emissions are below the applicable SJVAPCD significance thresholds; however, construction of the Project exceeds the regional threshold for NO_x under the unmitigated scenario. Therefore, the regional construction emissions have potentially significant impact on a Project basis and mitigation is required. Impacts would be less than significant on a Project-level basis after incorporation of MM AIR-2a. Therefore, regional construction emissions would have a less-than-significant impact on a Project basis with the incorporation of mitigation.

Further, the operational emissions for full buildout of the proposed Master Plan in the earliest operational year exceed the SJVAPCD thresholds for ROG, NO_x, CO, PM₁₀, and PM_{2.5}. Therefore, Project operational emissions would result in a potentially significant impact prior to the incorporation of mitigation. MM AIR-2b through MM AIR-2d are recommended to reduce operational emissions from all development under the proposed Master Plan. Projects subject to project-level review would be required to assess residual impacts after incorporation of all applicable measures; however, it is not anticipated that all future development would be subject to discretionary review. These measures would help reduce operational emissions; however, at the time of this analysis, the precise emission reductions associated with these measures cannot be accurately determined because of a lack of sufficient information about how the proposed Master Plan would operate and to what extent the measures would affect those activities. Therefore, the Project may continue to exceed the applicable thresholds of significance even after incorporation of mitigation. This represents a significant and unavoidable impact.

In conclusion, the growth resulting from the Project is generally accounted for in the General Plan and the applicable AQP, and the Project will comply with applicable rules and regulations implementing the AQP; however, the Project exceeds SJVAPCD thresholds for ROG, NO_x, CO, PM₁₀ and PM_{2.5} and has the potential to continue to

exceed thresholds after implementation of applicable mitigation measures; therefore, the Project is considered significant. With incorporation of mitigation, the potential air quality impacts would still be significant and unavoidable.

- iii. Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect, as identified in the Final EIR. To the extent that this significant adverse impact will not be substantially lessened or avoided, the City Council finds that specific economic, social, policy-based, and other considerations identified in the Statement of Overriding Considerations support approval of the project
- iv. Overriding Considerations: The environmental, economic, social and other benefits of the Project override any remaining significant adverse impact of the Project associated with impacts related air quality, as more fully stated in the Statement of Overriding Considerations below.

2.1.3 Impact AIR-3

Would the project expose Sensitive Receptors to substantial pollutant considerations?

- a. **Potential Impact:** The potential for the Project to result project expose Sensitive Receptors to substantial pollutant considerations is discussed on Page 80-84 of the IS.
- b. **Mitigation Measures:** Mitigation Measure AIR-3a, AIR-3b, and AIR-3c, are hereby adopted and will be implemented as provided in the Mitigation Monitoring and Reporting Program.
- c. **Findings:** Based upon the EIR and the entire record before this City Council, this City Council finds that:
 - i. Remaining Impacts: Individual development Projects under the proposed Master Plan would be required to implement MM AIR-3a to ensure localized impacts would not result in significant adverse impacts for any criteria pollutant. Similarly, individual development Projects under the proposed Master Plan would be required to implement MM AIR-3b and MM AIR-3c to minimize health risk impacts. However, because impacts may remain significant after individual development Projects identify all feasible and enforceable mitigation measures required to reduce impacts, the impact from the proposed Master Plan remains significant and unavoidable.
 - ii. Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect, as identified in the Final EIR. To the extent that this significant adverse impact will not be substantially lessened or avoided, the City Council finds that specific economic, social, policy-based, and other considerations identified in the Statement of Overriding Considerations support approval of the project
 - v. Overriding Considerations: The environmental, economic, social and other benefits of the Project override any remaining significant adverse impact of the Project associated

with impacts related air quality, as more fully stated in the Statement of Overriding Considerations below.

3 Significant Impacts which are Mitigated to Less than Significant Levels Findings and Recommendations

3.1 Biological Resources

3.1.1 Impact BIO-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 California Department of Fish and Game or U.S. Fish and Wildlife Service?

- a. **Potential Impact:** The potential for the Project to have a substantial adverse effect on special-status species is discussed on Page 82-83 of the IS.
- b. **Mitigation Measures:** Mitigation Measure BIO-1, BIO-2, BIO-3, and BIO-4 are hereby adopted and will be implemented as provided in the Mitigation Monitoring and Reporting Program.
- c. **Findings:** According to USFWS IPaC databases, there are numerous migratory birds for the region, including Beldings savannah sparrow, California gull, common yellowthroat, and Nuttall's woodpecker. It is recommended in the biological assessment that these migratory species be considered during future biological evaluations. The CNDDDB database shows the location of known records of special status species near the Project site. As analyzed in [Error! Reference source not found.](#), several species could occur within the Project Site based on habitat conditions. Since there is no development proposed at this time, it is recommended that further biological evaluations and subsequent specific avoidance and minimization measures are incorporated before approval of any development within the Project site. As such, future development within the Project site should incorporate Mitigation Measures BIO-1 through BIO-4 to avoid or minimize adverse effect on raptors/migratory birds and special status species that are potentially present. In accordance with Public Resources Code Section 21081, Mitigation Measures BIO-1 through BIO-4 is an appropriate change or alteration that been required in, or incorporated into, the Project which avoids or substantially lessens the significant environmental effect as identified in the IS. Based upon the IS and the entire record before the City Council, the City Council finds that the potential to have direct or indirect effects on special-status species will be mitigated to a less than significant level.

3.1.2 Impact BIO-3

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. **Potential Impact:** The potential for the Project to have a substantial adverse effect on state or federally protected wetlands is discussed on Page 85 of the IS.
- b. **Mitigation Measures:** Mitigation Measure BIO-5 is hereby adopted and will be implemented as provided in the Mitigation Monitoring and Reporting Program.
- c. **Findings:** According to the NWI, an emergent wetland and a forested shrub wetland are located near the center of the Project site within an agricultural field (see Figure 4 4). The emergent wetland and forested shrub wetland have been put into agricultural production since approximately 2007. Prior to that, the wetlands were within an area that appears to be used for pastureland. Agricultural production does not always remove a wetland feature, depending on the remaining crops, plowing technique, and topography. The feature appears to be a topographic depression that may have historically been part of a former tributary to the Tule River. The NWI mapping cannot be used to verify that a wetland is still present but only indicates that a wetland was historically present. As such, Mitigation Measure BIO-5 incorporates a formal wetland delineation to confirm whether a wetland is still present. A formal wetland delineation involves evaluating the plant community, subsurface soils, and hydrology. Based upon the IS and the entire record before the City Council, the City Council finds that the potential to have a substantial adverse effect on state or federally protected wetlands will be mitigated to a less than significant level.

3.2 Cultural Resources

3.2.1 Impact CUL-1:

Would the project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

- a. **Potential Impact:** The potential for the Project to cause a substantial adverse change in the significance of a historical resource is discussed on Page 91-92 of the IS.
- b. **Mitigation Measures:** Mitigation Measure CUL-1 and CUL-2 are hereby adopted and will be implemented as provided in the Mitigation Monitoring and Reporting Program.
- c. **Findings:** Based on the CHRIS Records Search conducted on June 26, 2023, there is one (1) recorded site partially in the Project site: P-54-002208, the Poplar Ditch. In addition, the Cultural Resource Overview report identified two (2) buildings on the 1951 map that currently exists on the Project site. In order to ensure that the existing structures are not of historical significance at the time of demolition, the Project shall incorporate Mitigation Measure CUL-1 to mitigate the destruction or alternation of any potential historical structures.

The Cultural Resource Overview report also recognized that the flooding and movement of the Tule River over a long period of time could result in buried historic period resources. The soils research assessed a “very high” potential that prehistoric period resources are buried due to

the period of deposition that overlaps with the prehistoric period occupation in the region. As such, there is a high possibility that hidden and buried resources may exist with no surface evidence that may be impacted by future physical development of the site. While the Project does not propose development, future redevelopment may include typical construction activities such as demolition of existing buildings, grading, trenching, excavation, etc. In the event of the accidental discovery and recognition of previously unknown historical resources before or during construction activities, the Project shall also incorporate Mitigation Measure CUL-2 to assure construction activities do not result in significant impacts to any potential historical resources discovered below ground surface. Thus, if such resources were discovered, implementation of the required mitigation measures would reduce the impact to less than significant. As a result, the Project would have a less than significant impact with mitigation incorporated. Based upon the IS and the entire record before the City Council, the City Council finds that the potential to cause a substantial adverse change in the significance of a historical resource will be mitigated to a less than significant level.

3.2.2 Impact CUL-2

Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

- a. **Potential Impact:** The potential for the Project to cause a substantial adverse change in the significance of an archeological resource is discussed on Page 93-94 of the IS.
- b. **Mitigation Measures:** Mitigation Measure CUL-2 is hereby adopted and will be implemented as provided in the Mitigation Monitoring and Reporting Program.
- c. **Findings:** Based on the CHRIS Records Search conducted on June 26, 2023, there are no known archeological resources pursuant to Section 15064.5 on the Project site. While there is no evidence that archeological resources exist on the Project site, there is some possibility that existing structures qualify as historical resources or hidden, and buried resources may exist with no surface evidence that may be impacted by future physical development of the site. In the event of the accidental discovery and recognition of previously unknown historical resources before or during construction activities, the Project shall incorporate Mitigation Measure CUL-2 as described under criterion a) to assure construction activities do not result in significant impacts to any potential archeological resources discovered above or below ground surface. Thus, if such resources were discovered, implementation of the required mitigation measures would reduce the impact to less than significant. As a result, the Project would have a less than significant impact with mitigation incorporated. Based upon the IS and the entire record before the City Council, the City Council finds that the potential to cause a substantial adverse change in the significance of an archeological resource will be mitigated to a less than significant level.

3.3 Geology and Soils

3.3.1 Impact GEO-6:

Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

- a. **Potential Impact:** The potential for the Project to directly or indirectly destroy a unique paleontological resource or site or unique geologic feature is discussed on Page 108-109 of the IS.
- b. **Mitigation Measures:** Mitigation Measure CUL-2 and GEO-1 are hereby adopted and will be implemented as provided in the Mitigation Monitoring and Reporting Program.
- c. **Findings:** As discussed in the Cultural Resources section, there are no known paleontological resources or unique geological features known on this site. In addition, the Project site is heavily disturbed as it has been previously developed. Nevertheless, there is some possibility that a non-visible, buried resource, site, or feature may exist and may be uncovered during ground disturbing construction activities which would constitute a significant impact. To further assure future development does not result in significant impacts to any potential resources, the Project shall incorporate Mitigation Measures CUL-2 as described in Section 4.5. Additionally, Mitigation Measure GEO-1 requires that if unknown paleontological resources are discovered during construction activities, work within a 25-foot buffer would cease until a qualified paleontologist determined the appropriate course of action. Therefore, if any paleontological resources or geologic features were discovered, implementation of CUL-2 and GEO-1 would reduce the Project's impact to less than significant. Based upon the IS and the entire record before the City Council, the City Council finds that the potential to directly or indirectly destroy a unique paleontological resource or site or unique geologic feature will be mitigated to a less than significant level.

3.4 Mineral Resources

3.4.1 Impact MIN-1

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?

- a. **Potential Impact:** The potential for the Project to 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 is discussed on Page 148 of the IS.
- b. **Mitigation Measures:** Mitigation Measure MIN-1 is hereby adopted and will be implemented as provided in the Mitigation Monitoring and Reporting Program.

- d. **Findings:** Portions of the Project site is classified as MRZ-3a, which may contain significant aggregate deposit. Implementation of the proposed Porterville 2030 General Plan as well as the SoTu Master Plan would result in the development of urbanized uses within the Project site, which are mostly adjacent to the Tule River. However, the lands immediately adjacent to the Tule River within the floodplain are designated as Open Space land use, thus would not be subject to future urban development since this land use largely prohibits the type of development that could occur in this land use designation. In the event the limited development did occur in the open space land use, it may require the approval from Department of Conservation prior to any entitlement approval. The Project shall incorporate Mitigation Measure MIN-1 to mitigate the potential loss of availability of a known mineral resource. Based upon the IS and the entire record before the City Council, the City Council finds that the potential to 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 will be mitigated to a less than significant level.

3.5 Noise

3.5.1 Impact NOI-1

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?

- a. **Potential Impact:** The potential for the Project to generate 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 is discussed on Page 156-162 of the IS.
- b. **Mitigation Measures:** Mitigation Measure NOI-1 and NOI-2 are hereby adopted and will be implemented as provided in the Mitigation Monitoring and Reporting Program.
- c. **Findings:** A noise impact could occur if new proposed sensitive receptors (residential land uses) are located within the cumulative 60dB Ldn traffic noise contours. Table 4 28 provides the setback distances from the centerline of each of the four (4) site-adjacent arterial roadways and highways to the 60 dB Ldn exterior noise level contour. Noise levels from transportation noise sources may be effectively mitigated by incorporating noise mitigation measures into the project design that consider the geographical relationship between the noise sources of concern and potential receptors, the noise-producing characteristics of the sources and the path of transmission between noise sources and sensitive receptors. As such, the Project incorporates Mitigation Measure NOI-1 which mitigates traffic noise, including the use of building setbacks or the construction of berms and sound walls. A noise impact could occur if construction activities do not incorporate appropriate best management practices in regard to construction-related noise. Mitigation Measure NOI-2 incorporates best management practices that should be implemented to minimize the potential for noise impacts on existing sensitive

receptors in the Project area during project construction. Based upon the IS and the entire record before the City Council, the City Council finds that the potential to generate 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 will be mitigated to a less than significant level.

3.6 Tribal Cultural Resources

3.6.1 Impact TCR-1:

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC 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 Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k)?

- a. **Potential Impact:** The potential for the Project to cause a substantial adverse change in the significance of a tribal cultural resource is discussed on Page 185-186 of the IS.
- b. **Mitigation Measures:** Mitigation Measure CUL-1 and CUL-2 are hereby adopted and will be implemented as provided in the Mitigation Monitoring and Reporting Program.
- c. **Findings:** Based on the CHRIS Records Search conducted on June 26, 2023 there is one (1) recorded site partially located within the Project site. The site is identified as P-54-002208, the Poplar Ditch, which is still in use. There are no other resources recorded within one-quarter mile of the Project site. While there is no evidence that historical resources exist on the Project site, there is some possibility that existing structures and the Poplar Ditch may qualify as historical resources or hidden, and buried resources may exist with no surface evidence that may be impacted by future physical development of the site. In the event of the accidental discovery and recognition of previously unknown historical resources before or during construction activities, the Project shall incorporate Mitigation Measure CUL-1 and Mitigation Measure CUL-2 to assure construction activities do not result in significant impacts to any potential historical resources discovered above or below ground surface. Thus, if such resources were discovered, implementation of the required mitigation measures would reduce the impact to less than significant. As a result, the Project would have a less than significant impact with mitigation incorporated. Based upon the IS and the entire record before the City Council, the City Council finds that the potential to cause a substantial adverse change in the significance of a tribal cultural resource will be mitigated to a less than significant level.

3.6.2 Impact TCR-2

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC 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 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. **Potential Impact:** The potential for the Project to cause a substantial adverse change in the significance of a tribal cultural resource is discussed on Page 186 of the IS.
- b. **Mitigation Measures:** Mitigation Measure CUL-1 and CUL-2 are hereby adopted and will be implemented as provided in the Mitigation Monitoring and Reporting Program.
- c. **Findings:** The Project site and its resources have not been determined by the City to be significant pursuant to Section 5024.1. However, as discussed in Section 4.5, there is some possibility that a non-visible, buried site may exist and may be uncovered during ground disturbing construction activities which could constitute a significant impact. Therefore, the Project shall incorporate Mitigation Measure CUL-1 and Mitigation Measure CUL-2 to assure construction activities do not result in significant impacts to any potential resources of significance to a California Native American tribe discovered above or below ground surface. Thus, if such resources were discovered, implementation of the required mitigation measures would reduce the impact to less than significant. As a result, the Project would have a less than significant impact with mitigation incorporated. Based upon the IS and the entire record before the City Council, the City Council finds that the potential to cause a substantial adverse change in the significance of a tribal cultural resource will be mitigated to a less than significant level.

4 Less Than Significant Impact Findings and Recommendations

Specific impacts within the following categories of environmental effects were found to be less than significant as set forth in more detail in the Draft EIR and IS.

4.1 Impact Summary

4.1.1 Aesthetics

The following specific impacts were found to be less than significant: AES-1, AES-2, AES-3, AES-4.

4.1.2 Agriculture and Forestry Resources

The following specific impacts were found to be less than significant: AG-1, AG-2, AG-3, AG-4, AG-5.

4.1.3 Air Quality

The following specific impacts were found to be less than significant: AIR-4.

4.1.4 Biological Resources

The following specific impacts were found to be less than significant: BIO-2, BIO-4, BIO-5, BIO-6.

4.1.5 Cultural Resources

The following specific impacts were found to be less than significant: CUL-3.

4.1.6 Energy

The following specific impacts were found to be less than significant: EN-1, EN-2.

4.1.7 Geology and Soils

The following specific impacts were found to be less than significant: GEO-1.1, GEO-1.2, GEO-1.3, GEO-1.4, GEO-2, GEO-3, GEO-4, GEO-5.

4.1.8 Greenhouse Gas Emissions

The following specific impacts were found to be less than significant: GHG-1, GHG-2.

4.1.9 Hazards and Hazardous Material

The following specific impacts were found to be less than significant: HAZ-1, HAZ-2, HAZ-3, HAZ-4, HAZ-5, HAZ-6, HAZ-7.

4.1.10 Hydrology and Water Quality

The following specific impacts were found to be less than significant: HYD-1, HYD-2, HYD-3.1, HYD-3.2, HYD-3.3, HYD-3.4, HYD-4, HYD-5.

4.1.11 Land Use Planning

The following specific impacts were found to be less than significant: LAND-1, LAND-2.

4.1.12 Mineral Resources

The following specific impacts were found to be less than significant: MIN-2.

4.1.13 Noise

The following specific impacts were found to be less than significant: NOI-2, NOI-3.

4.1.14 Population and Housing

The following specific impacts were found to be less than significant: POP-1, POP-2.

4.1.15 Public Services

The following specific impacts were found to be less than significant: PUB-1.1, PUB-1.2, PUB-1.3, PUB-1.4, PUB-1.5.

4.1.16 Recreation

The following specific impacts were found to be less than significant: REC-1, REC-2.

4.1.17 Transportation

The following specific impacts were found to be less than significant: TRANS-1, TRANS-2, TRANS-3, TRANS-4.

4.1.18 Utilities and Service Systems

The following specific impacts were found to be less than significant: UTL-1, UTL-2, UTL-3, UTL-4, UTL-5.

4.1.19 Wildfire

The following specific impacts were found to be less than significant: WF-1, WF-2, WF-3, WF-4.

4.2 Finding

The above referenced impacts are less than significant for one of the following reasons:

- The IS determined that the impact is less than significant for the Project.
- The IS determined that the Project would have a less than cumulatively considerable contribution to the cumulative impact.

5 Project Alternatives

CEQA Guidelines Section 15126.6 requires EIRs to “describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.”

Pursuant to CEQA Guidelines, an EIR does not need to consider every conceivable alternative to a project but must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation. An EIR is not required to consider alternatives that are infeasible. The Lead Agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. The nature, scope, or range of alternatives required in an EIR is governed by a “rule of reason.”

The potential environmental effects of implementing the Master Plan are analyzed in the Initial Study (Appendix A) and Chapter 4. Setting, Impacts and Mitigation Measures of the Draft EIR. Implementation of the Master Plan, which could yield 2,213 residential units (516 single-family and 1,697 multi-family units), 3,357,864 square feet (sf.) of commercial space, 1,337,717 sf. of employment space (i.e., office uses and industrial uses), and 15.81 acres of public and institutional uses, and 112.14 acres of park and recreational lands in Porterville.

5.1 Project Objectives

The overarching vision of the Master Plan is to guide development of the 447-acre Plan Area as it transitions from a predominately agricultural and rural residential area to an innovative, mixed-use, multi-modal district that is attractive to residents and visitors alike to live, work, explore, and shop. The objectives that would help realize this vision are as follows.

Goal 1: *Implement mixed-use zoning to encourage residential, commercial, industrial, and open space in the plan area to foster a more diverse and balanced development pattern.*

Objective 1.1. Designate lands to allow for mixed-use developments incorporating residential, commercial, office, and open space components.

Objective 1.2. Identify key areas within the plan area suitable for mixed-use development based on accessibility to existing and planned infrastructure.

Goal 2: *Promote alternative modes of transportation and transit-oriented development that create walkable communities to reduce traffic and air quality impacts.*

Objective 2.1. Create complete streets to increase the connectivity of pedestrian and bicycle infrastructure to encourage non-motorized transportation options

Objective 2.2. Create compact neighborhoods with a defined, mixed-use center including public open space, a school or other community facilities, and neighborhood commercial.

Objective 2.3. Create a street system that is well-aligned with and connected to streets in adjacent neighborhoods and allows residents to walk, bike, or drive safely to parks, schools, and neighborhood shopping via a continuous system of streets, sidewalks, and bike routes.

Goal 3: *Provide a wide variety of housing types, designs, and lot sizes to serve a range of household types and incomes. The housing mix will be a combination of housing types rather than a combination of residential densities.*

Objective 3.1. Develop a land use plan that includes a mix of single-family homes, townhouses, apartments at all affordability levels.

Objective 3.2. Create neighborhood centers with a mix of retail, civic, and service-oriented uses to support local transit and provide places for social interaction for neighborhood residents.

Goal 4: *Incorporate policies and partnerships with local conservation groups to protect and enhance the open space areas surrounding the Tule River.*

Objective 4.1. Develop and implement land use policies that prioritize the preservation of natural habitats and scenic landscapes.

Objective 4.2. Enhance public access to open space areas through the development of trails and recreational facilities.

Objective 4.3. Educate residents and stakeholders about the ecological value of open spaces and the importance of conservation efforts.

Goal 5: *Reduce carbon emissions and prioritize pedestrians through a well-connected trail network and neighborhood supporting commercial uses and development.*

Objective 5.1. Develop a comprehensive trail network that connects residential areas, commercial districts, and recreational spaces.

Objective 5.2. Promote mixed-use developments that encourage walking and cycling as primary modes of transportation.

Objective 5.3. Implement green building standards and energy-efficient practices in new developments to reduce carbon footprint.

5.2 Alternatives Analysis and Findings

The alternatives analysis provides a summary of the relative impact levels of significance associated with each alternative for each of the environmental issue areas analyzed in the Draft EIR. The environmental analysis for each of the alternatives is included in Chapter 6. Alternatives of the Draft EIR.

5.2.1 No Project (No Build) Alternative

The No Project (No Build) Alternative is discussed on Page 90 of the Draft EIR. This alternative assumes that the Master Plan would not be implemented, and no redevelopment of the Project Area would occur. Existing uses would remain.

- a. Findings: Environmental benefits of this alternative over the proposed Project include the reduction of impacts to Air Quality. Under this alternative, there would be no net change in current levels of emissions and no potential for conflict with any adopted plans or policies related to air quality.

While the City recognizes the environmental benefits of the No Project (No Build) Alternative, this alternative would not achieve any of the Project objectives. Specifically, this alternative would not: encourage mixed use development of residential, commercial, industrial, and open space to foster a more diverse and balanced development pattern, promote alternative modes of transportation and transit-oriented development that create walkable communities, provide a wide variety of housing to serve the range of household types and incomes, and protect and enhance open space areas surrounding the Tule River.

Senate Bill 330 (SB 330), also known as the “Housing Crisis Act of 2019”, was enacted in 2019, declaring “a statewide housing emergency, to be in effect until January 1, 2025.” (Stats. 2019, ch. 654, § 2(b).). Compared to this alternative, the proposed Project would increase future housing supply and bring relief to the housing crisis in California. In addition, this alternative would fail to meet the City’s key project objectives and cause an undesirable policy outcome. As such, this alternative is determined to be infeasible and rejected.

5.2.2 No Project (Existing General Plan Land Use) Alternative

The No Project (Existing General Plan Land Use) Alternative is discussed on page 90 of the Draft EIR. This alternative assumes that the Master Plan would not be implemented, and redevelopment of the Project Area would occur under the existing General Plan land use designations and zoning districts.

- a. Findings: Environmental benefits of this alternative over the proposed Project include a slight reduction of impacts to Air Quality. Because this alternative would have a much less intensive buildout than the proposed Project, this alternative would have slightly reduced impacts compared to the proposed Project.

While the City recognizes the slight environmental benefits of the No Project (Existing General Plan Land Use) Alternative, this alternative would not achieve most of the Project objectives. Specifically, this alternative would not: encourage mixed use development of residential, commercial, industrial, and open space to foster a more diverse and balanced development pattern, promote alternative modes of transportation and transit-oriented development that create walkable communities, and provide a wide variety of housing to serve the range of household types and incomes.

According to the City of Porterville Housing Element 2023-2031, the City is in demand for a mix of housing types to serve a range of household types and incomes. This is expected to be built under the proposed Project as compared with this alternative, which only facilitates the development of low-density single-family homes. Under the circumstances, this alternative is less compatible with the City's policies and goals towards housing.

For all of these foregoing reasons and any one of them individually, this alternative is determined to be infeasible and rejected.

5.2.3 Reduced Density Alternative

The Reduced Density Alternative is discussed on Page 90 of the Draft EIR. This alternative assumes that the Master Plan would be implemented, but at a lower or reduced density. The assumed buildout of residential, commercial, and industrial uses within the Project Area would be reduced by 75%. There would be no reduction to the proposed park and recreational lands and public and institutional uses.

- a. Findings: Environmental benefits of this alternative over the proposed Project include a slight reduction of impacts to Air Quality. Because this alternative would have a much less intensive buildout than the proposed Project, this alternative would have slightly reduced impacts compared to the proposed Project. However, these impacts would still be considered potentially significant with potential for emissions to exceed the thresholds of significance.

This alternative is less desirable than the Project and does not provide the same level of benefits as the proposed Project. While the City recognizes the environmental benefits of this alternative, this alternative would not achieve all of the Project objectives to the same degree. Specifically, one of the project objectives would not be fully met: provide a wide variety of housing to serve the range of household types and incomes.

Additionally, this alternative would not fully achieve the following General Plan policies on new development:

Policy LU-G-7. Guide new development into compact neighborhoods with a defined, mixed-use center including public open space, a school or other community facilities, and neighborhood commercial.

Policy LU-G-9. Provide sufficient land with appropriate parcel sizes to support a full range of housing types and prices.

The Reduced Density Alternative would provide housing (553 units), but it would be 1,660 units less than what is proposed. The reduction in density would also lessen higher-density housing

products, which would impede the provision of an adequate supply of a broad range of housing types and densities to meet market demand. A reduced density would also impede the development of the Project Area into a compact neighborhood.

SB 330, the Housing Crisis Act of 2019 (Act), aims to increase housing development, protect existing housing inventory, and expedite permit processing. SB 330 was to sunset on January 1, 2025; however, SB 8 extended the Act to January 1, 2030. The Act prohibits any action that would have the effect of reducing residential housing units within local jurisdiction. While the Project Area has not been annexed into the City, it is anticipated that future development in the Project Area would be subject to annexation. The Reduced Density Alternative would result in 1,081 fewer units than No Project (Existing General Plan Land Use Designations) Alternative the 1,660 fewer units than the proposed Project, which is not compliant and not consistent with SB 330's guidance for solving California statewide housing crisis.

For all of these foregoing reasons and any one of them individually, this alternative is determined to be infeasible and rejected.

5.3 Environmentally Superior Alternative

According to CEQA Guidelines Section 15126.6(e), if the No Project Alternative is the "environmentally superior alternative," then the EIR must also identify an environmentally superior alternative among the other alternatives. As described above, the No Project (No Build) alternative would reduce significant impacts but would not meet the Project objectives. The No Project (Existing General Plan Land Use) Alternative would reduce the significant impacts of the Project but would not meet most of the Project objectives. The Reduced Density alternative would not avoid or significantly reduce the significant impacts of the Project, nor would this alternative meet several of the Project objectives.

6 Statement of Overriding Considerations

As described in detail in Section 2, the following significant and unavoidable impacts could occur with implementation of the Project:

- Impact AIR-1: The Project's emissions are significant for ROG, NOX, CO, PM₁₀, and PM_{2.5} and would be considered inconsistent with the AQP because emissions associated with operations of buildout under the proposed Master Plan would exceed the regional significance thresholds.
- Impact AIR-2: The Project exceeds SJVAPCD thresholds for ROG, NOx, CO, PM₁₀ and PM_{2.5} and has the potential to continue to exceed thresholds after implementation of applicable mitigation measures.
- Impact AIR-3: Impacts may remain significant after individual development Projects identify all feasible and enforceable mitigation measures required to reduce impacts.

6.1 Statement of Overriding Considerations

CEQA Guidelines Section 15093 requires that the decision-making agency balance "the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the

project.” If the benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered “acceptable.”

The following statements list the reasons why the City believes the benefits of the Project outweigh the Project’s unavoidable adverse environmental effects. Each statement of the overriding considerations is supported by substantial evidence and constitutes an independent justification for finding that the Project’s benefits outweigh its unavoidable adverse environmental effects on Air Quality. The City finds the following economic, legal, social, technological, and other benefits to justify approval of the Project:

1. Expand City’s Housing Stock and Capacity. One of the objectives of the Project is to provide a wide variety of housing to serve the range of household types and incomes, consistent with the City of Porterville Housing Element 2023-2031. This objective is also consistent with Senate Bill 330 (SB 330), also known as the “Housing Crisis Act of 2019”, was enacted in 2019, declaring “*a statewide housing emergency, to be in effect until January 1, 2025.*” (Stats. 2019, ch. 654, § 2(b)). The proposed Project would increase future housing supply and bring relief to the housing crisis in California, while providing housing for Porterville residents.
2. General Plan Consistency. The General Plan Land Use Element and Circulation Element established policies for new development within the City to ensure that future development is in line with the City’s needs. Relevant policies are listed below:

Policy LU-G-1. Promote a sustainable, balanced land use pattern that responds to existing needs and future needs of the City.

Policy LU-G-7. Guide new development into compact neighborhoods with a defined, mixed-use center including public open space, a school or other community facilities, and neighborhood commercial.

Policy LU-G-9. Provide sufficient land with appropriate parcel sizes to support a full range of housing types and prices.

Policy LU-G-19. Provide sufficient land for parks and open space to meet future demand.

Policy C-G-1. Promote safe and efficient vehicular circulation.

Policy C-G-9. Promote the use of bicycles to alleviate vehicle traffic and improve public health.

Policy C-G-10. Promote pedestrian activity.

The Project and its objectives, including 1) encourage mixed use development of residential, commercial, industrial, and open space to foster a more diverse and balanced development pattern, 2) promote alternative modes of transportation and transit-oriented development that create walkable communities, 3) provide a wide variety of housing to serve the range of household types and incomes, and 4) protect and enhance open space areas surrounding the Tule River, are generally consistent with General Plan policies.

3. Local Employment Opportunities. The Project would generate diverse employment opportunities, including retail, services, industrial, institutional, etc. Other services related to residential, open space, and public right-of-way maintenance would also generate employment opportunities in the

long term. The increase in population within the Project Area after buildout would also increase economic activity within the City. As such, it is expected that the City's existing and future residents would benefit from economic and social benefits from added employment opportunities and economic activity created by the Project.

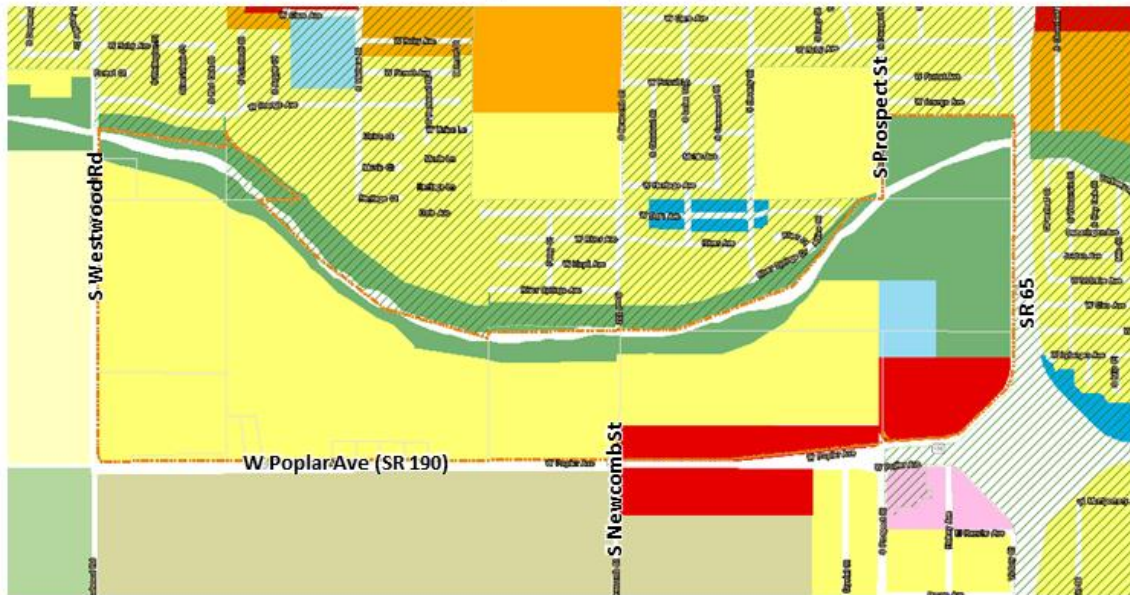
4. **Contribute to and Fund Infrastructure Improvements.** The Project would introduce new development that would be required to pay its fair share and contribute to infrastructure improvements. This includes roadway improvements, utility connections, public landscaping, etc. New developments in the area would also provide benefits through constructing recreational and gathering spaces for residents and visitors to the City.
5. **Provide Open Space for Recreation.** The Project includes a Park and Open Space Plan that can accommodate approximately 112.47 acres of open space along the Tule River. A 50-foot landscaped trail is proposed along state route 190 and an arterial road, connecting to the open space along the Tule River. This open space is proposed to be developed to provide recreational use and meet Quimby Act requirements on parkland ratios for residents. Bikeway and pedestrian circulation within the Project Area would also connect to the open space. As such, it is expected that the City's existing and future residents would benefit from health and social benefits from the addition of recreation activities created by the Project.
6. **Generate Economic Benefits from Taxes.** Since the Project generates buildout of residential and non-residential buildings, the Project would provide increased property tax revenue to the City, local schools, and other agencies. The Project would also generate sales tax revenue due to the proposed retail and commercial uses expected to be built within the area. These revenues would benefit the city through the allocation of the revenues for services and amenities. This includes the construction, operation and maintenance of public services, programs, and facilities, including fire services, police services, recreational programs, school districts, etc.

6.2 Conclusion

The City finds that the Project has economic, legal, social, technological, and other benefits, for local, region-wide, and statewide. The City finds that these benefits override and outweigh the unavoidable adverse environmental effects of the Project. Therefore, the Project's adverse effects are considered acceptable pursuant to CEQA Guidelines Section 15093(b).

GENERAL PLAN MAPS

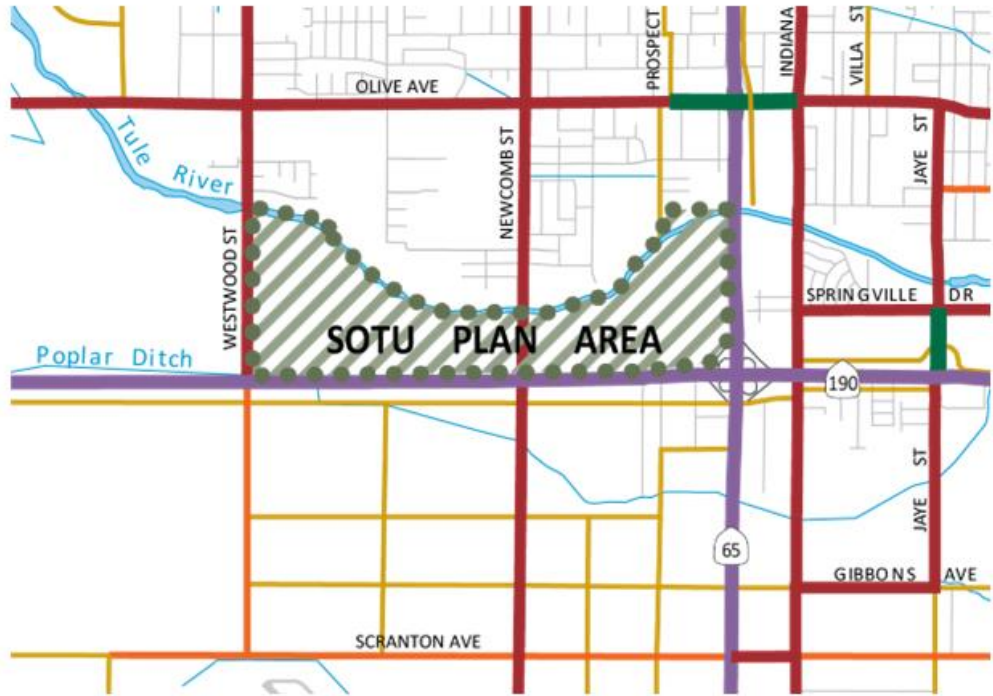
City of Porterville General Plan Land Use Designation Map (Existing)



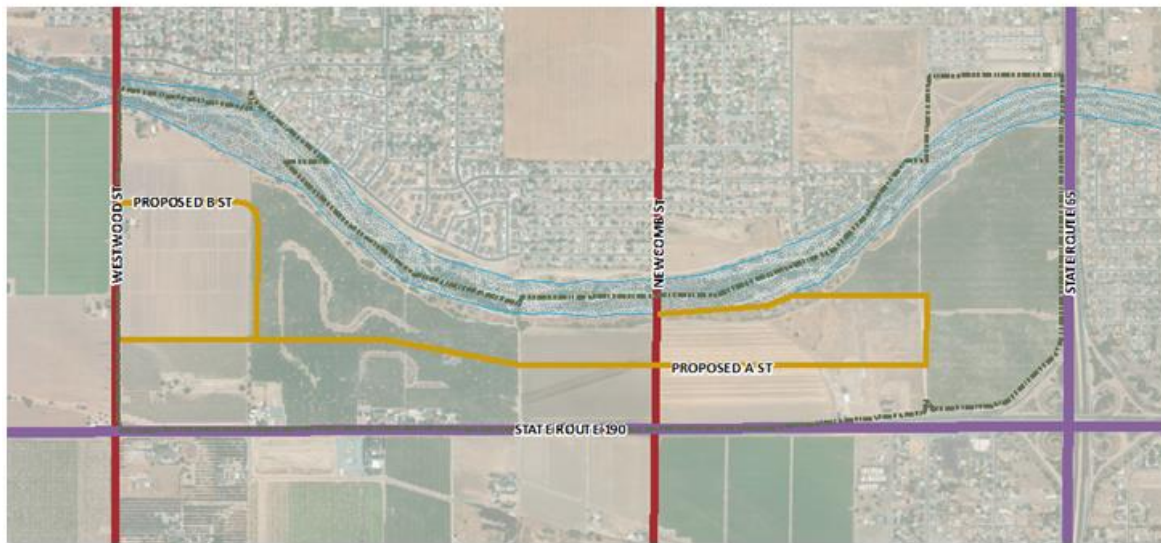
City of Porterville General Plan Land Use Designation Map (Proposed)



City of Porterville General Plan Circulation Plan (Existing)



City of Porterville General Plan Circulation Plan (Proposed)



 SoTu Master Plan Area
 Floodway

 State Highway
 Major Arterial (4 lanes)
 Major Arterial (6 lanes)
 Collector
 Minor Arterial (2 lanes)

RESOLUTION NO. __2024

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PORTERVILLE TO
APPROVE AN AMENDMENT TO THE PORTERVILLE 2030 GENERAL PLAN TO
AMEND THE PLANNED LAND USE DESIGNATIONS OF APPROXIMATELY 447
ACRES (19 PARCELS) AND PLANNED CIRCULATION NETWORK WITHIN THE
PROPOSED SOUTH OF TULE RIVER (SOTU) DISTRICT MASTER PLAN AREA
(GENERAL PLAN AMENDMENT 2024-002)**

WHEREAS: State Law requires that local agencies adopt General Plans containing specific mandatory elements; and

WHEREAS: the City of Porterville has adopted the Porterville 2030 General Plan, and the City of Porterville is currently in compliance with State mandates relative to elements of the General Plan; and

WHEREAS: State Law also provides for periodic review, updates, and amendments of its various plans; and

WHEREAS: the City of Porterville has initiated the project known as the South of Tule River District Master Plan (SoTu Master Plan), a master plan, located on approximately 447.30 acres and 19 parcels (APNs 259-150-001, 259-030-011, -031, 259-270-004, 259-040-041, -044, -028, -027, -026, -025, -043, -042, -045, -046, -010, -039, 259-320-001, -002, and 259-370-058) directly southwest of city limits generally bound to the north by the Tule River, to the south by State Route 190, to the east by State Route 65, and to the west by Westwood Street (Plan Area); and

WHEREAS: the SoTu Master Plan proposes a mix of residential, employment, public uses, and open space uses intended to facilitate the development of the Plan Area as it transitions from agricultural and rural residential land into a new mixed-use, multi-modal district; and

WHEREAS: the Porterville 2030 General Plan encourages and identifies Neighborhood Centers on the Land Use Diagram, which are defined as areas composed of a mix of retail, civic, and service-oriented uses that are often surrounded by higher density housing, helping support local transit and provide places for social interaction; and

WHEREAS: because the Plan Area is planned for Low Density Residential, Parks and Recreation, Public Institutional, and Retail Center by the Porterville 2030 General Plan, a general plan amendment is needed to facilitate the City of Porterville's vision for the Plan Area; and

WHEREAS: the City of Porterville has proposed amendments to the Porterville 2030 General Plan Land Use Map and Circulation Map as shown in the attached General Plan Maps; and

WHEREAS: the proposed General Plan Amendment would amend 1) the General Plan Land Use Map to change the planned land use designations of Plan Area allowing for varying uses at varying densities and intensities, and 2) the General Plan Circulation Map to include two (2) collectors, A Street and B Street, to connect the Neighborhood Center to Westwood Street and Newcomb Street; and

WHEREAS: at a regular meeting on October 1, 2024, the Porterville City Council did conduct a public hearing to consider the project; and

WHEREAS: the City Council has determined that amending the Porterville 2030 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: approval of General Plan Amendment 2024-002 would require approval of Rezone 2024-001 and Master Plan 2024-001 (adopting the Master Plan); and

WHEREAS: the City of Porterville, acting as the Lead Agency, prepared an Environmental Impact Report (EIR) (SCH #2024030738) for the SoTu Master Plan, and this related General Plan Amendment; and the project is in compliance with the California Environmental Quality Act (CEQA); and

WHEREAS: the EIR, the South of Tule River District Master Plan, and the related Rezone and General Plan Amendment were distributed for public review and comment to various local agencies and groups, and public notice of this public hearing was given by mailed and published notice, in accordance with the applicable State and Municipal Codes and standard practices; and

WHEREAS: the City Council of the City of Porterville has completed its review of the Staff Report and documents submitted for the proposed project, evaluated the information contained in the environmental assessment, and considered testimony received as part of the public hearing process; and

WHEREAS: all legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE, IT IS RESOLVED that the City Council of the City of Porterville resolves as follows:

1. Recitals. The City Council hereby specifically finds that all the facts set forth in the recitals above are true and correct and incorporated herein.

2. CEQA: Based on the testimony and information presented at its meeting on October 1, 2024, the City Council finds that the City previously prepared and certified the EIR for the South of Tule River District Master Plan. The EIR identified that the implementation of the project would require certain approvals, including approval of General Plan Amendment 2024-002. General Plan Amendment 2024-002 was included within the scope of the project and was environmentally assessed in the EIR. General Plan Amendment 2024-002 does not change the environmental assessment of the EIR. Further, the EIR was certified on October 1, 2024. The City Council further finds that no subsequent review is required under CEQA Guidelines Section 15162 since that time as no substantial changes have been proposed in the project which will require major revisions of the previously certified EIR due to the involvement of new significant environmental effects. Likewise, no substantial changes have occurred since that time with respect to the circumstances under which the project is undertaken which will require major revisions of the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. There is also no new information, which was not known and could not have been known at the time of the EIR that the project will have significant effects not discussed in the EIR. As such, the City Council finds General Plan Amendment 2024-002 has already been fully assessed in accordance with CEQA, no subsequent review is required under CEQA Guidelines Section 15162, and no further action or review is required under CEQA.
3. General Plan and Master Plan Consistency. The project is consistent with the goals, policies, and objectives of the Porterville 2030 General Plan including Policy LU-G-1 to promote a sustainable, balanced land use pattern that responds to the existing needs and future needs of the City, Policy LU-G-9 to provide sufficient land with appropriate parcel sizes to support a full range of housing types and prices, and Policy LU-G-10 to foster viable, pedestrian-oriented neighborhood centers with vertically and horizontally mixed-use development. The project would help facilitate future development of the Plan area with residential, employment, and public uses. Future residential development will provide needed housing in conformance with the City's General Plan Land Use and Housing Elements, as well as help meet the City's Regional Housing Needs Allocation.
4. Approval of General Plan Amendment. The City Council does hereby approve the amendment to the Porterville 2030 General Plan as illustrated in the attached General Plan Maps.

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PASSED, APPROVED, AND ADOPTED this October 1st, 2024.

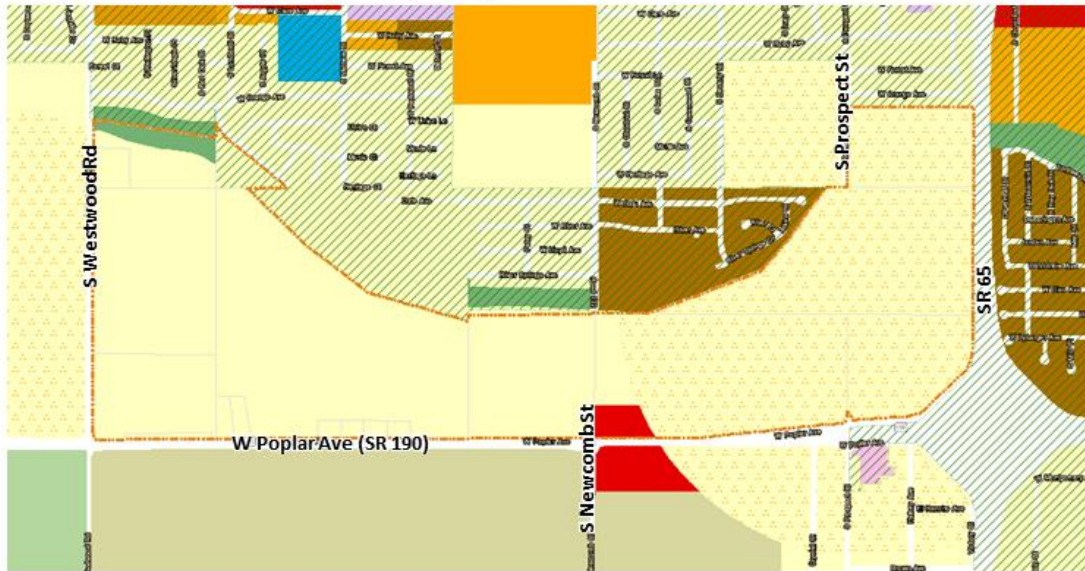
Martha A. Flores, Mayor

ATTEST:
Patrice Hildreth, City Clerk

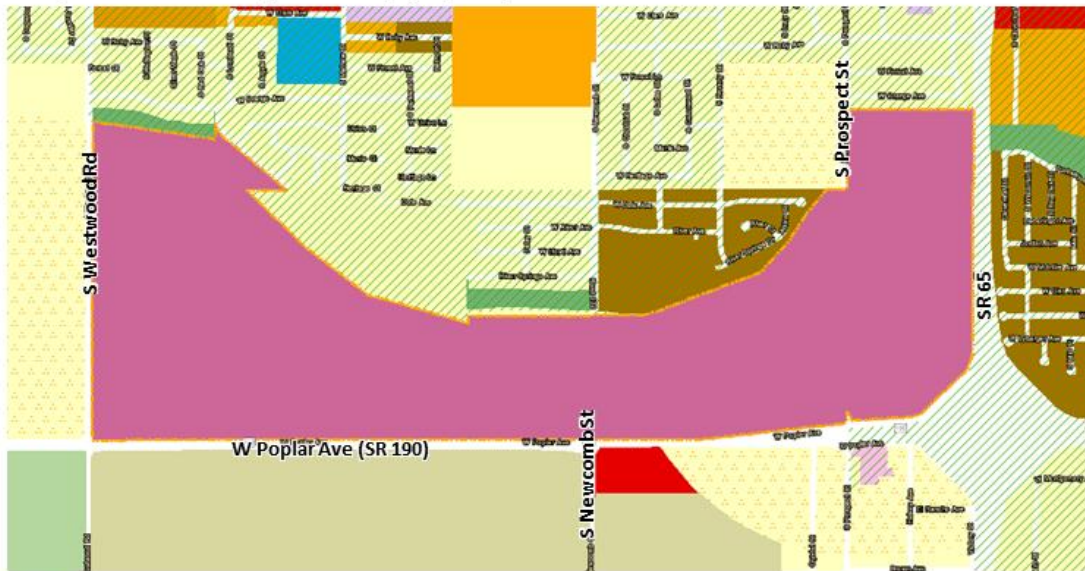
By: _____
Fernando Gabriel-Moraga,
Acting Chief Deputy City Clerk

ZONING MAPS

City of Porterville Zoning District Map (Existing)



City of Porterville Zoning District Map (Proposed)



SoTu District	RM-3 - High Density Residential	PO - Professional Office
City of Porterville City Limits	PD - Planned Development	IP - Industrial Park
RR - Rural Residential	RN - Residential Neighborhood	PS - Public and Semi-Public
RS-1 - Very Low Density Residential	PK - Parks and Recreation	AC - Agricultural/Conservation
RS-2 - Low Density Residential	CR - Retail Centers	
RM-1 - Low Medium Density Residential	CG - General and Service Commercial	
RM-2 - Medium Density Residential		

ORDINANCE NO. ____-2024

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PORTERVILLE
AMENDING THE OFFICIAL CITY OF PORTERVILLE ZONING MAP TO REZONE
APPROXIMATELY 447 ACRES (19 PARCELS) WITHIN THE PROPOSED SOUTH OF
TULE RIVER (SOTU) DISTRICT MASTER PLAN AREA (REZONE 2024-001) TO
RESIDENTIAL NEIGHBORHOOD (RN) ZONE DISTRICT CONSISTENT WITH THE
PORTERVILLE 2030 GENERAL PLAN AS AMENDED**

WHEREAS: the City of Porterville has initiated the project known as the South of the Tule River District Master Plan (“SoTu Master Plan”), a master plan, located on approximately 447.30 acres and 19 parcels (APNs 259-150-001, 259-030-011, -031, 259-270-004, 259-040-041, -044, -028, -027, -026, -025, -043, -042, -045, -046, -010, -039, 259-320-001, -002, and 259-370-058) directly southwest of city limits generally bound to the north by the Tule River, to the south by State Route 190, to the east by State Route 65, and to the west by Westwood Street (Plan Area); and

WHEREAS: the Plan Area is outside the city limits of Porterville but is located within Porterville’s General Planning Area, or “Urban Area Boundary,” and is pre-zoned by the City to RS-1 – Very Low Density Residential, RS-2 – Low Density Residential, CR – Retail Centers, and PK – Parks and Recreation, consistent with the Porterville 2030 General Plan; and

WHEREAS: the SoTu Master Plan proposes a mix of residential, employment, public uses, and open space uses intended to facilitate the development of the Plan Area as it transitions from agricultural and rural residential land into a new mixed-use, multi-modal district; and

WHEREAS: approval of Rezone 2024-001 would require approval of General Plan Amendment 2024-002 and Master Plan 2024-001 (adopting the Master Plan); and

WHEREAS: at its meeting on _____, the City Council approved General Plan Amendment 2024-002, amending the 1) General Plan Land Use Map to change the planned land use designations of Plan Area allowing for varying uses at varying densities and intensities, and 2) the General Plan Circulation Map to include two (2) collectors, A Street and B Street, to connect the Neighborhood Center to Westwood Street and Newcomb Street; and

WHEREAS: Rezone 2024-001 would rezone the Plan Area to the RN – Residential Neighborhood District as shown in Exhibit A, which, according to the Porterville Municipal Code, is intended to implement the Neighborhood Centers shown in the General Plan Land Use Map and guide the design of new residential neighborhoods; and

WHEREAS: more specifically, the RN District is intended to create compact neighborhoods with a defined, mixed-use center including public open space, a school or other community facilities, and neighborhood commercial; create neighborhood centers with a mix of retail, civic, and service-oriented uses to support local transit and provide places for social interaction for neighborhood residents; create a street system that is well-aligned with and connected to streets in adjacent neighborhood and allows residents to walk, bike, or drive directly and safely to parks, schools, and neighborhood shopping via a continuous system of streets, sidewalks, and bike routes; and provide a variety of housing types, designs, and lot sizes to serve the range of household types and incomes in Porterville, and give each home individuality; and

WHEREAS: the City of Porterville, acting as the Lead Agency, prepared an Environmental Impact Report (EIR) (SCH #2024030738) for the SoTu Master Plan, and this related Rezone; and the project is in compliance with the California Environmental Quality Act (CEQA); and

WHEREAS: the EIR, the SoTu Master Plan, and the related Rezone and General Plan Amendment were distributed for public review and comment to various local agencies and groups, and public notice of this public hearing was given by mailed and published notice, in accordance with the applicable State and Municipal Codes and standard practices; and

WHEREAS: the City Council of the City of Porterville has completed its review of the Staff Report and documents submitted for the proposed project, evaluated the information contained in the environmental assessment, and considered testimony received as part of the public hearing process; and

NOW, THEREFORE, BE IT ORDAINED AS FOLLOWS by the City Council of the City of Porterville:

1. Recitals. The City Council hereby finds that all the facts set forth in the recitals above are true and correct and incorporated herein.
2. CEQA. Based on the testimony and information presented at its meeting on _____, the City Council finds that the City previously prepared and certified the EIR for the South of Tule River District Master Plan. The EIR identified that the implementation of the project would require certain approvals, including approval of Rezone 2024-001. Rezone 2024-001 was included within the scope of the project and was environmentally assessed in the EIR. Rezone 2024-001 does not change the environmental assessment of the EIR. Further, the EIR was certified on _____. The City Council further finds that no subsequent review is required under CEQA Guidelines Section 15162 since that time as no substantial changes have been proposed in the project which will require major revisions of the previously certified

EIR due to the involvement of new significant environmental effects. Likewise, no substantial changes have occurred since that time with respect to the circumstances under which the project is undertaken which will require major revisions of the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. There is also no new information, which was not known and could not have been known at the time of the EIR that the project will have significant effects not discussed in the EIR. As such, the City Council finds Rezone 2024-001 has already been fully assessed in accordance with CEQA, no subsequent review is required under CEQA Guidelines Section 15162, and no further action or review is required under CEQA.

3. General Plan and Master Plan Consistency. The Rezone is consistent with the goals, policies, and objectives of the Porterville 2030 General Plan including Policy LU-G-1 to promote a sustainable, balanced land use pattern that responds to the existing needs and future needs of the City, Policy LU-G-9 to provide sufficient land with appropriate parcel sizes to support a full range of housing types and prices, and Policy LU-G-10 to foster viable, pedestrian-oriented neighborhood centers with vertically and horizontally mixed-use development. The Plan Area would be rezoned by the City of Porterville consistent with the City zoning as identified in the South of Tule River District Master Plan. Specifically, the Plan Area would be rezoned to the RN (Residential Neighborhood) District, intended to implement neighborhood centers as shown on the General Plan Land Use Map, and guide the design of new residential neighborhoods.
4. Rezone Approval: The City Council approves Rezone 2024-001 to rezone the Plan Area to RN (Residential Neighborhood) District. The City Council hereby amends the City of Porterville Zoning Map as illustrated in the attached “Zonings Maps” attached hereto and incorporated by reference. To the extent not already annexed, territory annexed to the City subject to Rezone 2024-001 shall be automatically added to the City of Porterville’s Official Zoning Map. Such zoning classification shall become the effective zoning of the property at the same time that the annexation becomes effective.
5. Effective Date of Ordinance: The ordinance shall be in full force and effect thirty (30) days after its passage.

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INTRODUCED at a regular meeting on the 1st day of October, 2024 and **PASSED**,
APPROVED AND ADOPTED at a regular meeting of the City Council on the ____ day
of ____, 2024.

Martha A. Flores, Mayor

ATTEST:
Patrice Hildreth, City Clerk

By: _____
Fernando Gabriel-Moraga,
Acting Chief Deputy City Clerk

SOUTH OF TULE RIVER DISTRICT MASTER PLAN

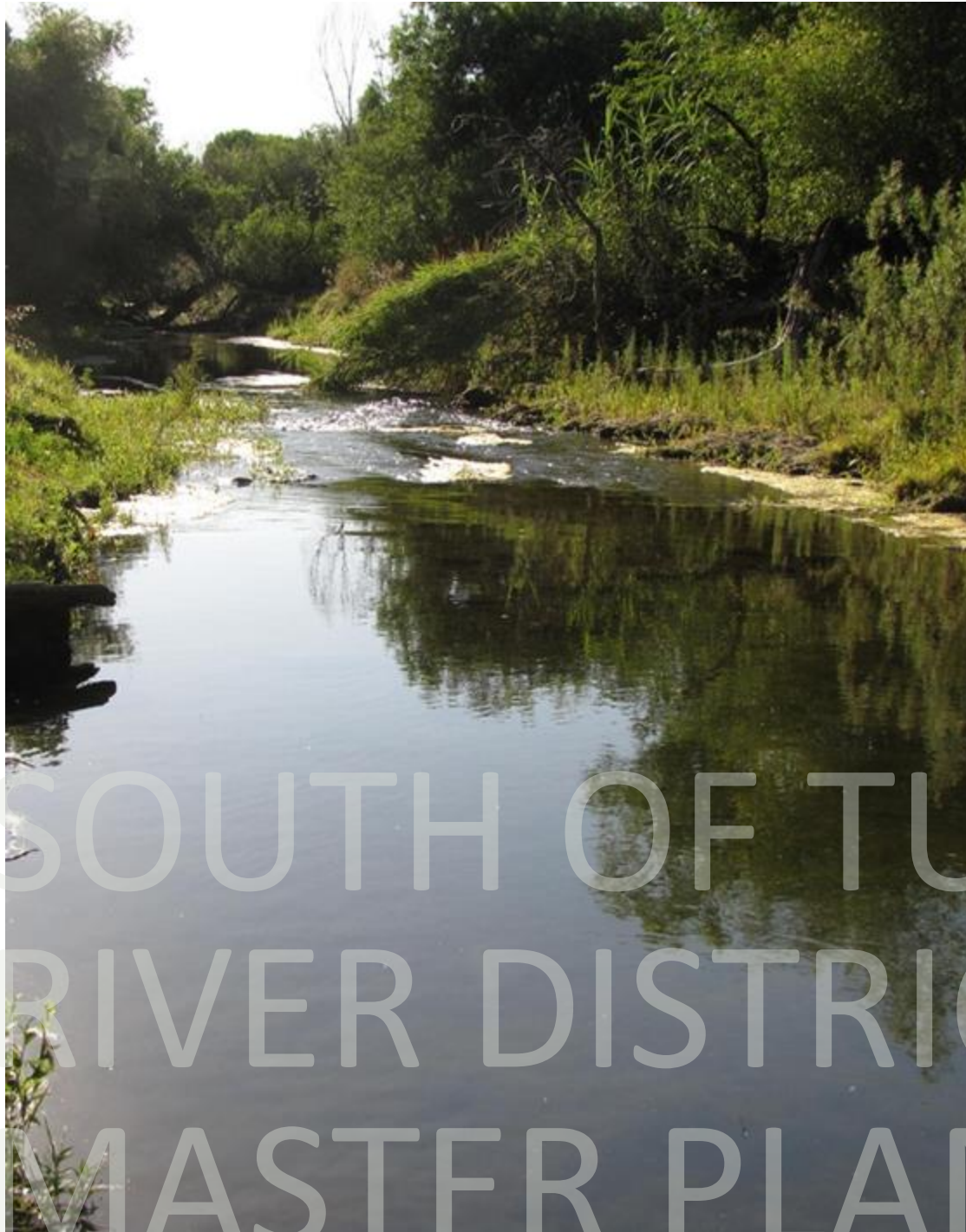
CITY OF PORTERVILLE
CALIFORNIA



Public Review Draft

Adopted By The Porterville City Council On X, 2024

Last Edited July 25, 2024



ACKNOWLEDGEMENTS

CITY OF PORTERVILLE

Mayor: Martha A. Flores

Vice Mayor: Kellie Carrillo

Council Member: Donald Weyhrauch

Council Member: Raymond Beltran

Council Member: Greg Meister

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INTRODUCTION



1.1 Master Plan Process

The South of the Tule River (“SoTu”) District Master Plan (“Master Plan”) was initiated by the City of Porterville with the overall purpose of guiding the development of the 447-acre SoTu District as it transitions from a predominately agricultural and rural residential area to an innovative mixed-use, multi-modal district that is attractive to residents and visitors alike to live, work, explore, and shop. The development of the Master Plan was made possible by Local Early Action Planning (LEAP) grant funding awarded to the City of Porterville by the California Department of Housing and Community Development (HCD) in 2022.

The SoTu Master Plan serves as the planning tool and process to provide the big picture vision for land use and development of the SoTu District (“District”). Although no physical development is currently proposed as part of the Master Plan, it outlines the overall vision and identifies concepts that would be implemented in the District. The Master Plan serves as the dynamic and long-term planning document to conceptually lay out future development and growth for the District.

Below are the steps taken in undergoing this Master Plan process. The key components of this process are Community Engagement, Formulation of Goals and Policies, Creation of Land Use and Circulation Scenarios, and finally, the Plan Adoption process. The steps taken during Community Engagement Process, and the process for Plan Adoption are provided below.

1.1.1 Community Engagement Process

Property Owner Meeting #1

The first meeting with property owners within the District was held in-person on April 20, 2023 in the city of Porterville. The purpose of the meeting was to introduce the proposed master planning effort and gather preliminary input on the anticipated land use and circulation components. The meeting addressed questions from property owners on how future development would be facilitated. The meeting was attended by five (5) property owners.

Community Workshop #1

The first community workshop was held in-person on May 11, 2023 in the city of Porterville. The purpose of the workshop was to provide information on the proposed master planning effort and gather preliminary input on the community character and vision statement for the District. The workshop defined what a master plan is and how it is used, discussed why the City initiated the master planning process for the District, and presented draft land use and circulation plans for community feedback. The workshop was attended by seven (7) members of the public.

Community Workshop #2

A second community workshop was held in-person and virtually on June 15, 2023 in the city of Porterville. The purpose of the workshop was the provide ongoing updates and the current status of the master planning efforts, in addition to gather more input and identify next steps and engagement efforts. The workshop was an open house format with brief presentations defining the land use and circulation components proposed for the District. Attendees were invited to visit the various stations to review and provide feedback on land use, circulation, and goals for the District. The workshop was attended by 10 members of the public.



Workshop #2. Discussion around the Land Use Plan.

Property Owner Meeting #2

A second property owner meeting was held virtually on August 3, 2023 via Zoom. The purpose of the meeting was to provide ongoing updates and the current status of the master planning efforts, including revisions to land use and circulation plans resulting from community input. The workshop was attended by six (6) property owners.

Environmental Review Outreach

The environmental review process began with a brief notice, “Notice of Preparation” or “NOP”, sent by the City to notify the responsible agencies, trustee agencies, the Office of Planning and Research, and the public that the City plans to prepare an EIR for the proposed Project. The purpose of the NOP was to solicit guidance from those agencies as to the scope and content of the environmental information to be included in the EIR. The NOP was distributed on March 20, 2024, to responsible agencies, trustee agencies, the Office of Planning and Research, and private organizations and individuals that may have interest in the Project. The NOP was made available at Porterville City Hall and online. A public scoping meeting was held virtually on April 3, 2024, at 5:30 pm.



Land Use Plan Poster to facilitate discussion.

1.1.2 Plan Adoption Process

The plan adoption process is the final phase of the master plan process before implementation. The Master Plan goes through the public hearing and adoption process, including the City of Porterville City Council for approval. The entitlements included in the adoption process are listed below.

Master Plan Approval

A Master Plan is required in order to rezone the property to the Residential Neighborhood District contained in the Porterville Municipal Code (PMC) (Chapter 21, Article 206). According to the PMC, “the Residential Neighborhood (RN) District is intended to implement the neighborhood centers shown on the General Plan Land Use Diagram and guide the design of new residential neighborhoods. A Master Plan is approved in the same manner as a Conditional Use Permit.

General Plan Amendment

The adoption of the Master Plan will require amendments to the City of Porterville Land Use and Circulation Maps to reflect the proposed land use designations and circulation network for the SoTu District.

Rezone/Pre-zone

The adoption of the Master Plan will require an amendment to the City of Porterville Zoning Map to reflect the proposed RN zone district.

California Environmental Quality Act (CEQA)

The adoption of the master plan will require environmental review under CEQA. An Initial Study and Focused Environmental Impact Report (EIR) will be prepared for the project.

Future Entitlements

Before any development occurs in the District, the property must be annexed into the City and an amendment to the Urban Development Boundary must occur.

1.2 Why the SoTu District

Due to historical trends in development, a significant portion of Porterville's housing stock consists of traditional, detached, single-family dwelling units, making up nearly 75% of all residential units. While these single-family homes are integral to Porterville's character, several factors have necessitated the need for a broader range of housing options. These factors include increasing housing costs, diminishing availability of suitable land for development, increasing housing demand, and evolving laws regulating the development of housing of both the local community and the larger region.



Credit: stock.adobe.com

Although there is undeveloped land within the existing City Limits, most of the available land is located on the eastern side of the city. This area of the city contains expansive adobe clay soils which tend to increase construction costs and can therefore be cost prohibitive. Other physical factors impacting development of available land within City Limits include intersecting state highways and expressways, the Tule River, Porter Slough, the former Santa Fe Railroad, Friant-Kern Canal, Scenic Heights, East Porterville, current and active farmland,

and Rocky Hill and surrounding slopes. The City of Porterville has taken these constraints into consideration to identify new growth areas that are suitable for development.

The southwestern edge of the City, south of the Tule River, has been identified by the City as an area with favorable soil conditions, topography, and access to urban services including utility and roadway infrastructure. The City has identified this area, south of the Tule River or "SoTu," as a logical new growth area that will be geographically balanced with existing and planned growth in the northwest and eastern portions of the city. More than 440 acres of land is available in this area with an immense opportunity to plan for residential growth with employment-generating land uses such as commercial and industrial development.



Credit: stock.adobe.com

1.3 Master Plan Organization

The Master Plan is organized by chapters, or key elements, that cover land uses, circulation systems, open space, utilities, infrastructure, and public service systems within the District. Each element will include goals and policies to identify how future development will be carried out. Ultimately, the Master Plan will ensure that future development of the District is consistent with the vision and intent for the District as well as the guiding policies and regulations of the City of Porterville General Plan and Zoning Ordinance. The SoTu Master Plan is organized as follows.

Section 1 – Introduction. The SoTu Master Plan begins by providing the purpose of the SoTu Master Plan, the existing conditions of the SoTu District, and the Master Plan’s consistency with the General Plan.

Section 2 – Vision, Goals, and Objectives. This section sets the vision, goals, and objectives for the SoTu District.

Section 3 – Land Use. This section discusses the Land Use Plan and land use goals and policies for the Master Plan, which will serve as the framework for all land use activities. The District includes ten (10) land uses including residential, mixed-use, commercial, employment, public, and recreational designations to accommodate efficient land use.

Section 4 – Circulation Plan. This section establishes a Circulation Plan to establish various roadway levels such as highways, arterials, collectors, and local roads within the District. A network of bicycle and pedestrian paths and facilities are also planned for multi-modal transportation. The Circulation Plan is designed with an objective of promoting alternative means of transportation through bikeways,

trails, and public transit.

Section 5 – Open Space and Landscape. This section introduces and illustrates the planned parks and open spaces and describes goals and policies for the SoTu District on the provision of parks and recreation spaces. The SoTu Master Plan accommodates a minimum of 112.47 acres of open space, concentrated along the Tule River in the northern portion of the District. The park and open space areas will be linked by a network of bicycle and pedestrian facilities.

Section 6 – Infrastructure and Public Utilities. This section addresses stormwater and drainage, water supply and usage, wastewater generation and disposal, dry utilities, and public services within the District.

Section 7 – Administration and Implementation. This section addresses the process and entitlements required to adopt the SoTu Master Plan and provides guidance on implementation processes for future developments within the District.

1.4 The SoTu District

Project Location

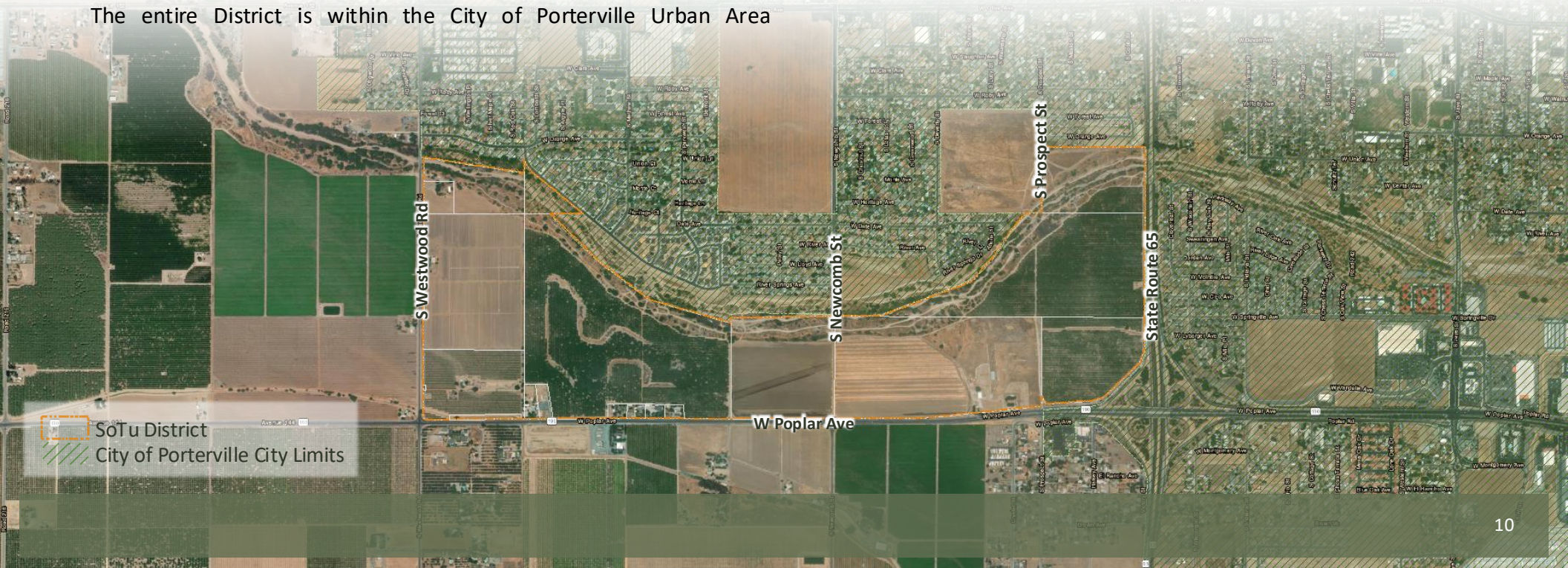
The SoTu District (“District”) comprises approximately 447.3 acres located directly southwest of the City Limits, bound to the north by the Tule River, south by State Route 190, east by State Route 65, and west by Westwood Street. The District consists of 19 parcels identified by the Tulare County Assessor as Assessor’s Parcel Numbers (APN) 259-150-001, 259-030-031, 259-270-004, 259-030-011, 259-040-041, 259-040-044, 259-040-028, 259-040-027, 259-040-026, 259-040-025, 259-040-043, 259-040-042, 259-040-045, 259-040-046, 259-040-010, 259-040-039, 259-320-001, 259-370-058, and 259-320-002. The Tule River is a 71-mile river that originates in the Sierra Nevada east of Porterville, conveying water from Lake Success which is located approximately 2 miles east of the eastern City Limits of Porterville. Water flows through the City in a westerly direction with flows diverted for irrigation.

Boundary (UAB) with approximately 52.6% of the District within the City’s Urban Development Boundary (UDB). A UAB establishes areas where the County and City coordinate plans and policies relating to street and highway construction, public utility systems, and future right of way preservation. A UDB is an administrative boundary that defines urban edges to reflect a commitment to focus future growth within the city in order to prevent urban sprawl and protect environmentally sensitive areas.

Existing Land Uses

Most of the District has historically been used for agricultural crops including orchard and row crops, continuously for at least the past 50 years. The District is predominantly occupied by agricultural operations (81.7%) with ten (10) single-family residential dwellings. 15.9% of the District is currently open space that is vacant and undeveloped, including areas along the Tule River.

The entire District is within the City of Porterville Urban Area



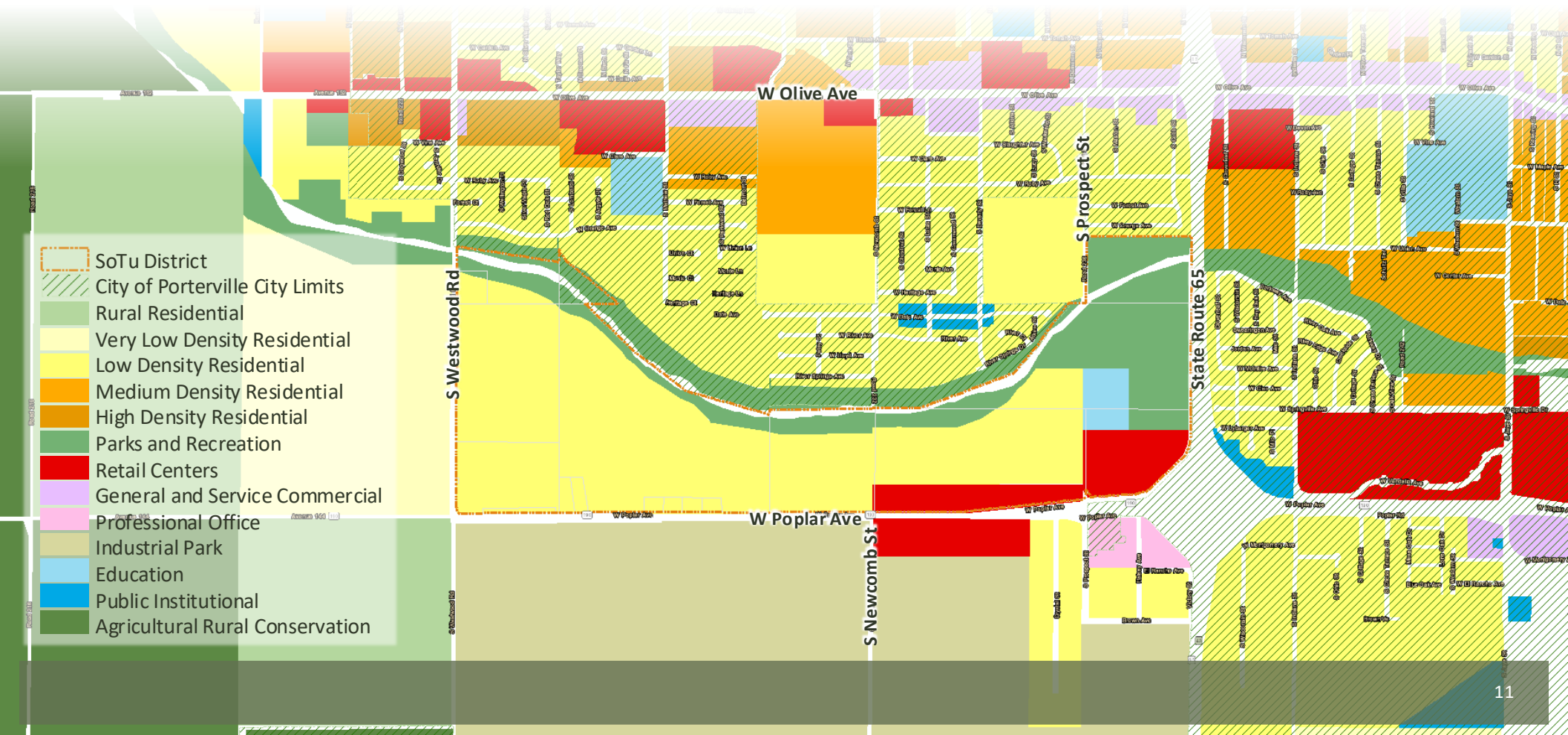
Surrounding Land Uses

Lands to the north beyond the Tule River and to the east of the District are developed with single-family residential uses within the City Limits. Lands to the south and east of the District include a mix of residential, services, vacant, and agriculture uses that are within the unincorporated boundaries of the County of Tulare. All properties to the north, east, and west are planned and zoned for residential and public uses, and properties to the south are planned and zoned with a mix of industrial, retail, residential, and office uses.

Existing Land Use Designations

Based on the maximum allowed density/intensity per the General Plan (6 du/acre for Low Density Residential and 0.35 FAR for Retail Center), build out under the existing land use designations could yield a maximum 1,634 single-family units and 592,916 square feet of non-residential uses, in addition to 105.63 acres of parks and recreational lands and 10.16 acres of public and institutional uses.

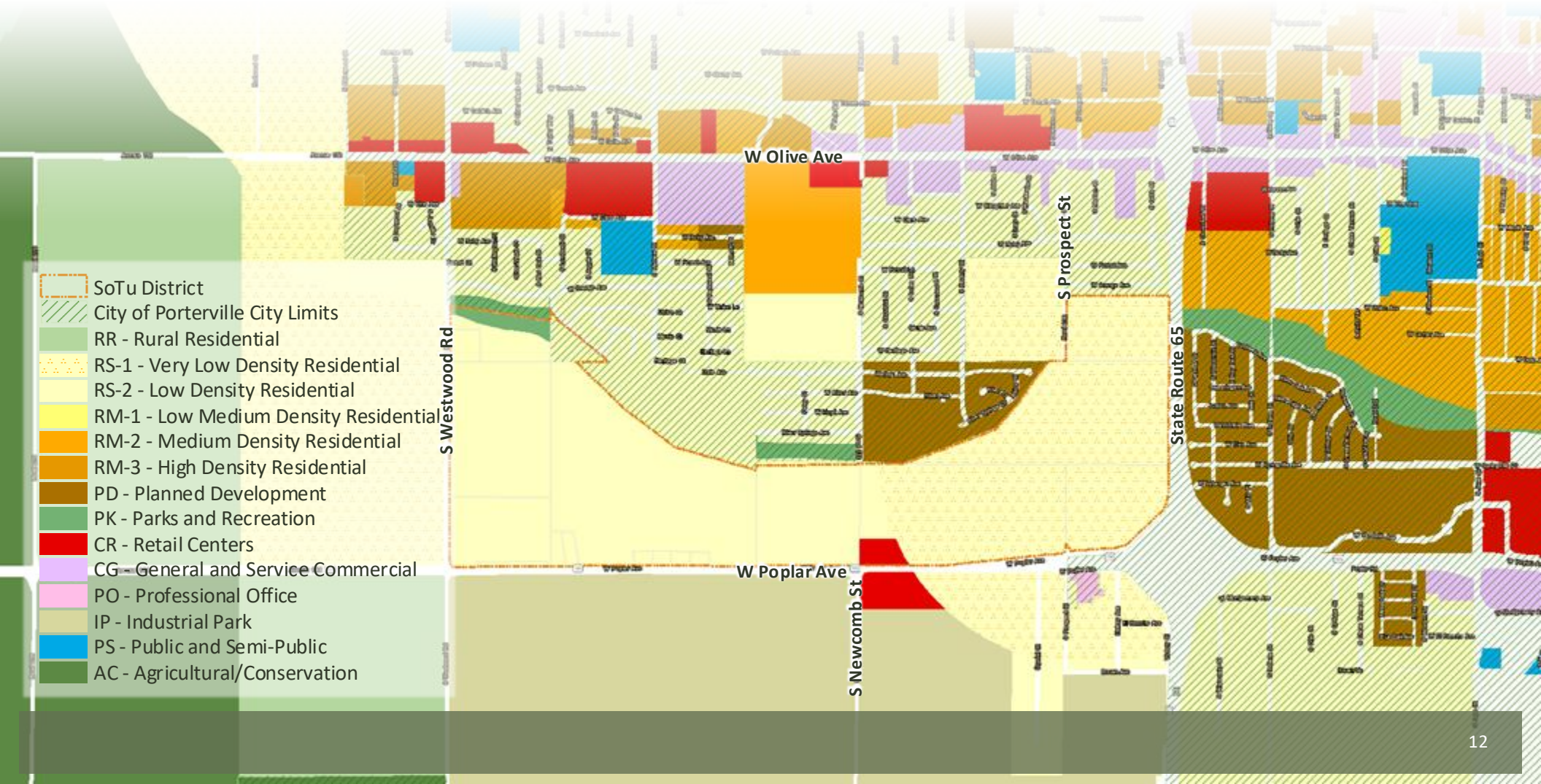
Figure. City of Porterville General Plan Land Use Designation Map (Existing)



Existing Zoning Districts

The District is predominately zoned RS-2 (Low Density Residential) (56.5%), followed by RS-1 (Very Low Density Residential) (41.2%), PK (Parks and Public Recreation Facilities) (1.17%), and CR (Retail Centers) (0.9%).

Figure. City of Porterville Zoning District Map (Existing)



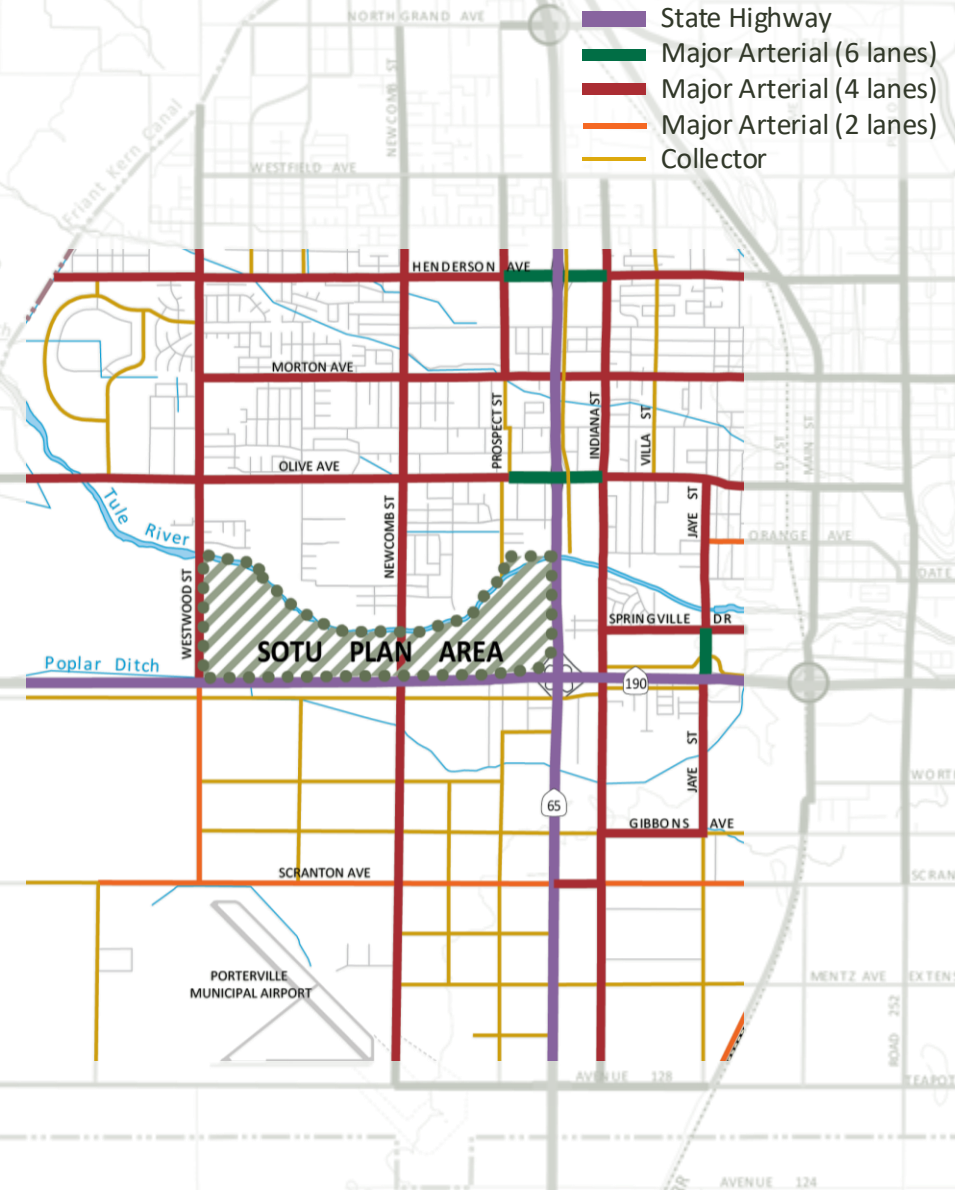
Existing Circulation Network

The District has a limited existing circulation network. Street frontage includes State Route 190 adjacent south, State Route 65 adjacent east, and South Westwood Street adjacent west to the District. The highways to the south, east, and west, and Tule River north to the District, have prevented any major circulation improvements.

The City of Porterville General Plan Circulation Element designates South Westwood Street as a 4-lane, major arterial. The Circulation Element of the General Plan identifies potential interchange improvements for the Westwood Street and State Route 190 intersection. The General Plan calls for Newcomb Street to be a four (4)-lane north-south major arterial to extend south with a bridge over the Tule River to access the site and a grade separation (overpass) at State Route 190. Additionally, the General Plan has a collector planned for the east-west direction that eventually turns north to connect at the Prospect Street alignment with another planned bridge over the Tule River.

State Route 190 begins at State Route 99 in Tulare County with a short expressway segment in Porterville, curving alongside the Tule River. State Route 65 is a north-south state highway that begins in Kern County at State Route 99 comprising a rural, 2-lane highway to Porterville, where it expands to a 4-lane freeway through the city. The intersection of State Route 190 and State Route 65 in the District is considered a major intersection for the California freeway and expressway system.

Figure. City of Porterville Circulation Map (Existing)



1.5 Relationship to Other Plans

2030 Porterville General Plan

The 2030 Porterville General Plan provides the framework to guide future land use development in the City of Porterville. It addresses state mandated topics, or elements, that have legal standing and provides the foundation and vision for how a community will grow. The elements in the 2030 Porterville General Plan include Land Use, Economic Development, Circulation, Parks/Schools/Community Facilities, Open Space and Conservation, Public Health & Safety, Public Utilities, and Noise.

The intent of the SoTu District is to build upon and compliment several guiding land use policies of the City of Porterville General Plan including:

Policy LU-G-1: Promote a sustainable, balanced land use pattern that responds to existing needs and future needs of the City.

Policy LU-G-9: Provide sufficient land with appropriate parcel sizes to support a full range of housing types and prices.

Policy LU-G-10: Foster viable, pedestrian-oriented neighborhood centers with vertically and horizontally mixed-use development.

What is a General Plan?

California state law requires that each county and city in the state develop and adopt a General Plan. The General Plan is a comprehensive long-term plan for the physical development of the county or city, and consists of a statement of development policies, objectives, principles, plans, and plan proposals.

What is a Master Plan?

A Master Plan is a planning tool and process that provides the big picture vision for the land use and development of a smaller, localized area, called the “plan area.” A Master Plan includes maps, goals, and policies to guide future development of the plan area organized by topic areas.

What is Site Specific Development?

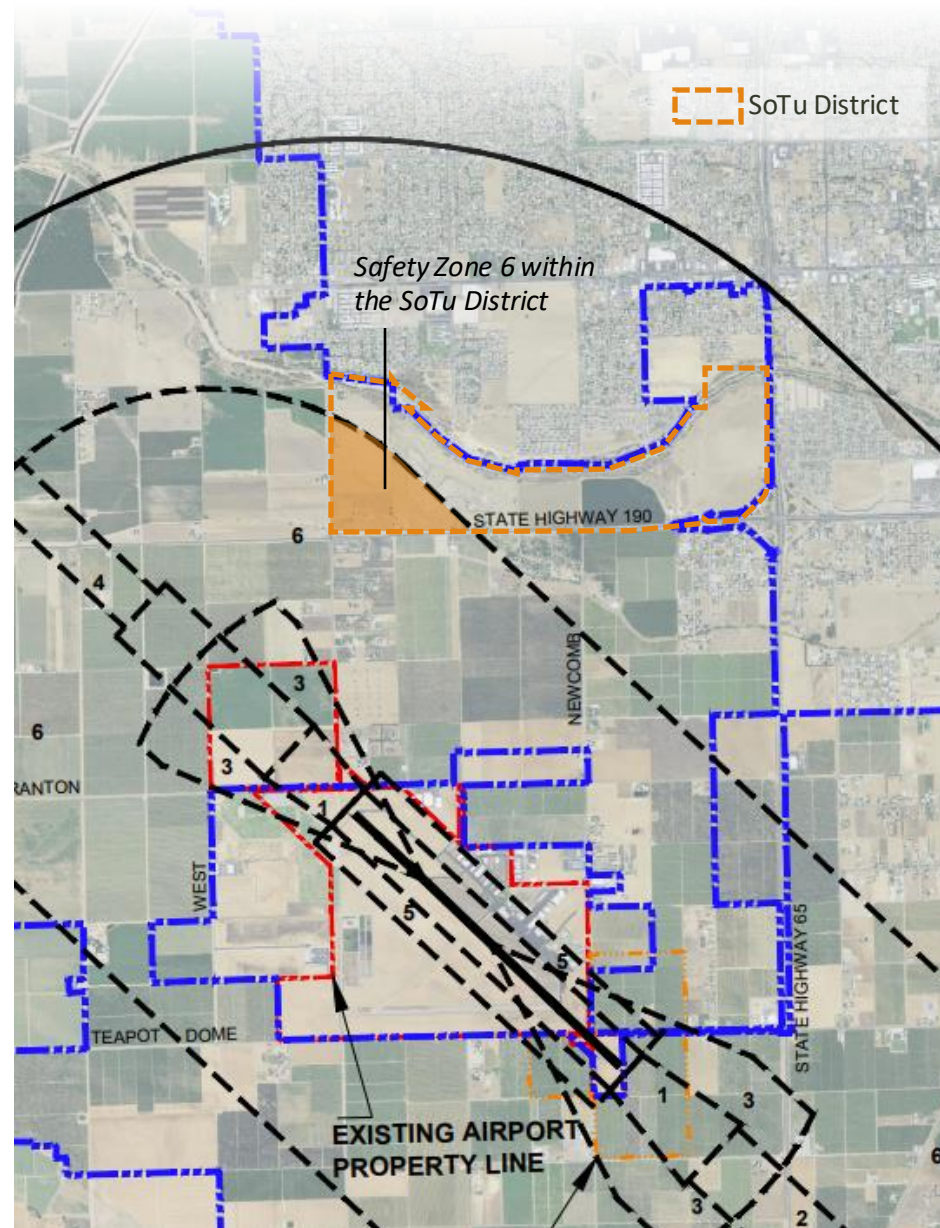
Site specific development within the SoTu Master Plan Area will occur when individual property owners are ready to develop and submit a land use application with the City. The City will evaluate the plan for compliance with the SoTu Master Plan and Development Code.

Tulare County Comprehensive Airport Land Use Plan

The Porterville Municipal Airport is owned by the City of Porterville and occupies 940 acres with one (1) runway, Runway 12-30, measuring 5,908 feet long and 150 feet wide. The Airport Layout Plan Narrative Report in 2006 proposed to extend Runway 12-30 to the northeast by 1,742 feet and relocated by 650 feet to the southeast for a total length of 7,000 feet. The Airport Layout Plan also proposed to acquire 206 acres of land and over 30 acres of aviation easements for this future extension. The applicable airport land use plan is the 2012 Tulare County Comprehensive Airport Land Use Plan (CALUP) adopted by the Tulare County Airport Land Use Commission (ALUC) on November 28, 2012. The CALUP identifies Airport Influence Area (AIA), Safety Zones, Height Restriction Zones, Noise Restriction Zones, Aircraft Overflight Zones, and provides a Land Use Compatibility Matrix to establish compatible and prohibited land use categories within the AIA and Safety Zones.

The SoTu District is within the AIA with the southwest corner within the Safety Zone 6 – Traffic Pattern Zone. According to the Land Use Compatibility Matrix, multi-family residential, schools (K-12), hospitals, libraries, daycare, churches, etc., are prohibited within Zone 6. In accordance with California Public Utilities Code (PUC) Section 21676(b), prior to the adoption or amendment of general plan, specific plan, zoning ordinance, or building regulation that affects lands within the AIA defined in the CALUP, the referring agency shall first refer the proposed action to the Airport Land Use Commission (ALUC). To ensure compliance with the CALUP, the Land Use Plan does not plan sensitive uses within Zone 6 and the SoTu Master Plan would be reviewed by the ALUC for consistency.

Figure. Porterville Municipal Airport Safety Zones



2022 Regional Active Transportation Plan

The 2022 Regional Active Transportation Plan (RATP) for the Tulare County Region provides the framework for promoting better coordination of land use, transportation, and housing planning at the local and regional levels. The RATP outlines implementation strategies relative to active transportation.

- Encourage local agencies to prepare Complete Streets plans for accommodating all users, including pedestrians and cyclists
- Support implementation of local bicycle and trail plans
- Promote the placement of compatible land uses near each other and design them as high-quality environments for pedestrians and cyclists

The RATP identifies “high-priority projects” for different jurisdictions within Tulare County that would increase walkability and bikeability throughout the Tulare County region. Priority project P-4 of the RATP is the fourth phase of the Tule River Parkway multi-use trail that would develop a continuous trail from Lake Success to the Friant-Kern Canal. This phase would include development of a 2.15 mile paved, lighted, all-weather, and ADA-compliant pedestrian and bicycle trail adjacent to the Tule River.

This SoTu Master Plan identifies a proposed Class I trail along the northern plan boundary. This location is the same that is identified as a “high-priority project” in the 2022 RATP for the Tulare County Region. Furthermore, the SoTu Master Plan identifies a pedestrian-only bridge at South Prospect Street that will provide pedestrian and bicycle access to the proposed trail.

The SoTu Master Plan also identifies planned land uses near pedestrian and bicycle facilities as land use designations that are

generally more pedestrian and bicyclist friendly. Mixed Use and Single-family residential land use designations are identified near or adjacent to pedestrian friendly bridge connections that will connect to the proposed Class I trail mentioned earlier.

The City of Porterville ranks among the highest in pedestrian and traffic danger when compared to cities of similar size. The 2022 RATP for the Tulare County Region references a 2019 California Office of Traffic Safety (OTS) study that compares and ranks traffic safety statistics across jurisdictions and ranks cities on various types of collisions. The study highlights three areas of traffic safety: (1) a composite of other rankings indicating overall traffic safety, (2) collisions in which there were victims killed or injured and a pedestrian was involved, and (3) collisions in which there were victims killed or injured and a bicyclist was involved. On a scale from 1 to 102, 1 being the worst and 102 being the best, Porterville ranks 5/102, 40/102, and 30/102 in overall traffic safety, pedestrian safety, and bicyclist safety, respectively.

As mentioned in the 2022 RATP for the Tulare County Region, Porterville ranks among the lowest in traffic safety. This Master Plan is designed to implement goals and policies that will promote pedestrian and traffic safety through quality mixed use development and development of planned pedestrian and bicycle facilities that would prohibit automobile travel.

VISION, GOALS AND OBJECTIVES

2

VISION

SoTu District is envisioned to be a neighborhood with an innovative, sustainable, and balanced land use pattern offering a large variety of housing opportunities and job opportunities. The District will include viable, pedestrian-oriented neighborhood centers and a mix of uses that is attractive to residents and visitors alike to live, work, explore, and shop.



Goals and Objectives

The SoTu Master Plan is designed and intended to implement a series of goals that will promote quality mixed use development in the District. The SoTu Master Plan is intended to meet the vision of the Porterville General Plan and further refine the guiding and implementation policies. The objectives identified below have been incorporated throughout the Master Plan.

Goal 1: Implement mixed use zoning to encourage residential, commercial, industrial, and open space in the plan area to foster a more diverse and balanced development pattern.

Objective 1.1. Designate lands to allow for mixed-use developments incorporating residential, commercial, office, and open space components.

Objective 1.2. Identify key areas within the plan area suitable for mixed-use development based on accessibility to existing and planned infrastructure.



Credit: stock.adobe.com

Goal 2: Promote alternative modes of transportation and transit-oriented development that create walkable communities to reduce traffic and air quality impacts.

Objective 2.1. Create complete streets to increase the connectivity of pedestrian and bicycle infrastructure to encourage non-motorized transportation options

Objective 2.2. Create compact neighborhoods with a defined, mixed-use center including public open space, a school or other community facilities, and neighborhood commercial.

Objective 2.3. Create a street system that is well-aligned with and connected to streets in adjacent neighborhoods and allows residents to walk, bike, or drive safely to parks, schools, and neighborhood shopping via a continuous system of streets, sidewalks, and bike routes.

Goal 3: Provide a wide variety of housing types, designs, and lot sizes to serve a range of household types and incomes. The housing mix will be a combination of housing types rather than a combination of residential densities.

Objective 3.1. Develop a land use plan that includes a mix of single-family homes, townhouses, apartments, at all affordability levels.

Objective 3.2. Create neighborhood centers with a mix of retail, civic, and service-oriented uses to support local transit and provide places for social interaction for neighborhood residents.

Goal 4: Incorporate policies and partnerships with local conservation groups to protect and enhance the open space areas surrounding the Tule River.

Objective 4.1. Develop and implement land use policies that prioritize the preservation of natural habitats and scenic landscapes.

Objective 4.2. Enhance public access to open space areas through the development of trails and recreational facilities.

Objective 4.3. Educate residents and stakeholders about the ecological value of open spaces and the importance of conservation efforts.



Credit: Imagenet - stock.adobe.com

Goal 5: Reduce carbon emissions and prioritize pedestrians through a well-connected trail network and neighborhood supporting commercial uses and development .

Objective 5.1. Develop a comprehensive trail network that connects residential areas, commercial districts, and recreational spaces.

Objective 5.2. Promote mixed-use developments that encourage walking and cycling as primary modes of transportation.

Objective 5.3. Implement green building standards and energy-efficient practices in new developments to reduce carbon footprint.



Credit: stock.adobe.com

LAND USE

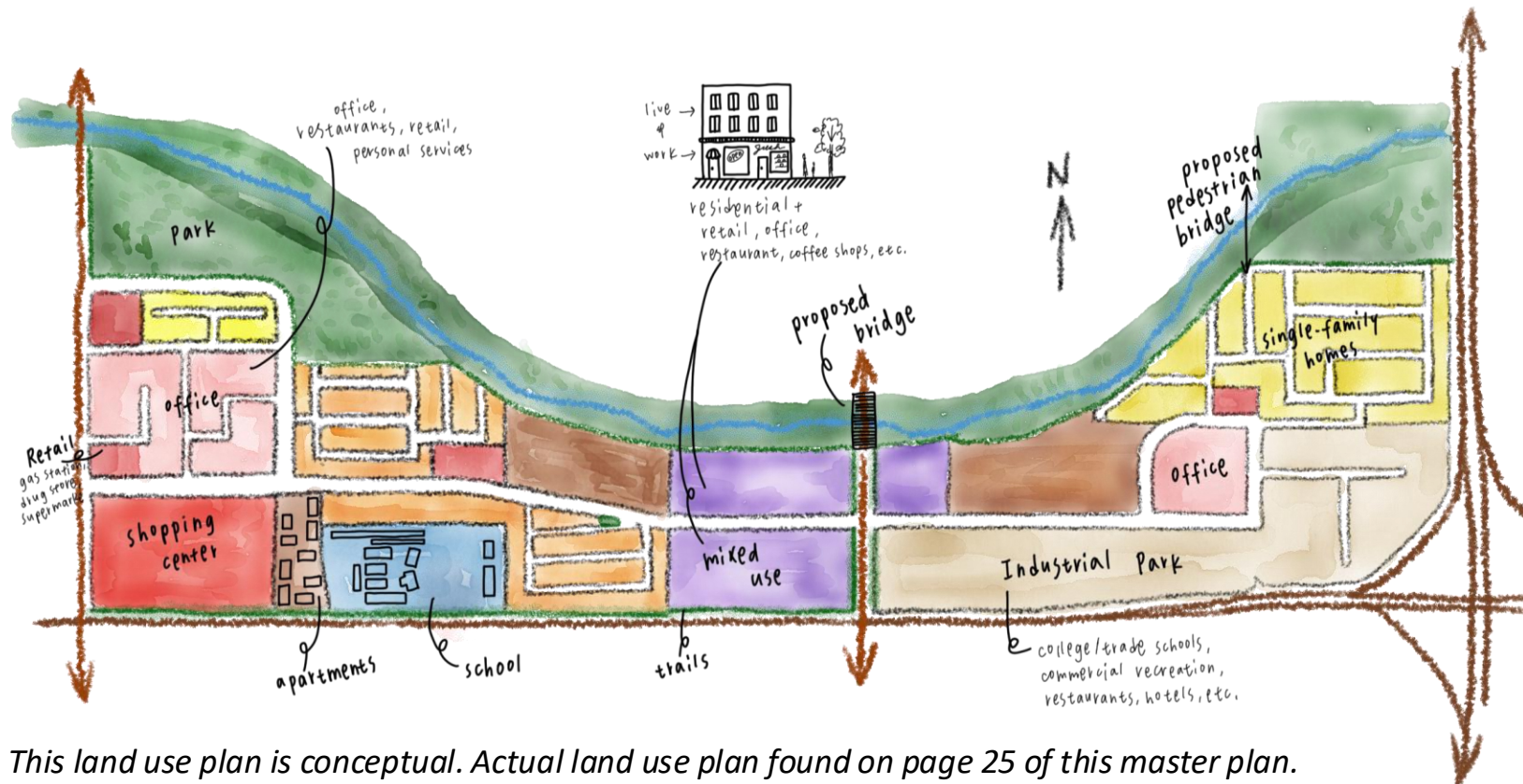
3

3.1 Land Use Overview

The purpose of this section is to set regulatory requirements for the development of the various land uses within the SoTu Master Plan. These standards address the information and requirements pertaining specifically to the zoning, density, setbacks, garages, street/parking, and other development standards related to the subject land use. All development shall comply with the text, standards, and associated tables and illustrations in this section. Where the SoTu Master Plan is silent, the provisions and definitions within the City of Porterville Municipal Code shall apply. Where conflicts exist between the SoTu

Master Plan and the Porterville Municipal Code, the standards contained within the Porterville Municipal Code shall apply.

This section of the SoTu Master Plan is organized into development standards for residential and non-residential uses. Within each of these subsections are detailed development standards, site plan prototypes and architectural imagery that communicate the requirements and concepts for each land use designation.



*** Note:** This land use plan is conceptual. Actual land use plan found on page 25 of this master plan.

3.2 Article 206: Residential Neighborhood (RN) District

This Master Plan is being implemented by the Residential Neighborhood (RN) zone district. Article 206 of the Porterville Municipal Code provides the purpose of the Residential Neighborhood District and the required elements for a Master Plan for a Residential Neighborhood District. The elements of a Master Plan must include, but are not limited to, land use, street system, pedestrian and bike network, and utilities. Each required element has additional requirements that must be met for compliance with Article 206.

The land use element of this Master Plan outlines the mix of land uses that are proposed within the SoTu District that includes the requirements outlined for land uses in Article 206 of the Porterville Municipal Code. Residential uses are provided at densities that are consistent with the Porterville General Plan, and public parks and non-residential uses are provided at ratios and locations consistent with the requirements of Article 206. The neighborhood center of the SoTu District is proposed in a centrally located area and is planned for mixed uses as required by Article 206.

The circulation element outlines the street systems and pedestrian and bike networks for the SoTu District. The element depicts a continuous street system which provides pedestrian and bicycle facilities and connects to all adjacent planned neighborhoods within the district. This is further explained in Chapter 4 of this Master Plan.

The infrastructure and public utilities element provide discussion and metrics for all future and planned public utility infrastructure of the SoTu District including, but not limited to, location and placement of utility lines that will be necessary to provide for the residents and tenants of the Master Plan Area.

This Master Plan acts in accordance with Article 206 of the Porterville General Plan through the various plan elements outlined above and further discussed in future chapters.

Zoning Implementation

Although the entire District will be zoned RN, the uses permitted, and the development standards required for future development will be those contained within the corresponding zone district in accordance with the land use and zoning consistency table identified below.

Table: Land Use Designation and Zoning Consistency

General Plan Land Use Designation	Implementing Zone District
Low Density Residential	RS-2 – Low Density Residential
Medium Density Residential	RM-2 – Medium Density Residential
High Density Residential	RM-3 – High Density Residential
Commercial Mixed-Use	CMX – Commercial Mixed-Use
Retail Commercial	CR – Retail Centers
Neighborhood Commercial	CN – Neighborhood Commercial
Professional Office	PO – Professional Office
Industrial	IG – General Industrial
Public and Institutional	PS – Public and Semi-Public
Park	PK – Parks and Public Recreation Facilities

3.3 SoTu Land Use Designations

The SoTu Master Plan establishes the maximum residential density and non-residential square footage for the area within the boundaries of the SoTu Master Plan. Residential areas comprise of 127.0 acres, mixed use zoned land comprises of 33.1 acres, employment zoned areas (i.e., commercial, office, industrial) comprises of 125.3 acres, a school comprises of 15.9 acres, and parks and recreation area

comprise of 112.5 acres of the District. The application of specific zoning districts within the Master Plan boundary is intended to refine the planned land use patterns, to allow an innovative mixed-use, multi-modal district that is attractive to residents and visitors alike to live, work, explore, and shop.

Table: Land Use Plan Summary

Implementing Zoning District	General Plan Land Use Designation	Acreage
RS-2 (Low Density Residential)	Low Density Residential	51.88
RM-2 (Medium Density Residential)	Medium Density Residential	43.94
RM-3 (High Density Residential)	High Density Residential	31.18
CMX (Commercial Mixed-Use)	Commercial Mixed-Use	33.11
CN (Neighborhood Commercial)	Neighborhood Commercial	8.53
CR (Retail Centers)	Retail Centers	24.64
PO (Professional Office)	Professional Office	32.57
IP (Industrial Park)	Industrial Park	59.51
PS (Public and Semi-Public)	Education	15.89
PK (Parks and Public Recreation Facilities)	Parks and Recreation	112.47
	ROW	33.61
	TOTAL	447.30

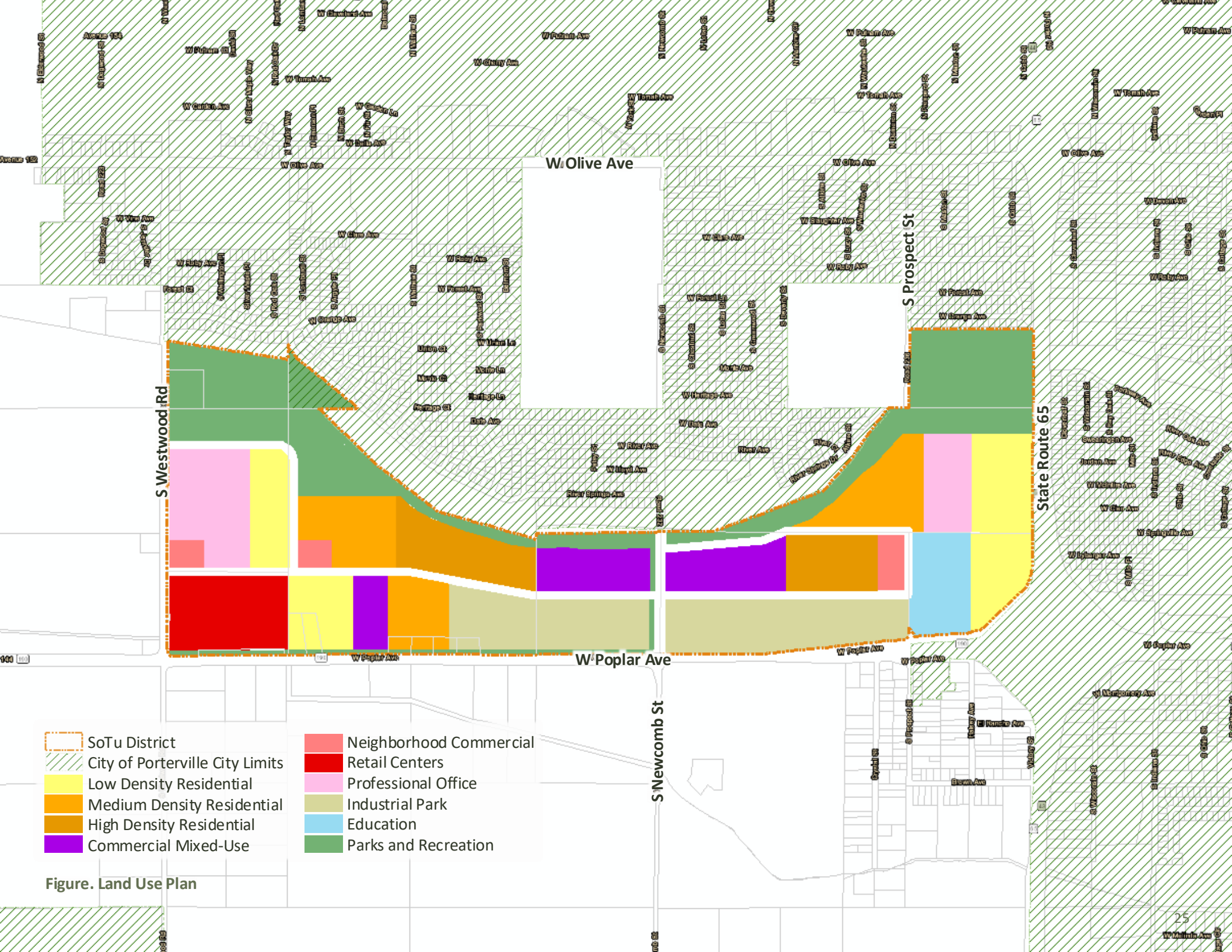


Figure. Land Use Plan

3.3.1 Residential Use Standards

Low Density Residential (7.5 du/ac maximum)

The **RS-2 Low Density Residential** land use designation is intended to provide areas for attached or detached single family homes with a maximum residential density of 7.5 units per net acre. This district also allows for limited uses such as day care homes, parks, and religious facilities that are appropriate in a low density residential environment.

- Permitted uses: Single-family dwelling (attached and detached), family daycare home (small and large), group residential (1), residential day care facilities (limited), park and recreation facilities (public), schools (public and private), utilities (minor), crop cultivation (non-commercial)
- Permitted with a Minor CUP: Crop cultivation (commercial)
- Permitted with a CUP: Religious facilities



Credit: stock.adobe.com

RS-2 Development Standards

Standard	RS-2	Additional Regulations
Lot and Density Standards		
Minimum Lot Area	6,000 square feet	
Minimum Lot Width	60 feet	
Minimum Lot Depth	75 feet	
Maximum Density	7.5 du/ac	
Minimum Density	-	
Minimum area per dwelling unit	-	
Building Form and Location		
Maximum Height	35 feet	Section 201.03(a); and section 300.06, "Heights And Height Exceptions"
Minimum Yard Setbacks		
Residence (front)	15 feet	Section 201.03(b); and section 300.01, "Building Projections Into Yards"
Porch (front)	10 feet	
Garage (front)	20 feet	
Interior Side	5 feet	
Street side	10 feet	
Rear yard	5 feet	
Maximum building coverage	45%	
Additional Standards		
Private Open Space	-	
Common Open Space	-	

Medium Density Residential (15 du/ac maximum)

The **RM-2 Medium Density Residential** land use designation is intended to accommodate a variety of housing types, such as small-lot single-family homes, detached zero lot line developments, duplexes, townhouses, and garden apartments with a maximum residential density of 15.0 units per net acre. This district is intended to be located closer to community and retail services, mixed use areas, parks, and areas where greater access can be provided. In addition to residential uses, this district allows for a variety of public and semi-public uses such as cultural institutions and religious facilities that are appropriate in a medium-density residential environment. This district provides for a transition from lower-density residential neighborhoods to higher-density multi-family development and commercial areas.

- Permitted uses: Single-family dwelling (attached and detached), multi-family residential, family daycare home (small and large), group residential (1), residential day care facilities (limited), park and recreation facilities (public), schools (public and private), utilities (minor), crop cultivation (non-commercial)
- Permitted with a Minor CUP: Crop cultivation (commercial)
- Permitted with a CUP: Mobile home parks, clubs and lodges, community centers, cultural institutions, elderly and long term care, religious facilities, residential care facilities (general)

RM-2 Development Standards

Standard	RM-2	Additional Regulations
Lot and Density Standards		
Minimum Lot Area	6,000 square feet	
Minimum Lot Width	60 feet	
Minimum Lot Depth	75 feet	
Maximum Density	15 du/ac	
Minimum Density	-	
Minimum area per dwelling unit	1,500 square feet	
Building Form and Location		
Maximum Height	50 feet	Section 201.03(a); and section 300.06, "Heights And Height Exceptions"
Minimum Yard Setbacks		
Residence (front)	15 feet	Section 201.03(b); and section 300.01, "Building Projections Into Yards"
Porch (front)	10 feet	
Garage (front)	20 feet	
Interior Side	5 feet	
Street side	10 feet	
Rear yard	10 feet	
Maximum building coverage	50%	
Additional Standards		
Private Open Space	75 square feet per unit	
Common Open Space	100 square feet per unit	

High Density Residential (10-30 du/ac)

The **RM-3 High Density Residential** land use designation is intended to accommodate attached homes, two- to four-plexes, and apartment buildings with a maximum residential density 30.0 units per net acre. This district allows for a variety of public and semi-public uses such as clubs and lodges, cultural institutions, and religious facilities that are appropriate in a high-density residential environment.

- Permitted uses: Single-family dwelling (attached and detached), multi-family residential, family daycare home (small and large), group residential (1), residential day care facilities (limited), park and recreation facilities (public), schools (public and private), utilities (minor), crop cultivation (non-commercial)
- Permitted with a Minor CUP: Crop cultivation (commercial)
- Permitted with a CUP: Mobile home parks, clubs and lodges, community centers, cultural institutions, elderly and long term care, religious facilities, residential care facilities (general)

RM-3 Development Standards

Standard	RM-3	Additional Regulations
Lot and Density Standards		
Minimum Lot Area	6,000 square feet	
Minimum Lot Width	60 feet	
Minimum Lot Depth	75 feet	
Maximum Density	30 du/ac	
Minimum Density	20 du/ac	
Minimum area per dwelling unit	1,000 square feet	
Building Form and Location		
Maximum Height	50 feet	Section 201.03(a); and section 300.06, "Heights And Height Exceptions"
Minimum Yard Setbacks		
Residence (front)	15 feet	Section 201.03(b); and section 300.01, "Building Projections Into Yards"
Porch (front)	10 feet	
Garage (front)	20 feet	
Interior Side	5 feet	
Street side	10 feet	
Rear yard	10 feet	
Maximum building coverage	50%	
Additional Standards		
Private Open Space	75 square feet per unit	
Common Open Space	100 square feet per unit	

3.3.2 Mixed Use Standards

Commercial Mixed Use (30 du/ac)

The **CMX Commercial Mixed-Use** land use designation is intended to provide areas for either horizontal or vertical mixed-use development consisting of commercial, service, office, and residential uses. Buildings more than one story are strongly encouraged. The maximum FAR is 2.0 and the maximum residential density is 30.0 units per acre.

- Permitted uses: Multi-Family Residential, Family Day Care Home (small and large), Group Residential, Residential Care Facilities (limited), Clubs and Lodges, Instructional Services, Park and Recreation Facilities (Public), Artists' Studios, Banks and Financial Institutions, Business Services, Coffee Shops/Cafes, Restaurants (all), Food and Beverage Retail Sales, Maintenance and Repair Services, Medical Facilities, Nurseries and Garden Centers, Offices (General Offices and Walk-In Clientele), Parking (public or private), Personal Services, Retail sales (less than 50,000 square feet), Reverse Vending Machine, Antenna and Transmission Towers (camouflage facilities), Minor Utilities, Accessory Uses and Structures, Animal Keeping, Caretaker Unit, Home Occupations
- Permitted with a Minor CUP: Tobacco Bars, Antenna and Transmission Towers (non-camouflage facilities), Crop Cultivation (Commercial)
- Permitted with a CUP: Colleges and Trade Schools (Public or Private), Community Centers, Cultural Institutions, Day Care Centers, Religious Facilities, Residential Care Facilities (general), Social Service Facilities, Service Station, Cinema/Theaters, Small-scale Commercial Entertainment and Recreation, Bars/Night Clubs/Lounges, Hotels and Motels, Mixed Use Development,

Personal Storage

CMX Development Standards

Standard	CMX	Additional Regulations
Lot and Density Standards		
Minimum Lot Area	5,000 square feet	
Minimum Lot Width	60 feet	
Minimum Lot Depth	75 feet	
Maximum Density	30 du/ac	Subsection 203.04B, "Mixed Use Standards"
Minimum Density	-	
Minimum area per dwelling unit	800 square feet	
Building Form and Location		
Maximum Height	50 feet	Section 201.03(a); and section 300.06, "Heights And Height Exceptions"
Minimum Yard Setbacks		
Front	15 feet	Section 201.03(b); and section 300.01, "Building Projections Into Yards"
Interior Side	0 feet	
Street side	5 feet	
Rear yard	0 feet	
Transitional (where site is adjacent to a R district) - Street side	15 feet	Section 203.03B, "Transitional Standards"
Maximum Floor Area Ratio (FAR)	2.0	
Additional Standards		
Usable Open Space	150 square feet per unit	
Common Open Space	-	

3.3.3 Non-Residential Use Standards

Retail Center

The **CR Retail Center** land use designation is intended to maintain areas for regional shopping centers located at major circulation intersections. Large format or “big box” retail and auto sales as well as travel related services, such as hotels and gas stations are allowed. The maximum FAR is 0.35.

- Permitted uses: Social Service Facilities, Automobile/Vehicle Rentals, Automobile/Vehicle Service and Repair (Minor), Banks and Financial Institutions, Building Materials and Services, Business Services, Cinema/Theaters, Small-scale Commercial Entertainment and Recreation, Coffee Shops/Cafes, Restaurants (all), Food and Beverage Retail Sales, Maintenance and Repair Services, Medical Facilities, Nurseries and Garden Centers, Offices, Parking (Public or Private), Personal Services, Retail Sales (Less than 50,000 square feet), Handicraft/Custom Manufacturing, Reverse Vending Machine, Antenna and Transmission Towers (camouflage facilities), Call Center, Recording Studio, Transportation Passenger Terminals, Utilities (Minor), Accessory Uses and Structures, Caretaker Unit
- Permitted with a Minor CUP: Pet Stores, Tobacco Bars, Antenna and Transmission Towers (non-camouflage facilities), Broadcasting Facility, Crop Cultivation (Commercial)
- Permitted with a CUP: Colleges and Trade Schools (Public or Private), Religious Facilities, Automobile/Vehicle Sales and Leasing, Automobile/Vehicle Washing, Service Station, Bars/Night Clubs/Lounges, Funeral Parlors and Mortuaries, Hotels and Motels, Retail Sales (50,000 square feet or more), Swap Meets, Recycling Collection Facilities, Personal Storage

CR Development Standards

Standard	CR	Additional Regulations
Lot and Density Standards		
Minimum Lot Area	5,000 square feet	
Minimum Lot Width	60 feet	
Minimum Lot Depth	75 feet	
Maximum Density	-	
Minimum Density	-	
Minimum area per dwelling unit	-	
Building Form and Location		
Maximum Height	50 feet	Section 300.06, “Heights And Height Exceptions”
Minimum Yard Setbacks		
Front	5 feet	Section 300.16 Visibility at Driveways and Intersections; Section 201.03(b); and Section 300.01, “Building Projections Into Yards”
Interior Side	0 feet	
Street side	5 feet	
Rear yard	0 feet	
Transitional (where site is adjacent to a R district) - Street side	15 feet	Section 203.03B, "Transitional Standards"
Maximum Floor Area Ratio (FAR)	0.50	
Additional Standards		
Usable Open Space		-

Neighborhood Commercial

The **CN Neighborhood Commercial** land use designation is intended to encourage convenience and neighborhood shopping areas providing day-to-day retail goods and services and to prohibit auto-oriented uses in order to maintain a pedestrian environment. This district also provides office space for local neighborhoods. The maximum FAR is 0.30.

- Permitted uses: Community Centers, Instructional Services, Park and Recreation Facilities (Public), Artists' Studios, Banks and Credit Unions, Business Services, Coffee Shops/Cafes, Restaurants (less than 3,000 square feet), Food and Beverage Retail Sales, Maintenance and Repair Services, Offices, Parking (Public or Private), Retail Sales (less than 50,000 square feet), Reverse Vending Machine, Antenna and Transmission Towers (camouflage facilities), Utilities (Minor), Accessory Uses and Structures
- Permitted with a Minor CUP: Kennels, Pet Stores, Antenna and Transmission Towers (non-camouflage facilities), Crop Cultivation (Commercial)
- Permitted with a CUP: Clubs and Lodges, Cultural Institutions, Day Care Centers, Religious Facilities, Service Station, Restaurants (greater than 3,000 square feet)

CN Development Standards

Standard	CN	Additional Regulations
Lot and Density Standards		
Minimum Lot Area	6,000 square feet	
Minimum Lot Width	60 feet	
Minimum Lot Depth	75 feet	
Maximum Density	-	
Minimum Density	-	
Minimum area per dwelling unit	-	
Building Form and Location		
Maximum Height	35 feet	Section 203.03(a); and Section 300.06, "Heights And Height Exceptions"
Minimum Yard Setbacks		
Front	5 feet minimum; 10 feet maximum	Section 300.16 Visibility at Driveways and Intersections; Section 201.03(b); and Section 300.01, "Building Projections Into Yards"
Interior Side	0 feet	
Street side	5 feet minimum; 10 feet maximum	
Rear yard	0 feet	
Transitional (where site is adjacent to a R district) - Street side	5 feet minimum; 15 feet maximum	Section 203.03B, "Transitional Standards"
Maximum Floor Area Ratio (FAR)	0.30	
Percent of building at setback or property line	70	

Professional Office

The **PO Professional Office** land use designation is intended to allow for areas of office complex development, including professional and medical offices, as well as research and development activities. Small restaurants, support services, and convenience retail. The maximum FAR is 0.50.

- Permitted uses: Cultural Institutions, Day Care Centers, Elderly and Long-term Care, Instructional Services, Schools (Public or Private), Banks and Financial Institutions, Business Services, Coffee Shops/Cafes, Restaurants, Food and Beverage Retail Sales, Bed and Breakfasts, Medical Facilities (Hospitals, Medical Clinic, Professional/Medical), Offices (General Offices and Walk-In Clientele), Parking (Public or Private), Retail Sales, Antenna and Transmission Towers (camouflage facilities), Call Center, Utilities (Minor), Accessory Uses and Structures
- Permitted with a Minor CUP: Antenna and Transmission Towers (non-camouflage facilities), Crop Cultivation (Commercial)
- Permitted with a CUP: Colleges and Trade Schools (Public or Private), Residential Care Facilities (General)

PO Development Standards

Standard	PO	Additional Regulations
Lot and Density Standards		
Minimum Lot Area	6,000 square feet	Section 204.03(a)
Minimum Lot Width	60 feet	
Minimum Lot Depth	75 feet	
Maximum Density	-	
Minimum Density	-	
Minimum area per dwelling unit	-	
Building Form and Location		
Maximum Height	50 feet	Section 204.03(b); and Section 300.06, "Heights And Height Exceptions"; Chapter 500 Airport Environs
Minimum Yard Setbacks		
Front	10 feet	Section 204.03(b); and section 300.01, "Building Projections Into Yards"
Interior Side	5 feet	
Street side	5 feet (b)	
Rear yard	0 feet	
Transitional (where site is adjacent to a R district) - Street side	15 feet	Section 204.03B, "Transitional Standards"
Maximum Floor Area Ratio (FAR)	0.50	

Industrial Park

The **IP Industrial Park** land use designation is intended to provide areas for a mix of light industrial, secondary office, bulk retail, and service uses. IP allows for uses such as, warehouse, personal storage (mini-storage), distribution centers, research and development, wholesale, and office space with limited customer access. This district also allows for other uses, such as commercial recreation, small-scale retail, and service uses serving local employees and visitors are permitted as secondary uses. The maximum FAR is 0.40.

- Permitted uses: Colleges and Trade Schools (Public or Private), Correctional Facility, Day Care Centers, Instructional Services, Veterinary Services, Automobile/Vehicle Repair (Major and Minor), Automobile/Vehicle Washing, Banks and Credit Unions, Building Materials and Services, Business Services, Coffee Shops/Cafes, Restaurants, Food and Beverage Retail Sales, Funeral Parlors and Mortuaries, Light Fleet Based Services, Maintenance and Repair Services, General Offices, Parking (Public or Private), Personal Services, Retail Sales, Salvage and Wrecking conducted wholly within a building, Sexually Oriented Businesses, Wholesaling and Distribution, Construction and Material Yards, Handicraft/Custom Manufacturing, Industry (General), Industry (Limited), Indoor Warehousing and Storage, Personal Storage, Antenna and Transmission Towers (camouflage facilities), Broadcasting Facility, Call Center, Freight/Truck Terminals and Warehouses, Transportation Passenger Terminals, Utilities (Major), Utilities (Minor), Crop Cultivation (Commercial), Crop Cultivation (Non-commercial), Accessory Uses and Structures, Caretaker Unit
- Permitted with a Minor CUP: Kennels, Antenna and Transmission Towers (non-camouflage facilities)

- Permitted with a CUP: Large Vehicle and Equipment Sales, Service, and Rental, Service Station, Towing and Impound, Large-scale Commercial Entertainment and Recreation, Small-scale Commercial Entertainment and Recreation, Hotels and Motels, Salvage and Wrecking, Alcohol Manufacture, Hazardous Waste Management Facilities, Chemical, Mineral, and Explosives Storage, Heliports, Renewable Energy Facility

IP Development Standards

Standard	CR	Additional Regulations
Lot and Density Standards		
Minimum Lot Area	20,000 square feet	Section 204.03(a)
Minimum Lot Width	100 feet	
Minimum Lot Depth	100 feet	
Building Form and Location		
Maximum Height	75 feet	Section 204.03(b); and Section 300.06, “Heights And Height Exceptions”; Chapter 500, "Airport Environs"
Minimum Yard Setbacks		
Front	25 feet; 30 on highway	Section 201.03(b); and section 300.01, “Building Projections Into Yards”
Interior Side	0 feet	
Street side	25 feet; 30 on highway	
Rear yard	10 feet	
Transitional (where site is adjacent to a R district) - Street side	15 feet	Section 203.03B, "Transitional Standards"
Maximum Floor Area Ratio (FAR)	0.40	

Public and Semi-Public

The **PS Public and Semi-Public** land use designation is intended to provide areas for needed public facilities, including, but not limited to, recycling centers, sewage treatment ponds, police and fire stations, and schools, colleges, vocational training facilities, school administrative offices, fairgrounds, and similar facilities. This designation is intended for lands owned by public entities, including City Hall, County buildings, and the hospital. This designation allows for a maximum FAR of 0.25.

- Permitted uses: Airport, College and Trade Schools (Public or Private), Community Center, Correctional Facility, Cultural Institutions, Government Offices, Instructional Services, Park and Recreation Facilities (Public), Public Safety Facilities, Schools (Public or Private), Aircraft Sales, Services, and Storage, Large-scale Commercial Entertainment and Recreation, Small-scale Commercial Entertainment and Recreation, Coffee Shops/Cafes, Hospital, Recycling Collection Facility, Recycling Processing Facility, Antenna and Transmission Towers (camouflage facilities), Solid Waste Collection, Treatment, and Disposal, Utilities (Minor), Accessory Uses and Structures
- Permitted with a Minor CUP: Antenna and Transmission Towers (non-camouflage facilities), Crop Cultivation (Commercial)
- Permitted with a CUP: Cemeteries, Religious Facilities, Swap Meet, Utilities (Major)

PS Development Standards

Standard	CR	Additional Regulations
Lot and Density Standards		
Minimum Lot Area	87,120 square feet (2 acres)	Section 204.03(a)
Minimum Lot Width	100 feet	
Minimum Lot Depth	100 feet	
Building Form and Location		
Maximum Height	75 feet	Section 205.03(b); and Section 300.06, “Heights And Height Exceptions”
Minimum Yard Setbacks		
Front	20 feet	Section 300.01, “Building Projections Into Yards”
Interior Side	10 feet	
Street side	10 feet	
Rear yard	10 feet	
Transitional (where site is adjacent to a R district) - Street side	15 feet	Section 205.03B, "Transitional Standards"
Maximum Floor Area Ratio (FAR)	0.25	

3.3.4 Recreation Use Standards

Parks and Trails

The **PK Parks and Public Recreation Facilities** land use designation is intended to maintain areas for public parks and recreation sites and facilities on city owned properties. The maximum FAR is 0.10.

- Permitted uses: Clubs and Lodges, Community Center, Cultural Institutions, Park and Recreation Facilities (Public), Large-scale Commercial Entertainment and Recreation, Small-scale Commercial Entertainment and Recreation, Coffee Shops/Cafes, Antenna and Transmission Towers (camouflage facilities), Utilities (Minor), Accessory Uses and Structures
- Permitted with a Minor CUP: Antenna and Transmission Towers (non-camouflage facilities), Crop Cultivation (Commercial)
- Permitted with a CUP: None.

PK Development Standards

Standard	CR	Additional Regulations
Lot and Density Standards		
Minimum Lot Area	10,000 feet	
Minimum Lot Width	100 feet	
Minimum Lot Depth	75 feet	
Building Form and Location		
Maximum Height	25 feet	Section 205.03(b); and Section 300.06, “Heights And Height Exceptions”
Minimum Yard Setbacks		
Front	0 feet	Section 300.01, “Building Projections Into Yards”
Interior Side	0 feet	
Street side	0 feet	
Rear yard	0 feet	
Transitional (where site is adjacent to a R district) - Street side	15 feet	Section 205.03B, "Transitional Standards"
Maximum Floor Area Ratio (FAR)	0.10	

3.4 Land Use and Zoning Consistency

The SoTu Master Plan presents a more detailed guidance and framework for specific land uses and development standards for each land use designation within the District. The development standards respective to each zone designation provide a necessary assurance that the District would be developed in accordance with the quality and character set forth in this Master Plan. It is the intent to build-out the development plan as shown in **Land Use Plan**; however, given the

indefinite market stability and foresight, the plan allows for the flexibility in allowing land uses changes within the District. The procedure for changing this plan is outlined in **Section 7**.

Table: Standards for Density and Development Intensity

General Plan Land Use Designation	Maximum Residential Density (du/gross acre)	Maximum Floor Area Ratio (FAR)
Low Density Residential	6.0	-
Medium Density Residential	12.0	-
High Density Residential	24.0	-
Commercial Mixed-Use	24.0	2.00
Retail Commercial	-	0.35
Neighborhood Commercial	-	0.30
Professional Office	-	0.50
Industrial	-	0.60
Public and Institutional	-	0.25
Park	-	0.10

Table: Land Use Designation and Zoning Consistency

General Plan Land Use Designation	Implementing Zone District
Low Density Residential	RS-2 – Low Density Residential
Medium Density Residential	RM-2 – Medium Density Residential
High Density Residential	RM-3 – High Density Residential
Commercial Mixed-Use	CMX – Commercial Mixed-Use
Retail Commercial	CR – Retail Centers
Neighborhood Commercial	CN – Neighborhood Commercial
Professional Office	PO – Professional Office
Industrial	IG – General Industrial
Public and Institutional	PS – Public and Semi-Public
Park	PK – Parks and Public Recreation Facilities

3.3.1 Airport Environs Overlay District

Approximately 95 acres of the SoTu District is within the Airport Environs (AE) Overlay District. This area is governed by two (2) documents, including Porterville Municipal Code Chapter 500 and the Tulare County Comprehensive Airport Land Use Plan, as described in **Section 1.5** of this Master Plan.

Approximately 95 acres of the District are within the AE Overlay District and Safety Zone 6 for the Porterville Municipal Airport in the Tulare County Comprehensive Airport Land Use Plan. While the AE Overlay District does not establish any use restrictions for Safety Zone 6, the Tulare County Comprehensive Airport Land Use Plan prohibits certain uses in Safety Zone 6 as listed below.

- Commercial Poultry
- Multi-Family Residential, Mobile Home Parks
- Group Homes, Convalescent Facilities, Nursing Homes
- Granny Flat (1,200 square feet or less)
- Schools and Hospitals
- Libraries, Day Care Centers, Social Clubs/Lodges, Churches
- Aircraft Fuel, Aircraft Sales, Aircraft Repairs and Aircraft Flying Schools
- Ammonium Nitrates
- Landfills

Additionally, the Tulare County Airport Comprehensive Land Use Plan mandates maximum density and intensity for each of the Airport safety Zones. Although there is no limit on residential density for rural, suburban, or urban areas in Safety Zone 6, the Tulare County Airport Comprehensive Land Use Plan caps maximum intensities in the zone.

Maximum Intensities

Maximum Nonresidential Intensities (average number of people per gross acre) – Safety Zone 6		
Rural	150-200	
Suburban	200-300	
Urban	No Limit	
Maximum Single Gross Acre Intensity (number of people)		
Rural	600-800	Based on 4x the Maximum nonresidential density
Suburban	800-1,200	Based on 4x the Maximum nonresidential density
Urban	No Limit	Large Stadiums and similar uses should be prohibited

The standards within the Tulare County Comprehensive Airport Land Use Plan have been incorporated into the use schedule and development standards of the land uses for the SoTu Master Plan; therefore, the SoTu Master Plan is not only consistent with the Porterville Municipal Code, but it is also consistent with the Tulare County Airport Comprehensive Land Use Plan. Future development shall comply with the Porterville Municipal Code and Tulare County Airport Comprehensive Land Use Plan as updated.

3.5 Land Use Goals and Policies

Goal LU-1 Foster smart growth principles that enhance infrastructure, connectivity, and community resilience while ensuring efficient use of resources and promoting economic vitality.

Policy LU-1 Zoning classifications within the SoTu Master Plan boundary shall be consistent with the General Plan in accordance with Table: Land Use Designation and Zoning Consistency.

Policy LU-2 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.

Policy LU-3 Promote architectural diversity by prohibiting more than three (3) homes within the same block face from having the same front elevation.

Policy LU-4 Enforce zoning and development regulations through project review, construction inspections, and code enforcement, with fees to enable full-cost recovery for providing these services.

Policy LU-5 Encourage pedestrian-oriented design in mixed-use neighborhoods.

Policy LU-6 Prohibit new strip commercial developments.

For purposes of this policy, strip development is defined as a row of at least three stores, where each has direct access to a street with a surface parking lot between the building and the street. There may or may not be an anchor tenant.

Policy LU-7 Prohibit, where possible, block lengths longer than 600 feet. Where block length greater than 600 feet are necessary,

provide pedestrian connections no more than 350 feet apart.

Policy LU-8 Actively promote the annexation of industrial designated lands to accommodate planned job growth.

Policy LU-9 Foster high-quality design and allow secondary uses, such as childcare and other employee-serving amenities in Industrial Parks, if they complement primary use without compromising public health and safety.

Policy LU 10 Provide sufficient land for parks and open space to meet current and future demand.

Policy LU-11 Offer incentives for industrial development projects that contribute to the pedestrian, bicycle and transit networks, and/or parks and public open space.

Goal LU-2 Promote sustainable and integrated development practices that prioritize environmental conservation, community health, and safety.

Policy LU-12 Encourage green building techniques and materials in residential development.

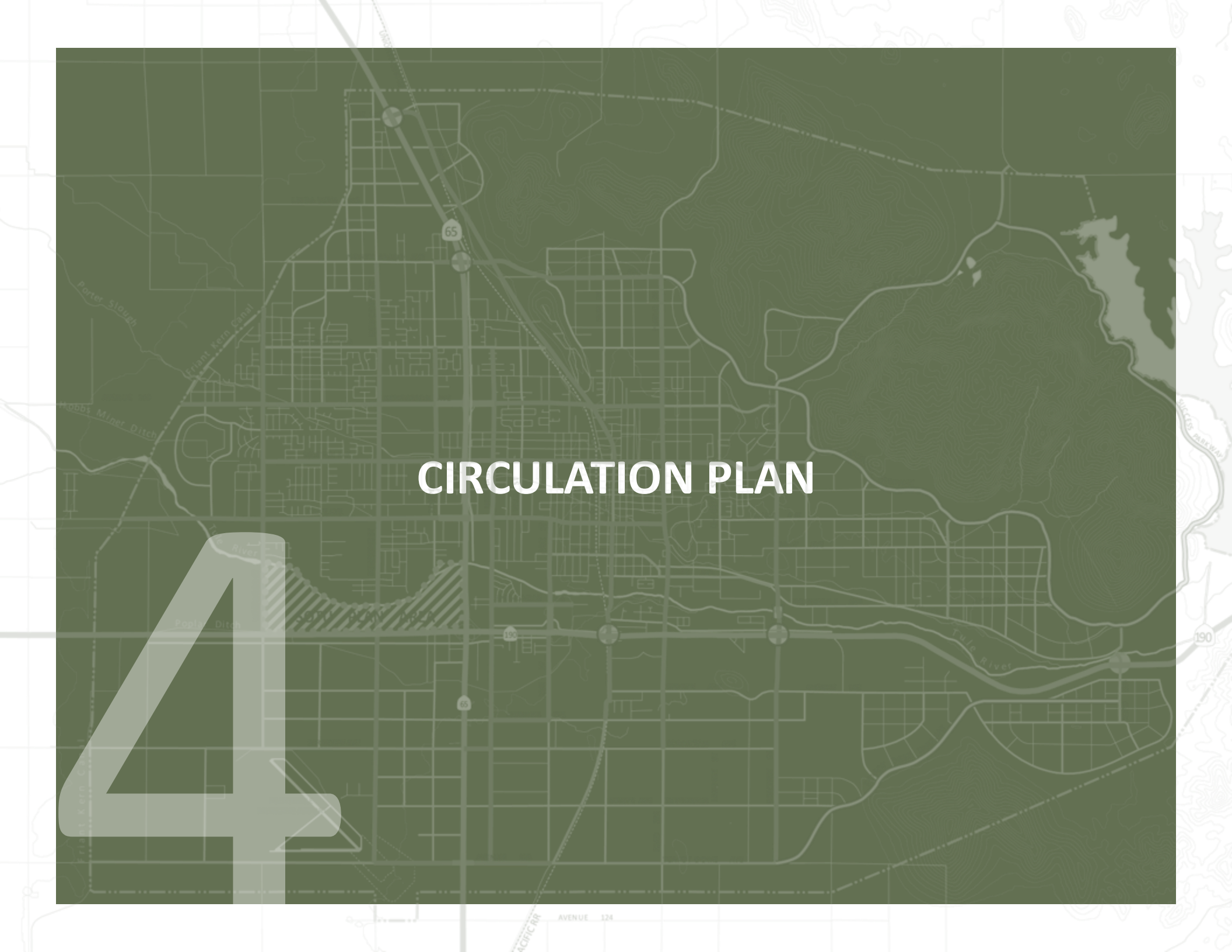
Policy LU-13 Require that all new subdivisions preserve natural, cultural, and biological resources, including stands of large trees and rock outcroppings, to the maximum extent feasible.

Policy LU-14 Protect existing residential neighborhoods from the encroachment of incompatible activities and land uses, and environmental hazards.

Policy LU-15 Discourage residential development within the Airport Safety Zone. If residential development is approved in the County within the Airport Safety Zone, it must comply with Tulare County Airport Land Use Commission's land-use compatibility standards and density restrictions.

Policy LU-16 Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day. Sensitive land uses include residences, schools, day care centers, playgrounds, and medical facilities.

Policy LU-17 Ensure that schools are buffered 0.25 miles from hazardous sites, such as distribution centers, chrome platers, gasoline dispensing facilities, etc., in accordance with CARB's Air Quality and Land Use Handbook: A Community Health Perspective (<https://ww2.arb.ca.gov/our-work/programs/resource-center/strategy-development/land-use-resources>).



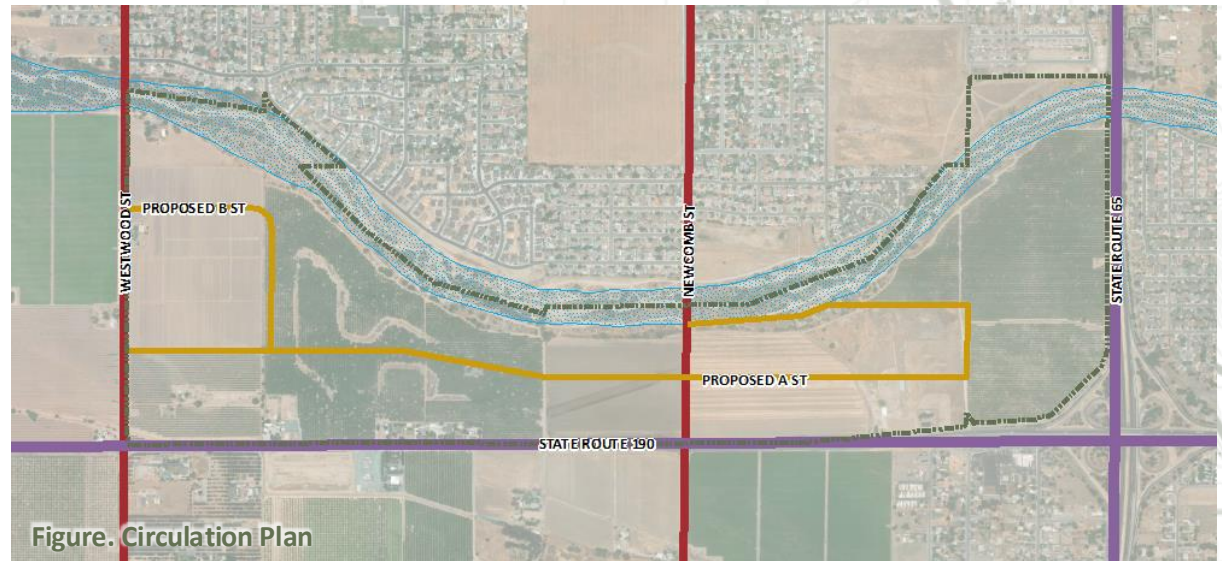
CIRCULATION PLAN

4

4.1 Circulation Plan

Circulation connecting to and within the Plan Area is planned to accommodate multiple modes of transportation, including bike and pedestrian trails, vehicles, public transit. Two bridges, in addition to the existing Westwood Street, provide access to the area north of the Tule River:

- **South Prospect Street pedestrian bridge:** connects single-family residences north and south of the river, providing access to parks and recreational lands.
- **Newcomb Street bridge:** provides vehicular and pedestrian access, extending Newcomb Street south to State Route 190 (i.e., West Poplar Avenue).



The bridge on Newcomb Street will provide vehicular, pedestrian, and bicycle access.



The pedestrian bridge will provide pedestrian and bicycle access.

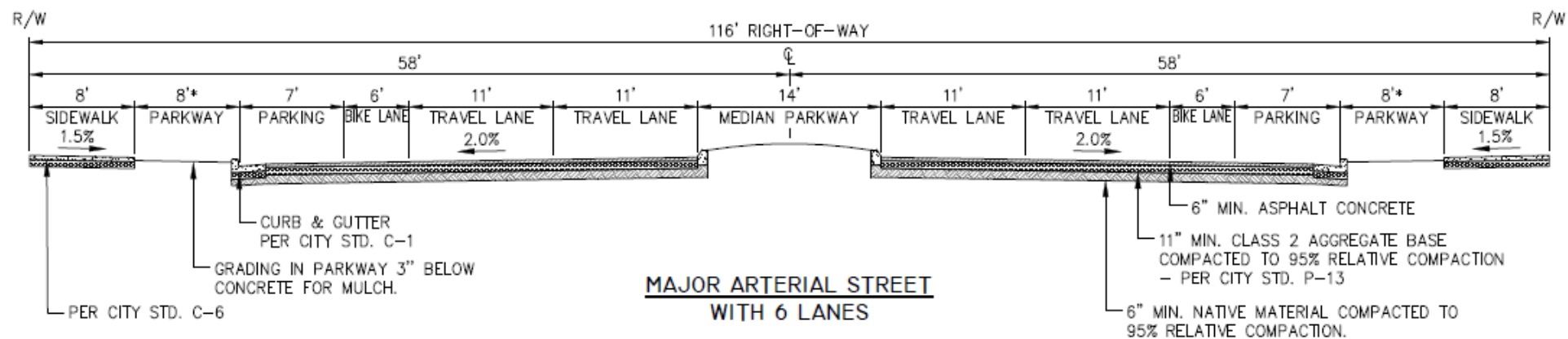
4.2 Roadway Designs

The circulation plan for the SoTu Master Plan consists of four (4) street types:

- **Highways:** Highways are designed to carry heavy traffic volumes and should serve longer distance intra-city travel as well as linking the City with other nearby urban areas. Access is limited, crossings are generally signalized at grade, parking is not allowed, and a continuous median separates lanes moving in opposite directions. State routes 65 and 190 are regional State Highways, with portions designated as freeways .
- **Arterials:** Arterials are designed to move large volumes of traffic between freeways/highways and other arterials in Porterville and to adjacent jurisdictions. Major arterials are four- or six-lane, access-controlled roadways emphasizing mobility between major portions of the city and to regional freeways and highways. On-street parking may be restricted on major arterials to maintain traffic levels of service. Major east-west arterials will be Reid, Henderson, Morton, Olive, and Teapot Dome avenues. Westwood, Newcomb, Prospect, Indiana, Jaye, Main, Plano and Hillcrest streets will provide major north-south access.
- **Collectors:** Collector streets provide a link between neighborhood streets and arterials. Collectors provide two travel lanes and bike lanes. On-street parking may be provided if sufficient width is available. Collectors also provide access to adjacent properties, so driveway access should be discouraged but need not be restricted (subject to accepted engineering practice). Bike lanes, landscaped parkstrips, sidewalks, and transit facilities may also be accommodated.
- **Local Streets:** The primary function of local streets is to provide direct access to adjacent properties. Neighborhood streets should provide two travel lanes, landscaped parkstrips, and sidewalks. On-street parking may be regulated. Bike lanes are usually not needed because neighborhood streets carry low traffic volumes, and all neighborhood streets are considered to be bicycle friendly. Neighborhood streets are not shown on the General Circulation Diagram.

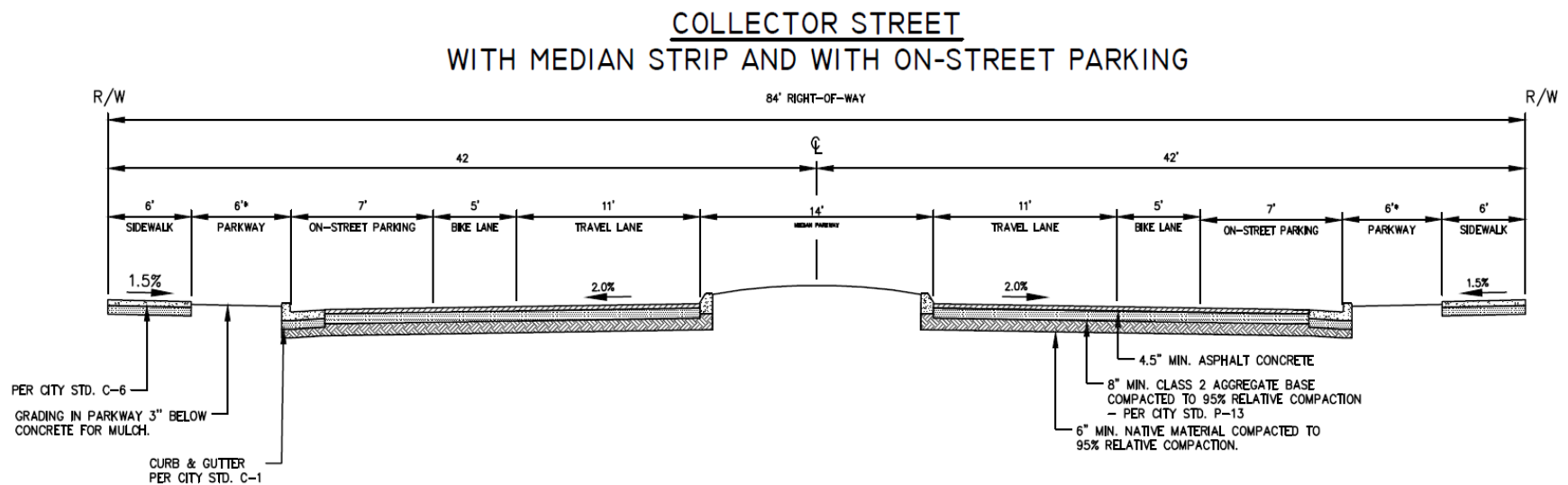
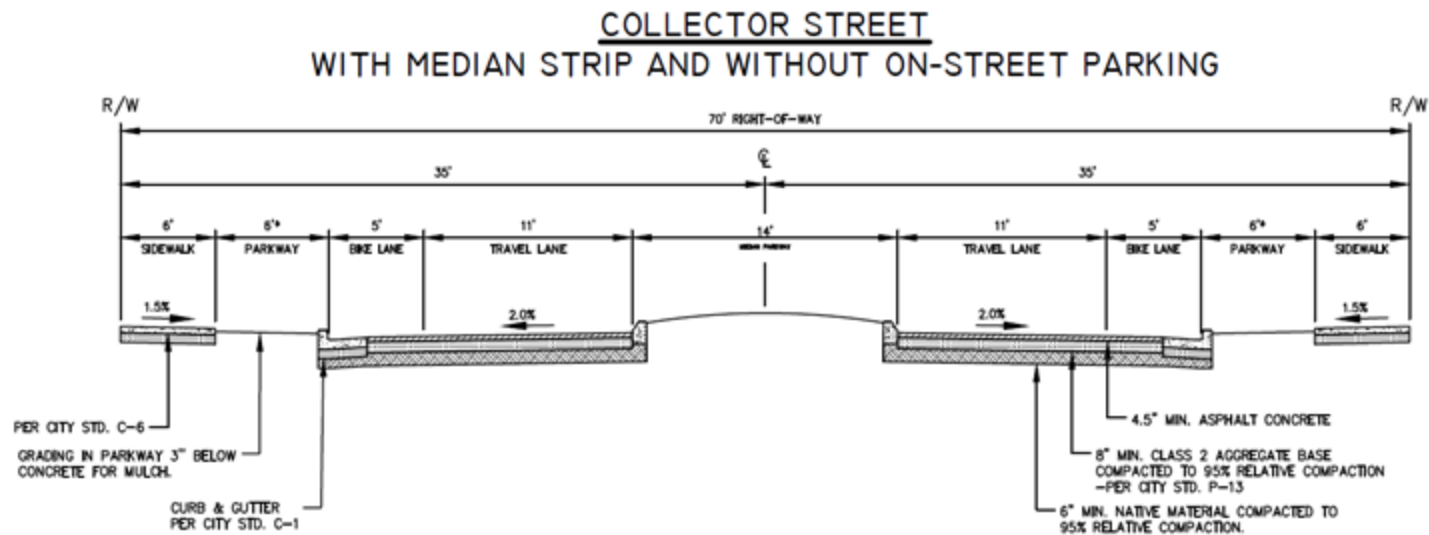
Cross Section of Westwood Street, Newcomb Street (4-lane Major Arterial)

The street improvements shall be installed in conformance with the City of Porterville standards and/or any modifications approved by the City.



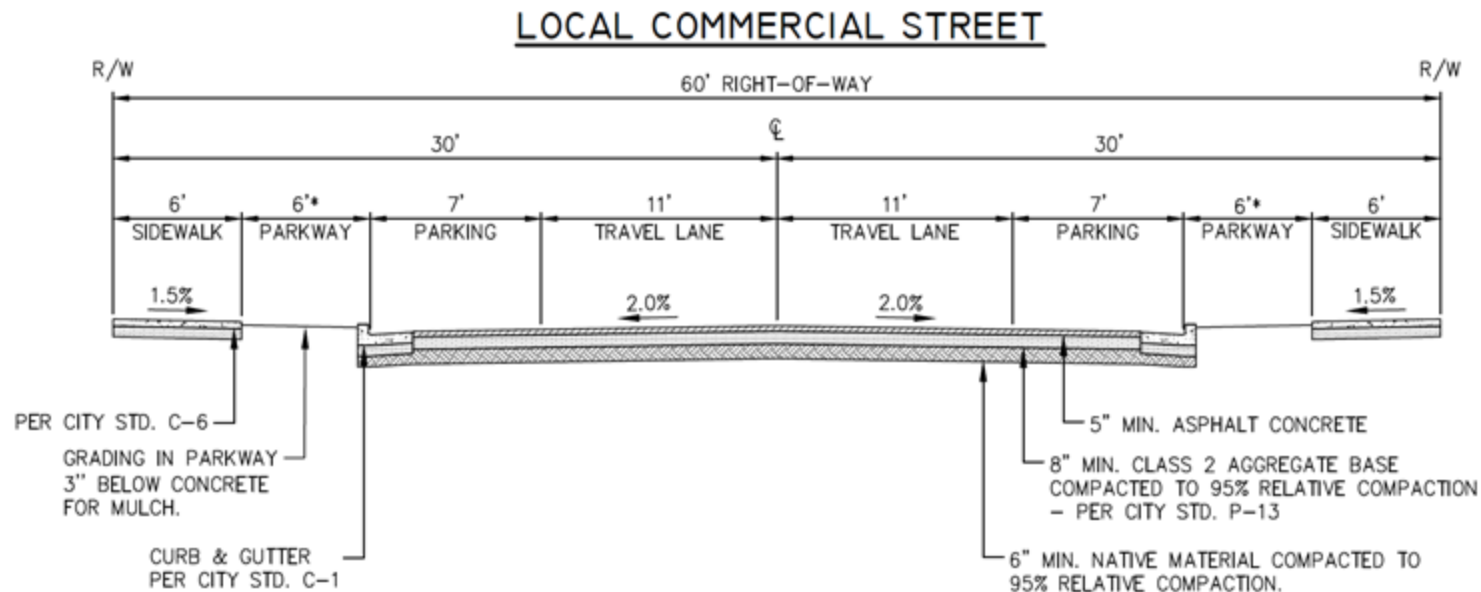
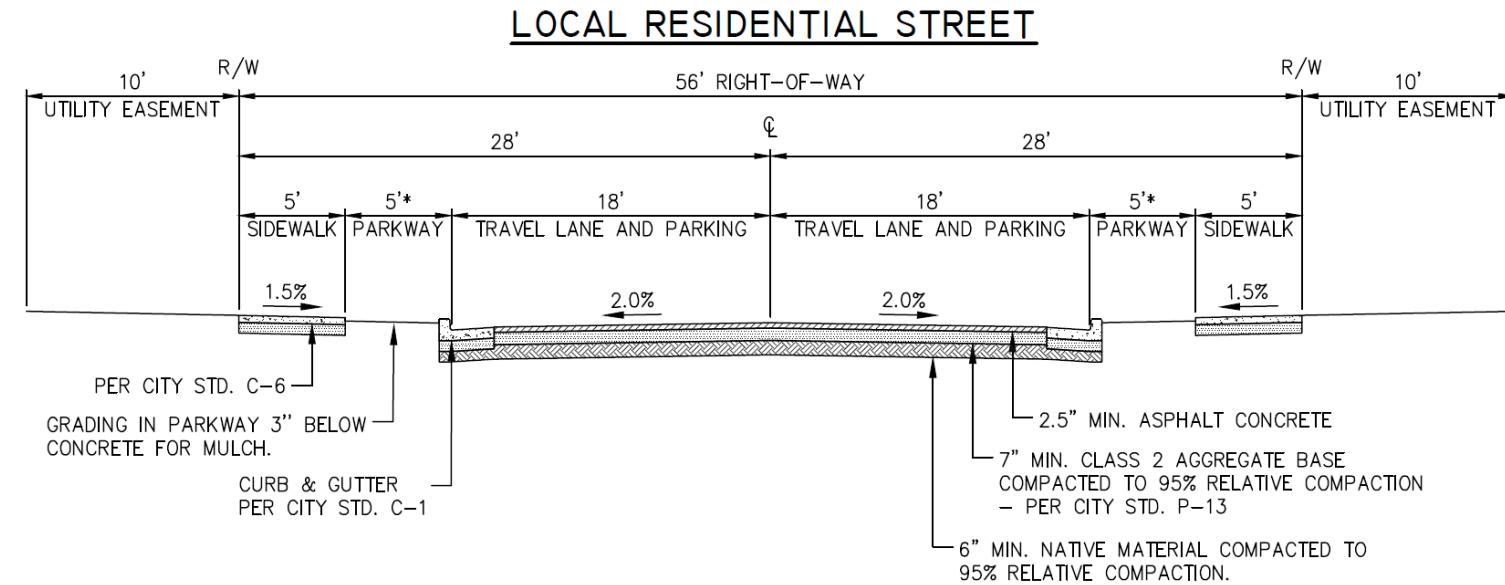
Cross Section of Proposed A Street and Proposed B Street (Collector Street)

The street improvements shall be installed in conformance with the City of Porterville standards and/or any modifications approved by the City.



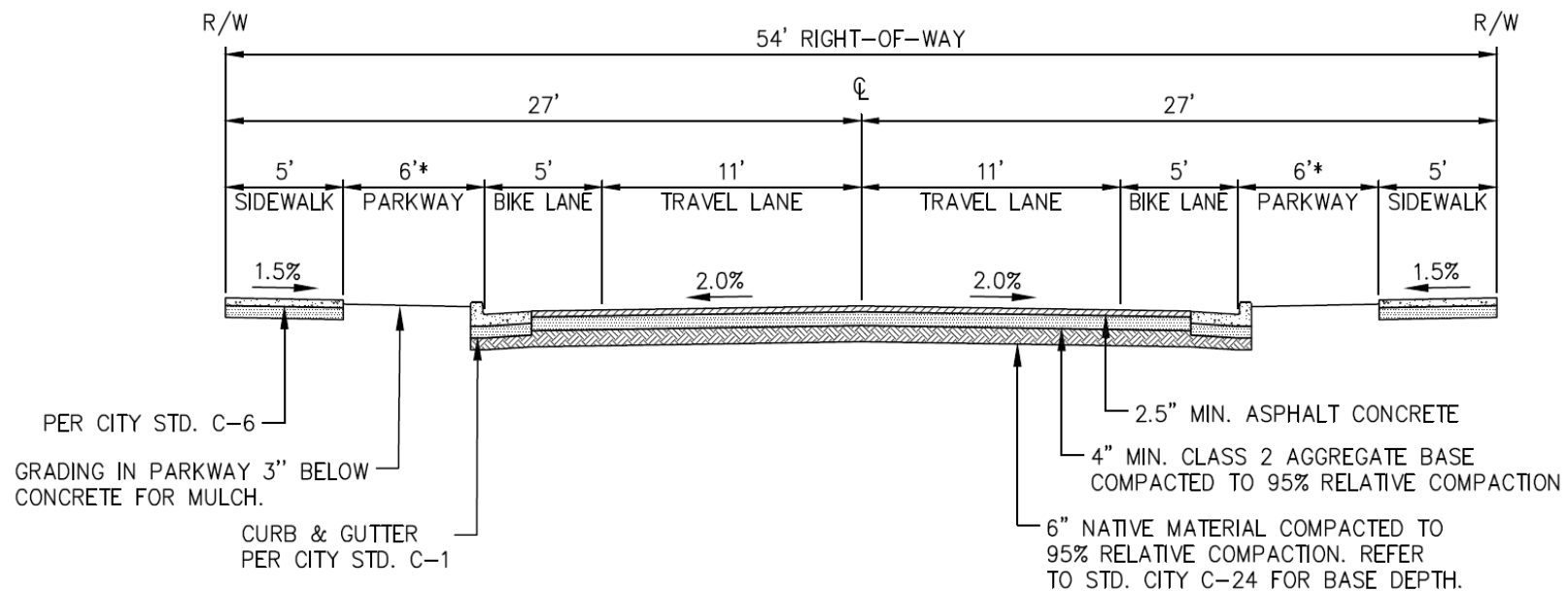
Cross Section of Typical Local Street

The street improvements shall be installed in conformance with the City of Porterville standards and/or any modifications approved by the City.



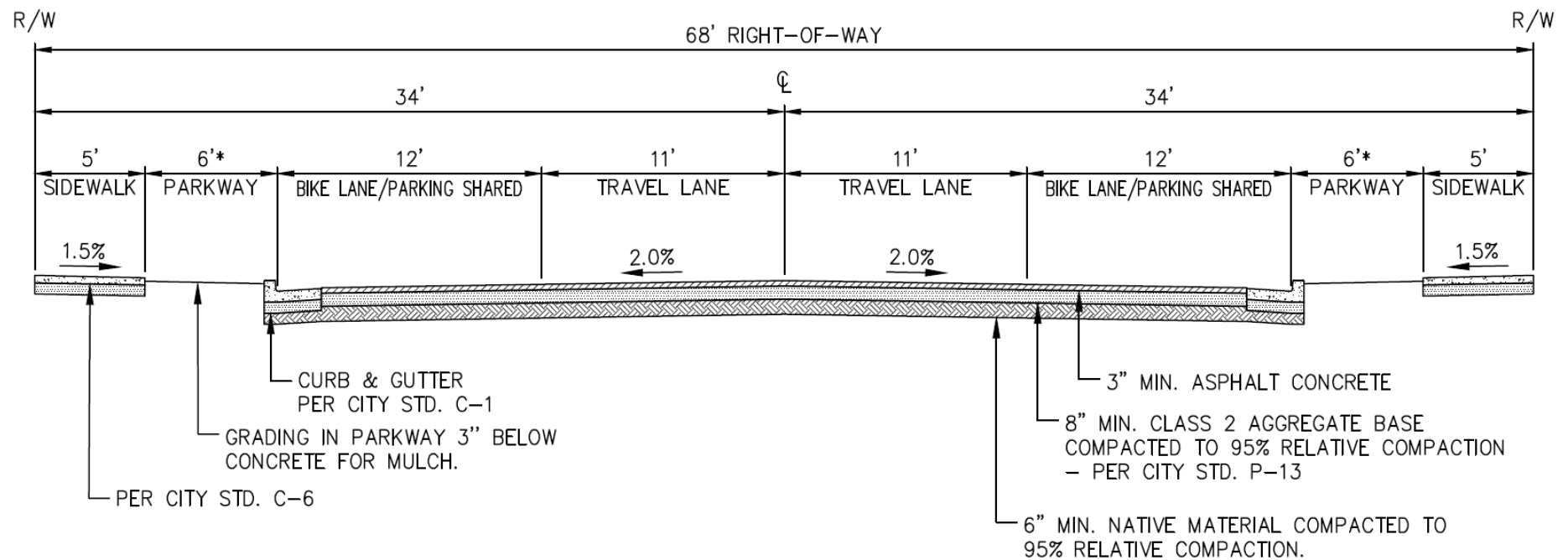
Cross Section of Typical Local Residential Collector Street without on-street parking

The street improvements shall be installed in conformance with the City of Porterville standards and/or any modifications approved by the City.



Cross Section of Typical Local Residential Collector Street with on-street parking

The street improvements shall be installed in conformance with the City of Porterville standards and/or any modifications approved by the City.



Traffic Impact Analysis

A Traffic Impact Analysis (TIA) dated September 2024 prepared by JLB Traffic Engineers was conducted to evaluate the potential on-site and off-site traffic impacts, identify short-term and long-term roadway needs, determine potential roadway improvement measures, and identify critical traffic issues that should be addressed. The recommendations made by the TIA were integrated into the SoTu Master Plan. This TIA is incorporated by reference into this Master Plan.

TIA Recommendations

To address future traffic impacts associated with the Master Plan, the TIA recommended a number of additional intersection and street improvements within and in the direct vicinity of the Plan Area. It is recommended that far-side bus stops be included at the intersections of Westwood Street at Proposed B St, Westwood Street at Proposed A St, Proposed B St at Proposed A St, and Newcomb Street at Proposed A St. Improvements are also recommended at the following intersections:

- Westwood St / Proposed B St
- Westwood St / Proposed A St
- Proposed B St / Proposed A St
- Newcomb St / Proposed A St
- Westwood Street / State Route 190
- Newcomb Street / State Route 190

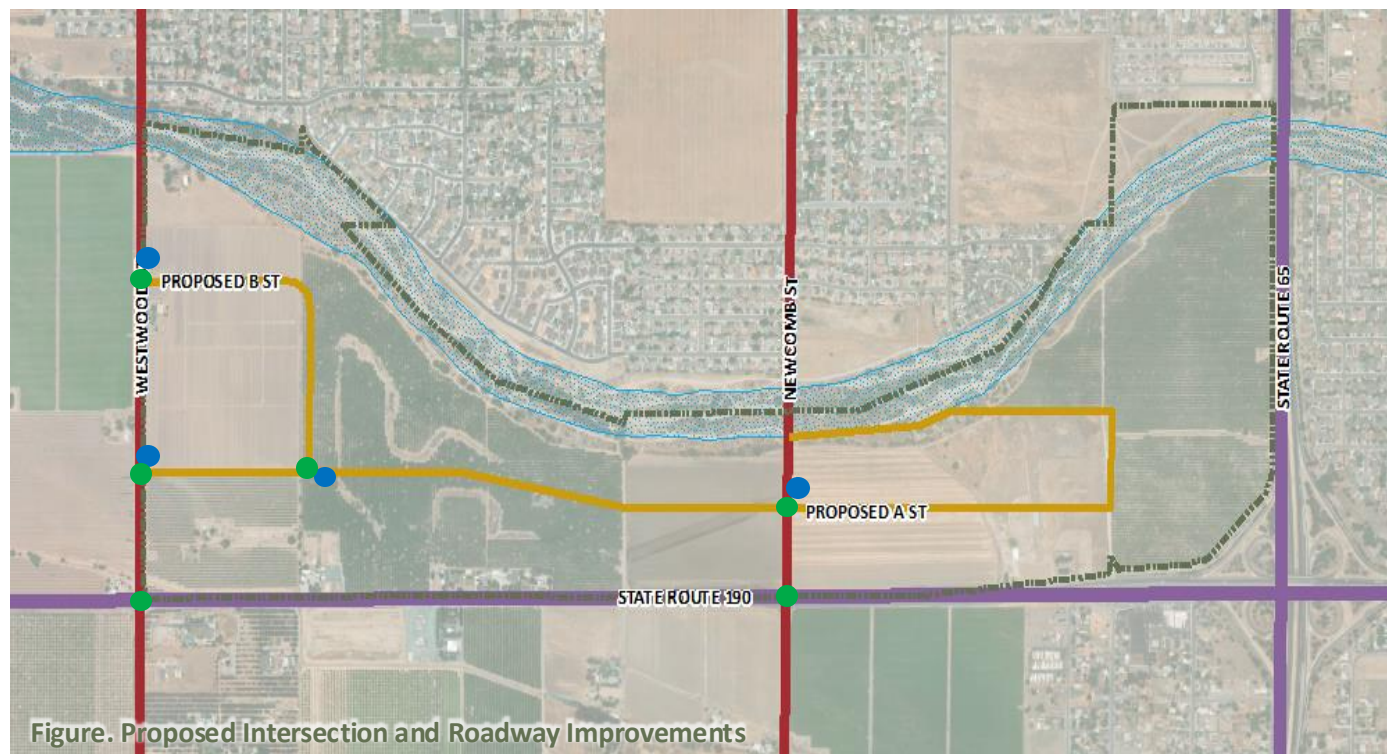
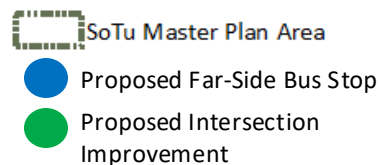


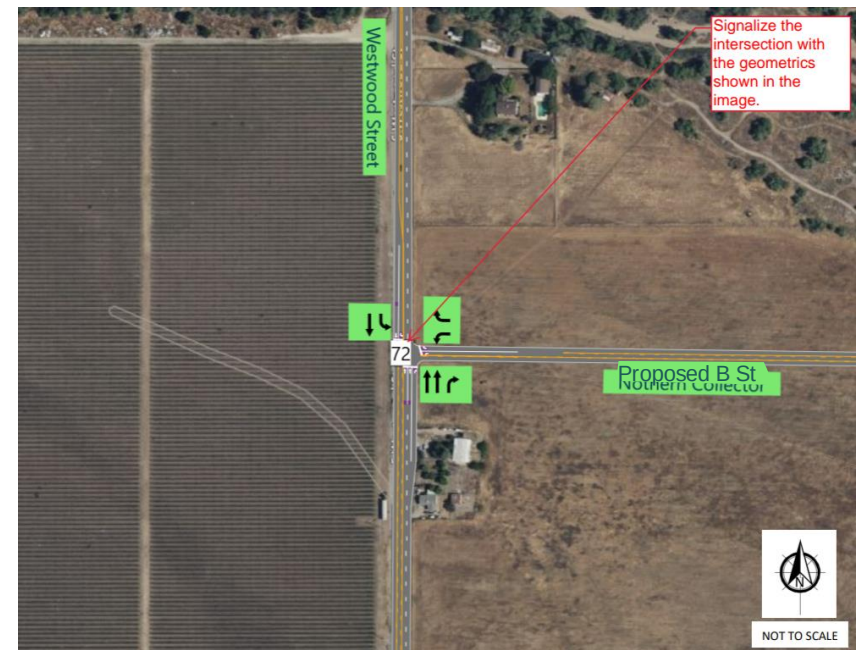
Figure. Proposed Intersection and Roadway Improvements



Intersection Improvements

Westwood Street / Proposed B Street

- Add a westbound left-turn lane
- Modify the westbound left-right to a right turn lane
- Add a second northbound through lane
- Add a second northbound receiving lane north of North Collector
- Signalize the intersection with protected left-turn phasing



Westwood Street / Proposed A Street

- Add a second westbound left-turn lane
- Add a second southbound receiving lane south of South Collector
- Add a second northbound through lane
- Add a second northbound receiving lane north of South Collector
- Signalize the intersection with protected left-turn phasing



Intersection Improvements

Proposed B Street/ Proposed A Street

- Add a second eastbound through lane
- Add a second eastbound receiving lane east of North Collector
- Add a second westbound through lane
- Add a second westbound receiving lane west of North Collector
- Signalize the intersection with protected left-turn phasing

Newcomb Street / Proposed A Street

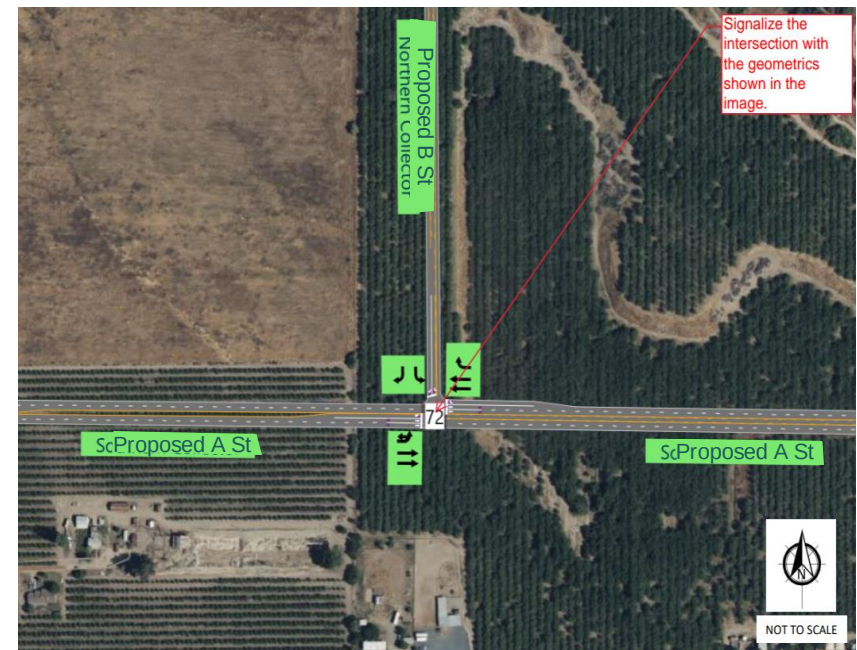
- Signalize the intersection with protected left-turn phasing

Westwood Street / State Route 190

- Build a roundabout based on Caltrans draft plans

Newcomb Street / State Route 190

- Limit access to three-quarter access by eliminating northbound and southbound lefts and through
- Add a second westbound receiving lane
- Modify the southbound right-turn traffic control to yield



Intersection Improvements

In addition to these improvements to intersections surrounding the Master Plan Area, additional improvements may be required for off-site intersections and street sections.

- Newcomb Street / Olive Avenue
 - Add a second westbound left-turn lane
 - Add a second southbound receiving lane south of Olive Avenue
 - Modify the traffic signal to accommodate the added lane geometrics
- State Route 65 Northbound Ramps / Olive Avenue
 - Add a northbound left-turn lane
 - Modify the northbound left-through-right to a through-right lane
 - Modify the traffic signal to implement protected left-turn phasing for the east-bound left-turn lane
 - Modify the traffic signal to accommodate the additional lane
- Porter Road / Cloverleaf Street / Olive Avenue
 - Modify the traffic signal to implement protected left-turn phasing for the eastbound and westbound left-turn lanes
- Prospect Street / State Route 190
 - Limit access to three-quarter access by eliminating northbound lefts and throughs
- Westwood Street / Scranton Avenue
 - Add a westbound right-turn lane
 - Modify the westbound through-right lane to a through lane
 - Add a southbound left-turn lane
 - Modify the southbound left-right lane to a right-turn lane

Future Improvements

The TIA also recommended a number of potential improvements that could be required in the future as the Plan Area reaches full buildout. These potential improvements are listed in the TIA under the Cumulative Year 2046 Plus Project Conditions. As the project nears full buildout, projects requiring project level traffic impacts studies will be required to install or contribute to these future improvement needs.

Implementation

The SoTu District will require the construction and improvement of roadways to accommodate the new development and connect to the City's circulation system. Development within the District would construct improvements along the project frontage. All development sites would be required to provide two points of access approved by the City Engineer that may require installation of off-site local and major streets. A project's "Fair-Share" of improvements would be determined by the City Engineer, or a Project-specific Traffic Impact Analysis (TIA), if required.



A future roundabout is proposed at the intersection of Westwood Street and State Route 190.

Project Specific Traffic Study

Projects that are consistent with the Master Plan shall conduct a project-specific TIA if they are expected to generate 400 or more peak hour trips during either the AM or PM peak hours. Projects that are not consistent with the Master Plan shall conduct a TIA if they generate 100 or more peak hour trips during either the AM or PM peak hours.

4.3 Traffic Calming

Traffic calming measures reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users. Traffic calming street design or devices shall be included as a requirement on future projects as needed to ensure that designated speed limits are not exceeded. Crosswalk pinch points and traffic circles/roundabouts are examples of traffic calming measures.



A pinch point is a horizontal extension of the curb at a midblock point of a street resulting in a narrower roadway.

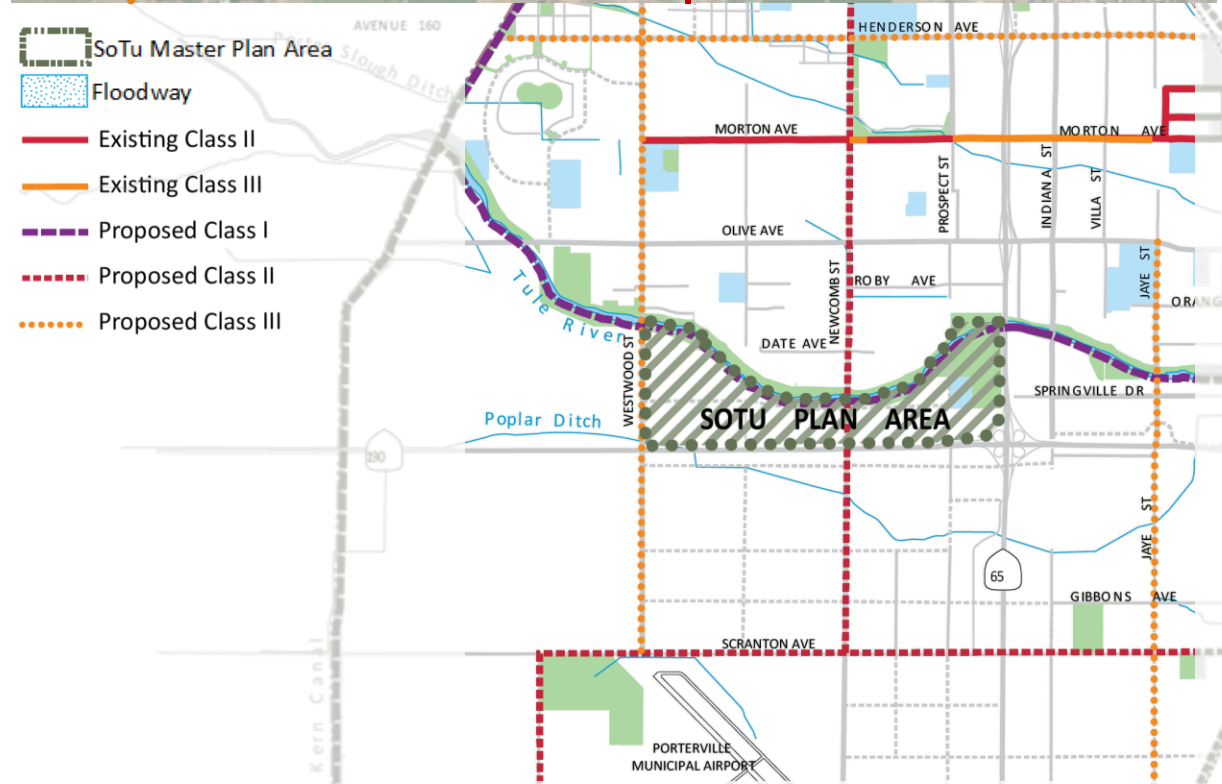
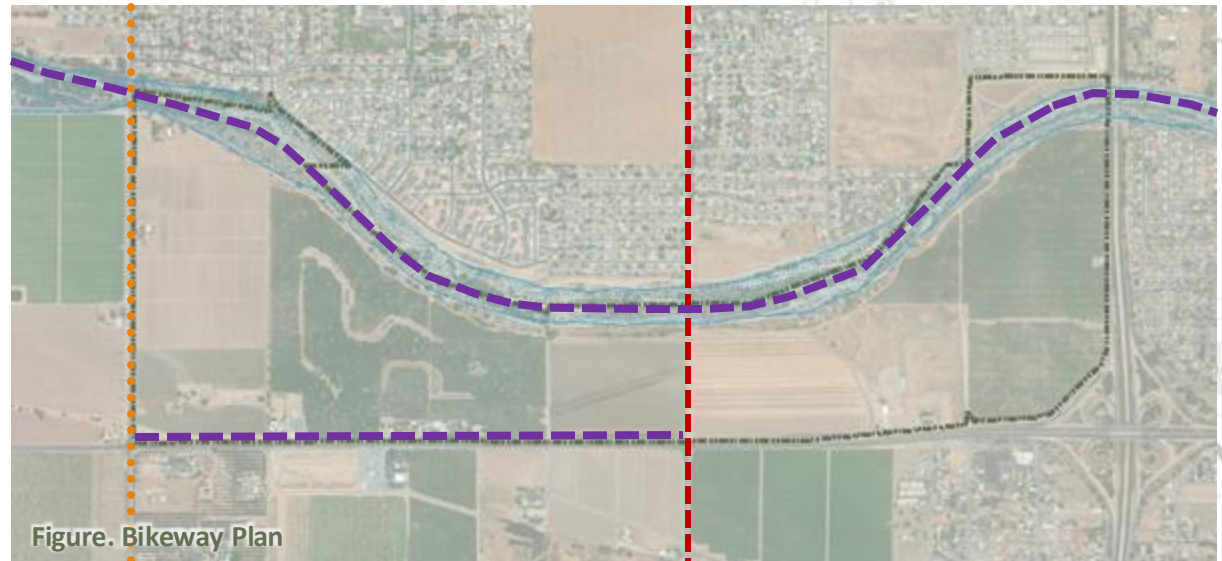


A traffic circle or roundabout is a form of circular intersection in which traffic travels counter-clockwise around a center island and entering traffic must yield to circulating traffic.

4.4 Bikeway Network and Pedestrian Circulation

Trails and paths promote the use of bicycles to alleviate vehicle traffic and improve public health. The development of trails and paths should also promote pedestrian activity. A network of trails is planned to provide active transportation, open space, and recreation. Types of trails include:

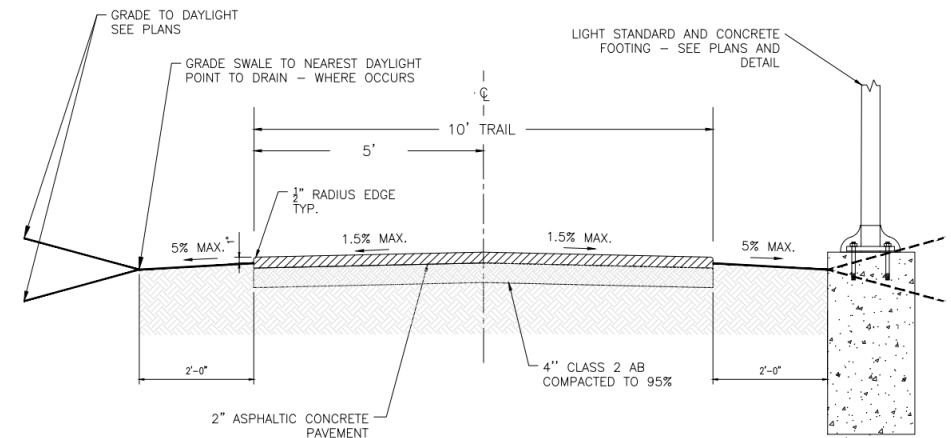
- **Class I Bikeways.** A “Class I” bikeway, also referred to as a bike path or multi-use trail, is a right-of-way that is completely separated from any street. Multi-use trails provide buffers between different land uses or from roadway traffic. The trail includes landscaping, trees, and pedestrian trails.
- **Class II Bikeways.** A “Class II” bikeway, or bike lane, is a one-way, striped, and signed lane on a street or highway.
- **Class III Bikeways.** A “Class III” bike route shares the road with pedestrians and motor vehicle traffic and is marked only by signs.



4.5 Trails Design

Cross Section of Bikeway I – Tule River Bikeway

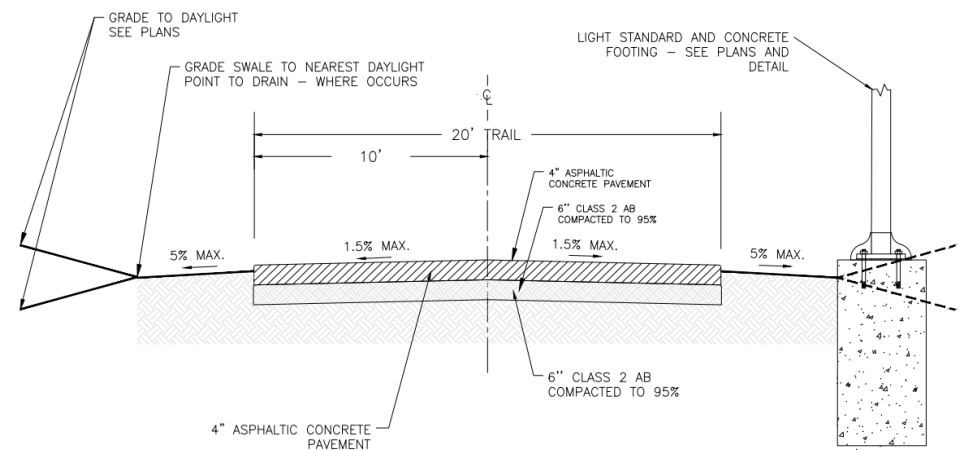
The Tule River Parkway will be extended along the Tule River through the Plan Area to provide Class I bike and pedestrian facilities according to City standards. Development proposed within the District which is adjacent to the Tule River shall be required to construct abutting sections of the Parkway.



10' Trail Cross Section

Cross Section of Bikeway II

Class II are integrated within all streets as shown on the street sections, including on residential collectors or major arterials, see **Section 4.2.**



20' Trail Cross Section

4.6 Circulation Goals and Policies

Goal C-1: Enhance transportation infrastructure and mobility options across the District by integrating safe and accessible bicycle lanes and complete streets design, ensuring equitable access for all users.

Policy C-1 Require all new developments to provide right-of-way and improvements consistent with the Master Plan street designations and street section standards.

Policy C-2 Establish bicycle lanes, bike routes and bike paths consistent with the SoTu Master Plan.

Policy C-2 Increase bicycle safety by:

- Sweeping and repairing bicycle lanes and paths on a regular basis;
- Ensuring that bikeways are delineated and signed in accordance with Caltrans' and the City of Porterville's standards, and lighting is provided, where needed;
- Providing bicycle paths or lanes on bridges and overpasses;
- Ensuring that all new and improved streets have bicycle-safe drainage grates and are free of hazards such as uneven pavement and gravel;
- Provide adequate signage and markings warning vehicular traffic of the existence of merging or crossing bicycle traffic where bike routes and paths make transitions into or across roadways;
- Work with the school districts to promote classes on bicycle safety in the schools; and
- Include way-finding signage at trail entrances and junctions.

Policy C-3 Provide bikes equal treatment in terms of safety and comfort on arterials and collectors as motor vehicles.

Policy C-4 Develop a series of continuous walkways within new office parks, commercial districts, and residential neighborhoods so they connect to one another.

Policy C-5 Ensure that pedestrian facilities are accessible to physically disabled persons, and that roadway improvement projects address mobility or accessibility for bicyclists or pedestrians.

Policy C-6 Install traffic calming devices, such as signage and bulbs, as needed and appropriate in existing neighborhoods.

Policy C-7 Provide for pedestrian-friendly zones in conjunction with the development, redevelopment, and design of mixed-use areas, commercial areas, schools, parks, and other high use areas by:

- Providing intersection "bump outs" to reduce walking distances across streets within mixed-use areas and other high use areas;
- Providing pedestrian facilities at all signalized intersections;
- Providing shade by planting large canopy shade trees adjacent to the trail;
- Providing sidewalks of adequate width to encourage pedestrian use; and
- Constructing adequately lit and safe access through subdivision sites.

Policy C-8 Designate specific truck routes to provide for movement of goods throughout the City, ensure that adequate pavement depth, lane widths, and turn radii are maintained on the designated truck routes, and prohibit commercial trucks from non-truck routes except for deliveries. These routes should avoid residential neighborhoods.

Goal C-2: Promote sustainable development practices that minimize environmental impact, enhance urban aesthetics, and support efficient transportation systems.

Policy C-9 Require the installation of landscaping in center medians and at major intersections to minimize summer heat and enhance the character of the streetscapes.

Policy C-10 Require the installation of street trees on all public street frontages between the curb and sidewalk.

Policy C-11 Require traffic impact studies for all Master Plan amendments that will generate more than 100 peak hour trips.

Policy C-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.

Policy C-13 Use city-wide traffic impact fees to provide additional funding for transportation improvements needed to serve new development.

Policy C-14 Require new development that will have an impact on regional transportation facilities to pay a regional transportation impact fee.

Policy C-15 Allow shared parking for mixed uses where peak parking demands do not overlap.

Policy C-16 Promote passive solar on parking structures to generate energy for parking lot lighting

Policy C-17 Promote pervious parking paving to improve groundwater recharge.

Policy C-18 Promote an efficient, connected street system by requiring new development adjacent to undeveloped land provide street stubs where future adjacent development shall connect.

Policy C-19 Prohibit, where possible, culs-de-sac and dead end streets in residential areas.

Policy C-20 Prohibit, where possible, block lengths longer than 600 feet. Where block length greater than 600 feet are necessary, provide pedestrian connections no more than 350 feet apart.



Bikeways provide landscaping and recreation opportunities in addition to bikeways and pedestrian trails.

PARK AND OPEN SPACE

5

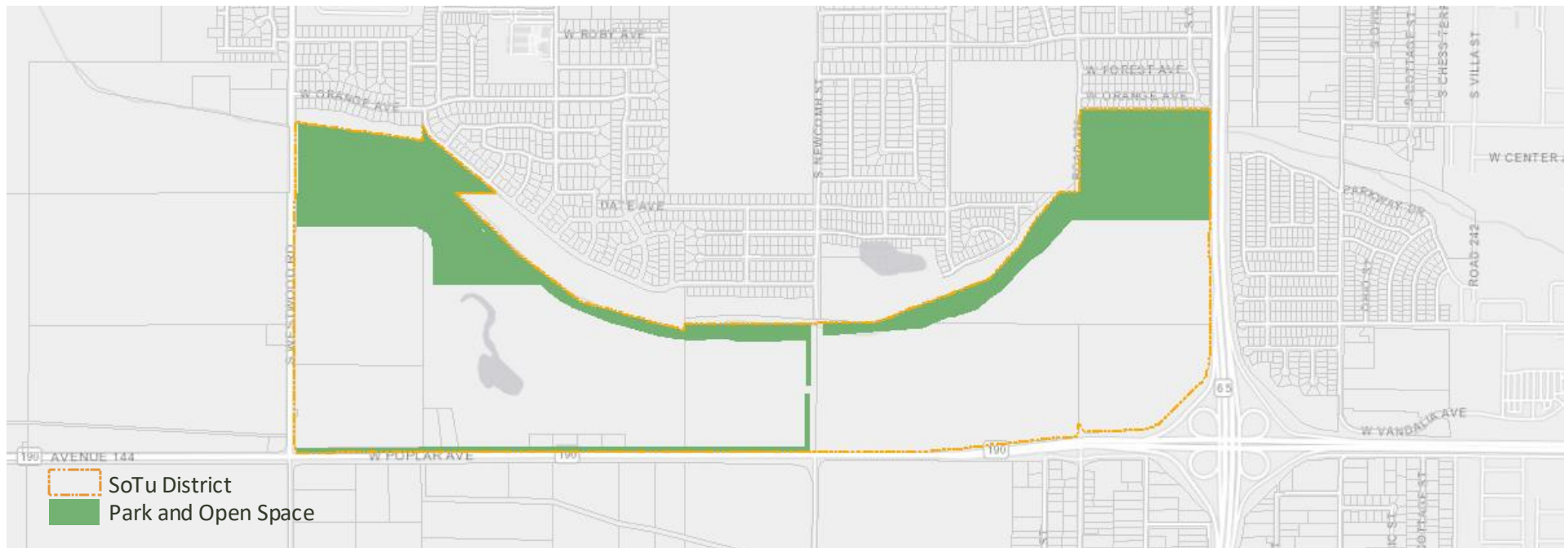
5.1 Park and Open Space Plan

The SoTu Master Plan Park and Open Space Plan illustrates the planned park and open space for the SoTu District. The District will accommodate a minimum of 112.47 acres of open space, concentrated along Tule River. A 50 feet wide landscaped trail along Poplar Avenue (State Route 190) and the Newcomb Street Alignment is also included in the Plan. The park and open space areas will be linked by a network of bicycle and pedestrian facilities as discussed in **Section 4.3 Bikeway Network and Pedestrian Circulation**. Additional pocket and neighborhood parks could be provided as residential development occurs.

Quimby Act Requirements

The Quimby Act of California authorizes local governments to establish ordinances requiring developers of new subdivisions to dedicate land for parks, pay an in-lieu fee, or perform a combination of the two. The maximum requirement allowed under the Quimby Act is three (3) acres of parkland for every new 1,000 residents. The full build out of the SoTu Master Plan is anticipated to add 2,213 residential dwelling units to the District, which would generate 8,255 new residents based on an average household size of 3.73. Based on this number, a maximum of 24.77 acres of parkland may be required to be dedicated to meet Quimby Act requirements. The Master Plan proposes 112 acres of parkland. However, future development may be subject to Quimby requirements.

Figure 5-1. Park and Open Space Plan



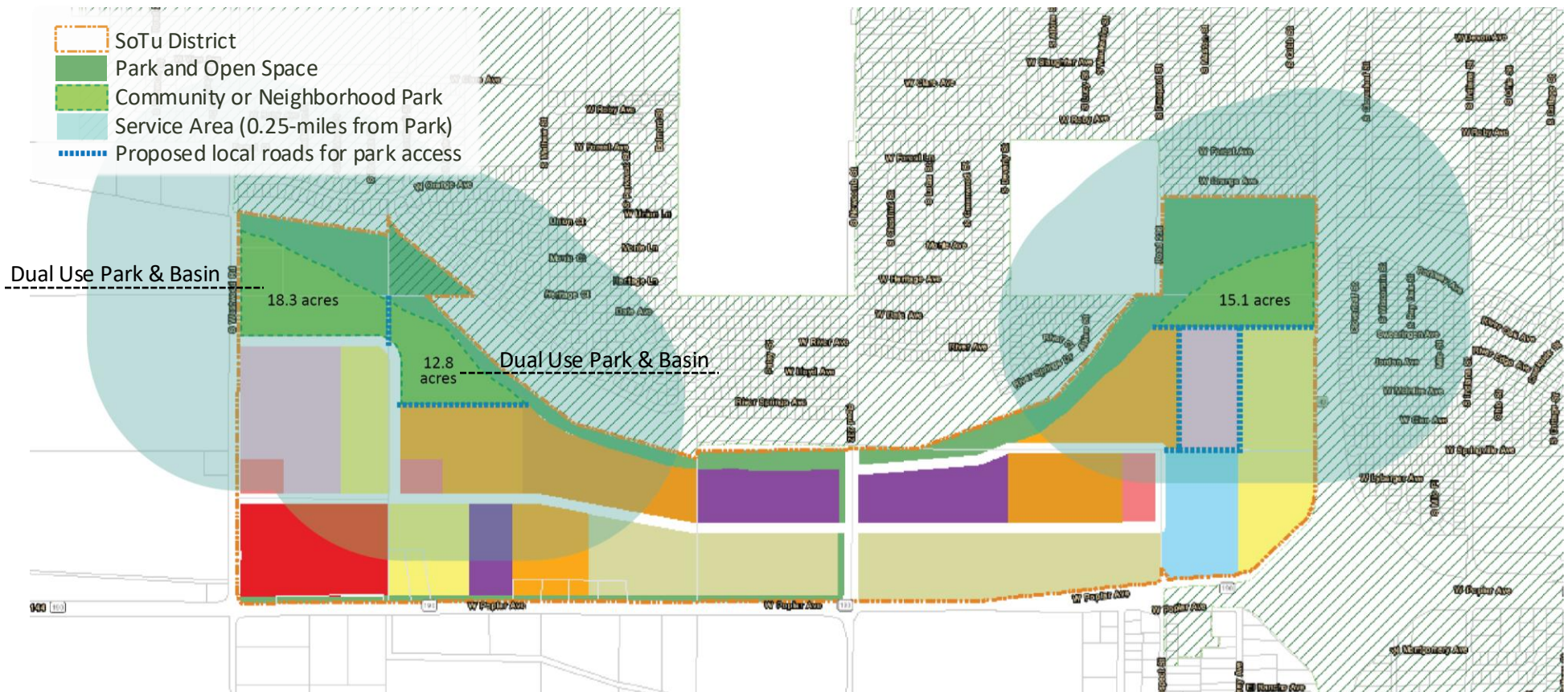
Public Parks Requirements

Article 206.04 of the Municipal Code requires that “land for public parks must be provided at a ratio of five (5) acres per 1,000 residents, or in-lieu fees must be paid as established by the City.” The parks shall be allocated with a minimum of 3.5 acres of neighborhood parks per 1,000 residents and a minimum of 1.5 acres of community parks per 1,000 residents. The full build out of the SoTu Master Plan is anticipated to add 2,213 residential dwelling units to the District, which would generate 8,255 new residents based on an average household size of 3.73. Based on this number, 28.89 acres of

neighborhood parks and 12.34 acres of community parks would be required to be dedicated to meet Code requirements. The Master Plan meets this requirement since it proposes a total of 112.47 acres of parkland. **Figure 5-2** shows the acreage of community and neighborhood parks.

Additionally, at least one (1) public park must be located within 0.25-mile, via a direct pedestrian route, of 80% of all homes within the Master Plan. As shown in **Figure 5-2**, approximately 80% of the planned residential land uses are within the service area (i.e., 0.25 miles) from a planned public park.

Figure 5-2. Planned Parks Service Area



5.2 Park and Open Space Classifications

A typical park and open space system consists of a variety of parks and open spaces under various classifications. The following classifications are guidelines for the types of parks and open space encouraged in the SoTu Master Plan.

Open space for outdoor recreation: These are areas of outstanding scenic, historic, and cultural value particularly suited for park and recreation purposes, such as access to lakeshores, rivers, and streams. It also serves as links between major recreation and open space reservations, including utility easements, banks of rivers and streams, trails, and scenic highway corridors. According to the Porterville General Plan, this category includes the Tule River Parkway. Additionally, as required by the Municipal Code, two (2) types of public parks are required to be provided for residential development, as listed below:

- **Community Park:** Community parks must be a minimum of ten (10) acres in size.
- **Neighborhood Park:** Neighborhood parks must be a minimum of two (2) acres in size.

Open space to shape and limit urban form: These are areas such as greenbelts and open space corridors established to implement community design goals and objectives. In the SoTu Master Plan, this includes the 50 feet wide landscaped trail along Poplar Avenue (State Route 190) and the Newcomb Street Alignment.

Common open space: Common open space is not shown on the **Park and Open Space Plan**, however, it is anticipated to be provided as residential development occurs. This open space usually serves the

residents of a specific subdivision or apartment, providing additional open space for recreational activities such as child play and dog park. General guidance on the type of common open space is listed below. Note that this is not a restriction nor a comprehensive list for future development.

- **Greenway or Trail:** Greenways consist of lands set aside for preserving natural resources, landscapes, and open space, and provide visual aesthetics and buffering between uses. Greenways typically provide passive-use opportunities and size/service area varies based on the character of the community or neighborhood.
- **Private Park or Recreation Facility:** Private park or recreation facilities are privately owned and maintained but contribute to the park and recreation system. Size and service area vary depending on need.



Recreation facilities such as basketball courts, gym, pools, stimulates various activities among community residents.

5.3 Park and Open Space Goals and Policies

Goal OCS-1 Preserve natural features that promote biodiversity and planned open spaces as development occurs to enhance the ecological integrity and aesthetic value of the community.

Policy OSC-1 Establish a secure funding source for open space acquisition and management.

Policy OSC-2 Use native vegetation, drought tolerant plants, recycled water irrigation, other water-saving devices drainage swales and water percolation systems, and recycled building materials in public open spaces for ease of maintenance and environmental sustainability.

Goal OCS-2 Ensure that parks and open space are an efficient use of land, are designed for the enjoyment, health, and well-being of all residents, and represent positive social infrastructure.

Policy OSC-3 Work with property owners, law enforcement officials, and the public to protect open space resources. These efforts will include, but are not limited to:

- Soliciting volunteers to remove invasive vegetation;
- Removing abandoned items and trash; and
- Ensuring no illegal encampments occur on open space areas

Policy OSC-4 Provide a variety of outdoor recreation opportunities through improvements to open space and parks, construction of facilities, and sponsoring of programs that stimulate active resident participation.

Policy OCS-5 The design and development of new residential subdivisions shall preserve the following open space areas to the

maximum extent feasible: trail corridors, streams, natural vegetation.

Policy OCS-6 Promote the inclusion of common open space, such as pocket park, neighborhood park, greenway or trails, and recreational facilities in residential and mixed use developments.

Policy OCS-7 Design parks such that at least fifty percent of the horizontal park area is landscaped with pervious surfaces, such as turf, gravel, sand, and bark, and no more than fifty percent of the area is paved.



Park and open space provide recreation opportunities.

INFRASTRUCTURE AND PUBLIC UTILITIES

6

6.1 Water Master Plan

Porterville meets its demand for domestic water entirely from groundwater wells that pump potable water into the distribution system. The water supply comes from the Tule Subbasin Aquifer, which gets most of its water from the Tule River. Recharge also helps contribute to the groundwater supply. Groundwater recharge is achieved through reclaimed water percolation ponds as well as rainfall percolation. The District receives an annual average rainfall of 11.63 inches.

The City does not receive raw or potable water, by either import or purchase, to supply their municipal distribution system. Although the City doesn't purchase water to service their system, it has acquired water rights for approximately 900-acre feet annually from the

Pioneer Ditch Company and Porter Slough Ditch Company, which will be used for groundwater recharge.

SoTu Master Plan's water demand was calculated based on the assumption that the District shall comply with the 20% reduction of indoor water usage and installation of low flow plumbing fixtures mandated by CALGreen. A water demand factor (WDF) is the estimated amount of water usage per area by land use type. These factors are used to estimate the average day demand (ADD) for the potential development areas. **Table 6-1** shows the WDF from the City Master Plan for each land use type and the resulting ADD. At full buildout of the District, it is estimated that development will use approximately 423 million gallons of potable water per year.

Table 6-1: Water Demand Factor (WDF)

Land Use	Acres	WDF (gpd/acre)	ADD (gpd)	gal/year
Low Density Residential	51.88	1,900	98,576	35,980,187
Medium Density Residential	43.94	2,600	114,233	41,694,886
High Density Residential	31.18	4,000	124,704	45,516,781
Commercial Mixed-Use	33.11	2,800	92,713	33,840,282
Neighborhood Commercial	8.53	1,700	14,496	5,290,903
Retail Centers	24.64	2,000	49,271	17,984,091
Professional Office	32.57	2,900	94,455	34,476,089
Industrial Park	59.51	3,300	196,372	71,675,740
Education	15.89	900	14,301	5,219,818
Parks and Recreation	112.47	3,200	359,919	131,370,561
Total			1,159,039	423,049,336

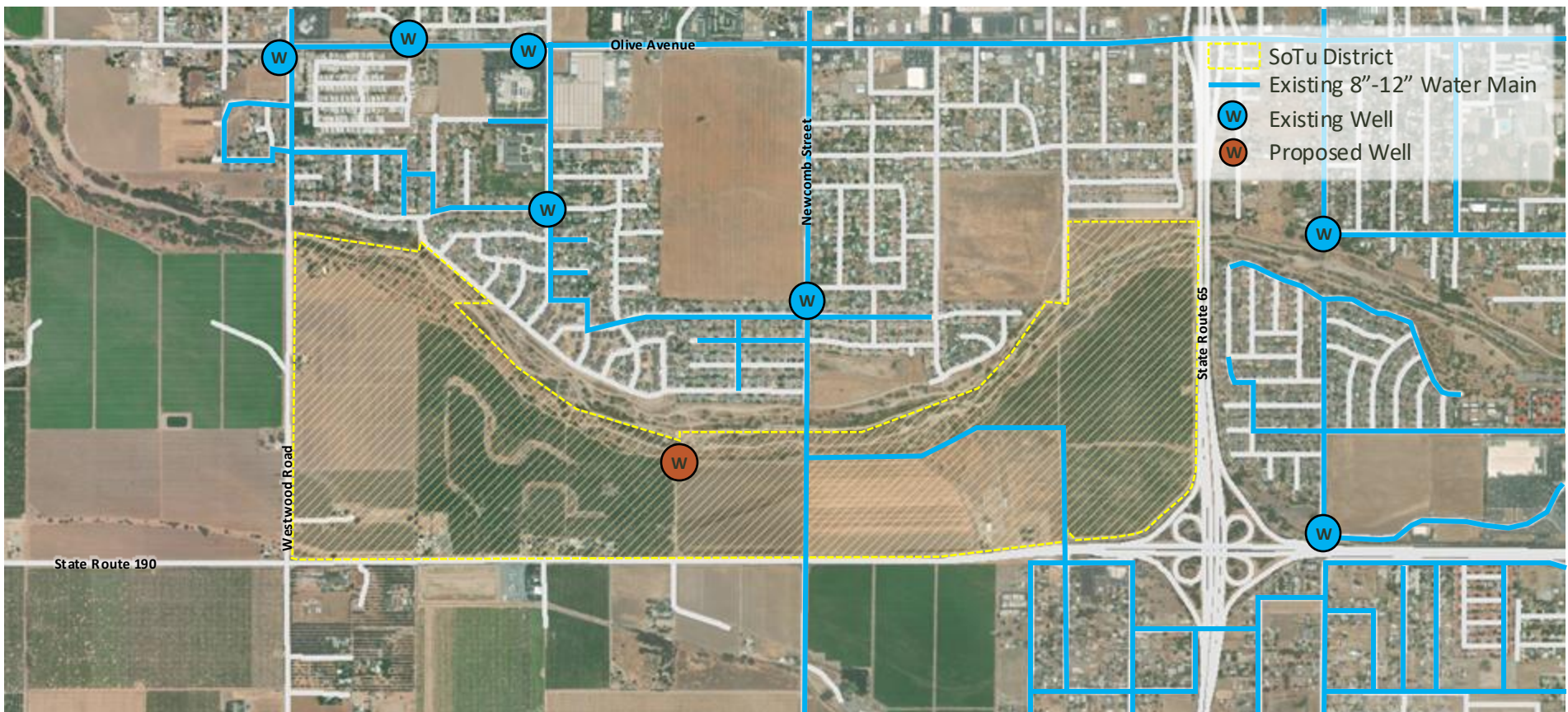
The City's existing water system extends into the District. There are existing water mains along Newcomb Street Alignment, the Springville Avenue Alignment, and the Prospect Avenue Alignment (up to the Springville Avenue Alignment onsite). The exact size of the existing mains is unknown, however, per the City Master Plan they are between 8-12 inches. The SoTu District will require the addition of onsite water mains to accommodate the new development and connect to the City water system.

The City's Master Plan proposes to add a new water well located on the District to the distribution system to increase supply reliability and

capacity. The potential location onsite has been identified as a central pressure zone and is located on Poplar Avenue, west of the Newcomb Street Alignment.

Development within the District would connect to the City's water system and install water meters at all service connections. Water service charges are based on the City's volumetric rates. There is also a Utility Users Tax based on the dollar amount of the billing for water inside City limits. The rate structure will encourage reasonable water use.

Figure. Water Master Plan



6.2 Wastewater Master Plan

Wastewater generated in the Plan Area will be treated by the City of Porterville Wastewater Treatment Plant (WWTP) located at 1333 West Grand Avenue, approximately 1.5 miles north of the District.

Wastewater flow factors (WWFF) are a correlation between land use and sewer generation and are developed to project the average daily wastewater flow (ADWF). Wastewater that will be generated by the District has been calculated using WWFF combined with the land use and population projections contained in this plan. **Table 6-2** shows the WWFF from the City Master Plan for each land use type and the resulting ADWF. At full buildout of the District, it is estimated that development will generate over 157.3 million gallons of wastewater per year.

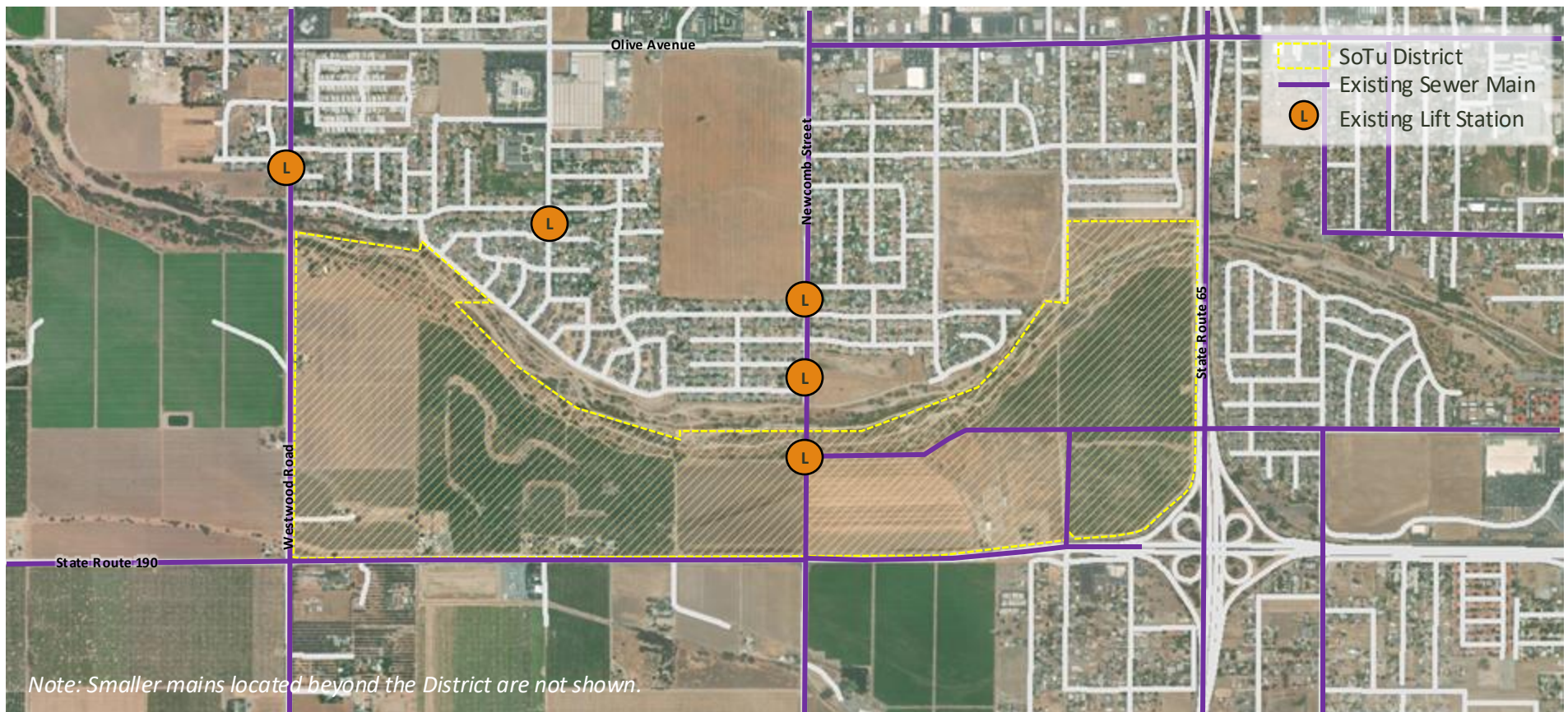
The City's existing sewer system extends into the District. There is an existing 24-inch sewer main along Westwood Street, adjacent to the west of the site. A 36-inch sewer main along the Newcomb Street Alignment that runs north-south on the property. There is also an existing 24-inch sewer main along the Springville Avenue Alignment that runs west-east and a 10-inch sewer main along the Prospect Avenue Alignment that runs north, up to the Springville Avenue Alignment onsite. An existing lift station is located on the north end of the site on the Newcomb Street Alignment. The lift station is there to push wastewater across the Tule River, towards the WWTP. The SoTu District will require the addition of onsite sewer pipes to accommodate the new development. Wastewater would be generally collected by a gravity flow sewer system.

Table 6-2: Wastewater Flow Factor (WWFF)

Land Use	Acres	WWFF (gpd/acre)	ADWF (gpd)	gal/year
Low Density Residential	51.88	700	36,317	13,255,858
Medium Density Residential	43.94	1,000	43,936	16,036,495
High Density Residential	31.18	1,550	48,323	17,637,752
Commercial Mixed-Use	33.11	1,200	39,734	14,502,978
Neighborhood Commercial	8.53	1,000	8,527	3,112,296
Retail Centers	24.64	1,200	29,563	10,790,454
Professional Office	32.57	1,800	58,627	21,398,952
Industrial Park	59.51	2,000	119,013	43,439,842
Education	15.89	400	6,356	2,319,919
Parks and Recreation	112.47	100	11,247	4,105,330
Total			401,643	146,599,876

Development within the District would connect to the City's sewer system. Sewer service charges are based on the City's fixed rate for different land use categories (i.e., residential, multiple units, commercial).

Figure 6-2. Wastewater Master Plan



6.3 Stormwater Drainage

The City's Public Works Department manages drainage facilities on public right-of-way, public easements, and city-owned property. Drainage on private property or within privately held easements is typically managed by the underlying property owner. The City's stormwater system consists of a system of natural water channels, drains, and retention basins located throughout the City. The City owns 23 stormwater basins that provide groundwater recharge and are currently sized to only accept floodwater. The City's storm water system operates by collecting and conveying captured runoff. Captured runoff is ultimately discharged into the Tule River, Porter Slough, six irrigation ditches, and/or twenty-three storage reservoirs. There are approximately 59.7 miles of storm drain pipes and 1.6 miles

of ditches.

Stormwater retention basins are sized to store runoff from a major storm event. The standard design storm event used for sizing retention basins in the City of Porterville is a 100-year, 10-day event, which yields 6.45 inches according to the City Master Plan and the National Oceanic and Atmospheric Administration (NOAA). The conveyance system used to collect runoff generated from the Plan Area will be sized to capture a 10-year storm event. Approximately 117 acre-feet (AF) of storage volume would be required to store all runoff from the SoTu District.

Table 6-3 Anticipated Runoff under Buildout of the District

Land Use	Acres	Square Footage	C-factor	Rain Depth (ft)	Rainfall Volume (cf)	Rainfall Volume (AF)
Low Density Residential	51.88	2,259,981	0.38	0.54	461,601	10.60
Medium Density Residential	43.94	1,913,835	0.42	0.54	432,048	9.92
High Density Residential	31.18	1,358,021	0.68	0.54	496,357	11.39
Commercial Mixed-Use	33.11	1,442,351	0.77	0.54	596,953	13.70
Neighborhood Commercial	8.53	371,429	0.77	0.54	153,725	3.53
Retail Centers	24.64	1,073,133	0.77	0.54	444,143	10.20
Professional Office	32.57	1,418,780	0.72	0.54	549,068	12.60
Industrial Park	59.51	2,592,109	0.72	0.54	1,003,146	23.03
Education	15.89	692,162	0.72	0.54	267,867	6.15
Parks and Recreation	112.47	4,899,402	0.26	0.54	684,691	15.72
Total					5,089,599	116.84

Figure 6-3 illustrates the existing topographic drainage in the area. Future grading and drainage in the District are expected to follow existing drainage patterns. Stormwater would be retained onsite.

Two master planned basins are proposed within the plan area. These basins are planned at low points on the site, although more optimal locations exist within the plan area. At the time of development, projects shall be required to construct some or all of the proposed planned basin, or provide an on-site basin, as determined by the City Engineer.

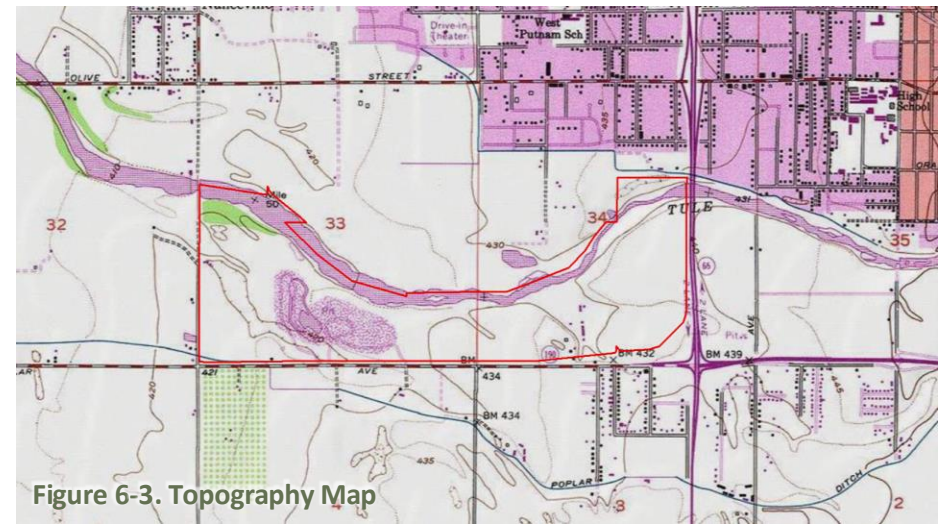
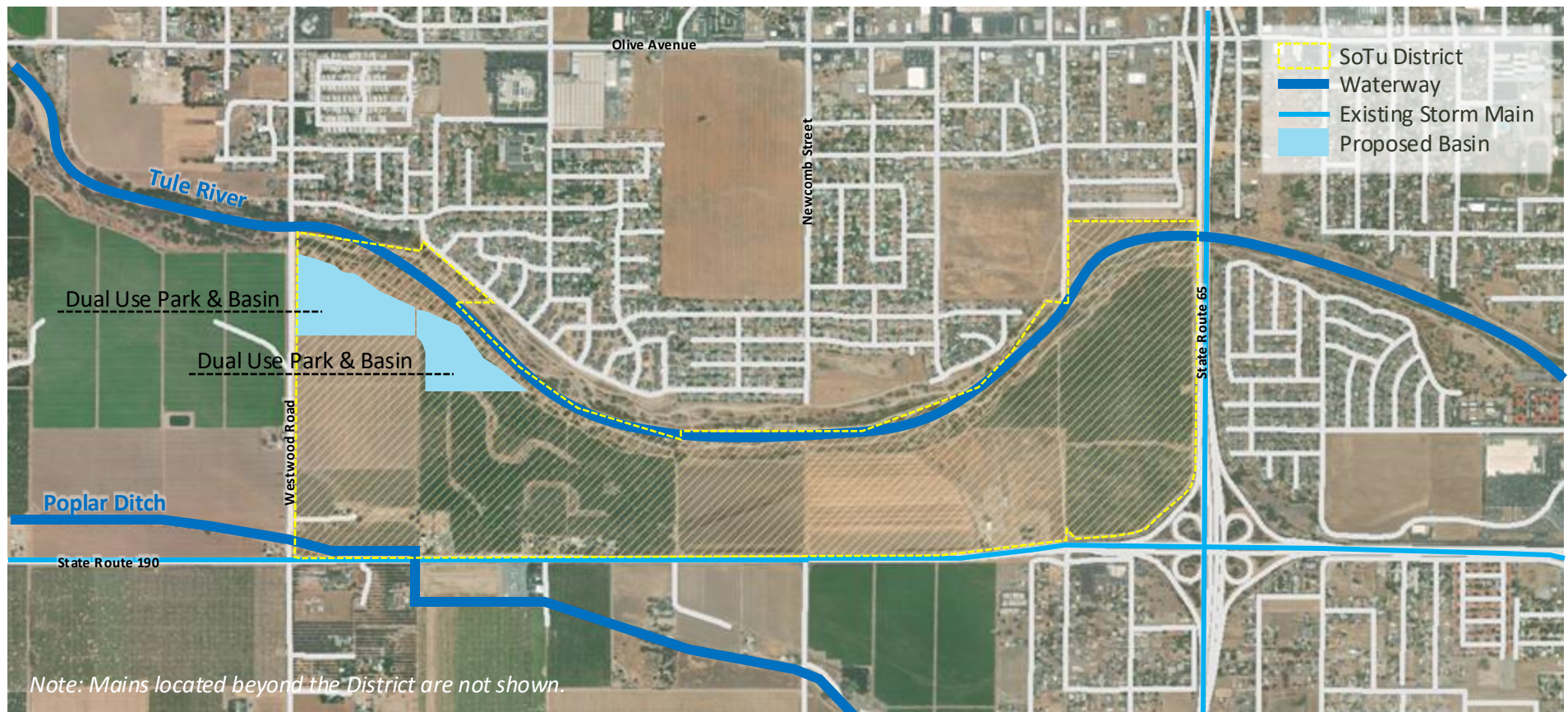


Figure 6-3. Topography Map

Figure 6-4. Storm Drainage Master Plan



6.3.1 Flood Protection and FEMA Flood Hazard

According to FEMA, the western boundary of APN 259-040-044 is part of Flood Zone AE as well as a section of the northern part of APN 259-040-042 and 259-040-043. Zone AE are high-risk flood areas due to the proximity of a pond, stream, or river. They are base floodplains where base flood elevations are provided. Zone AE presents a 1% annual chance of flooding or flooding during a 100-year storm event and has a 26% chance of flooding over the life of a 30-year mortgage. Mandatory flood insurance purchase requirements and floodplain management standards apply.

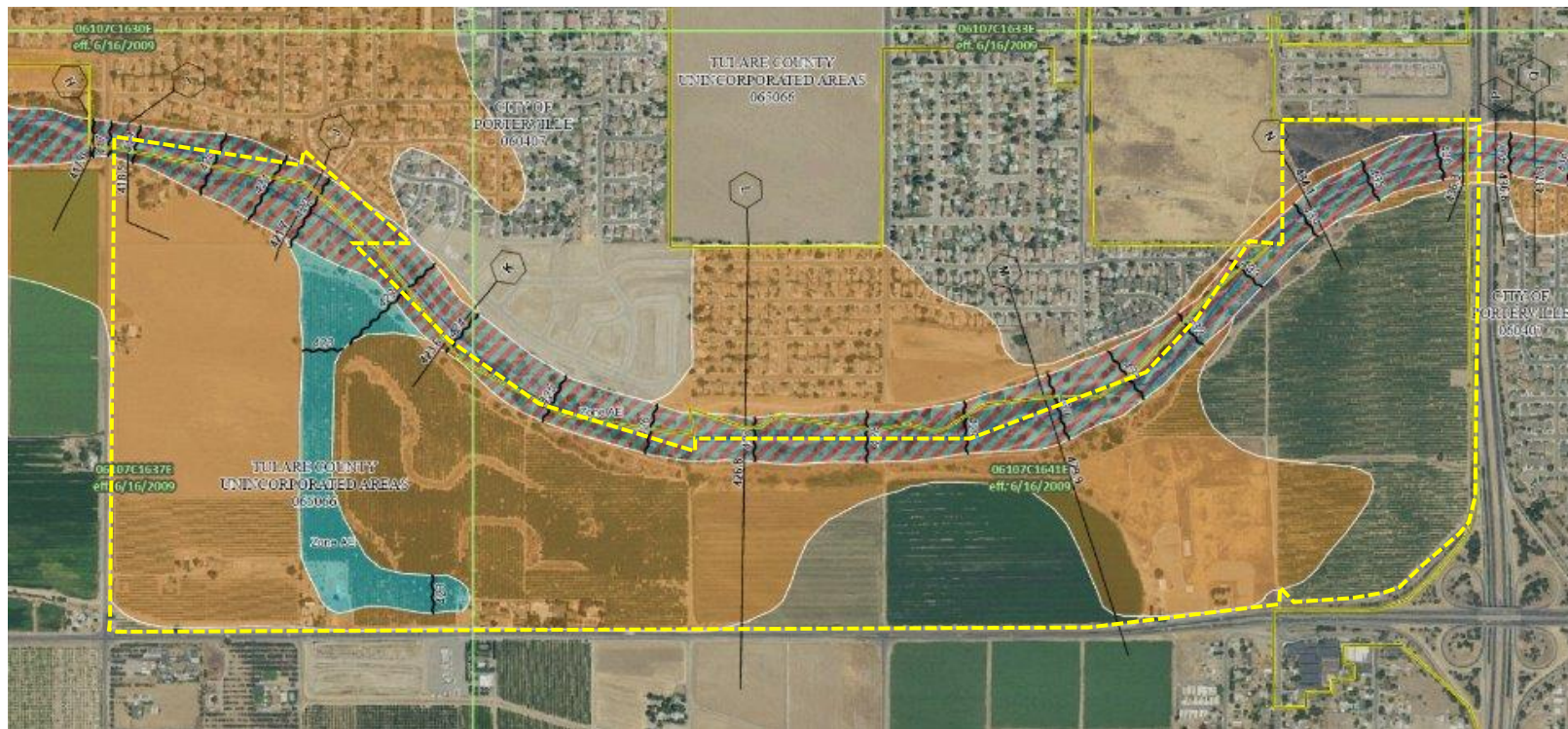
Other properties within the Plan Area that are within a flood zone are in Flood Zone X. Flood Zone X areas have a moderate risk of

flooding or flooding within the limits of the 500-year storm. These storm events have a 0.2% annual chance of recurring.

The developer or applicant of future developments in areas of special flood hazards, including Zone AE, shall comply with the City Flood Damage Prevention Ordinance No. 1777 and the requirements of the Central Valley Flood Protection Board, where applicable. This includes:

- A preliminary elevation certificate shall be provided to the City for review prior to the foundation forms inspection being scheduled.
- A final elevation certificate shall be provided to the City prior to the final inspection (or any type of occupancy inspection) is scheduled.

Figure 6-5. FEMA Flood Zone Map



6.3.2 Protection and FEMA Flood Hazard

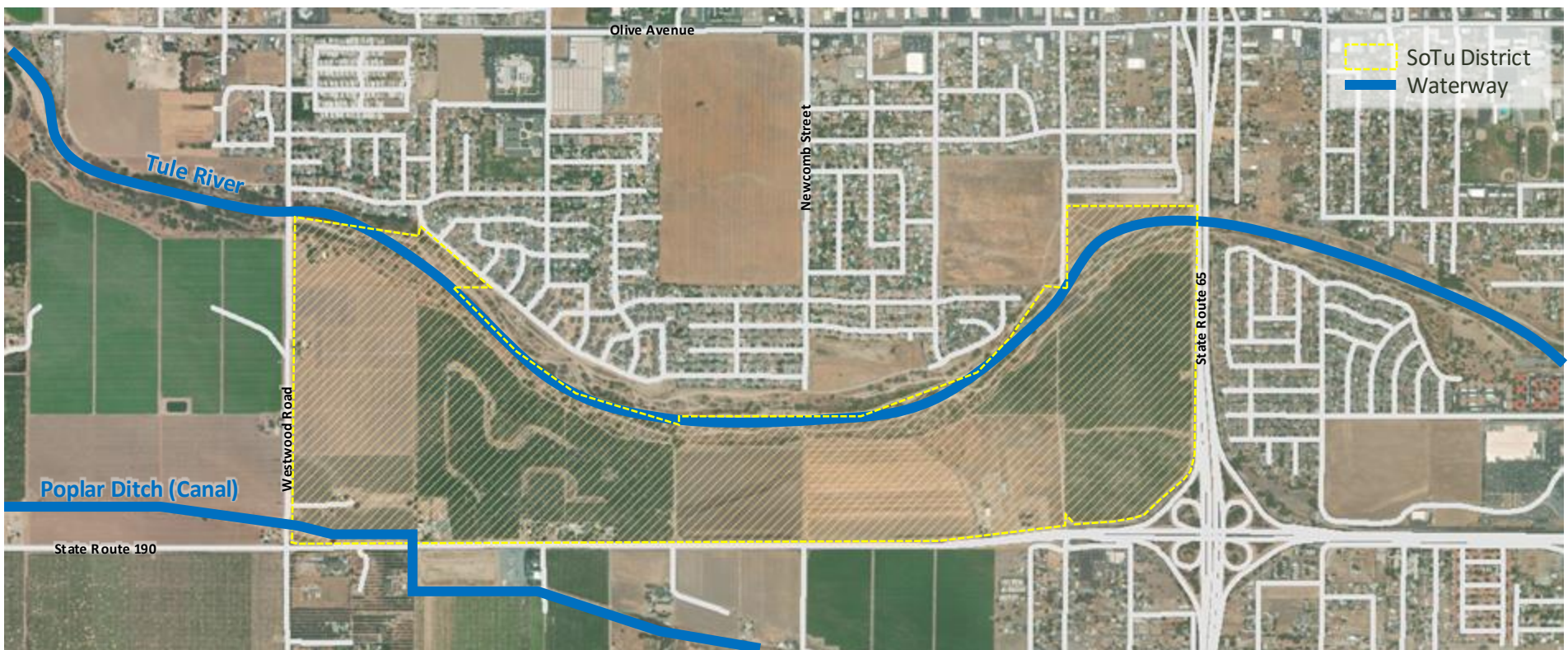
Development of sites that are greater than one (1) acre are required to file a Notice of Intent (NOI) and prepare a SWPPP or file a waiver, in compliance with the General Permit for Discharges of Storm Water Associated with Construction Activity (i.e., General Permit Order No. 2012-0006-DWQ). The SWPPP estimates the sediment risk associated with construction activities and includes best management practices (BMPs) to reduce or eliminate potential pollutants from construction activity in stormwater discharges and authorized non-stormwater discharges. BMPs cover erosion, sediment, tracking, and wind erosion control, as well as non-stormwater and waste management controls. BMPs reduce the risk of runoff containing potential pollutants due to construction activities from leaving the site and contaminating the storm drain system. Implementation of a SWPPP also minimizes the potential for development to result in substantial soil erosion or loss of topsoil. These provisions minimize the potential for developments to violate any waste discharge requirements or otherwise substantially degrade surface or ground water quality. Further, runoff resulting from developments would be managed by the City in compliance with the City of Porterville Storm Water Management Plan, in addition to approved grading and drainage plans.

6.4 Porterville Irrigation District Master Plan

Most of the District is within the Porterville Irrigation District (PID) boundary, except for the easternmost section. There are no PID irrigation pipes or canals within the District. Poplar Ditch runs through the District area and crosses the southwest corner of the District. The Tule River also crosses the

District boundary and borders the northern edge of the District. PID controls the supply of the Tule River water. A portion of this water is stored behind the Richard L. Schafer Dam. The total entitlement of the Tule River water averages approximately 12,900 acre-feet annually.

Figure 6-6. Surface Water within the District



Reclaimed Water System

Reclaimed water will be used for groundwater recharge through percolation ponds and while landscape irrigation with recycled water would help to reduce groundwater demand, there is a relatively small demand in comparison to agricultural irrigation. According to the City Master Plan, landscape irrigation will be limited to parcels in proximity to the WWTP or any recycled distribution pipelines.

The City has already begun constructing the backbone infrastructure for reclaimed water distribution. Reclaimed water will be used primarily to irrigate large open space areas. The Project will install purple pipe mainlines along Westwood Street and the Newcomb Street Alignment for future reclaimed water distribution. Once the whole purple pipe system from the WWTP is in place, open space areas within the Plan Area will also be irrigated using reclaimed water. A purple pipe connection from these mainlines to open space areas within the Plan Area will be installed during construction for future irrigation with reclaimed water.

Agricultural irrigation with recycled water, disinfected to tertiary level, will be implemented with the purpose of obtaining exchange for surface water rights. Through this exchange, irrigation of crops with reclaimed water will allow for surface water to be used for municipal supply.

6.5 Solid Waste Services

The City's Public Works Department Solid Waste/Refuse Division provides commercial, residential, and industrial refuse collection to all locations within the City of Porterville. Disposal services in Porterville are provided by the Tulare County Consolidated Waste Management Authority (CWMA). Solid waste collection and disposal of the SoTu District shall be in compliance with Porterville Municipal Code Chapter 13 – Garbage and Refuse, state, and local laws.

6.6 Gas, Electric, and Communication

Electric power will be provided by Southern California Edison (SCE). Electrical lines shall be placed within public utility easements (PUEs) to provide service for residential and commercial development within the District. SCE will determine the alignment of electrical lines within the District depending on electrical load demand. On-site facilities will be placed underground within a duct and structure system to be installed by the developer.

Natural gas will be provided by Southern California Gas Company (SoCalGas). SoCalGas will install gas distribution lines in the District as necessary. All electric lines within the District shall be installed according to City of Porterville requirements.

Telephone and internet services will be provided through existing phone lines, cable lines, and wireless communication systems by private companies. Future phone lines, cable lines, and wireless communication facilities shall be installed according to City of Porterville requirements.

6.7 Infrastructure Goals and Policies

Goal PU-1 Ensure an adequate supply of water to serve the needs of the District and promote conservation of water uses.

Policy PU-1 Require that necessary water supply infrastructure and storage facilities are in place coincident with new development and approve development plans only when a dependable and adequate water supply to serve the development is assured. A water assessment study may be required for individual projects.

Policy PU-2 Continue to require water meters in all new developments.

Policy PU-3 Require that agricultural water rights be assigned to the City when agricultural land is annexed to the City for urban development, consistent with this General Plan.

If a landowner with surface water rights requests annexation to the City, the City will require the landowner to assign those water rights to the City to help offset the water demands for the new development.

Policy PU-4 Encourage the use of alternative water sources to achieve a water balance, including reclaimed water for irrigation and landscaping purposes.

Goal PU-2 Ensure the provision of wastewater collection and treatment services and reclamation area acreages meet the needs of the District.

Policy PU-5 Prevent illegal wastewater disposal or chemical disposal practices.

Goal PU-3 Provide a comprehensive storm drainage system to protect life and property.

Policy PU-6 Require new development to provide storm drainage facilities and/or pay a storm drainage impact fee, consistent with the Storm Drain Master Plan.

ADMINISTRATION AND IMPLEMENTATION



7.1 Plan Modification and Amendment

The SoTu Master Plan represents a framework of development for the SoTu District. Implementation of the Master Plan requires the adoption of this Master Plan, annexation, tentative maps, site plan review and any subsequent submittals over the life of the District's build out. This chapter sets forth the procedures needed to implement, administer, and amend the Master Plan as well as provisions for required entitlements for future development under the Master Plan.

The development of land within the District shall comply with the development standards adopted in this Master Plan as well as regulations in the City of Porterville Zoning Ordinance. Amendments to this adopted Master Plan by or on behalf of the property owner(s) or by the city, shall be filed with the City of Porterville Planning Division. Modifications and amendments shall be processed according to the Porterville Municipal Code, as listed below.

Modification or Amendment	Procedure
Amendments to land use designations	Porterville Municipal Code <i>Article 607 – Amendments to General Plan</i>
Request changes to language in the Master Plan	Porterville Municipal Code <i>Article 604 – Conditional Use Permits</i>

For future land use changes processed through a General Plan Amendment for properties within this Master Plan, the change reflected on the General Plan land use map will supersede land uses identified within this Master Plan.

7.2 Required Entitlements

Development within the District would be implemented through the approval of entitlements with the City of Porterville, including an annexation and subsequent entitlements such as tentative tract map, parcel map, and conditional use permit.

Annexation (County and City)

Development of the District would require annexation from the County of Tulare to the City of Porterville. The UDB is a boundary beyond which urban development is not allowed during the time period for which it is effective. The portion of the District beyond the UDB would be required to be reviewed and amended by the Tulare County Local Agency Formation Commission.

Entitlements (City)

To develop within the SoTu District under the standards, regulations, and policies in this Master Plan, a project may be required to apply for a Site Plan Review, Conditional Use Permit, Tentative Tract Map, Tentative Parcel Map, Variances, and other entitlements in addition to an annexation as described above. The application and procedures for these entitlements shall comply and follow the requirements and regulations set forth in the Porterville Municipal Code Series 600 – Administration and Permits in addition to the policies contained within this Master Plan.

7.3 Development Requirements

Development within the District would be subject to the following requirements, in addition to the policies contained within this plan.

Project Specific Traffic Impact Analysis

Projects that are consistent with the Master Plan shall conduct a project-specific TIA if they are expected to generate 400 or more peak hour trips during either the AM or PM peak hours. Projects that are not consistent with the Master Plan shall conduct a Traffic Impact Analysis (TIA) if they generate 100 or more peak hour trips during either the AM or PM peak hours.

Site Access

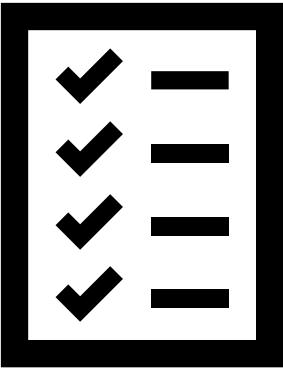
All propose development within the District shall be accessible via two (2) points of access verified by the City Engineer. This may require installation of new off-site streets and related infrastructure.

Traffic Improvements

Development within the District will be required to construct improvements along the proposed project frontage. A project’s “Fair-Share” of off-site improvements or the requirement to install improvements per the TIA prepared for this Master Plan (September 2024) will be determined by the City Engineer, or a Project-specific TIA, if required. All required improvements identified in this Master Plan TIA under Existing Conditions Requirements, must be installed prior to development being approved or shall be made a condition of approval of proposed future projects.

Soils Analysis and Site Assessment

Development projects within the SoTu District that would 1) involve ground-disturbing activities that would expose soils and/or 2) result in the demolition or modification of buildings constructed prior to 1978 shall complete a Phase I ESA in accordance with the current ASTM Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment [E 1527]. Additionally, to minimize the potential of introducing contaminated fill material into the District, imported fill material should be verified through documentation to have come from an appropriate source. Documentation shall include detailed information on the previous use of the land from where the fill is taken, whether an environmental site assessment was performed and its findings, and the results of any testing performed. In cases where documentation is inadequate or unavailable, samples of the fill materials should be chemically analyzed for compounds of concern and evaluated for risk in accordance with the Department of Toxic Substances Control Preliminary Endangerment Assessment Guidance Manual.



7.4 CEQA

Specific development projects would be subject to compliance with the California Environmental Quality Act (CEQA). The environmental review under CEQA is intended to ensure that responsible decision makers and the public are informed about the potentially significant environmental effects of proposed activities. This Master Plan is adopted with an Initial Study and a Focused Environmental Impact Report (FEIR), which overrides the impacts on air quality generated by build out of the District under the Master Plan. As such, future development projects that comply with the Master Plan could tier off this Initial Study and FEIR and no additional environmental review would be required. These projects shall complete a letter of conformance to ensure that impacts have been accounted for in the Master Plan Initial Study and FEIR. These projects would be required to implement Mitigation Measures identified in the FEIR.

If a development project is not proposed in compliance with the Master Plan, for instance, an amendment to the land use designation is proposed, the project would be subject to additional environmental review under CEQA. Porterville Municipal Code Article 611 – Environmental Review set forth procedures that apply to all projects sponsored or assisted by the city and to all private projects requiring any discretionary approvals from the city. In the event of a conflict between these environmental review regulations and applicable federal or state regulations or guidelines, the applicable federal or state regulations shall prevail.

7.5 Legal Non-Conforming Uses

Porterville Municipal Code *Article 307 – Nonconforming Uses, Structures, and Lots* permits the continuation of uses and continued occupancy and maintenance of structures that were legally established but do not comply with all of the standards and requirements of the Municipal Code in a manner that does not impair public health, safety, and general welfare. This applies to structures, land and uses that have become nonconforming by operation of this Ordinance and that remain in a nonconforming status or become nonconforming due to annexation to the City. As such, existing uses and structures within the District would be legal non-conforming as it is annexed into the City.

SOUTH OF TULE RIVER DISTRICT MASTER PLAN

RESOLUTION NO. __-2024

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PORTERVILLE
ADOPTING THE SOUTH OF TULE RIVER DISTRICT MASTER PLAN (MASTER
PLAN 2024-001)**

WHEREAS: the City of Porterville has initiated the project known as the South of Tule River District Master Plan (“SoTu Master Plan”), a master plan, located on approximately 447.30 acres, consisting of 19 parcels (APNs 259-150-001, 259-030-011, -031, 259-270-004, 259-040-041, -044, -028, -027, -026, -025, -043, -042, -045, -046, -010, -039, 259-320-001, -002, and 259-370-058) directly southwest of city limits generally bound to the north by the Tule River, to the south by State Route 190, to the east by State Route 65, and to the west by Westwood Street (“Plan Area”); and

WHEREAS: the Plan Area is outside city limits of Porterville but is located within Porterville’s General Planning Area, or “Urban Area Boundary,” and is pre-zoned by the City as RS-1 – Very Low Density Residential, RS-2 – Low Density Residential, CR – Retail Centers, and PK – Parks and Recreation, consistent with the Porterville 2030 General Plan; and

WHEREAS: the SoTu Master Plan proposes a mix of residential, employment, public uses, and open space uses intended to facilitate the development of the Plan Area as it transitions from agricultural and rural residential land into a new mixed-use, multi-modal district; and

WHEREAS: approval of Master Plan 2024-001 would require approval of General Plan Amendment 2024-002 and Rezone 2024-001; and

WHEREAS: General Plan Amendment 2024-002 amends the 1) General Plan Land Use Map to change the planned land use designations of Plan Area allowing for varying uses at varying densities and intensities; and

WHEREAS: Rezone 2024-001 would rezone the Plan Area to the RN – Residential Neighborhood District which, according to the Porterville Municipal Code, is intended to implement the Neighborhood Centers shown in the General Plan Land Use Map and guide the design of new residential neighborhoods; and

WHEREAS: an RN District may be established by Zoning Map amendment and an application for a rezoning to an RN District shall include a master plan as required by the Porterville Municipal Code; and

WHEREAS: Porterville Development Ordinance 206.03 requires a master plan be accepted and processed in the same manner as a conditional use permit; and

WHEREAS: a notice was published in the Porterville Recorder settings the date, time, and place of a public hearing 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 October 1, 2024, the City Council of the City of Porterville did conduct a public hearing to consider the Project; and

WHEREAS: the proposed action 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. ____-2024, the City Council has certified an environmental impact report assessing the potential environmental effects of the South of Tule River District Master Plan; and

WHEREAS: the City Council has made the following findings pursuant to Development Ordinance, Article 604.4, 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 Porterville 2030 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 adoption of the South of Tule River District Master Plan.

PASSED, APPROVED, AND ADOPTED on the ____ day of ____, 2024.

Martha A. Flores, Mayor

ATTEST:
Patrice Hildreth, City Clerk

By: _____
Fernando Gabriel-Moraga,
Acting Chief Deputy City Clerk



CITY COUNCIL AGENDA – OCTOBER 1, 2024

SUBJECT: Consideration of Amended Conditions of Approval for Villas at Sierra Meadows 4 & 5 Development Project

SOURCE: Community Development

BACKGROUND: The City Council approved the Villas at Sierra Meadows 4 & 5 Tentative Map via Resolution 06-2023 following a public hearing on February 7, 2023. At the same meeting, the City Council adopted a Mitigated Negative Declaration via Resolution 05-2023. Following additional review by the Engineering and Project Management Department and a meeting with the project applicant, it has been determined that the rights-of-way of improvements to W. Gibbons Avenue and S. Jaye Street should be modified.

COMMENT: N/A

ANALYSIS: To affect the recommendation of staff, the language contained in Condition No. 20 of Resolution No. 05-2023 should be revised to read as follows:

“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. Gibbons Avenue is designated as a Major Arterial per the Circulation Element, but additional traffic analysis supports a change in classification to a Collector due to lower traffic volumes than previously projected. The overall right of way shall account for 41 feet of width from the proposed centerline of the Gibbons Avenue alignment to the property line and shall include 5.5’ of parkway behind the back of the curb, followed by 6’ of sidewalk, and a 10’ landscape easement behind the sidewalk.
- b. Jaye Street is designated as a Collector per the Circulation Element and must be extended along the east side of the proposed subdivision. The overall right of way shall be 72’ and shall include 5.5’ of parkway behind the back of the curb, followed by 6’ of the sidewalk, and a 10’ landscape easement behind the sidewalk. The extra two feet of right of way accounts for increased bike lane widths due to the higher speed of the roadway.”

Note that the original conditions of approval contained within Resolution

No. 06-2023 are numbered incorrectly. Conditions 1-10 are correct, but the number thereafter begins at 6. Accordingly, what was Condition No. 20 would become Condition No. 25 under a new resolution.

ENVIRONMENTAL REVIEW: The proposed action is minimal in nature. It does not expand the project area or increase the density or intensity of development and therefore does not require additional analysis pursuant to the California Environmental Quality Act (CEQA)

RECOMMENDATION: That the City Council:

1. Open the public hearing to receive comments on the amendment to the conditional approval for the Villas at Sierra Meadows 4 and 5 Tentative Map; and
2. Adopt the draft resolution approving the revised conditions of approval for the Villas at Sierra Meadows 4 and 5 Tentative Map.

ATTACHMENTS:

1. Locator Map
2. Draft Resolution

Appropriated/Funded:

Review By:

Department Director:
Claudia Calderon, Community Development Director

Final Approver: Patrice Hildreth, City Manager

Locator Map
PRC 2020-048



Smee TSM
Gibbons & Jaye

-  Project Location
-  City Limits

1 in = 500 feet



RESOLUTION NO. ____-2024

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PORTERVILLE
CONTAINING FINDINGS IN SUPPORT OF APPROVAL OF THE AMENDMENT OF
THE TENTATIVE SUBDIVISION MAP FOR THE VILLAS AT SIERRA MEADOWS 4 &
5 DEVELOPMENT PROJECT**

WHEREAS: following a public hearing on February 7, 2023, the City Council did adopt Resolution No. 06-2023, approving the Villas at Sierra Meadows 4 & 5 Development Project (Project), consisting of a Tentative Subdivision Map and related entitlements to accommodate the subdivision of approximately 20.23 acres into 80 lots located at the southwest corner of W. Gibbons Avenue and S. Jaye Street (APN 269-060-020; Site); and

WHEREAS: following additional review by the Engineering and Project Management Department, it has been determined that the right-of-way for and improvements to W. Gibbons Avenue and S. Jaye Street should be modified; and

WHEREAS: on September 20, 2024, a notice was published in *The Porterville Recorder* setting the date and time, and place of a public hearing for October 1, 2024, 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 October 1, 2024, the City Council did conduct a public hearing to consider the proposed changes; and

WHEREAS: the City Council has considered public testimony received during the public hearing; 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 Title 14, Chapter 3, Section 15000, et seq.; and

WHEREAS: the City Council has determined that the initial study and mitigated negative declaration adopted via Resolution No. 03-2023 adequately describes and assesses the project as proposed for revision.

NOW, THEREFORE, BE IT RESOLVED: That the City Council of the City of Porterville does hereby approve the conditions of approval for the Villas at Sierra Meadows 4 & 5 Tentative Map (PRC 2020-048-S) as revised, which now read as follows:

1. The development shall comply with the Porterville Municipal Code, Chapter 21 Development Code and conditions from the Project Review Committee (PRC) meeting held on September 29, 2021 and as outlined in the Project Review Committee (PRC) letter for PRC 2020-048.

2. The developer/applicant shall comply with Section 201.04(C) of the Porterville Development Ordinance (PDO).
3. To meet the guiding principles and policies of the General Plan.
 - C-I-7 Require street tree planting as part of an urban forestry program:
 - i. *Parkway Trees*. Provide for the installation of parkway trees as required by the Director of Parks and Leisure Services in accordance with City standards pertaining to the type, size, spacing and placement of such trees; to the maintenance or extension of street tree themes when applicable; and, to the time of installation when it is determined it would be in the best interest of the City to postpone the placement of trees required pursuant to this section.
4. The developer/applicant shall dedicate improved park space, so the developer/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 proposed .86-acre park. A park of this size would be considered a pocket park according to the General Plan Parks, Schools, and Community Facilities Element. Amenities can include, but are not limited to, a playground, half-court basketball facilities, workout equipment, communal BBQ/picnic facilities, and pet area.
5. Approval of the tentative subdivision map is contingent upon a successful application to the Tulare County LAFCo for annexation.
6. The filing of Final Map shall comply with Chapter 404 Final Maps of the Porterville Development Ordinance (PDO).
7. 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.
8. 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.
9. The developer/applicant shall make payment of the required plan check fees at the time of building permit plan submittal.

10. The developer/applicant shall pay School Development fees and all other City fees at the time table determined by current City Ordinance.
11. 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.
12. 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.
13. 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.
14. 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.
15. 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.
16. 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.).

17. 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.
18. 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.
19. 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.
20. 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.
21. The developer/applicant shall dedicate and improve, to City standards, temporary turn-arounds at the ends of dead-end streets to accommodate refuse vehicles and street sweepers.
22. 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.

23. The developer/applicant shall construct or provide surety for construction of curb, gutter, sidewalk, water, sewer, street paving to a 3/4 width street (as 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.
24. The developer/applicant shall provide street striping and flexible delineators as necessary to provide safe vehicular movements, where directed by the City Engineer.
25. 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. Gibbons Avenue is designated as a Major Arterial per the Circulation Element, but additional traffic analysis supports a change in classification to a Collector due to lower traffic volumes than previously projected. The overall right of way shall account for 41 feet of width from the proposed centerline of the Gibbons Avenue alignment to the property line and shall include 5.5' of parkway behind the back of curb, followed by 6' of sidewalk, and a 10' landscape easement behind the sidewalk.
 - b. Jaye Street is designated as a Collector per the Circulation Element and must be extended along the east side of the proposed subdivision. The overall right of way shall be 72' and shall include 5.5' of parkway behind the back of curb, followed by 6' of sidewalk, and a 10' landscape easement behind the sidewalk. The extra two feet of right of way accounts for increased bike lane widths due to the higher speed of the roadway.
 - c. Scranton Avenue is designated as a Minor Arterial per the Circulation Element and shall be extended along the south side of the property (length of extension based on placement/location of second access point) and connected to Jaye Street at a future date. Scranton shall have an overall right of way of 94' and shall include 7.5' of parkway behind the back of curb, followed by 8' of sidewalk, and a 10' landscape easement at the time of future construction.
 - d. Total area of dedication to be determined by a licensed surveyor.
26. The developer/applicant shall construct street improvements that comply with the intention of the adopted Development Ordinance and per City Standards. For Jaye Street, the construction of at least a 3/4 width street will be required. For Scranton Avenue, an irrevocable offer of dedication will be required and the future street right of way is to be maintained under the subdivision's landscape & lighting district as open space until the City acts on the dedication. A stub street to the adjacent property to the west is required by City Standard P-7.

27. The developer/applicant shall verify that existing alignments are met and followed with the development of the roads serving the proposed subdivision.
28. 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 house 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.
29. 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.
30. 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.
31. 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 variable soil expansion potential.
32. 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). 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 plan basin, etc.) is sufficient in containing runoff.
33. The developer/applicant shall construct and/or repair street, curb, gutter, sidewalk, etc. along the full parcel frontage, 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).
34. 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.
35. 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 extend all necessary utilities along Gibbons Avenue and Jaye Street. Future utilities along Scranton Avenue are to be accounted for with the subdivision design.
 - b. 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.
36. 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.
37. 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).
38. The developer/applicant shall provide 3000K LED streetlights on Marbelite poles (Marbelites spaced at a staggered 160' 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.
39. 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.

40. For residential development, the developer/applicant is hereby notified that the installation of an additional water meter requires a double backflow prevention device per City standards.
41. 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.).
42. 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 before performing any grading or issuance of the building permit, whichever comes first.
43. 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.
44. 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.
45. 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. Informing each new owner of their responsibility to submit their own NOI, site map, and appropriate fee to the SWRCB and prepare their own SWPPP.
41. Fire hydrants shall be placed based on distance, no greater spacing than 500' for residential applications.
42. Fire hydrants shall be on a looped system.
43. No structure shall be greater than 400' from a fire hydrant.
44. A back-flow device is required on the water meter.
45. The developer/applicant shall comply with the City standard for "backflow" prevention pursuant to Resolution No. 9615.

PASSED, APPROVED, AND ADOPTED this 1st day of October, 2024.

Martha A. Flores, Mayor

ATTEST:
Patrice Hildreth, City Clerk

By: _____
Fernando Gabriel-Moraga,
Acting Chief Deputy City Clerk



CITY COUNCIL AGENDA – OCTOBER 1, 2024

SUBJECT: Consideration of Amendments to Series 200 and Series 300 of the Porterville Development Ordinance

SOURCE: Community Development

BACKGROUND: NA

COMMENT: The Employment District exists to provide appropriate areas of the city where employment uses can be located and operated without significant conflict with other land uses. It also strengthens the city's economic base and provides employment opportunities for city residents. The applicant is requesting a text amendment of the following:

1. A text amendment to Porterville Development Ordinance Series 200, Section 204.02 to allow Medical Facilities in the IP zone district, subject to a Conditional Use Permit.
2. A text amendment to Porterville Development Ordinance Series 200, Section 204.03 to reduce the street side setback requirement for personal storage facilities in the IG zone district adjacent to an arterial and/or collector.
3. A text amendment to Porterville Development Ordinance Series 300, Section 301.13 Personal Storage Facilities, in relation to fencing material requirements.

ANALYSIS: The proposed changes would include:

1. A text amendment to Porterville Development Ordinance Series 200, Section 204.02, to allow Medical Facilities in the IP zone district, subject to a Conditional Use Permit.
2. A text amendment to Porterville Development Ordinance Series 200, Section 204.03 to reduce the street side setback requirement for personal storage facilities in the IG zone district adjacent to an arterial and/or collector. The IG (General Industrial) Zone District provides areas for businesses that have a potential to create adverse visual, noise, or other impacts to adjoining public and residential properties. This district allows for uses such as warehousing, manufacturing, food processing, and distribution, with support

commercial services and ancillary office space. Personal Storage Facilities offer storage for individual use, including mini warehouses and mini-storage. Staff supports the reduction of the setback requirements from thirty (30) feet, down to fifteen (15) feet for both Arterial and/or Collectors Street Side setbacks as the use of a Personal Storage Facility does not have the potential to create adverse visual, noise, or other impacts to the adjoining properties.

Furthermore, conditions of approval for individual projects would require the setbacks to be landscaped as outlined in the Development Ordinance Section 303, Landscaping. A combination of trees, shrubs, and ground cover would assist in screening of the uses from the street side with the addition of required fencing.

3. A text amendment to Porterville Development Ordinance Series 300, Section 301.13 Personal Storage Facilities, in relation to fencing material requirements.

The Porterville Development Ordinance under section 301.13 Personal Storage Facilities requires fencing on the perimeter of the property:

A six (6) foot-high solid wall shall be provided around the perimeter of the development at locations where the solid facades of the storage structures do not provide a perimeter barrier. Such walls shall be composed of decorative block, concrete panels, or similar materials and include architectural relief through variations in height, the use of architectural “caps”, columns, or similar measures. Block walls shall match the standard colors allowed in the City’s graffiti abatement program.

The proposed text amendment would provide for alternatives for fencing construction, including allowing fencing up to seven feet in height and authorizing use of slatted chain link fencing in certain circumstances subject to zoning administrator approval.

ENVIRONMENTAL REVIEW: Pursuant to State and local environmental regulations, the proposed modifications serve to provide greater clarity to uses as identified in the Porterville 2030 General Plan, and the proposed ordinance is an implementation measure of the policies, goals, and objectives of the Plan. The Environmental Coordinator decided based on substantial evidence that, since the amendment would not result in a new type of permitted use or uses containing a greater floor area than already permissible, it can be shown with certainty that there is no possibility that the proposed text amendment could have a significant effect on the environment. Therefore, it is exempt from review under the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15061(b)(3).

RECOMMENDATION: That the City Council:

1. Hold the noticed Public Hearing and consider the testimony provided;
2. Consider whether to approve the draft ordinance, An Ordinance of the City Council of the City of Porterville Amending Series 200 and 300 of the Porterville Development Ordinance Regarding the Employment Zone Districts IG (General Industrial) and IP (Industrial Park); and
3. If so approved, give first reading by title only, and order the Ordinance to print.

ATTACHMENTS: 1. Draft Ordinance PDF

Appropriated/Funded:

Review By:

Department Director:
Claudia Calderon, Community Development Director

Final Approver: Patrice Hildreth, City Manager

ORDINANCE NO. _____

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PORTERVILLE
AMENDING SERIES 200 AND 300 OF THE PORTERVILLE DEVELOPMENT
ORDINANCE REGARDING THE EMPLOYMENT ZONE DISTRICTS IG (GENERAL
INDUSTRIAL) AND IP (INDUSTRIAL PARK)**

WHEREAS: On October 1, 2024 the City Council at its regularly scheduled meeting held a public hearing to consider amendments to the Porterville Development Ordinance; and

WHEREAS: Pursuant to State and local environmental regulations, the proposed modifications serve to provide greater clarity to uses as identified in the Porterville 2030 General Plan, and the proposed ordinance is an implementation measure of the policies, goals, and objectives of the Plan. The Environmental Coordinator made a determination on the basis of substantial evidence that, since the amendment would not result in a new type of permitted use or in uses containing a greater floor area than already permissible, it can be shown with certainty that there is no possibility that the proposed text amendment could have a significant effect on the environment.

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

SECTION 1: Table 204.02, Land Use Regulations – Employment Districts, of Section 204.02 of Series 300 of Chapter 21 of the Porterville Municipal Code is hereby amended as follows:

Use Classification	PO	IP	IG	IA	Additional Regulations
Public and semi-public uses:					
Colleges and trade schools, public or private	C	P	-	-	
Correctional facility	-	P	P	-	
Cultural institutions	P	-	-	-	
Day care centers	P	P(1)	-	-	
Elderly and long-term care	P	-	-	-	
Instructional services	P	P	-	P	
Residential care facilities, general	C	-	-	-	Section 301.15 , “Residential Care Facilities, General”
Schools, public or private	P	-	-	-	
Commercial uses:					
Aircraft sales, services, and storage	-	-	-	P	
Animal care, sales and services:	See sub-classifications below				
Kennels	-	M	M	-	

Veterinary services	-	P	P	-	
Automobile/vehicle sales and services:	See sub-classifications below				
Automobile/vehicle service and repair, major	-	P	P	-	Section 301.04 , "Automobile/Vehicle Service And Repair"
Automobile/vehicle service and repair, minor	-	P	P	-	Section 301.04 , "Automobile/Vehicle Service And Repair"
Automobile/vehicle washing	-	P	P	-	Section 301.05 , "Auto Service Stations And Car Washing"
Large vehicle and equipment sales, service, and rental	-	C	P	-	
Service station	-	C	C	-	Section 301.05 , "Auto Service Stations And Car Washing"
Towing and impound	-	C	P	-	Section 300.09 , "Outdoor Storage"
Banks and financial institutions:	See sub-classifications below				
Banks and credit unions	P	P(1)	P(1)	P(1)	
Check cashing businesses	P	-	-	-	
Building materials and services	-	P	P	-	
Business services	P	P(1)	P(1)	-	
Cannabis dispensary	-	-	-	P	Municipal Code chapter 15, article VII
Commercial entertainment and recreation:	See sub-classifications below				
Large-scale	-	C	C	C	Section 301.02 , "Alcoholic Beverage Sales"
Small scale	-	C	-	-	Section 301.02 , "Alcoholic Beverage Sales"
Eating, drinking, and smoking establishments:	See sub-classifications below				
Coffee shops/cafes	P(2)	P(1)	P(1)	P	Section 300.08 , "Outdoor Seating"
Restaurants	P(2)	P(1)	P(1)	P	Sections 300.08 , "Outdoor Seating"; and 301.02 , "Alcoholic Beverage Sales"
Food and beverage retail sales	P(2)	P(1)	P(1)	-	Section 301.02 , "Alcoholic Beverage Sales"
Funeral parlors and mortuaries	-	P	P	-	
Hotels and motels	-	C	C	-	
Bed and breakfasts	P(10)	-	-	-	
Light fleet-based services	-	P	P	-	

Maintenance and repair services	-	P	P	-	
Medical facilities:	See sub-classifications below				
Hospital	P	C	-	-	
Medical clinic	P	C	-	-	
Professional/medical	P	C	-	-	
Offices:	See sub-classifications below				
General offices	P	P	P	P	
Walk-in clientele	P	-	-	-	
Parking, public or private	P(3)	P	P	-	
Personal services	P	P(1)	-	-	
Retail sales	P(2)	P(2)	P(2)	-	
Salvage and wrecking:	-	C	C	C	Section 300.09 , "Outdoor Storage"
Salvage and wrecking conducted wholly within a building	-	P	P	P	Section 300.09 , "Outdoor Storage"
Sexually oriented business	-	P	P	-	Section 301.17 , "Sexually Oriented Businesses"
Wholesaling and distribution	-	P	P	P	
Industrial uses:					
Construction and material yards	-	P	P	-	Section 300.09 , "Outdoor Storage"
Handicraft/custom manufacturing	-	P	P	P	
Industry, general:	-	P	P	P	
Alcohol manufacture	-	C(4)	C	-	
Hazardous waste management facilities	-	C(6)	C	-	
Manufacture, processing, or treatment of materials which may be obnoxious, offensive or hazardous to health and safety of persons and property	-	-	C	-	
Industry, limited	-	P	P	P	
Recycling facilities:	See sub-classifications below				
Recycling collection facility	-	-	P	-	Section 301.14 , "Recycling Facilities"
Recycling processing facility	-	-	P	-	Section 301.14 , "Recycling Facilities"
Warehousing and storage:	See sub-classifications below				
Chemical, mineral, and explosives storage	-	C	C	C	
Indoor warehousing and storage	-	P	P	P	

Personal storage	-	P	P	P	Section 301.13 , “Personal Storage Facilities”
Transportation, communication, and utilities uses:					
Communication facilities:	See sub-classifications below				
Antenna and transmission towers, camouflage facilities	P(7)	P(7)	P(7)	P(7)	Section 301.20 , “Telecommunication Facilities”
Antenna and transmission towers, non-camouflage facilities	M(7)	M(7)	M(7)	M(7)	Section 301.20 , “Telecommunication Facilities”
Broadcasting facility	-	P	P	P	Section 301.20 , “Telecommunication Facilities”
Call center	P(2)	P	P	-	
Freight/truck terminals and warehouses	-	P	P	P	
Heliports	-	C	C	C	
Transportation passenger terminals	-	P	P	P	
Utilities, major:	-	P	P	P	
Renewable energy facility		C	C	C	
Solid waste collection, treatment, and disposal	-	-	P	C	
Utilities, minor	P	P	P	P	
Agricultural and extractive uses:					
Crop cultivation, commercial	M	P	P	M	Section 301.06 , “Crop Cultivation”
Crop cultivation, non-commercial	-	P	P	-	
Mining and quarrying	-	-	C(6)	-	
Other applicable types:					
Accessory uses and structures	P	P	P	P	Section 301.01 , “Accessory Uses And Structures”
Additional uses	-	-	-	P(9)	
Caretaker unit	-	P(8)	P(8)	-	
Nonconforming use	Chapter 307, “Nonconforming Uses, Structures, And Lots”				
Temporary use	Section 301.21 , “Temporary Uses”				

SECTION 2: Table 204.03 Development Standards – Employment Districts of Section 204.03 of Series 200 of Chapter 21 of the Porterville Municipal Code is hereby amended as follows:

TABLE 204.03: DEVELOPMENT STANDARDS—EMPLOYMENT DISTRICTS					
<i>Standard</i>	<i>PO</i>	<i>IP</i>	<i>IG</i>	<i>IA</i>	<i>Additional Standards</i>
Lot and Density Standards					
Minimum Lot Area (sq ft)	6,000	20,000	10,000	10,000	Section 204.03(a)
Minimum Lot Width (ft)	60	100	100	100	Section 204.03(a)
Minimum Lot Depth (ft)	75	100	75	75	Section 204.03(a)
Building Form and Location					
Maximum Height (ft)	50	75	75	35	Section 204.03(b); Section 300.06 Heights and Height Exceptions; Chapter 500 Airport Environs
Minimum Yards (ft)					
<i>Front</i>	10	25; 30 on highway	0; 30 on arterial, collector, or highway	20; 30 on highway	Section 300.01 Building Projections into Yards. <i>Personal Storage Facility: 15-foot setback on Arterial or Collector.</i>
<i>Interior Side</i>	5	0	0	10	Section 204.03(c); Section 300.01 Building Projections into Yards
<i>Street Side</i>	5(b)	25; 30 on highway	0; 30 on arterial, collector, or highway	10; 30 on highway	Section 204.03(d); Section 300.01 Building Projections into Yards. <i>Personal Storage Facility: 15-foot setback on Arterial or Collector.</i>
<i>Rear</i>	0	10	0	10	Section 204.03(b) and (c); Section 300.01 Building Projections into Yards
<i>Transitional – Street side</i>	15	15	15	15	Section 204.03(b) Transitional Standards
Maximum Floor Area Ratio	.50	.40	.60	.60	

SECTION 3: Section 301.13 of Article 301 of Series 300 of Chapter 21 of the Porterville Municipal Code is hereby amended to read as follows:

300.01 Personal Storage Facilities

Personal Storage Facilities shall be located, developed, and operated in compliance with the following standards:

- (a) **Business Activity.** All Personal Storage Facilities shall be limited to the storage of inactive items such as furniture and files. No retail, repair, or other commercial use shall be conducted out of the individual rental storage units. No activities other than rental of storage units and pick-up and deposit of storage shall be allowed on the premises. Examples of activities prohibited in said facilities include, but are not limited to the following:
- (1) Auctions, commercial wholesale or retail sales, or miscellaneous garage sales. Excepting auctions required by law to comply with lien sale requirements. During the course of said lien sales, customer vehicles shall not be allowed to obstruct travelways within the self-service storage facility.
 - (2) The servicing, repair, or fabrication of motor vehicles, boats, trailers, lawn mowers, appliances, or other similar equipment.
 - (3) The operation of power tools, spray-painting equipment, table saws, lathes, compressors, welding equipment, kilns, or other similar equipment.
 - (4) Any use that is noxious or offensive because of odors, dust, noise, fumes, or vibrations.
- (b) **Notice to Tenants.** As part of the rental process, the facility manager shall inform all tenants of conditions restricting storage of hazardous materials and limitation on the use of the storage units. These restrictions shall be included in rental contracts and posted at a conspicuous location within the front of each rental unit.
- (c) **Size Limitations.** Total lot coverage by any and all structures shall be limited to fifty (50) percent of the total lot area.
- (d) **Circulation.** Driveway aisles shall be a minimum of twenty (20) feet wide.
- (e) **Landscaping.** A landscaped buffer with a minimum inside dimension of six (6) feet shall be provided along the front and street property lines, except for vehicular circulation openings. Additional landscaping may be required where necessary to prevent visual impacts on adjacent properties. All landscaped areas shall be bound by a concrete curb at least six (6) inches wide and six (6) inches high and shall be permanently maintained in compliance with Chapter 303, Landscaping.
- (f) **Fencing.** A six (6)- **to seven (7)**-foot high solid wall shall be provided around the perimeter of the development at locations where the solid facades of the storage structures do not provide a perimeter barrier. Such walls shall be composed of decorative block, concrete panels or similar materials and include architectural relief through variations in height, the use of architectural “caps”, columns, or similar measures. ***Except in cases where a property line of a personal storage facility abuts property zoned for residential use, a chain link fence with solid privacy slats may be substituted at the discretion of the zoning administrator.*** Block walls shall match the standard colors allowed in the City’s graffiti abatement program.

- (g) **Open Storage.** Open storage, outside an enclosed building, shall be limited to vehicles and trailers and screened from public view by building facades or solid fences.
- (h) **Outdoor Lighting.** All outdoor lights shall be shielded to direct light and glare only onto the personal storage premises and may be of sufficient intensity to discourage vandalism and theft. Said lighting and glare shall be deflected, shaded, and focused away from all adjoining property.
- (i) **Portable Storage Buildings.** Movable storage buildings shall be allowed if they are constructed to appear as conventional storage buildings or are located in an area completely screened from public view and adhere to all applicable building and fire codes.

This ordinance shall be in full force and effect thirty (30) days from and after its publication and passage.

PASSED, APPROVED, AND ADOPTED this _____ day of October, 2024.

Martha A. Flores, Mayor

ATTEST:
Patrice Hildreth, City Clerk

By: _____
Fernando Gabriel-Moraga,
Acting Chief Deputy City Clerk



CITY COUNCIL AGENDA – OCTOBER 1, 2024

SUBJECT: Consideration of Appointments to the Library & Literacy Commission

SOURCE: Administrative Services

COMMENT: Three Commissioners on the Library and Literacy Commission have 3-year terms expiring at the end of October 2024:

- Esther Figueroa
- Edith LaVonne
- Irene Ortega

Commissioners Figueroa, LaVonne, and Ortega have conveyed their interest in continuing to serve on the Commission, and have submitted Requests for Re-Appointment for the City Council's consideration.

The Commission is comprised of seven members and serves in an advisory capacity, making recommendations to the City Council on policy and overall goals and objectives for the library. Generally, the Commission meets once per month, with a hiatus during June and July. To be eligible for appointment, individuals must be residents of the city of Porterville.

RECOMMENDATION: That the City Council consider the reappointments of Esther Figueroa, Edith LaVonne, and Irene Ortega to the Library & Literacy Commission for terms to expire in October 2027.

ATTACHMENTS:

1. Request for Appointment: Esther Figueroa
2. Request for Appointment: Edith LaVonne
3. Request for Appointment: Irene Ortega

Appropriated/Funded:

Review By:

Department Director:
Yuliana Andrade, Administrative Services Director

Final Approver: Patrice Hildreth, City Manager



CITY OF PORTERVILLE REQUEST FOR APPOINTMENT



Please complete all blanks.

RECEIVED

SEP 17 2024

CITY OF PORTERVILLE
CITY CLERK'S OFFICE

Name: Esther Figueroa
(Please Print)

Appointment to: Library and Literacy Commission
(Name of Board, Commission, or Committee)

☒ Reappointment; or IF NEW, Please provide:

Street Address:

on file

Mailing Address:

on file

Name of Business:

☐ Own

☐ Operate

Business Address:

Telephone: Home

Work

FAX

E-mail

City of Porterville Resident:

☒ Yes

☐ No

Select District:

☐ 1 ☐ 2 ☐ 3

☒ 4 ☐ 5

Registered Voter:

☒ Yes

☐ No

Qualifications: (It is recommended that a resume or letter accompany this form.)

Since 2012, I have served on the Library and Literacy Commission. During this tenure, I have held the roles of Chair and Vice-Chair. And, have been an active member of the Commission.

Please tell us why you are interested in this position.

I believe a library is a vital resource for the community. It provides a space for learning, growth, and connection. I am interested in this position because I want to contribute to the library's mission and help it serve the community better. I have a strong background in community engagement and believe I can bring valuable insights and experience to the role.

☐ Resume attached

☐ Letter of request attached

Submitted By: Esther Figueroa

9/16/2024
Date

Received by: Fernando Gabriel Moragan

Forwarded to: City Clerk ☒ Date: 9/17/24

City Council ☐ Date: _____

Staff Liaison ☐ Date: _____

Tentative Council Mtg Date: ~~10-1-24~~ 10-1-24



CITY OF PORTERVILLE REQUEST FOR APPOINTMENT



City of Porterville
SEP 20 2024
Administration

Please complete all blanks.

Name: Edith LaVonne
(Please Print)

Appointment to: Library & Literacy Commission
(Name of Board, Commission, or Committee)

☒ Reappointment; or IF NEW, Please provide:

Street Address: _____

Mailing Address: _____

Name of Business: _____

☐ Own

☐ Operate

Business Address: _____

Telephone: Home [REDACTED]

Work _____

FAX _____

E-mail [REDACTED]

City of Porterville Resident:

☒ Yes

☐ No

Select District:

☐ 1 ☐ 2 ☐ 3

☐ 4 ☒ 5

Registered Voter:

☒ Yes

☐ No

habitual Voter

Qualifications: (It is recommended that a resume or letter accompany this form.)

I have served on this commission for 3 terms & my work is not done. Now it is more important we build/provide a better system to promote literacy & the library does. I am often the person who asks the hard questions like finances, staffing, space, etc.

Please tell us why you are interested in this position.

Libraries have been a part of my life since 5 yrs old & that's long before I moved to Porterville in May 1959. I love the quality of staffing Porterville has maintained, often the "best of the best".

☐ Resume attached

☐ Letter of request attached

Submitted By:

Edith Lavee

09-20-2024

Date

Received by:

Fernando Gabriel-Moreno

Forwarded to: City Clerk

☒

Date: 9/20/24

City Council

☐

Date: _____

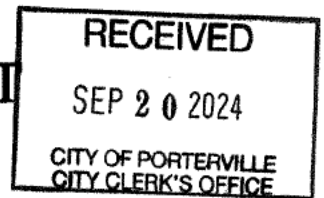
Staff Liaison

☐

Date: _____

Tentative Council Mtg Date: 10-1-24

CITY OF PORTERVILLE REQUEST FOR APPOINTMENT



Please complete all blanks.

Name: Irene Ortega
(Please Print)

Appointment to: Library Commission
(Name of Board, Commission, or Committee)

☒ Reappointment; or IF NEW, Please provide:

Street Address: [REDACTED]
Porterville CA 93257

Mailing Address: _____

Name of Business: _____
☐ Own ☐ Operate

Business Address: _____

Telephone: Home [REDACTED]

Work _____

FAX _____

E-mail [REDACTED]

City of Porterville Resident:

☒ Yes

☐ No

Select District:

☐ 1 ☐ 2 ☐ 3

☒ 4 ☒ 5

Registered Voter:

☒ Yes

☐ No

Qualifications: (It is recommended that a resume or letter accompany this form.)

Please tell us why you are interested in this position.

I am interested in serving the library Commission to better serve my community and provide guidance and support to ensure that libraries are meeting the needs of our community.

☒ Resume attached

☐ Letter of request attached

Submitted By:

Jane Ortega

9/20/2024

Date

Received by:

Fernando Gabriel Moya

Forwarded to: City Clerk

☒

Date: 9/20/24

City Council

☐

Date: _____

Staff Liaison

☐

Date: _____

Tentative Council Mtg Date:

10-1-24

Irene Ortega



Summary

Professionally driven to inspire and achieve personal success.

Work Experience

Director of Communication and Community Engagement

Burton School District

September 2015-Present

- Plan and provide external communications with all stakeholders and facilitate community engagement.
- Provide communications support for the Superintendent, including attendance at District Board meetings and assisting with other public relations projects.
- Provide direction of strategy and design and operation of the District's external communications, marketing, engagement activities, and outcomes.
- Plans, implements, and evaluates external strategies to build understanding and support for the District initiatives and to promote greater involvement in and support for District initiatives among schools, community, business, and legislative interests.

National University Adjunct Professor

December 2013-2015

Porterville College Porterville, CA

- Develop and manage syllabus materials for the School of Business.
- Facilitate class instruction and evaluate student performance.
- Adhere to protocol guidelines.

CalWORKs Program Tech, CTE Program Manager

March 2013-Sept 2015

Porterville College Porterville CA

- Direct the implementation of multiple project activities to meet or exceed grant expectations.
- Organize meetings with key partners and actively engage advisory members in an assessment cycle of continuous quality improvement.
- Supervise, and schedule individuals assigned to the area.
- Interpret, apply, and explain policies, procedures, rules, and regulations to students.
- Determine program eligibility based on applications and supporting documentation.
- Coordinate services and activities to recruit, retain, and assist students.
- Maintain current knowledge of program rules, regulations, requirements, and restrictions. Oversee program budgets and deadlines.
- Implementation of multiple project activities to meet or exceed grant expectations.
- Oversee all aspects of the programs including but not limited to: programming, planning, assessment, outreach, and student advising.
- Develop and facilitate orientations, seminars, and workshops.
- Provide students with information on specific employment opportunities.

Department Assistant II**March 2012- March2013****Porterville College Porterville, CA**

- Interpret and apply the policies and procedures of the District.
- Perform general clerical work including maintenance of appropriate records and compiling information for reports.
- Work courteously with students and the general public on the telephone and in person.

Family Services Supervisor**May 2004- June 2007****Tulare County Mental Health, Visalia, Ca**

- Supervise the work of personnel involved in community outreach of the Representative Payee program and Homeless Program.
- Identify, evaluate, and take corrective action on program issues.
- Assist in grants and money management procedures.

Education**California State University of Fresno 2007****Master's in Public Administration****Fresno Pacific University, Fresno, CA 2005****Bachelor in Management and Organizational Development**

To the esteemed members of City Council,

I am delighted to introduce myself to you. My name is Irene Ortega. I was born and raised here in Porterville. I have two boys ages 14 and 17 who attend Burton School District. I am writing to express my sincere interest in joining the Porterville Library commission. My lifelong passion for books and literature has led me to believe that I can make a valuable contribution to the commission's efforts to promote literacy and access to knowledge.

Books are a source of inspiration, education, and entertainment for all. From a young age, I have fond memories of spending time wandering through mountain of books in the Porterville Library. Spending countless hours thumbing through the microfiche and newspapers, reading of historical accounts. As I grew older, I realized the crucial role of public libraries in making these resources available to everyone, regardless of their financial circumstances.

I believe that my experience and skills can be an asset to the Library Commission. I work for a school district and have firsthand knowledge of the importance of libraries in providing resources to students for academic success.

I am enthusiastic about the opportunity to work with the commission and contribute to ensuring that our community has access to the resources and services it needs to thrive. Thank you for considering my application.

Best regards,


Irene Ortega



CITY COUNCIL AGENDA – OCTOBER 1, 2024

SUBJECT: Designation of Voting Delegates and Alternates for League of California Cities 2024 Annual Conference

SOURCE: Administrative Services

COMMENT:

The League of California Cities' Annual Conference is scheduled to take place October 16-18, 2024, in Long Beach. In addition to the training programs offered, an important aspect of the League's Conference is the Annual Business Meeting, during which the membership considers and takes action on Resolutions that establish official League policy. This year, the Business Meeting is scheduled for Friday, October 18, 2024.

In order to vote at this meeting, the City Council must designate a voting delegate. In the event the voting delegate is unable to serve in that capacity, the League's Bylaws also allow for the designation of up to two alternates.

The estimated cost for attendance per Council Member is approximately \$1571.00. This cost includes conference registration and materials, accommodations, mileage, and meals. Funding is currently available in the Council's travel budget.

RECOMMENDATION: That the City Council designate a Member of Council to serve as a voting delegate, and up to two Members of Council to serve as alternate voting delegates, at the League of California Cities Annual Business Meeting.

ATTACHMENTS:

1. Voting Procedures
2. 2024 League of California Cities - Resolution Packet

Appropriated/Funded: MB

Review By:

Department Director:
Patrice Hildreth, City Manager

Final Approver: Patrice Hildreth, City Manager

General Assembly Voting Guidelines

1. **One City One Vote.** Each member city has a right to cast one vote on matters pertaining to Cal Cities policy.
2. **Designating a City Voting Representative.** Prior to the Cal Cities Annual Conference and Expo, each city council may designate a voting delegate and up to two alternates; these individuals are identified on the voting delegate form provided to the Cal Cities Credentials Committee.
3. **Registering with the Credentials Committee.** The voting delegate, or alternates, may pick up the city's voting card at the voting delegate desk in the conference registration area. Voting delegates and alternates must sign in at the voting delegate desk. Here they will receive a special sticker on their name badge and thus be admitted to the voting area at the General Assembly.
4. **Signing Initiated Resolution Petitions.** Only those individuals who are voting delegates (or alternates), and who have picked up their city's voting card by providing a signature to the credentials committee at the voting delegate desk, may sign petitions to initiate a resolution.
5. **Voting.** To cast the city's vote, a city official must have in their possession the city's voting card and voting tool; and be registered with the credentials committee. The voting card may be transferred freely between the voting delegate and alternates but may not be transferred to another city official who is neither a voting delegate nor alternate.
6. **Voting Area at General Assembly.** At the General Assembly, individuals with a voting card will sit in a designated area. Admission to the voting area will be limited to the individual in possession of the voting card and with a special sticker on their name badge identifying them as a voting delegate.
7. **Resolving Disputes.** In case of dispute, the credentials committee will determine the validity of signatures on petitioned resolutions and the right of a city official to vote at the General Assembly.



LEAGUE OF
**CALIFORNIA
CITIES**

2024 **Resolutions Packet**

Information on 2024 Resolutions Process

Consideration by Policy Committee (pre-conference)

Per the Cal Cities bylaws, the Cal Cities President has referred the submitted resolution to the [Governance, Transparency, and Labor Relations Policy Committee](#). The committee will meet on Oct. 3 at 10 a.m. via Zoom to review the resolution and make a recommendation that will be sent to the Resolutions Committee. A public comment period will be held during the meeting. Register for the meeting [here](#).

A list of recommendations the policy committee may make during its meeting are on page three of this packet.

Consideration by Resolutions Committee (during conference)

On Oct. 17 at 1:30 p.m. the Resolutions Committee will meet to review the resolution and the recommendation of the policy committee.

The Resolutions Committee consists of one representative from each of Cal Cities caucuses, departments, divisions, and policy committees, as well as up to ten additional appointments made by the Cal Cities President. A public comment period will be held during the meeting. Refer to the onsite conference program for the location.

A list of recommendations the Resolutions Committee may make during its meeting are on page three of this packet.

Consideration by the General Assembly (during conference)

The General Assembly will convene on Oct. 18 at 8:30 a.m. to consider any qualified resolutions. To vote during the General Assembly, voting delegates must have checked-in at the voting delegate booth.

Conference attendees will receive materials for the General Assembly on the evening of Oct. 17. For more information on voting and discussion procedures during the General Assembly, see page four of this packet.

Petitioned Resolutions (during conference)

The petitioned resolution is an alternate method to introduce policy proposals during the annual conference. To initiate a petitioned resolution, voting delegates from 10% of member cities must sign the petition. The resolution and signatures are due at least 24 hours before the beginning of the General Assembly. Voting delegates who have checked-in at the voting delegate booth can receive more information on petitioned resolutions at the booth onsite.

How it works: Cal Cities Resolutions and the General Assembly

Developing League of California Cities policy is a dynamic process that engages a wide range of members to ensure Cal Cities represents cities with one voice. These policies directly guide Cal Cities' advocacy to promote local decision-making, and lobby against statewide policies that erode local control.

The resolutions process and General Assembly is one way that city officials can directly participate in the development of Cal Cities policy. If a resolution is approved at the General Assembly, it becomes official Cal Cities policy. Here's how resolutions and the General Assembly work.

Prior to the Annual Conference and Expo

General Resolutions



Sixty days before the Annual Conference and Expo, Cal Cities members may submit policy proposals on issues of importance

to cities. The resolution must have the concurrence of at least five additional member cities or individual members.

Policy Committees



The Cal Cities President assigns general resolutions to policy committees where members

review, debate, and recommend positions for each policy proposal. Recommendations are forwarded to the Resolutions Committee.

During the Annual Conference and Expo

Petitioned Resolutions



The petitioned resolution is an alternate method to introduce policy proposals during

the annual conference. The petition must be signed by voting delegates from 10% of member cities, and submitted to the Cal Cities President at least 24 hours before the beginning of the General Assembly.

Resolutions Committee



The Resolutions Committee considers all resolutions. General Resolutions approved¹ by either a policy committee

or the Resolutions Committee are next considered by the General Assembly. General resolutions not approved, or referred for further study by both a policy committee and the Resolutions Committee do not go to the General Assembly. All Petitioned Resolutions are considered by the General Assembly, unless disqualified.²

General Assembly



During the General Assembly, voting delegates debate and consider general and petitioned resolutions forwarded by the Resolutions Committee. Potential Cal Cities bylaws amendments are also considered at this meeting.

Who's who

Cal Cities policy development is a member-informed process, grounded in the voices and experiences of city officials throughout the state.

The **Resolutions Committee** includes representatives from each Cal Cities diversity caucus, regional division, municipal department, and policy committee, as well as individuals appointed by the Cal Cities president.

Voting delegates are appointed by each member city; every city has one voting delegate.

The **General Assembly** is a meeting of the collective body of all voting delegates—one from every member city.

Seven **policy committees** meet throughout the year to review and recommend positions to take on bills and regulatory proposals. Policy committees include members from each Cal Cities diversity caucus, regional division, and municipal department, as well as individuals appointed by the Cal Cities president.

¹ The Resolution Committee can amend a general resolution prior to sending it to the General Assembly.

² Petitioned Resolutions may be disqualified by the Resolutions Committee according to Cal Cities Bylaws Article VI. Sec. 5(f).

Policy Committee and Resolutions Committee Actions

The submitted resolution will be heard by the policy committee to which it was assigned, and the Resolutions Committee. The below table shows what recommendations these bodies may make on the resolution.

Policy Committee Actions	Resolutions Committee Actions
Approve	Approve
Disapprove*	Disapprove*
No Action	No Action
Amend and approve	Amend and approve
Refer to appropriate policy committee for further study*	Approve as amended
Refer as amended to appropriate policy committee for further study*	Refer to appropriate policy committee for further study*
	Refer as amended to appropriate policy committee for further study*
	Approve with additional amendment(s)
	Additional amendments and refer to appropriate policy committee for further study*

**If a resolution is disapproved or referred for further study by all policy committees to which it is assigned and the Resolutions Committee, it will not proceed to the General Assembly.*

General Assembly Voting and Discussion Procedures

Discussion Procedures:

Discussion procedures during the General Assembly are guided by two calendars: the Consent Calendar and the Regular Calendar. As seen below, resolutions are calendared by the recommendations they receive from policy committees and the Resolutions Committee.

For General Resolutions:

Policy Committee Recommendation	Resolutions Committee Recommendation	Calendar
Approve	Approve	Consent Calendar
Approve	Disapprove or refer	Regular Calendar
Disapprove or refer	Approve	Regular Calendar
Disapprove or refer	Disapprove or refer	Does not proceed to General Assembly

For Petitioned Resolutions:

Policy Committee Recommendation	Resolutions Committee Action	Calendar
N/A	Approve	Regular Calendar
	Disapprove or Refer	Regular Calendar
	Disqualified	Does not proceed to General Assembly

Items on the Consent Calendar will be presented as one motion during the General Assembly from the Resolutions Committee chair. Unless an item on the Consent Calendar is set aside by the majority of the General Assembly, a vote will be taken on the whole calendar. If an item is set aside, it will be opened for discussion, followed by a vote.

Items on the Regular Calendar will be presented individually by the Resolutions Committee chair. After a recommendation is presented by the Resolutions Committee chair, the resolution will be opened for discussion by the General Assembly. A vote will take place following discussion.

Voting Procedures:

Per Cal Cities Bylaws Article XII, Sec. 2, all votes will be conducted by voice vote first. If the presiding official cannot determine the outcome a vote will be taken by an alternative method, typically a raise of voting cards by voting delegates. A roll call vote may be called for by delegates of ten percent or more of the General Assembly.

2024 Resolution

1. Resolution on Fair and Equal Treatment of All Governmental Officials at All Levels submitted by City of Glendora
 - Letters of concurrence submitted by:
 - i. April A. Verlato, Mayor, City of Arcadia
 - ii. Robert Gonzales, Mayor, City of Azusa
 - iii. Tim Hepburn, Mayor, City of La Verne
 - iv. Bill Uphoff, Mayor, City of Lomita
 - v. John M. Cruikshank, Mayor, City of Rancho Palos Verdes
 - Referred to Governance, Transparency, and Labor Relations Policy Committee
 - Policy Committee Recommendation:
 - Resolutions Committee Recommendation:

**Resolution No. 1: Fair and Equal
Treatment of All Governmental
Officials at All Levels submitted by
City of Glendora**

1. A RESOLUTION OF THE GENERAL ASSEMBLY OF THE LEAGUE OF CALIFORNIA CITIES CALLING FOR THE CALIFORNIA LEGISLATURE TO ENACT LAWS THAT ENSURE THAT “WHAT APPLIES TO ONE, APPLIES TO ALL” IN THE FAIR AND EQUAL TREATMENT OF ALL GOVERNMENTAL OFFICIALS AT ALL LEVELS IN THE STATE OF CALIFORNIA

Source: City of Glendora

Concurrence of five or more cities/city officials

City Officials: April A. Verlato, Mayor, City of Arcadia; Robert Gonzales, Mayor, City of Azusa; Tim Hepburn, Mayor, City of La Verne; Bill Uphoff, Mayor, City of Lomita; John M. Cruikshank, Mayor, City of Rancho Palos Verdes

Referred to: Governance, Transparency and Labor Relations Policy Committee

WHEREAS, the General Assembly of the League of California Cities objects to the practice of the California Legislature of imposing rules limiting authority or regulating the conduct of local municipal officials that do not also apply to elected officials of the State of California; and

WHEREAS, examples of such rules or regulations that apply to local city elected officials that do not otherwise apply to the elected officials of the State of California include, but are not limited to:

California's open meeting rules, codified in the Ralph M. Brown Act, Government Code, Chapter 9, §§ 54950 *et seq.*, which purport to “declare[] that the public commissions, boards and councils and the other public agencies in this State exist to aid in the conduct of the people’s business. It is the intent of the law that their actions be taken openly and that their deliberations be conducted openly,” but which limits its application to “local agencies,” but not including elected officials of the State of California;

Creating “one-off” exemptions, in the form of Senate Bill No. 174, from the California Environmental Quality Act (“CEQA”) which purportedly requires all government agencies to consider the environmental consequences of their actions before approving plans and policies or committing to a course of action on a project in order to demolish and then rebuild State offices for the Governor and other State officials;

Adopting rules, in the form of Senate Bill No. 1439, amending the Political Reform Act (the "Act"), by removing the exception for local elected officers from contribution limits requiring disqualification on development project decisions," but not including elected officials of the State of California;

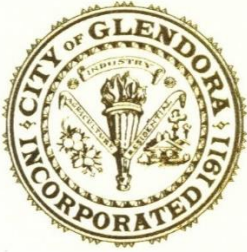
Adopting rules, in the form of Assembly Bill No. 571, that apply to city and county candidates for local elected office, but not to candidates for state-wide office, including, but not limited to: prohibiting the making a contribution over the AB 571 limit to another candidate in jurisdictions subject to the AB 571; requiring a candidate that has qualified as a committee to establish a separate controlled committee and campaign bank account for each specific office; prohibiting a candidate from redesignating a committee for one election for another election.

WHEREAS, the General Assembly of the League of California Cities now calls upon the Governor and the California Legislature to adopt a policy, practice, and procedure requiring, in their legislative activities, that "what applies to one applies to all."

NOW, THEREFORE, BE IT RESOLVED at the League General Assembly, assembled at the League Annual Conference on October 18, 2024 in Long Beach, California, that the League calls upon the Governor of the State of California and the elected members of the California Legislature, including all members of the Senate and Assembly to adopt the following policy:

"The California State Legislature shall not enact, and the Governor shall not sign into law, any law or regulation that applies solely to elected officials of California cities and counties, unless such law or regulation also applies equally to members of the California State Assembly and Senate. This prohibition shall not apply to laws or regulations affecting the inherent powers of the legislative branch under the California Constitution."

Resolution No. 1: Letters of Concurrence



CITY OF GLENDORA CITY HALL

(626) 914-8201

116 East Foothill Blvd., Glendora, California 91741

FAX (626) 914-8221

www.ci.glendora.ca.us

July 10, 2024

The City Council of Glendora
is proposing the following resolution for consideration at the
California League of Cities annual conference
on
October 18, 2024

Proposed Resolution: ("To ensure fairness and equal treatment for all government officials in
California")

"The California State Legislature shall not enact, and the Governor shall not approve, any law or regulation that applies solely to elected officials of California cities and counties, unless such law or regulation also applies equally to members of the California State Assembly and Senate. This prohibition shall not apply to laws or regulations affecting the inherent powers of the legislative branch under the California Constitution."

The following five city council members are in concurrence with their letters of support (attached):

- ✓ Mayor John Cruikshank, City of Rancho Palos Verdes
- ✓ Mayor Bill Uphoff, City of Lomita
- ✓ Mayor Robert Gonzales, City of Azusa
- ✓ Mayor April Verlato, City of Arcadia
- ✓ Mayor Tim Hepburn, City of La Verne

Please confirm receipt of this request.

Sincerely,

Michael Allawos
Council Member
City of Glendora



April A. Verlato
Mayor

July 9, 2024

Honorary Mike Allawos
Glendora City Councilmember
116 E. Foothill Blvd.
Glendora, CA 91741

RE: Support for "Glendora CalCities Resolution"

Dear Councilmember Allawos:

I would like to be a voice of support for Glendora's timely and needed resolution below for the upcoming CalCities annual conference this coming October 18, 2024.

"The California State Legislature shall not enact, and the Governor shall not approve, any law or regulation that applies solely to elected officials of California cities and counties, unless such law or regulation also applies equally to members of the California State Assembly and Senate. This prohibition shall not apply to laws or regulations affecting the inherent powers of the legislative branch under the California Constitution."

I am an elected representative for our respective city, county, and state governance to do the people's work and be their collective voices. We should all have the same rules to be governed by.

Sincerely,

April A. Verlato
City of Arcadia Mayor

240 West Huntington Drive
Post Office Box 60021
Arcadia, CA 91066-6021
(626) 574-5403 City Hall
averlato@ArcadiaCA.gov
www.ArcadiaCA.gov

July 8, 2024

Hon. Michael Allawos
Glendora City Councilmember
116 E. Foothill Blvd.
Glendora, CA 91741

Re: Support for "Glendora's CalCities Resolution"

Councilmember Allawos:

I would like to support Glendora's timely and needed resolution below for the upcoming CalCities annual conference this coming October 18, 2024:

"The California State Legislature shall not enact, and the Governor shall not approve, any law or regulation that applies solely to elected officials of California cities and counties, unless such law or regulation also applies equally to members of the California State Assembly and Senate. This prohibition shall not apply to laws or regulations affecting the inherent powers of the legislative branch under the California Constitution "

I am an elected representative for the City of Azusa . We should all have the same rules to be governed by.

Sincerely,



Mayor Robert Gonzales

*The views or opinions expressed in this letter are intended to be interpreted as the individual work product of the author. They do not necessarily reflect an official position of the City Council, staff or other entities.



CITY OF LA VERNE CITY HALL

3660 "D" Street, La Verne, California 91750-3599
www.cityoflaverne.org

July 8, 2024

Ms. Kathleen Sessman
Glendora City Clerk
116 E. Foothill Blvd.
Glendora, California 91741

Re: Item 14 – Cal Cities Annual Conference Resolution

Dear Ms. Sessman:

As the Mayor of the City of La Verne, I would like to voice support for Glendora's timely and needed resolution, within agenda item #14, for the upcoming League of California Cities (Cal Cities) annual conference this coming October 18, 2024.

In its simplistic form, the proposed Resolution states what we all believe should be true for each and every elected official: We should all have the same rules to be governed by. No matter what level of government an official is elected to, we are here to do the people's work and be their collective voices. The Resolution simply states:

"The California State Legislature shall not enact, and the Governor shall not approve, any law or regulation that applies solely to elected officials of California cities and counties, unless such law or regulation also applies equally to members of the California State Assembly and Senate. This prohibition shall not apply to laws or regulations affecting the inherent powers of the legislative branch under the California Constitution."

Whether the State Legislature or Governor heed our collective voices, we at the local level, through our Cal Cities membership, will have demonstrated our resolve that the basic leadership characteristic of leadership by example is the best approach to holding elective office.

Sincerely,

Tim Hepburn
Mayor

General Administration 909/596-8726 • Water Customer Service 909/596-8744 • Community Services 909/596-8700
Public Works 909/596-8741 • Finance 909/596-8716 • Community Development 909/596-8706 • Building 909/596-8713
Police Department 909/596-1913 • Fire Department 909/596-5991 • General Fax 909/596-8737

Bill Uphoff
Lomita, CA

July 8, 2024

Hon. Mike Allawos
Glendora City Councilmember
116 E. Foothill Blvd.
Glendora, CA 91741

Re: Support for "Glendora's CalCities Resolution"

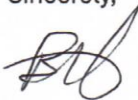
Dear Councilmember Allawos:

I would like to be a voice of support for Glendora's timely and needed resolution below for the upcoming CalCities annual conference this coming October 18, 2024.

"The California State Legislature shall not enact, and the Governor shall not approve, any law or regulation that applies solely to elected officials of California cities and counties, unless such law or regulation also applies equally to members of the California State Assembly and Senate. This prohibition shall not apply to laws or regulations affecting the inherent powers of the legislative branch under the California Constitution."

I am an elected representative for our respective city, county, and state governance to do the people's work and be their collective voices. We should all have the same rules to be governed by.

Sincerely,



Bill Uphoff, Mayor
City of Lomita

The views or opinions expressed in this letter are intended to be interpreted as the individual work product of the author. They do not necessarily reflect an official position of the City Council, staff or other entities.

John M. Cruikshank
Rancho Palos Verdes, CA

July 6, 2024

Hon. Mike Allawos
Glendora City Councilmember
116 E. Foothill Blvd.
Glendora, CA 91741

Re: Support for "Glendora's CalCities Resolution"

Dear Councilmember Allawos:

I would like to be a voice of support for Glendora's timely and needed resolution below for the upcoming CalCities annual conference this coming October 18, 2024.

"The California State Legislature shall not enact, and the Governor shall not approve, any law or regulation that applies solely to elected officials of California cities and counties, unless such law or regulation also applies equally to members of the California State Assembly and Senate. This prohibition shall not apply to laws or regulations affecting the inherent powers of the legislative branch under the California Constitution."

I am an elected representative for our respective city, county, and state governance to do the people's work and be their collective voices. We should all have the same rules to be governed by.

Sincerely,



John M. Cruikshank, Mayor
City of Rancho Palos Verdes

The views or opinions expressed in this letter are intended to be interpreted as the individual work product of the author. They do not necessarily reflect an official position of the City Council, staff or other entities.

Resolution No. 1: Staff Analysis

League of California Cities Staff Analysis on Resolution No. 1

Staff: Johnnie Pina, Legislative Affairs, Lobbyist
Committee: Governance, Transparency, and Labor Relations

Summary:

This Resolution states that the League of California Cities shall call upon the Governor of the State of California and the elected members of the California Legislature, including all members of the Senate and Assembly to adopt the following policy:

“The California State Legislature shall not enact, and the Governor shall not sign into law, any law or regulation that applies solely to elected officials of California cities and counties, unless such law or regulation also applies equally to members of the California State Assembly and Senate. This prohibition shall not apply to laws or regulations affecting the inherent powers of the legislative branch under the California Constitution.”

Background:

This resolution states that examples of the California Legislature imposing rules limiting authority or regulating the conduct of local municipal officials that do not also apply to elected officials of the State of California include, but are not limited to:

- California's open meeting rules, codified in the **Ralph M. Brown Act**, Government Code, Chapter 9, §§ 54950 *et seq.*;
- “One-off” exemptions, in the form of Senate Bill No. 174, from the **California Environmental Quality Act (“CEQA”)**;
- Rules, in the form of **Senate Bill No. 1439**, amending the **Political Reform Act** (the “Act”); and
- Rules, in the form of **Assembly Bill No. 571**, that apply to city and county candidates for local elected office, but not to candidates for state-wide office.

Ralph M. Brown Act

[The California Attorney General's \(AG\) Office](#) defines [The Ralph M. Brown Act](#) (Brown Act) as what governs meetings conducted by local legislative bodies, such as boards of supervisors, city councils and school boards. The AG's office states the Act represents the Legislature's determination of how the balance should be struck between public access to meetings of multi-member public bodies on the one hand and the need for confidential candor, debate, and information gathering on the other.

[The Ralph M. Brown Act](#) governs local agencies, the [Bagley-Keene Open Meeting Act](#) covers all state boards and commissions, and [Government code](#)

[9027](#) governs the state Legislature. The California Constitution also mandates open meetings for state agencies, boards, and commissions. Specifically, the Constitution requires that each local agency comply with the Brown Act (Article I, section 3(b)(7)): and that the proceedings of each house of the Legislature be open and public (with exceptions for employment matters; matters affecting security; confer with legal counsel; and to meet as a caucus (Article IV, section 7)).

Although fairly detailed requirements apply to state agencies and other state bodies, they do not apply to the Legislature. The Legislature has Constitutional authority to adopt rules for its proceedings that are consistent with the requirement that the proceedings of each house and the committees be open and public.

Another notable difference between the Legislature and a city council is the ability for Legislators to have a caucus to discuss a bill, express how they will vote, and to count votes. This is not allowed under the Brown Act. One other difference is that the laws governing teleconferencing for members of the state Legislature is far less flexible than it is for local bodies. However, state agencies have more flexibility than locals in that regard.

California Environmental Quality Act (“CEQA”)

The Resolution cites the Legislature's action in exempting from CEQA the reconstruction of the State Capitol Annex building. The State Legislature enacted the [California Environmental Quality Act \(CEQA\)](#) in 1970, establishing it as a public disclosure law for the environmental review of discretionary projects and a process for mitigating or avoiding potential environmental impacts.

[SB 174 \(Committee on Budget and Fiscal Review\)](#) Chaptered by Secretary of State. Chapter 74, Statutes of 2024 was signed into law July 2, 2024. This bill exempts the work performed under the State Capitol Building Annex Act of 2016 from the California Environmental Quality Act (CEQA). In this example the Legislature exempted themselves as not being considered a “public agency,” “state agency,” or “lead agency” under CEQA. A lead agency under CEQA is the public agency that has the principal responsibility for carrying out or approving a project that is subject to CEQA.

Over the years, the Legislature has also created many CEQA exceptions and exemptions for local projects involving local agencies as well.

The Political Reform Act (PRA) - Senate Bill No. 1439

[SB 1439 \(Glazer\)](#) Chaptered by Secretary of State. Chapter 848, Statutes of 2022 amends section 84308 and is aimed at preventing "pay-to-play" practices, in part by prohibiting parties, participants, and their respective agents in a

proceeding involving a license, permit, or other entitlement for use from contributing more than \$250 to an officer of an agency during a 12 month period. When the Levine Act was first enacted in 1982, Section 84308 applied to appointed members of boards and commissions who were running for elective office. SB 1439 expended this law to now apply to local elected officials. Since it is focused on permits and licenses, it now applies to State agencies and local agencies that approve permits and licenses. Section 84308 does not apply to the Legislature or the Courts. It is important to note that unlike local governments, neither issue permits and licenses.

The Political Reform Act (PRA) - Assembly Bill No. 571

[AB 571 \(Mullin\)](#) Chaptered by Secretary of State. Chapter 556, Statutes of 2019 established default campaign contribution limits for county and city office at the same level as the limit on contributions from individuals to candidates for Senate and Assembly, effective January 1, 2021. This bill permitted a county or city to establish its own contribution limits, which would prevail over these default limits.

The Resolution cites AB 571 as an example of treating cities differently than the State. The Fair Political Practices Commission clarifies in their [AB 571 fact sheet](#) that under AB 571 a city may elect to have "no" contribution limit in which case the state contribution limit will not apply as a default for that jurisdiction. A city or county can set contribution limits higher than the default state limit, AB 571 sets a default in line with contributions Assembly Members and Senators if a city or county is silent on contribution limits.

Fiscal Impact:

Unknown.

Existing Cal Cities Policy:

Mission Statement

To expand and protect local control for cities through education and advocacy to enhance the quality of life for all Californians.

We Believe:

- Local self-governance is the cornerstone of democracy.
- In the involvement of all stakeholders in establishing goals and in solving problems.
- In conducting the business of government with transparency, openness, respect, and civility. The spirit of honest public service is what builds communities.
- Open decision-making that is of the highest ethical standards honors the public trust.
- The vitality of cities is dependent upon their fiscal stability and local autonomy. The active participation of all city officials increases Cal Cities' effectiveness.

- Partnerships and collaborations are essential elements of focused advocacy and lobbying.
- Ethical and well-informed city officials are essential for responsive, visionary leadership and effective and efficient city operations.

Comments:

Additional Examples

The Legislature has passed and the Governor has signed many laws that apply to local governments and do not apply to the state or the state Legislature. This year [AB 2561 \(McKinnor\)](#) was introduced, which requires local governments to present in a public meeting a detailed report about their vacancy rates and detailed information about their hiring practices. This is an attempt to address public sector vacancy rates. This bill does not apply to the state in a time when they are also dealing with high vacancy rates.

Additionally, there were several bills that aim to amend the Levine Act, which now applies to local elected officials, to make changes to SB 1439, referenced previously in the analysis. None of the bills would amend the law to be applicable to Assembly Members or Senators.

[AB 817 \(Pacheco\)](#), co-sponsored by Cal Cities tried to bring parity to the Brown Act by making the teleconference rules for state advisory bodies the same for local advisory bodies but the Legislature struck the bill down.

Applying to elected officials or to the legislative body? Legislature or the State?

The resolution also states, "... applies solely to elected officials of California cities and counties, unless such law or regulation also applies equally to members of the California State Assembly and Senate."

This portion of the resolve clause is specifically speaking to local elected officials and State Assembly Members and Senators. However, many of the "where as" clauses are in reference to laws that apply to cities, the state and the Legislature as government agencies and not specifically to the elected officials on the governing bodies. For example, the Brown Act applies rules to the Legislative body and not the individual council member. Additionally, the city council as a whole is the lead agency under CEQA and not the individual council members.

Inherent Powers of the Legislative Branch

The resolution also states, "This prohibition shall not apply to laws or regulations affecting the inherent powers of the legislative branch under the California Constitution."

It is unclear what inherent powers of the legislative branch under the California Constitution means in this context. The legislative branch does have the power

of preemption over cities and can state that a change in law is a matter of state wide concern. This allows the legislative branch to apply new laws or amend existing laws to apply to general law and charter cities. It seems like the last sentence of the resolve clause could negate the rest of the resolve clause if not clarified.

Support:

The following letters of concurrence were received:

April A. Verlato, Mayor, City of Arcadia

Robert Gonzales, Mayor, City of Azusa

Tim Hepburn, Mayor, City of La Verne

Bill Uphoff, Mayor, City of Lomita

John M. Cruikshank, Mayor, City of Rancho Palos Verdes