CITY OF PORTERVILLE - CITY COUNCIL AGENDA
CITY HALL, 291 N. MAIN STREET
PORTERVILLE, CALIFORNIA
MARCH 17, 2026, 5:30 PM

The City of Porterville provides access to view city council meetings electronically. Please note that this service is offered as a courtesy and may not always be accessible to the public. To ensure the opportunity to participate in public comments and scheduled public hearings, individuals must attend in person.

This meeting will be available for viewing via YouTube at https://www.youtube.com/@cityofporterville4149 ,

Please direct any questions to the Office of City Clerk at 559-782-7464.

Call to Order

Roll Call

ORAL COMMUNICATIONS

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

CITY COUNCIL CLOSED SESSION:

A. Closed Session Pursuant to:

1 - Government Code Section 54956.8 – Conference with Real Property Negotiators/Property: APN: 261-130-002 and 253-160-059. Agency Negotiator: Richard Tree. Negotiating Parties: City of Porterville and State of California Department of General Services. Under Negotiation: Terms and Price.

2 - Government Code Section 54957.6 – Conference with Labor Negotiator. Agency Negotiator: Richard Tree and Yuliana Andrade. Employee Organizations: Management & Confidential Series, Porterville Safety Support Unit, Porterville City Employee Association, and Unrepresented Management Employees.

3 - Government Code Section 54956.95 – Liability Claim: Claimant: Daniel Ayala Tapia. Agency claimed against: City of Porterville.

4 - Government Code Section 54956.9(d)(1) – Conference with Legal Counsel – Existing Litigation: Sell, Gary Lee Jr. v. City of Porterville, et al., Tulare County Superior Court Case No. VCU313488.

5- Government Code Section 54956.9(d)(1) – Conference with Legal Counsel – Existing Litigation: Southern California Edison Company v. California State Board of Equalization, et al., Orange County Superior Court Case No. 30-2025-01534286-CU-MC-CXC

6 - Government Code Section 54956.9(d) (2) – Conference with Legal Counsel – Anticipated Litigation – Significant Exposure to Litigation: One (1) case in which facts are not yet known to potential plaintiff.

7 - Government Code Section 54956.9(d)(4) – Conference with Legal Counsel – Anticipated Litigation – Initiation of Litigation: Two (2) cases.

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

Pledge of Allegiance Led by Council Member Rivas

Invocation

COUNCIL COMMENTS

REPORTS

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

I. City Commission and Committee Meetings

1. Transactions and Use Tax Oversight Committee (TUTOC) - February 25, 2026
2. Parks & Leisure Services Commission - March 5, 2026
3. Library & Literacy Commission - March 10, 2026
4. Youth Commission - March 11, 2026

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.

COUNCIL COMMENTS

CONSENT CALENDAR

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

1. Authorization to Purchase Mobile Radio Equipment

Re: Council to consider the purchase of mobile radio equipment and vehicle chargers from Cook's Communications in an amount not to exceed $75,905.

2. **Authorization to Purchase Structural Firefighting Personal Protective Equipment**
Re: Consideration to purchase 40 sets of structural firefighting PPE from Morning Pride in an amount not to exceed $200,318.36, utilizing the Equipment Replacement Fund.

3. **Authorization to Purchase Replacement Pump and Motor for Lift Station 11**
Re: Consideration to purchase a replacement pump and motor for Lift Station 11 from Flo-Line Technology, Inc. in an amount not to exceed $24,778.

4. **Authorization to Purchase Traffic Signal Components**
Re: Consideration to purchase traffic signal components from Econolite to support traffic signal maintenance and replacement of damaged equipment, in an amount not to exceed $68,845.36.

5. **Authorization to Purchase Playground Surfacing for Fallen Heroes Park**
Re: Consideration to purchase and install playground surfacing at Fallen Heroes Park from GameTime in an amount not to exceed $172,302, utilizing Community Development Block Grant (CDBG) Park Improvement Funds.

6. **Authorization to Replace Downtown Mural**
Re: Consideration to replace the downtown hot air balloon mural with Omni Graphics for $6,029.19, utilizing Community Benefit Program funds.

7. **Authorization to Repair City Well No.26**
Re: Council to consider the repair of City Well No. 26 by Carver Pump Service in an amount not to exceed $42,254.

8. **Approval of an Amendment to the Fiscal Year 2025-2026 Transit Budget and Acceptance of the Transportation Development Act (TDA) Claim**
Re: Council to consider an amendment to the FY 2025-2026 Transit Fund Budget and accept the Transportation Development Act (TDA) claim to receive State Transit Assistance (STA) and Local Transportation Fund (LTF) revenues for transit operations.

9. **Authorization to Negotiate a Consultant Agreement for Nitrification/Denitrification Design Services**
Re: Consideration to authorize staff to negotiate a professional services agreement with Carollo Engineers for nitrification/denitrification design services.

10. **Authorization to Modify Previously Approved Cargo Container Quantity and Size**
Re: Consider a modification to a previously approved cargo container permit to allow two 8'×40' containers and three 8'×30' containers at 777 N. Sunnyside.

11. **Authorization to Schedule a Public Hearing for Consideration of Revocation of Business Licenses**
Re: Council to schedule a public hearing on April 7, 2026, to consider revocation of business licenses issued to massage businesses located at 188 West Olive Avenue, 1365 West Olive Avenue, and 1531 West Olive Avenue.

12. **Approval of Community Civic Event Application — "Porterville Celebrates Reading" Event**

Re: Consideration to approve the Community Civic Event application submitted by The Optimist Club of Porterville, Porterville Unified School District, and Burton School District, for the "Porterville Celebrates Reading" event on Saturday, April 11, 2026, at Veterans Park, from 10:00 AM to 2:00 PM.

13. **Approval of Community Civic Event Application — Kiwanis Club of Porterville "Flower Treasure Hunt" Event**
Re: Consideration to approved Community Civic Event application submitted by the Kiwanis Club of Porterville for the "Flower Treasure Hunt" event at the Tule River Parkway on Saturday, April 4, 2026, from 10:00 AM to 2:00 p.m.

14. **Adoption of the City of Porterville Active Transportation Plan**
Re: Consider the adoption of the City of Porterville Active Transportation Plan to guide future pedestrian and bicycle improvements and support eligibility for active transportation grant funding.

15. **Approve Consolidation of the Community Development and Engineering & Project Management Departments**
Re: Consider approval of a proposed reorganization consolidating the Community Development Department and the Engineering & Project Management Department into a single Planning and Engineering Department.

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

PUBLIC HEARINGS

16. **Ramirez Residential Subdivision Project**
Re: Council to hold a Public Hearing to consider the Ramirez Residential Subdivision Project, including adoption of a Mitigated Negative Declaration, approval of a Tentative Subdivision Map, and authorization to initiate annexation proceedings.

SECOND READINGS

17. **Second Reading - Ordinance 1930 - Entertainment Zones**
Re: Second Reading of Ordinance No. 1930, an ordinance of the City Council of the City of Porterville amending Chapter 15.20 of the Porterville Municipal Code relating to Entertainment Zones, which was given first reading on March 3, 2026, and has been printed.

SCHEDULED MATTERS

AB 1234 REPORTS

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

1. Local Initiatives Navigation Center (LINC) Committee - March 4, 2026

2. Tule East Groundwater Sustainability Agency (TEGSA) Special Meeting - March 4, 2026

3. Heritage Committee Meeting - March 9, 2026

4. Mighty 190 Meeting - March 9, 2026

5. Tule East Groundwater Sustainability Agency (TEGSA) - March 11, 2026

6. Tulare County Association of Governments (TCAG) - March 16, 2026

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 April 7, 2026, 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, requesting electronic participation as an accommodation, 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 N. Main Street, Porterville, CA 93257, and on the City's website at www.ci.porterville.ca.us.

SUBJECT: Authorization to Purchase Mobile Radio Equipment

SOURCE: Fire

COMMENT: Reliable communications are essential for safe emergency operations. The Porterville Fire Department currently operates with a single mobile radio in each fire apparatus. While this radio provides critical connectivity during incidents, modern emergency operations require firefighters to communicate across multiple channels simultaneously to maintain situational awareness, safety, and coordinated response.

To improve operational communications and safety, staff recommends installing a second mobile radio and updated vehicle chargers in fire apparatus.

Staff obtained two quotes from qualified vendors for the purchase and installation of the mobile radio equipment. The following bids were received:

Cook's Communication - $69,004.96
Vincent Communication - $75,240.41

Cook's Communications submitted the lowest responsive bid and meets the specifications required by the Fire Department.

Staff also requested a bid from 49er Communications; however, the company did not submit a response.

Funding for this purchase is available in the department's Equipment Replacement Fund.

RECOMMENDATION: That the City Council authorize the purchase of mobile radio equipment and vehicle chargers from Cook's Communications in an amount not to exceed $75,905.46, inclusive of a 10% contingency.

ATTACHMENTS:

1. Cook's Communication Bid
2. Vincent Communication Bid

Appropriated/Funded:

Review By:

Department Director:
Bryan Cogburn, Fire Chief

Final Approver: Fernando Gabriel-Moraga, Chief Deputy City Clerk

Estimate

160 North Broadway
Fresno, CA 93701-1592

Phone: (559) 233-8818 Email: sales@cookscom.com

Customer No.: PORTERVILLEF
Quote No.: 17978

Quote To: **City of Porterville Fire Dept**
Attn Fire Dept
291 N Main Street
Porterville, CA 93257-0000

Phone: (559) 782-7526
Email: bcogburn@ci.porterville.ca.us

Ship To: **City of Porterville Fire Dept**
Attn Fire Dept
291 N Main Street
Porterville, CA 93257-0000

Phone: (559) 782-7526
Email:

Date	Ship Via	F.O.B.	Terms
02/04/26	Field Install	Origin	Net 30

Purchase Order Number	Sales Person	Expiration Date
	David Burchfield	03/06/26

Quantity Required	Item Number	Description	Unit Price	Amount
		TRAINING 75 COMMUNICATIONS UPGRADE		
		PORTABLE CHARGERS		
2	BKR0355	BK Vehicle Charger	279.00	558.00
1.000	LAIFLRG	Field Install Lrg Vehicle	248.00	248.00
1	MATERIALSFEE1	Installation Material Bundle	25.00	25.00
1	LATRPORTERVILLE	Travel - Porterville	211.00	211.00

Subtotal	1042.00
Freight charges	20.00
Sales tax @ 9.25000%	53.93
Total	1115.93

We appreciate your continued patronage

TOTAL - $69,004.51

Thank You

Estimate

160 North Broadway
Fresno, CA 93701-1592

Phone: (559) 233-8818 Email: sales@cookscom.com

Customer No.: PORTERVILLEF
Quote No.: 17974

Quote To: **City of Porterville Fire Dept**
Attn Fire Dept
291 N Main Street
Porterville, CA 93257-0000

Phone: (559) 782-7526
Email: bcogburn@ci.porterville.ca.us

Ship To: **City of Porterville Fire Dept**
Attn Fire Dept
291 N Main Street
Porterville, CA 93257-0000

Phone: (559) 782-7526
Email:

Date	Ship Via	F.O.B.	Terms
02/04/26	Field Install	Origin	Net 30

Purchase Order Number	Sales Person	Expiration Date
	David Burchfield	03/06/26

Quantity Required	Item Number	Description	Unit Price	Amount
		BATTALION 75 COMMUNICATIONS UPGRADE		
		PORTABLE CHARGERS		
2	BKR0355	BK Vehicle Charger	279.00	558.00
1.000	LAIFLRG	Field Install Lrg Vehicle	248.00	248.00
1	MATERIALSFEE1	Installation Material Bundle	25.00	25.00
1	LATRPORTERVILLE	Travel - Porterville	211.00	211.00

Subtotal	1042.00
Freight charges	20.00
Sales tax @ 9.25000%	53.93
Total	1115.93

We appreciate your continued patronage

Thank You

Estimate

160 North Broadway
Fresno, CA 93701-1592

Phone: (559) 233-8818 Email: sales@cookscom.com

Customer No.: PORTERVILLEF
Quote No.: 17975

Quote To: **City of Porterville Fire Dept**
Attn Fire Dept
291 N Main Street
Porterville, CA 93257-0000

Phone: (559) 782-7526
Email: bcogburn@ci.porterville.ca.us

Ship To: **City of Porterville Fire Dept**
Attn Fire Dept
291 N Main Street
Porterville, CA 93257-0000

Phone: (559) 782-7526
Email:

Date	Ship Via	F.O.B.	Terms
02/04/26	Field Install	Origin	Net 30

Purchase Order Number	Sales Person	Expiration Date
	David Burchfield	03/06/26

Quantity Required	Item Number	Description	Unit Price	Amount
		BATTALION 77 COMMUNICATIONS UPGRADE		
		PORTABLE CHARGERS		
2	BKR0355	BK Vehicle Charger	279.00	558.00
1.000	LAIFLRG	Field Install Lrg Vehicle	248.00	248.00
1	MATERIALSFEE1	Installation Material Bundle	25.00	25.00
1	LATRPORTERVILLE	Travel - Porterville	211.00	211.00

Subtotal	1042.00
Freight charges	20.00
Sales tax @ 9.25000%	53.93
Total	1115.93

We appreciate your continued patronage

Thank You

Estimate

160 North Broadway
Fresno, CA 93701-1592

Phone: (559) 233-8818 Email: sales@cookscom.com

Customer No.: PORTERVILLEF
Quote No.: 17976

Quote To: **City of Porterville Fire Dept**
Attn Fire Dept
291 N Main Street
Porterville, CA 93257-0000

Phone: (559) 782-7526
Email: bcogburn@ci.porterville.ca.us

Ship To: **City of Porterville Fire Dept**
Attn Fire Dept
291 N Main Street
Porterville, CA 93257-0000

Phone: (559) 782-7526
Email:

Date	Ship Via	F.O.B.	Terms
02/04/26	Field Install	Origin	Net 30

Purchase Order Number	Sales Person	Expiration Date
	David Burchfield	03/06/26

Quantity Required	Item Number	Description	Unit Price	Amount
		BATTALION 78 COMMUNICATIONS UPGRADE		
		PORTABLE CHARGERS		
2	BKR0355	BK Vehicle Charger	279.00	558.00
1.000	LAIFLRG	Field Install Lrg Vehicle	248.00	248.00
1	MATERIALSFEE1	Installation Material Bundle	25.00	25.00
1	LATRPORTERVILLE	Travel - Porterville	211.00	211.00

Subtotal	1042.00
Freight charges	20.00
Sales tax @ 9.25000%	53.93
Total	1115.93

We appreciate your continued patronage

Thank You

Estimate

160 North Broadway
Fresno, CA 93701-1592

Phone: (559) 233-8818 Email: sales@cookscom.com

Customer No.: PORTERVILLEF
Quote No.: 17977

Quote To: **City of Porterville Fire Dept**
Attn Fire Dept
291 N Main Street
Porterville, CA 93257-0000

Phone: (559) 782-7526
Email: bcogburn@ci.porterville.ca.us

Ship To: **City of Porterville Fire Dept**
Attn Fire Dept
291 N Main Street
Porterville, CA 93257-0000

Phone: (559) 782-7526
Email:

Date	Ship Via	F.O.B.	Terms
02/04/26	Field Install	Origin	Net 30

Purchase Order Number	Sales Person	Expiration Date
	David Burchfield	03/06/26

Quantity Required	Item Number	Description	Unit Price	Amount
		BATTALION 79 COMMUNICATIONS UPGRADE		
		PORTABLE CHARGERS		
2	BKR0355	BK Vehicle Charger	279.00	558.00
1.000	LAIFLRG	Field Install Lrg Vehicle	248.00	248.00
1	MATERIALSFEE1	Installation Material Bundle	25.00	25.00
1	LATRPORTERVILLE	Travel - Porterville	211.00	211.00

Subtotal	1042.00
Freight charges	20.00
Sales tax @ 9.25000%	53.93
Total	1115.93

We appreciate your continued patronage

Thank You

Estimate

160 North Broadway
Fresno, CA 93701-1592

Phone: (559) 233-8818 Email: sales@cookscom.com

Customer No.: PORTERVILLEF
Quote No.: 17979

Quote To: **City of Porterville Fire Dept**
Attn Fire Dept
291 N Main Street
Porterville, CA 93257-0000

Phone: (559) 782-7526
Email: bcogburn@ci.porterville.ca.us

Ship To: **City of Porterville Fire Dept**
Attn Fire Dept
291 N Main Street
Porterville, CA 93257-0000

Phone: (559) 782-7526
Email:

Date	Ship Via	F.O.B.	Terms
02/04/26	Field Install	Origin	Net 30

Purchase Order Number	Sales Person	Expiration Date
	David Burchfield	03/06/26

Quantity Required	Item Number	Description	Unit Price	Amount
		DEPUTY CHIEF 71 COMMUNICATIONS UPGRADE		
		PORTABLE CHARGERS		
2	BKR0355	BK Vehicle Charger	279.00	558.00
1.000	LAIFLRG	Field Install Lrg Vehicle	248.00	248.00
1	MATERIALSFEE1	Installation Material Bundle	25.00	25.00
1	LATRPORTERVILLE	Travel - Porterville	211.00	211.00

Subtotal	1042.00
Freight charges	20.00
Sales tax @ 9.25000%	53.93
Total	1115.93

We appreciate your continued patronage

Thank You

160 North Broadway
Fresno, CA 93701-1592

Estimate

Customer No.: PORTERVILLEF
Quote No.: 15357

Phone: (559) 233-8818 Email: sales@cookscom.com

Quote To: **City of Porterville Fire Dept**
40 W Cleveland Ave
Accounts Payable
Porterville, CA 93257-0000

Phone: (559) 782-7526
Email: bcogburn@ci.porterville.ca.us

Ship To: **City of Porterville Fire Dept**
40 W Cleveland Ave
Porterville, CA 93257

Phone: (559) 782-7526
Email:

Date	Ship Via	F.O.B.	Terms
02/05/26	Field Install	Origin	Net 30

Purchase Order Number	Sales Person	Expiration Date
	David Burchfield	03/05/26

Quantity Required	Item Number	Description	Unit Price	Amount
		ENGINE 71 COMMUNICATIONS UPGRADE		
		ADD 2 DASH MOUNTED BK MOBILE RADIO ON TOP OF DASKH LIKE TRUCK 71 BRACKET?		
2	KNG-M150LP-RCP	Relm/BK 136-174MHz, 50 W Digital/Analog P25 5000 CH Radio Package Old P/N KNG-M150	2940.00	5880.00
2	KZA0583	BK Vote Scan Option (Factory Installed)	75.00	150.00
2	KAA0290S	BK Handheld Programming Mic Straight Connector	282.00	564.00
2	BKR0261	BK External Speaker Old P/N KAA0261	94.00	188.00
2	ROOF-FT-NITI	Stico Flexi-Whip Antenna 136mhz-1ghz. Includes coax & RFU505ST	104.00	208.00
2	RFN10053C	N Connector RG58	15.00	30.00
2	MMSU-1	Magnetic Mic Conversion Kit	42.00	84.00
4.000	LAIFLRG	Field Install Lrg Vehicle	248.00	992.00
		REMOVE EXISTING US-47S INSTALL SIGTRONICS US-67D AND ADD 2 POSITIONS		
1	US-67D	Sigtronics Ultrasound Intercom System Positions: 6 (7 with pump panel) Radio TX Positions:3+the pump panel Radio: Dual	967.00	967.00
		INSTALL ONLY 2 PTT BUTTONS PER APPARATUS		

Thank You

Estimate

160 North Broadway
Fresno, CA 93701-1592

Phone: (559) 233-8818 Email: sales@cookscom.com

Customer No.: PORTERVILLEF
Quote No.: 15357

Quote To: **City of Porterville Fire Dept**
40 W Cleveland Ave
Accounts Payable
Porterville, CA 93257-0000

Phone: (559) 782-7526
Email: bcogburn@ci.porterville.ca.us

Ship To: **City of Porterville Fire Dept**
40 W Cleveland Ave
Porterville, CA 93257

Phone: (559) 782-7526
Email:

Date	Ship Via	F.O.B.	Terms
02/05/26	Field Install	Origin	Net 30

Purchase Order Number	Sales Person	Expiration Date
	David Burchfield	03/05/26

Quantity Required	Item Number	Description	Unit Price	Amount
2	SE-8 GEL	Sigtronics Standard Headset With Gel Filled Ear Seals	338.00	676.00
2	DHS15P	DB15 Male Connector (VGA)	5.00	10.00
4.000	LAIFLRG	Field Install Lrg Vehicle	248.00	992.00
		PORTABLE CHARGERS		
2	BKR0355	BK Vehicle Charger	279.00	558.00
1.000	LAIFLRG	Field Install Lrg Vehicle	248.00	248.00
1	MATERIALSFEE3	Installation Material Bundle	150.00	150.00
1	LATRPORTERVILLE	Travel - Porterville	211.00	211.00

Subtotal	11908.00
Freight charges	50.00
Sales tax @ 9.25000%	875.51
Total	12833.51

We appreciate your continued patronage

Thank You

Estimate

160 North Broadway
Fresno, CA 93701-1592

Phone: (559) 233-8818 Email: sales@cookscom.com

Customer No.: PORTERVILLEF
Quote No.: 15354

Quote To: **City of Porterville Fire Dept**
40 W Cleveland Ave
Accounts Payable
Porterville, CA 93257-0000

Phone: (559) 782-7526
Email: bcogburn@ci.porterville.ca.us

Ship To: **City of Porterville Fire Dept**
40 W Cleveland Ave
Porterville, CA 93257

Phone: (559) 782-7526
Email:

Date	Ship Via	F.O.B.	Terms
02/05/26	Field Install	Origin	Net 30

Purchase Order Number	Sales Person	Expiration Date
	David Burchfield	03/05/26

Quantity Required	Item Number	Description	Unit Price	Amount
		ENGINE 72 COMMUNICATIONS UPGRADE		
		ADD 1 REMOTE MOUNTED BK MOBILE RADIO CUT INTO DASH W/ FACEPLATE		
1	KNG-M150~~LPR~~ DASH MOUNT	BK 136-174Mhz, P25, 5000CH 50 watt, ~~Remote Mount~~. KAA0630 & BKR0261 Included Old P/N KNG-M150R	~~2221.00~~ 2940.00	~~2221.00~~ 2940.00
1	KZA0583	BK Vote Scan Option (Factory Installed)	75.00	75.00
1	FP-BKM150-R	~~Troy 3" Faceplate~~ HAVIS CONSOLE fits BK M150 ~~Remote Head~~	50.00	50.00
1	KAA0660	Relm/BK ~~Remote Control Head~~ Plug & Play DASH MOUNT	1077.00	1077.00
1	KAA0636	Cable Assy Remote Mount 17'	108.00	108.00
1	KAA0290S	BK Handheld Programming Mic Straight Connector	282.00	282.00
2 ~~1~~	BKR0261	BK External Speaker Old P/N KAA0261	94.00	94.00
1	ROOF-FT-NITI	Stico Flexi-Whip Antenna 136mhz-1ghz. Includes coax & RFU505ST	104.00	104.00
1	RFN10053C	N Connector RG58	15.00	15.00
2	MMSU-1	Magnetic Mic Conversion Kit	42.00	84.00
3.000	LAIFLRG	Field Install Lrg Vehicle	248.00	744.00
		REMOVE EXISTING US-47S INSTALL SIGTRONICS US-67D AND 1 MORE IN CAB POSITION		

Thank You

Estimate

160 North Broadway
Fresno, CA 93701-1592

Phone: (559) 233-8818 Email: sales@cookscom.com

Customer No.: PORTERVILLEF
Quote No.: 15354

Quote To: **City of Porterville Fire Dept**
40 W Cleveland Ave
Accounts Payable
Porterville, CA 93257-0000

Phone: (559) 782-7526
Email: bcogburn@ci.porterville.ca.us

Ship To: **City of Porterville Fire Dept**
40 W Cleveland Ave
Porterville, CA 93257

Phone: (559) 782-7526
Email:

Date	Ship Via	F.O.B.	Terms
02/05/26	Field Install	Origin	Net 30

Purchase Order Number	Sales Person	Expiration Date
	David Burchfield	03/05/26

Quantity Required	Item Number	Description	Unit Price	Amount
1	US-67D	Sigtronics Ultrasound Intercom System Positions: 6 (7 with pump panel) Radio TX Positions:3+the pump panel Radio: Dual INSTALL ONLY 2 PTT BUTTONS PER APPARATUS	967.00	967.00
1	SE-8 GEL	Sigtronics Standard Headset With Gel Filled Ear Seals	338.00	338.00
2	DHS15P	DB15 Male Connector (VGA)	5.00	10.00
3.000	LAIFLRG	Field Install Lrg Vehicle	248.00	744.00
		PORTABLE CHARGERS		
2	BKR0355	BK Vehicle Charger	279.00	558.00
1.000	LAIFLRG	Field Install Lrg Vehicle	248.00	248.00
1	MATERIALSFEE3	Installation Material Bundle	150.00	150.00
1	LATRPORTERVILLE	Travel - Porterville	211.00	211.00
		Subtotal		8080.00
		Freight charges		50.00
		Sales tax @ 9.25000%		567.30
		Total		8697.30

We appreciate your continued patronage

Thank You

160 North Broadway
Fresno, CA 93701-1592

Estimate

Customer No.: PORTERVILLEF
Quote No.: 17973

Phone: (559) 233-8818 Email: sales@cookscom.com

Quote To: **City of Porterville Fire Dept**
Attn Fire Dept
291 N Main Street
Porterville, CA 93257-0000

Phone: (559) 782-7526
Email: bcogburn@ci.porterville.ca.us

Ship To: **City of Porterville Fire Dept**
Attn Fire Dept
291 N Main Street
Porterville, CA 93257-0000

Phone: (559) 782-7526
Email:

Date	Ship Via	F.O.B.	Terms
02/04/26	Field Install	Origin	Net 30

Purchase Order Number	Sales Person	Expiration Date
	David Burchfield	03/06/26

Quantity Required	Item Number	Description	Unit Price	Amount
		ENGINE 73 COMMUNICATIONS UPGRADE		
		PORTABLE CHARGERS		
2	BKR0355	BK Vehicle Charger	279.00	558.00
1.000	LAIFLRG	Field Install Lrg Vehicle	248.00	248.00
1	MATERIALSFEE1	Installation Material Bundle	25.00	25.00
1	LATRPORTERVILLE	Travel - Porterville	211.00	211.00
		Spares		
1	KNG-M150LP-RCP	Relm/BK 136-174MHz, 50 W Digital/Analog P25 5000 CH Radio Package Old P/N KNG-M150LP	2940.00	2940.00
1	KZA0583	BK Vote Scan Option (Factory Installed)	75.00	75.00
2	KAA0290S	BK Handheld Programming Mic Straight Connector	282.00	564.00
3	SE-8 GEL	Sigtronics Standard Headset With Gel Filled Ear Seals	338.00	1014.00

Subtotal	5635.00
Freight charges	20.00
Sales tax @ 9.25000%	478.78
Total	6133.78

We appreciate your continued patronage

Thank You

160 North Broadway
Fresno, CA 93701-1592

Estimate

Customer No.: PORTERVILLEF
Quote No.: 15359

Phone: (559) 233-8818 Email: sales@cookscom.com

Quote To: **City of Porterville Fire Dept**
40 W Cleveland Ave
Accounts Payable
Porterville, CA 93257-0000

Phone: (559) 782-7526
Email: bcogburn@ci.porterville.ca.us

Ship To: **City of Porterville Fire Dept**
40 W Cleveland Ave
Porterville, CA 93257

Phone: (559) 782-7526
Email:

Date	Ship Via	F.O.B.	Terms
02/05/26	Field Install	Origin	Net 30

Purchase Order Number	Sales Person	Expiration Date
	David Burchfield	03/05/26

Quantity Required	Item Number	Description	Unit Price	Amount
		PATROL 71 COMMUNICATIONS UPGRADE		
		ADD 1 DASH MOUNTED BK MOBILE RADIO ON THE FRONT OF THE CONSOLE		
1	KNG-M150LP-RCP BRACKET ?	Relm/BK 136-174MHz, 50 W Digital/Analog P25 5000 CH Radio Package Old P/N KNG-M150	2940.00	2940.00
1	KZA0583	BK Vote Scan Option (Factory Installed)	75.00	75.00
1	KAA0290S	BK Handheld Programming Mic Straight Connector	282.00	282.00
1	BKR0261	BK External Speaker Old P/N KAA0261	94.00	94.00
1	ROOF-FT-NITI	Stico Flexi-Whip Antenna 136mhz-1ghz. Includes coax & RFU505ST	104.00	104.00
1	RFN10053C	N Connector RG58	15.00	15.00
1	MMSU-1	Magnetic Mic Conversion Kit	42.00	42.00
2.000	LAIFLRG	Field Install Lrg Vehicle	248.00	496.00
2	BKR0355	BK Vehicle Charger	279.00	558.00
1.000	LAIFLRG	Field Install Lrg Vehicle	248.00	248.00
1	MATERIALSFEE2	Installation Material Bundle	50.00	50.00
1	LATRPORTERVILLE	Travel - Porterville	211.00	211.00

Thank You

Estimate

160 North Broadway
Fresno, CA 93701-1592

Phone: (559) 233-8818 Email: sales@cookscom.com

Customer No.: PORTERVILLEF
Quote No.: 15359

Quote To: **City of Porterville Fire Dept**
40 W Cleveland Ave
Accounts Payable
Porterville, CA 93257-0000

Phone: (559) 782-7526
Email: bcogburn@ci.porterville.ca.us

Ship To: **City of Porterville Fire Dept**
40 W Cleveland Ave
Porterville, CA 93257

Phone: (559) 782-7526
Email:

Date	Ship Via	F.O.B.	Terms
02/05/26	Field Install	Origin	Net 30

Purchase Order Number	Sales Person	Expiration Date
	David Burchfield	03/05/26

Quantity Required	Item Number	Description	Unit Price	Amount

Subtotal	5115.00
Freight charges	50.00
Sales tax @ 9.25000%	384.80
Total	5549.80

We appreciate your continued patronage

Thank You

Estimate

160 North Broadway
Fresno, CA 93701-1592

Phone: (559) 233-8818 Email: sales@cookscom.com

Customer No.: PORTERVILLEF
Quote No.: 17176

Quote To: **City of Porterville Fire Dept**
40 W Cleveland Ave
Accounts Payable
Porterville, CA 93257-0000

Phone: (559) 782-7526
Email: bcogburn@ci.porterville.ca.us

Ship To: **City of Porterville Fire Dept**
40 W Cleveland Ave
Porterville, CA 93257

Phone: (559) 782-7526
Email:

Date	Ship Via	F.O.B.	Terms
02/05/26	Field Install	Origin	Net 30

Purchase Order Number	Sales Person	Expiration Date
	David Burchfield	03/05/26

Quantity Required	Item Number	Description	Unit Price	Amount
		PATROL 72 COMMUNICATIONS UPGRADE		
		ADD 1 DASH MOUNTED BK MOBILE RADIO ON THE FRONT OF THE CONSOLE		
1	KNG-M150LP-RCP BRACKET ?	Relm/BK 136-174MHz, 50 W Digital/Analog P25 5000 CH Radio Package Old P/N KNG-M150	2940.00	2940.00
1	KZA0583	BK Vote Scan Option (Factory Installed)	75.00	75.00
1	KAA0290S	BK Handheld Programming Mic Straight Connector	282.00	282.00
1	BKR0261	BK External Speaker Old P/N KAA0261	94.00	94.00
1	ROOF-FT-NITI	Stico Flexi-Whip Antenna 136mhz-1ghz. Includes coax & RFU505ST	104.00	104.00
1	RFN10053C	N Connector RG58	15.00	15.00
1	MMSU-1	Magnetic Mic Conversion Kit	42.00	42.00
2.000	LAIFLRG	Field Install Lrg Vehicle	248.00	496.00
		PORTABLE CHARGERS		
2	BKR0355	BK Vehicle Charger	279.00	558.00
1.000	LAIFLRG	Field Install Lrg Vehicle	248.00	248.00
1	MATERIALSFEE3	Installation Material Bundle	100.00	100.00
1	LATRPORTERVILLE	Travel - Porterville	211.00	211.00

Thank You

Estimate

160 North Broadway
Fresno, CA 93701-1592

Phone: (559) 233-8818 Email: sales@cookscom.com

Customer No.: PORTERVILLEF
Quote No.: 17176

Quote To: **City of Porterville Fire Dept**
40 W Cleveland Ave
Accounts Payable
Porterville, CA 93257-0000

Phone: (559) 782-7526
Email: bcogburn@ci.porterville.ca.us

Ship To: **City of Porterville Fire Dept**
40 W Cleveland Ave
Porterville, CA 93257

Phone: (559) 782-7526
Email:

Date	Ship Via	F.O.B.	Terms
02/05/26	Field Install	Origin	Net 30

Purchase Order Number	Sales Person	Expiration Date
	David Burchfield	03/05/26

Quantity Required	Item Number	Description	Unit Price	Amount

Subtotal	5165.00
Freight charges	50.00
Sales tax @ 9.25000%	389.43
Total	5604.43

We appreciate your continued patronage

Thank You

Estimate

160 North Broadway
Fresno, CA 93701-1592

Phone: (559) 233-8818 Email: sales@cookscom.com

Customer No.: PORTERVILLEF
Quote No.: 15360

Quote To: **City of Porterville Fire Dept**
40 W Cleveland Ave
Accounts Payable
Porterville, CA 93257-0000

Phone: (559) 782-7526
Email: bcogburn@ci.porterville.ca.us

Ship To: **City of Porterville Fire Dept**
40 W Cleveland Ave
Porterville, CA 93257

Phone: (559) 782-7526
Email:

Date	Ship Via	F.O.B.	Terms
02/05/26	Field Install	Origin	Net 30

Purchase Order Number	Sales Person	Expiration Date
	David Burchfield	03/05/26

Quantity Required	Item Number	Description	Unit Price	Amount
		PATROL 73 COMMUNICATIONS UPGRADE		
		ADD 1 DASH MOUNTED BK MOBILE RADIO ON THE FRONT OF THE CONSOLE BRACKET?		
1	KNG-M150LP-RCP	Relm/BK 136-174MHz, 50 W Digital/Analog P25 5000 CH Radio Package Old P/N KNG-M150	2940.00	2940.00
1	HAVIS FACEPLATE			
1	KZA0583	BK Vote Scan Option (Factory Installed)	75.00	75.00
1	KAA0290S	BK Handheld Programming Mic Straight Connector	282.00	282.00
1	BKR0261	BK External Speaker Old P/N KAA0261	94.00	94.00
1	ROOF-FT-NITI	Stico Flexi-Whip Antenna 136mhz-1ghz. Includes coax & RFU505ST	104.00	104.00
1	RFN10053C	N Connector RG58	15.00	15.00
1	MMSU-1	Magnetic Mic Conversion Kit	42.00	42.00
2.000	LAIFLRG	Field Install Lrg Vehicle	248.00	496.00
		PORTABLE CHARGERS		
2	BKR0355	BK Vehicle Charger	279.00	558.00
1.000	LAIFLRG	Field Install Lrg Vehicle	248.00	248.00
1	MATERIALSFEE3	Installation Material Bundle	100.00	100.00
1	LATRPORTERVILLE	Travel - Porterville	211.00	211.00

Thank You

Estimate

160 North Broadway
Fresno, CA 93701-1592

Phone: (559) 233-8818 Email: sales@cookscom.com

Customer No.: PORTERVILLEF
Quote No.: 15360

Quote To: **City of Porterville Fire Dept**
40 W Cleveland Ave
Accounts Payable
Porterville, CA 93257-0000

Phone: (559) 782-7526
Email: bcogburn@ci.porterville.ca.us

Ship To: **City of Porterville Fire Dept**
40 W Cleveland Ave
Porterville, CA 93257

Phone: (559) 782-7526
Email:

Date	Ship Via	F.O.B.	Terms
02/05/26	Field Install	Origin	Net 30

Purchase Order Number	Sales Person	Expiration Date
	David Burchfield	03/05/26

Quantity Required	Item Number	Description	Unit Price	Amount

Subtotal	5165.00
Freight charges	50.00
Sales tax @ 9.25000%	389.43
Total	5604.43

We appreciate your continued patronage

Thank You

Estimate

160 North Broadway
Fresno, CA 93701-1592

Phone: (559) 233-8818 Email: sales@cookscom.com

Customer No.: PORTERVILLEF
Quote No.: 15319

Quote To: **City of Porterville Fire Dept**
40 W Cleveland Ave
Accounts Payable
Porterville, CA 93257-0000

Phone: (559) 782-7526
Email: bcogburn@ci.porterville.ca.us

Ship To: **City of Porterville Fire Dept**
40 W Cleveland Ave
Porterville, CA 93257

Phone: (559) 782-7526
Email:

Date	Ship Via	F.O.B.	Terms
02/05/26	Field Install	Origin	Net 30

Purchase Order Number	Sales Person	Expiration Date
	David Burchfield	03/05/26

Quantity Required	Item Number	Description	Unit Price	Amount
		TRUCK 71 COMMUNICATIONS UPGRADE		
		ADD 1 DASH MOUNTED BK MOBILE RADIO ON TOP NEXT TO EXISTING ONE		
1	KNG-M150LP-RCP	Relm/BK 136-174MHz, 50 W Digital/Analog P25 5000 CH Radio Package Old P/N KNG-M150LP	2940.00	2940.00
2	BRACKETS?			
1	KZA0583	BK Vote Scan Option (Factory Installed)	75.00	75.00
1	KAA0290S	BK Handheld Programming Mic Straight Connector	282.00	282.00
2 1	BKR0261	BK External Speaker Old P/N KAA0261	94.00	94.00
1	ROOF-FT-NITI	Stico Flexi-Whip Antenna 136mhz-1ghz. Includes coax & RFU505ST	104.00	104.00
1	RFN10053C	N Connector RG58	15.00	15.00
1	MMSU-1	Magnetic Mic Conversion Kit	42.00	42.00
2.000	LAIFLRG	Field Install Lrg Vehicle	248.00	496.00
		REMOVE SETCOM INSTALL SIGTRONICS US-67D AND 4 IN CAB POSITIONS		
1	US-67D	Sigtronics Ultrasound Intercom System Positions: 6 (7 with pump panel) Radio TX Positions:3+the pump panel Radio: Dual	967.00	967.00
		INSTALL ONLY 2 PTT BUTTONS PER APPARATUS		

Thank You

Estimate

160 North Broadway
Fresno, CA 93701-1592

Phone: (559) 233-8818 Email: sales@cookscom.com

Customer No.: PORTERVILLEF
Quote No.: 15319

Quote To: **City of Porterville Fire Dept**
40 W Cleveland Ave
Accounts Payable
Porterville, CA 93257-0000

Phone: (559) 782-7526
Email: bcogburn@ci.porterville.ca.us

Ship To: **City of Porterville Fire Dept**
40 W Cleveland Ave
Porterville, CA 93257

Phone: (559) 782-7526
Email:

Date	Ship Via	F.O.B.	Terms
02/05/26	Field Install	Origin	Net 30

Purchase Order Number	Sales Person	Expiration Date
	David Burchfield	03/05/26

Quantity Required	Item Number	Description	Unit Price	Amount
4	SE-8 GEL	Sigtronics Standard Headset With Gel Filled Ear Seals	338.00	1352.00
2	DHS15P	DB15 Male Connector (VGA)	5.00	10.00
5.000	LAIFLRG	Field Install Lrg Vehicle PORTABLE CHARGERS	248.00	1240.00
2	BKR0355	BK Vehicle Charger	279.00	558.00
1.000	LAIFLRG	Field Install Lrg Vehicle	248.00	248.00
1	MATERIALSFEE3	Installation Material Bundle	150.00	150.00
1	LATRPORTERVILLE	Travel - Porterville	211.00	211.00

Subtotal	8784.00
Freight charges	50.00
Sales tax @ 9.25000%	609.48
Total	9443.48

We appreciate your continued patronage

Thank You

Estimate

160 North Broadway
Fresno, CA 93701-1592

Phone: (559) 233-8818 Email: sales@cookscom.com

Customer No.: PORTERVILLEF
Quote No.: 15362

Quote To: **City of Porterville Fire Dept**
40 W Cleveland Ave
Accounts Payable
Porterville, CA 93257-0000

Phone: (559) 782-7526
Email: bcogburn@ci.porterville.ca.us

Ship To: **City of Porterville Fire Dept**
40 W Cleveland Ave
Porterville, CA 93257

Phone: (559) 782-7526
Email:

Date	Ship Via	F.O.B.	Terms
02/05/26	Field Install	Origin	Net 30

Purchase Order Number	Sales Person	Expiration Date
	David Burchfield	03/05/26

Quantity Required	Item Number	Description	Unit Price	Amount
		WATER TENDER 73 COMMUNICATIONS UPGRADE		
		ADD 1 DASH MOUNTED BK MOBILE RADIO ON TOP OF THE EXISTING ONE ON THE FRONT OF THE CONSOLE		
1	KNG-M150LP-RCP	Relm/BK 136-174MHz, 50 W Digital/Analog P25 5000 CH Radio Package Old P/N KNG-M150	2940.00	2940.00
1	KZA0583	BK Vote Scan Option (Factory Installed)	75.00	75.00
1	KAA0290S	BK Handheld Programming Mic Straight Connector	282.00	282.00
1	BKR0261	BK External Speaker Old P/N KAA0261	94.00	94.00
1	ROOF-FT-NITI	Stico Flexi-Whip Antenna 136mhz-1ghz. Includes coax & RFU505ST	104.00	104.00
1	RFN10053C	N Connector RG58	15.00	15.00
1	MMSU-1	Magnetic Mic Conversion Kit	42.00	42.00
1	NONSTOCK	Non-Stock Inventory CUSTOME RADIO STACK BRACKET	100.00	100.00
2.500	LAIFLRG	Field Install Lrg Vehicle	248.00	620.00
		INSTALL SIGTRONICS US-67D AND 2 IN CAB POSITIONS		
1	US-67D	Sigtronics Ultrasound Intercom System Positions: 6 (7 with pump panel) Radio TX Positions:3+the pump panel Radio: Dual	967.00	967.00

Thank You

Estimate

160 North Broadway
Fresno, CA 93701-1592

Phone: (559) 233-8818 Email: sales@cookscom.com

Customer No.: PORTERVILLEF
Quote No.: 15362

Quote To: **City of Porterville Fire Dept**
40 W Cleveland Ave
Accounts Payable
Porterville, CA 93257-0000

Phone: (559) 782-7526
Email: bcogburn@ci.porterville.ca.us

Ship To: **City of Porterville Fire Dept**
40 W Cleveland Ave
Porterville, CA 93257

Phone: (559) 782-7526
Email:

Date	Ship Via	F.O.B.	Terms
02/05/26	Field Install	Origin	Net 30

Purchase Order Number	Sales Person	Expiration Date
	David Burchfield	03/05/26

Quantity Required	Item Number	Description	Unit Price	Amount
		INSTALL ONLY 2 PTT BUTTONS PER APPARATUS		
2	SE-8 GEL	Sigtronics Standard Headset With Gel Filled Ear Seals	338.00	676.00
2	DHS15P	DB15 Male Connector (VGA)	5.00	10.00
3.000	LAIFLRG	Field Install Lrg Vehicle	248.00	744.00
		PORTABLE CHARGERS		
2	BKR0355	BK Vehicle Charger	279.00	558.00
1.000	LAIFLRG	Field Install Lrg Vehicle	248.00	248.00
1	MATERIALSFEE3	Installation Material Bundle	150.00	150.00
1	LATRPORTERVILLE	Travel - Porterville	211.00	211.00
		Subtotal		7836.00
		Freight charges		50.00
		Sales tax @ 9.25000%		556.20
		Total		8442.20

We appreciate your continued patronage

Thank You

Quote

COMMUNICATIONS, INC.

5773 E. Shields Ave.
Fresno, CA 93727

559-292-7010
559-292-7132 Fax

Customer No.: PORTERVILLE
Quote No.: 54119

Quote To: **City of Porterville**
Irene: ianaya@ci.porterville.ca.us
980 S Jaye St
Porterville, CA 93257
(559) 782-7526
(559) 791-7834 Dnoe@ci.porterville.ca.us

Ship To: **City of Porterville**
Station # 73
980 S Jaye St
Porterville, CA 93257

Date	Ship Via	F.O.B.	Quote Expires	Terms
08/06/2025	LOCAL DELIVERY	Origin	11/07/2025	Net 30

Purchase Order Number	Sales Person	Required
	Jim V.	08/06/2025

Quantity Required	Shipped	B.O.	Item Number	Description	Unit Price	Amount
				Engine 71 Radio Upgrade		
2			KNG-M150LP-RCP	BK KNGM150 Dash Mount Mobile VHF136-174MHZ 50W GPS 5000CH - Dual Control Ports	2610.00	5220.00
2			KAA0290S	KNGM150 Deluxe Microphone	276.00	552.00
2			FP-BK-KNGM150-D	Troy Faceplate KNGM150 Dash Mount 3"	55.00	110.00
2			BKR0355	SURPASS Vehicle Charger for BKR5000 & BKR9000 Portable Radios	232.00	464.00
1			US67D	Sigtronics 6 Position Dual Radio Intercom Kit w/ Pump Panel Remote Includes : 6 Headset Positions, Blue Boxes 1 Pump Panel Remote Blue Box 3 PTT Switch Positions 110' Cable, Headset & PTT Hookup, 4 Conductor, Gray	1074.00	1074.00
2			SE8	Sigtronics BTH Headset	351.00	702.00
2			MAGMIC1	Magnetic Mic Clip Kit	49.95	99.90
1			NMOKUD	Coax Cable Kit 17' RG58U Dual Shield NMO Style , no connector	28.00	28.00
1			MWV1365S	136-174 MHz Unity 21"Antenna No Tune Wideband	124.00	124.00
1.000			LABOR-HR	Tech Labor Field Installation Install two BK KNGM150, Sigtronics US67D, two BKR0355 DC Radio Chargers, Roof mounted antenna, Interface both KNGM150's into the Sigtronics Intercom and set levels --- test operations	1500.00	1500.00

Quote subtotal	9873.90
Sales tax @ 9.25000%	774.59
Quote total	10648.49

TOTAL - $ 75,240.41

Thank You

Quote

COMMUNICATIONS, INC.

5773 E. Shields Ave.
Fresno, CA 93727

559-292-7010
559-292-7132 Fax

Customer No.: PORTERVILLE
Quote No.: 54118

Quote To: **City of Porterville**
Irene: ianaya@ci.porterville.ca.us
980 S Jaye St
Porterville, CA 93257
(559) 782-7526
(559) 791-7834 Dnoe@ci.porterville.ca.us

Ship To: **City of Porterville**
Station # 73
980 S Jaye St
Porterville, CA 93257

Date	Ship Via	F.O.B.	Quote Expires	Terms
08/06/2025	LOCAL DELIVERY	Origin	11/07/2025	Net 30

Purchase Order Number	Sales Person	Required
	Jim V.	08/06/2025

Quantity Required	Shipped	B.O.	Item Number	Description	Unit Price	Amount
				Engine 72 Radio Upgrade		
1			KNG-M150LP-RCP	BK KNGM150 Dash Mount Mobile VHF136-174MHZ 50W GPS 5000CH - Dual Control Ports	2610.00	2610.00
1			KAA0290S	KNGM150 Deluxe Microphone	276.00	276.00
1			FP-BK-KNGM150-D	Troy Faceplate KNGM150 Dash Mount 3"	55.00	55.00
2			BKR0355	SURPASS Vehicle Charger for BKR5000 & BKR9000 Portable Radios	232.00	464.00
1			US67D	Sigtronics 6 Position Dual Radio Intercom Kit w/ Pump Panel Remote Includes : 6 Headset Positions, Blue Boxes 1 Pump Panel Remote Blue Box 3 PTT Switch Positions 110' Cable, Headset & PTT Hookup, 4 Conductor, Gray	1074.00	1074.00
2			MAGMIC1	Magnetic Mic Clip Kit	49.95	99.90
1			NMOKUD	Coax Cable Kit 17' RG58U Dual Shield NMO Style , no connector	28.00	28.00
1			MWV1365S	136-174 MHz Unity 21"Antenna No Tune Wideband	124.00	124.00
1.000			LABOR-HR	Tech Labor Field Installation Install BK KNGM150, Sigtronics US67D, headset jack and wiring for rear middle seat position, two BKR0355 DC Radio Chargers, Roof mounted antenna, Interface both KNGM150's into the Sigtronics Intercom and set levels --- test operations	1500.00	1500.00

Quote subtotal	6230.90
Sales tax @ 9.25000%	437.61
Quote total	6668.51

Thank You

Quote

COMMUNICATIONS, INC.

5773 E. Shields Ave.
Fresno, CA 93727

559-292-7010
559-292-7132 Fax

Customer No.: PORTERVILLE
Quote No.: 54120

Quote To: **City of Porterville**
Irene: ianaya@ci.porterville.ca.us
980 S Jaye St
Porterville, CA 93257
(559) 782-7526
(559) 791-7834 Dnoe@ci.porterville.ca.us

Ship To: **City of Porterville**
Station # 73
980 S Jaye St
Porterville, CA 93257

Date	Ship Via	F.O.B.	Quote Expires	Terms
08/06/2025	LOCAL DELIVERY	Origin	11/07/2025	Net 30

Purchase Order Number	Sales Person	Required
	Jim V.	08/06/2025

Quantity Required	Shipped	B.O.	Item Number	Description	Unit Price	Amount
				Truck 71 Radio Upgrade		
1			KNG-M150LP-RCP	BK KNGM150 Dash Mount Mobile VHF136-174MHZ 50W GPS 5000CH - Dual Control Ports	2610.00	2610.00
1			KAA0290S	KNGM150 Deluxe Microphone	276.00	276.00
1			FP-BK-KNGM150-D	Troy Faceplate KNGM150 Dash Mount 3"	55.00	55.00
2			BKR0355	SURPASS Vehicle Charger for BKR5000 & BKR9000 Portable Radios	232.00	464.00
1			MAGMIC1	Magnetic Mic Clip Kit	49.95	49.95
1			NMOKUD	Coax Cable Kit 17' RG58U Dual Shield NMO Style , no connector	28.00	28.00
1			MWV1365S	136-174 MHz Unity 21"Antenna No Tune Wideband	124.00	124.00
1.000			LABOR-HR	Tech Labor Field Installation Install BK KNGM150, two BKR0355 DC Radio Chargers, Roof mounted antenna, Interface both KNGM150's into the Sigtronics Intercom and set levels --- test operations	1500.00	1500.00

Quote subtotal	5106.95
Sales tax @ 9.25000%	333.64
Quote total	5440.59

Thank You

Quote

COMMUNICATIONS, INC.

5773 E. Shields Ave.
Fresno, CA 93727

559-292-7010
559-292-7132 Fax

Customer No.: PORTERVILLE
Quote No.: 54121

Quote To: **City of Porterville**
Irene: ianaya@ci.porterville.ca.us
980 S Jaye St
Porterville, CA 93257
(559) 782-7526
(559) 791-7834 Dnoe@ci.porterville.ca.us

Ship To: **City of Porterville**
Station # 73
980 S Jaye St
Porterville, CA 93257

Date	Ship Via	F.O.B.	Quote Expires	Terms
08/06/2025	LOCAL DELIVERY	Origin	11/07/2025	Net 30

Purchase Order Number	Sales Person	Required
	Jim V.	08/06/2025

Quantity Required	Shipped	B.O.	Item Number	Description	Unit Price	Amount
				WT 73 Radio Upgrade		
1			KNG-M150LP-RCP	BK KNGM150 Dash Mount Mobile VHF136-174MHZ 50W GPS 5000CH - Dual Control Ports	2610.00	2610.00
1			KAA0290S	KNGM150 Deluxe Microphone	276.00	276.00
2			BKR0355	SURPASS Vehicle Charger for BKR5000 & BKR9000 Portable Radios	232.00	464.00
1			US67D	Sigtronics 6 Position Dual Radio Intercom Kit w/ Pump Panel Remote Includes : 6 Headset Positions, Blue Boxes 1 Pump Panel Remote Blue Box 3 PTT Switch Positions 110' Cable, Headset & PTT Hookup, 4 Conductor, Gray	1074.00	1074.00
1			MAGMIC1	Magnetic Mic Clip Kit	49.95	49.95
1			NMOKUD	Coax Cable Kit 17' RG58U Dual Shield NMO Style , no connector	28.00	28.00
1			MWV1365S	136-174 MHz Unity 21"Antenna No Tune Wideband	124.00	124.00
1.000			LABOR-HR	Tech Labor Field Installation Install BK KNGM150, Sigtronics US67D, two BKR0355 DC Radio Chargers, Roof mounted antenna, Interface both KNGM150's into the Sigtronics Intercom and set levels --- test operations	1500.00	1500.00

Quote subtotal	6125.95
Sales tax @ 9.25000%	427.90
Quote total	6553.85

Thank You

Quote

COMMUNICATIONS, INC.

5773 E. Shields Ave.
Fresno, CA 93727

559-292-7010
559-292-7132 Fax

Customer No.: PORTERVILLE
Quote No.: 54122

Quote To: **City of Porterville**
Irene: ianaya@ci.porterville.ca.us
980 S Jaye St
Porterville, CA 93257
(559) 782-7526
(559) 791-7834 Dnoe@ci.porterville.ca.us

Ship To: **City of Porterville**
Station # 73
980 S Jaye St
Porterville, CA 93257

Date	Ship Via	F.O.B.	Quote Expires	Terms
08/06/2025	LOCAL DELIVERY	Origin	11/07/2025	Net 30

Purchase Order Number	Sales Person	Required
	Jim V.	08/06/2025

Quantity Required	Shipped	B.O.	Item Number	Description	Unit Price	Amount
				Patrol 71 Radio Upgrade		
1			KNG-M150LP-RCP	BK KNGM150 Dash Mount Mobile VHF136-174MHZ 50W GPS 5000CH - Dual Control Ports	2610.00	2610.00
1			KAA0290S	KNGM150 Deluxe Microphone	276.00	276.00
1			MAGMIC1	Magnetic Mic Clip Kit	49.95	49.95
1			FP-BK-KNGM150-D	Troy Faceplate KNGM150 Dash Mount 3"	55.00	55.00
1			NMOKUD	Coax Cable Kit 17' RG58U Dual Shield NMO Style , no connector	28.00	28.00
1			MWV1365S	136-174 MHz Unity 21"Antenna No Tune Wideband	124.00	124.00
1.000			LABOR-HR	Tech Labor Field Installation Install BK KNGM150, Roof mounted antenna, --- test operations	1500.00	1500.00

Quote subtotal	4642.95
Sales tax @ 9.25000%	290.72
Quote total	4933.67

Thank You

Quote

VINCENT COMMUNICATIONS, INC.

5773 E. Shields Ave.
Fresno, CA 93727

559-292-7010
559-292-7132 Fax

Customer No.: PORTERVILLE
Quote No.: 54123

Quote To: **City of Porterville**
Irene: ianaya@ci.porterville.ca.us
980 S Jaye St
Porterville, CA 93257
(559) 782-7526
(559) 791-7834 Dnoe@ci.porterville.ca.us

Ship To: **City of Porterville**
Station # 73
980 S Jaye St
Porterville, CA 93257

Date	Ship Via	F.O.B.	Quote Expires	Terms
08/06/2025	LOCAL DELIVERY	Origin	11/07/2025	Net 30

Purchase Order Number	Sales Person	Required
	Jim V.	08/06/2025

Quantity Required	Shipped	B.O.	Item Number	Description	Unit Price	Amount
				Patrol 72 Radio Upgrade		
1			KNG-M150LP-RCP	BK KNGM150 Dash Mount Mobile VHF136-174MHZ 50W GPS 5000CH - Dual Control Ports	2610.00	2610.00
1			KAA0290S	KNGM150 Deluxe Microphone	276.00	276.00
2			BKR0355	SURPASS Vehicle Charger for BKR5000 & BKR9000 Portable Radios	261.00	522.00
1			MAGMIC1	Magnetic Mic Clip Kit	49.95	49.95
1			FP-BK-KNGM150-D	Troy Faceplate KNGM150 Dash Mount 3"	55.00	55.00
1			NMOKUD	Coax Cable Kit 17' RG58U Dual Shield NMO Style , no connector	28.00	28.00
1			MWV1365S	136-174 MHz Unity 21"Antenna No Tune Wideband	124.00	124.00
1.000			LABOR-HR	Tech Labor Field Installation Install BK KNGM150, Roof mounted antennas, Relocate siren controller box--- test operations	1500.00	1500.00

Quote subtotal	5164.95
Sales tax @ 9.25000%	339.01
Quote total	5503.96

Thank You

Quote

VINCENT COMMUNICATIONS, INC.

5773 E. Shields Ave.
Fresno, CA 93727

559-292-7010
559-292-7132 Fax

Customer No.: PORTERVILLE
Quote No.: 54124

Quote To: **City of Porterville**
Irene: ianaya@ci.porterville.ca.us
980 S Jaye St
Porterville, CA 93257
(559) 782-7526
(559) 791-7834 Dnoe@ci.porterville.ca.us

Ship To: **City of Porterville**
Station # 73
980 S Jaye St
Porterville, CA 93257

Date	Ship Via	F.O.B.	Quote Expires	Terms
08/06/2025	LOCAL DELIVERY	Origin	11/07/2025	Net 30

Purchase Order Number	Sales Person	Required
	Jim V.	08/06/2025

Quantity Required	Shipped	B.O.	Item Number	Description	Unit Price	Amount
				Patrol 73 Radio Upgrade		
2			KNG-M150LP-RCP	BK KNGM150 Dash Mount Mobile VHF136-174MHZ 50W GPS 5000CH - Dual Control Ports	2610.00	5220.00
2			KAA0290S	KNGM150 Deluxe Microphone	276.00	552.00
2			BKR0355	SURPASS Vehicle Charger for BKR5000 & BKR9000 Portable Radios	261.00	522.00
2			MAGMIC1	Magnetic Mic Clip Kit	49.95	99.90
2			FP-BK-KNGM150-D	Troy Faceplate KNGM150 Dash Mount 3"	55.00	110.00
2			NMOKUD	Coax Cable Kit 17' RG58U Dual Shield NMO Style , no connector	28.00	56.00
2			MWV1365S	136-174 MHz Unity 21"Antenna No Tune Wideband	124.00	248.00
1.000			LABOR-HR	Tech Labor Field Installation Install two BK KNGM150, Roof mounted antennas, Relocate siren controller box--- test operations	1500.00	1500.00

Quote subtotal	8307.90
Sales tax @ 9.25000%	629.73
Quote total	8937.63

Thank You

Quote

COMMUNICATIONS, INC.

5773 E. Shields Ave.
Fresno, CA 93727

559-292-7010
559-292-7132 Fax

Customer No.: PORTERVILLE
Quote No.: 54479

Quote To: **City of Porterville**
Irene: ianaya@ci.porterville.ca.us
980 S Jaye St
Porterville, CA 93257
(559) 782-7526
(559) 791-7834 Dnoe@ci.porterville.ca.us

Ship To: **City of Porterville**
Station # 73
980 S Jaye St
Porterville, CA 93257

Date	Ship Via	F.O.B.	Quote Expires	Terms
02/09/2026	LOCAL DELIVERY	Origin	03/11/2026	Net 30

Purchase Order Number	Sales Person	Required
	Jim V.	02/09/2026

Quantity Required	Shipped	B.O.	Item Number	Description	Unit Price	Amount
26			BKR0355	SURPASS Vehicle Charger for BKR5000 & BKR9000 Portable Radios	373.00	9698.00
1			KNG-M150LP-RCP	BK KNGM150 Dash Mount Mobile VHF136-174MHZ 50W GPS 5000CH - Dual Control Ports	4200.00	4200.00
2			KAA0290S	KNGM150 Deluxe Microphone	444.00	888.00
26.000			LABOR-HR	Tech Labor Remove old BK Chargers Install New BK Chargers	400.00	10400.00

Quote subtotal	25186.00
Sales tax @ 9.25000%	1367.71
Quote total	26553.71

Thank You

SUBJECT: Authorization to Purchase Structural Firefighting Personal Protective Equipment

SOURCE: Fire

COMMENT: The Porterville Fire Department is requesting authorization to purchase structural firefighting personal protective equipment (PPE) to replace aging gear and outfit personnel. PPE is essential for firefighter safety, providing thermal protection, durability, and mobility during emergency operations.

Structural firefighting PPE has an expected service life of approximately ten years. Over time, materials degrade due to heat exposure, repeated washing, ultraviolet exposure, and normal operational wear. Replacing aging gear ensures firefighters are equipped with PPE that meets current safety standards and maintains operational readiness.

To ensure a fair evaluation, the department solicited proposals from three manufacturers: Morning Pride, Lion, and Innotex. Each brand was wear-tested by department personnel to evaluate comfort, mobility, durability, and overall performance during operational conditions.

Cost Comparison (Per Set)
Lion — $4,350.61
Morning Pride — $4,552.69
Innotex — $5,008.52

While Lion submitted the lowest cost proposal, Morning Pride gear provides several operational and lifecycle advantages. Morning Pride turnout gear includes user-replaceable knee pads, allowing repairs to be completed in-house rather than requiring certified repair facilities. This reduces repair costs and minimizes equipment downtime.

Morning Pride gear also offers improved delivery timelines compared to typical industry lead times.

Based on wear test results and lifecycle maintenance advantages, staff recommends purchasing 40 sets of structural firefighting PPE from Morning

Pride.

Funding for this purchase is available through the department's Equipment Replacement Fund.

RECOMMENDATION:

That the City Council authorize the purchase of 40 sets of structural firefighting PPE from Morning Pride in an amount not to exceed $200,318.36, which includes a ten percent (10%) contingency, utilizing funds from the Equipment Replacement Fund.

ATTACHMENTS:

1. Lion Quote
2. Morning Pride Quote
3. Innotex Quote

Appropriated/Funded:

Review By:

Department Director:
Bryan Cogburn, Fire Chief

Final Approver: Fernando Gabriel-Moraga, Chief Deputy City Clerk

Sales Quote #260112TR3

Fire Equipment Inc.
12328 Lower Azusa Road * Arcadia, California 91006 * Phone 626-652-0900 * Fax 626-652-0920

February 10, 2026

To: Porterville FD
Attn: Chief Matt Doney
E-Mail: mdoney@ci.porterville.ca.us

EXPIRES 3/1/2026

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

Qty		Unit	Description	Price	Extension
			PSGQ32222		
1		Ea Size:	Lion CVBM-C7 7.0 oz. Black PBI Max V-Force Bi-Swing Turnout Coat per Porterville Spec. **TBD**	$2,184.00	$2,184.00
1		Ea Size:	Lion PVFM-C7 7.0 oz. Black PBI Max V-Force Turnout Pants per Porterville Spec. **ATTACHED**	$1,353.00	$1,353.00
1		Ea	Lion SR342S 42" (Regular) EZH H-Back Quick Adjust Non-Stretch Suspenders w/ black Nomex tab, Black	Incl	Incl
1		Ea	Fire Innovations 1101-0055.1 Arapaho: NFPA Harness ***Large quantity discount available**	$346.25	$346.25
1		Ea	Fire Innovations 1108-1056 YATES Aluminum Ladder Hook	$99.00	$99.00
		Terms:	Net 30		
		FOB:	Freight to be added for Fire Innovations items ONLY		
		Delivery:	75 days for turnouts / 3-4 weeks for Fire Innovations items		
				Subtotal	$3,982.25
				9.250%	$368.36
				S & H	$0.00
				Total	**$4,350.61**

Thalia Reyes, Inside Sales
thaliar@allstarfire.com

(877) 637-3473

Quote

Quote #	QT2024898
Date	01/21/2026
Expires	02/27/2026
Sales Rep	Lucero, Marc
PO #	RFQ for 108 Sets for Morning Rider Turnouts
Shipping Method	FedEx Ground
Customer	PORTERVILLE FIRE DEPARTMENT (CA)
Customer #	C47390

Bill To

CITY of PORTERVILLE Fire Dept
291 N MAIN ST
PORTERVILLE CA 93257-3737
United States

Ship To

CITY of PORTERVILLE Fire Dept
291 N MAIN ST
PORTERVILLE CA 93257-3737
United States

Item	Alt. Item #	Units	Description	QTY	Unit Price	Amount
HFRP Tail Coat	CAPORE00007		CAPORE00007 HFRP Tail Coat Porterville Coat Spec PBI MAx, Crosstech Black, Synergy II	1	$2,192.42	$2,192.42
HFRP Tail Pant	CAPORE00008		CAPORE00008 HFRP Tail Pant Porterville Pant Spec with Harness, PBI MAx, Crosstech Black, Synergy II	1	$1,622.91	$1,622.91
FIRE INNOVATIONS			Custom FIRE INNOVATIONS Arapaho NFPA Class II Harness by Fire Innovations® item no: P101-0055	1	$252.90	$252.90
FIRE INNOVATIONS	1108-1056		1108-1056 Custom FIRE INNOVATIONS Yates Aluminum Ladder Hook	1	$99.00	$99.00

RFQ for 108 Sets for Morning Rider Turnouts

Contact: C47390 PORTERVILLE FIRE DEPARTMENT (CA) : crisalba (559) 782-7437

Subtotal	$4,167.23
Shipping Cost	$0.00
Tax Total	$385.46
Total	$4,552.69

This Quotation is subject to any applicable sales tax and shipping and handling charges that may apply. Tax and shipping charges are considered estimated and will be recalculated at the time of shipment to ensure they take into account the most current information.

All returns must be processed within 30 days of receipt and require a return authorization number and are subject to a restocking fee.

Custom orders are not returnable. Effective tax rate will be applicable at the time of invoice.

QT2024898

Cascade Fire Equipment
PO Box 4248
Medford OR 97501
United States
https://cascadefire.com/
(800) 654-7049

Quote
#QUO7968
03/04/2026

Bill To

Porterville Fire Department
291 N Main St
Porterville CA 93257
United States

Ship To

Porterville Fire Department
40 W Cleveland Ave
Porterville CA 93257
United States

Quote Expiration	Quote Name	Sales Rep	Shipping Method
04/03/2026		Kevin Trent	UPS® Ground

Item	QTY	Rate	Amount
101543-C CFE PBI Black Spec Coat	1	$2,670.00	$2,670.00
101543-P CFE PBI Black Spec Pant	1	$1,887.00	$1,887.00

Subtotal	$4,557.00
Shipping Cost	$30.00
Tax Total (%)	$421.52
Total	$5,008.52

Brush Truck Options:

QUO7968

SUBJECT: Authorization to Purchase Replacement Pump and Motor for Lift Station 11

SOURCE: Public Works

COMMENT: The City of Porterville's Lift Station 11, located on N. Mathew Street south of W. Mulberry Avenue, recently experienced a pump and motor failure. To maintain service, City staff installed a temporary undersized pump and motor until a properly sized replacement can be procured and installed.

Lift Station 11 serves one of the highest demand areas in the City's sewer system. Due to the operational demands at this location, it is important that the lift station operate with properly sized equipment to ensure reliability and maintain system redundancy.

Staff recommends the purchase and installation of a 20-horsepower submersible pump and motor to restore Lift Station 11 to its proper operating capacity.

Staff obtained three quotes from qualified vendors for the purchase of the replacement pump and motor. The following quotes were received:

Company	**Total**	**Availability**
Flo-Line Technologies	$22,526	5-7 days
Hydro Power Engineering	$22,780	6-8 weeks
Rockwell Engineering	$36,100	10-12 weeks

Flo-Line Technologies submitted the lowest responsive quote and has the equipment available in inventory with an estimated delivery time of 5-7 days following approval. Once the equipment is received, City staff will complete the installation and return Lift Station 11 to full operational capacity. Funding for this equipment is available in the Sewer Revolving Fund.

RECOMMENDATION: That the City Council authorize the purchase of a replacement pump and motor for Lift Station 11 from Flo-Line Technology, Inc. in an amount not to exceed $24,779, inclusive of equipment,

taxes, estimated freight, and 10% contingency.

ATTACHMENTS:

1. Locator Map Lift Station #11
2. Flo-Line Technology Quote
3. Hydo Power Engineering Quote
4. Rockwell Engineering Quote

Appropriated/Funded:

Review By:

Department Director:
Robert Alvarez, Public Works Director

Final Approver: Fernando Gabriel-Moraga, Chief Deputy City Clerk

0 50 100 200

SCALE: 1"=100'

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

LOCATOR MAP
SEWER LIFT STATION #11

DRAWN BY	CAL
CHECKED BY	
SCALE	1" = 100'
DATE	7/30/2019

SHEET 1 OF 1

Flo-Line Technology, Inc.
11822 Kemper Rd, Auburn, CA 95603
Ph 530-887-2240, Fax 530-887-2243
www.flolinepumps.com

ATTENTION	**KYLE POE**
COMPANY	CITY OF PORTERVILLE
EMAIL	JPOE@CI.PORTERVILLE.CA.US
PHONE	559-359-9113
FAX	
CELL	
QUOTE NO	**20260374_R3**
DATE	03.05.2026

PREPARED BY	TODD CALLAWAY	**LEAD TIME**	5 - 7 DAYS
CELL	530-887-2240	**FREIGHT**	PP&ADD
E-MAIL	TODD@FLOLINEPUMPS.COM	**SHIP VIA**	BEST WAY
SUBJECT	SULZER XFP150G PUMP	**TERMS**	NET 30 O.A.C.
REFERENCE	SN: 300329078	**VALIDITY**	30 DAYS

Qty	Part No	Description	Unit Price	Ext'd
		XFP150G-CB1.7 PE150/4 PUMP SN: 300329078 REPLACEMENT		
1	XFP150G-CB1.7 PE150/4	SULZER/ABS XFP150G-CB1.7 PE150/4 SUBMERSIBLE	$18,620.00	$18,620.00
		SUITABLE FOR WET AND DRY PIT.		
		20HP, 230V, 3PH, 1780RPM, 1-VANE CB PLUS IMP., PE3A		
		MOTOR FRAME, 49' CABLE		
		- INCLUDES COOLING JACKET		
1	62665305	6" ADAPTER BRACKET, DUAL, 2" RAIL SIZE	$914.00	$914.00
1	TAX	SALES TAX @ 9.25%	$1,991.90	$1,991.90
1	SHIPPING	ESTIMATED FREIGHT	$1,000.00	$1,000.00
		ALL SALES ARE FINAL!		
THANK YOU VERY MUCH FOR THE OPPORTUNITY TO QUOTE THE ABOVE PRODUCTS			Total	$22,525.90

HydroPower
ENGINEERING COMPANY LLC
1401 21st Street, Suite R
Sacramento, CA 95811
PH: 916 952 3025
Email: sales@hpengco.com

HydroPower
ENGINEERING

QUOTE

DATE	3/4/2026
QUOTE #	260009
CUSTOMER ID	N/A
VALID UNTIL	30 DAYS

CUSTOMER

Kyle Poe
City of Porterville
1333 W Grand Ave.
Porterville, CA 93257
Phone: 559 359 9113
Email: jpoe@ci.porterville.ca.us

SHIP TO

TBD

PROJECT BACKGROUND: HPE is offering Mody Pump, 6" discharge, 20HP. Note that we need to determine the flow rate and head prior to receiving the order.

No.	Description	Unit Price	Quantity	Sub Total
1	Mody submersible sewage pump model: MSP3-150-4, 6" discharge, 20HP, 3/60/230 volts, 50' cable. Equipped with cooling jacket.	$19,628.57	1	$19,628.57
2	Guide Rail Adapter Bracket with Installation Hardware	$494.29	1	$494.29
3	Seal Fail Relay	$500.00	1	$500.00
4	Freight	$250.00	1	$250.00
	Delivery: 6-8 weeks FOB: CA Taxes and Freight not included.			
			Tax (9.25%)	$1,907.61
		Total:		**$22,780.47**

Please Call with any questions.

Regards,
HydroPower Engineering

Rockwell Engineering and
Equipment
2913 El Camino Real, Suite 337
Tustin CA 92782-3366
USA
Phone:714-505-9700
www.rockwellengineering.com

Quote Number: 1702064

QUOTE

Quote To:

City of Porterville
291 North Main Street
Porterville CA 93257
USA

Phone: 559-782-7456

Fax:

Date: 3/4/2026

Expires: 4/3/2026

Quote Name PORTERVILLE SE6W

Sales Person: Nick Rockwell

Email: nick@rockwellengineering.com

Inside Sales: Skip Ayres

Email: skip@rockwellengineering.com

Est. Lead Time: 10 - 12 WEEKS

Ship Via:: Best Way

FOB: FOB Origin Full Freight Allow

USD

Line	Part	Description	Expected Qty	Unit Price	Ext. Price
1	90000006	VAUGHAN MODEL SE6W-118 SUBMERSIBLE CHOPPER PUMP 25 HP 1170 RPM 230V MOTOR 50' POWER CABLE FREIGHT INCLUDED	1.00 EA	36,100.00	36,100.00

Rockwell Engineering and
Equipment
2913 El Camino Real, Suite 337
Tustin CA 92782-3366
USA
Phone:714-505-9700
www.rockwellengineering.com

Quote Number: 1702064

QUOTE

Lines Total	36,100.00
Total Taxes	0.00
Total Taxes %	0 %
Line Miscellaneous Charges	0.00
Quote Miscellaneous Charges	0.00
Quote Total (Cash/Check/ACH)	**36,100.00**
Quote Total (Only if Paid by Credit Card)	**37,273.25**

Due to potential tariff impacts and pricing volatility, all prices are subject to change without notice.

Accepted By

Accepted Date

SUBJECT: Authorization to Purchase Traffic Signal Components

SOURCE: Transportation

COMMENT: The City maintains 51 traffic signals on roadways within its jurisdiction. To support timely repairs and minimize service disruptions, the City maintains a limited inventory of critical traffic signal equipment. Maintaining this inventory allows the City to respond quickly to signal malfunctions or collision damage and helps avoid prolonged signal outages that could create traffic congestion or safety concerns.

Several components currently in inventory, including traffic signal controllers and cabinets, have become obsolete and are no longer available for purchase or repair. The Econolite Cobalt traffic signal controller has been identified by the manufacturer as the direct replacement for the McCain 170 controllers currently being phased out.

Because the Econolite Cobalt controller is proprietary equipment designed to integrate with the City's existing traffic signal infrastructure, it must be purchased directly from the manufacturer or an authorized distributor. Standardizing signal equipment also improves maintenance efficiency and helps reduce long-term replacement costs.

Staff recommends purchasing the following equipment to support traffic signal maintenance and emergency repairs:

- One (1) Econolite Cobalt traffic signal controller
- One (1) traffic detection camera
- One (1) Hybrid 332 cabinet
- Twelve (12) load switches

Econolite has provided a quote totaling $31,291.53 for the equipment, including taxes and tariffs.

After preparation of this staff report, the traffic signal cabinet located at Main Street and Orange Avenue was struck by a vehicle and destroyed.

Replacement of the damaged signal equipment will require an additional cabinet, controller, load switches, and associated components.

To accommodate the replacement of the damaged equipment, staff requests authorization to increase the estimate by an additional $31,291.53, bringing the total estimated amount to $62,583.06.

Staff recommends a total authorization amount not to exceed $68,845.36, which includes a ten percent (10%) contingency to address potential freight adjustments, tariffs, or minor equipment changes necessary to complete the replacement and support ongoing signal maintenance.

Staff will seek reimbursement through subrogation of the at-fault driver's insurance company for the additional components associated with the damaged signal equipment.

Funding for this purchase is available in the Traffic Signal Upgrade Capital Improvement Plan Budget.

RECOMMENDATION: That the City Council authorize the purchase of traffic signal components from Econolite in an amount not to exceed $68,845.36, including a ten percent (10%) contingency, using funds from the Traffic Signal Upgrade Capital Improvement Plan Budget.

ATTACHMENTS:

1. 332 Hybrid Cabinet Quote and Equipment Quote rev2 1-28-26

Appropriated/Funded:

Review By:

Department Director:
Russell Isom, Director of Transportation

Final Approver: Fernando Gabriel-Moraga, Chief Deputy City Clerk

Quotation

1/28/2026

To:

Bryan Searle City of Porterville	Quote Name: 332 Hybrid Cabinet and Equipment Quote Project Reference: Econolite Reference: Q-55162-04F9

Item #	Part	Qty	Description	Tariff	Price per	Extended
1	STCAB3889	1	332 ANOD HYBRID PORTERVILLE NO PHASE SELECTORS, NO LS	$62.11	$17,024.80	$17,024.80
2	COBGRM22100000000000	1	COBALT G-SERIES RM 33X C1, JP4 POS 2-3 EOS, WITH PWR CORD, 8MB DATAKEY, NO COMM	$184.26	$5,380.80	$5,380.80
3	31095G12	12	LOAD SWITCH DUAL IND TSC MODEL 300 OI	$0.00	$58.10	$697.20
4	AVISION	1	SENSOR, VIDEO, VISION	$124.35	$5,200.00	$5,200.00

Subtotal	$28,302.80
Shipping & Handling*	
Taxes**	$2,618.01
Tariffs**	$370.72
TOTAL	$31,291.53

Quotation

Any tariff amount shown is an estimate of the tariff fee based on information available as of today's date. Econolite will pass through all tariff fees in effect at the time of shipment, which may be different from the tariff amount set forth herein and on the order acknowledgment.

Unless specifically requested by the customer and noted on this quotation, the product(s) quoted herein may not comply with any BABA Act (Build America/Buy America) requirements.

Cabinet designs are considered final at time of order. Changes requested after date of order may result in additional fees and extended shipping lead times.
The information transmitted is intended only for the person or entity to which it is addressed and may contain confidential and/or legally privileged material. Any review, retransmission, dissemination, or other use of, or taking of any action in reliance upon, this information by persons or entities other than the intended recipient is prohibited except as required by law.

Quote Valid For Days: 60
FOB: Econolite Factory
Terms: NET30
*Ship Terms: PPD
**Taxes and Tariffs Estimated (if included)

Corey Kelly
Corey Kelly, Senior Account Executive
Mobile: 714-273-4912
ckelly@econolite.com

Shipping Date: To be determined at time of receipt of order

SUBJECT: Authorization to Purchase Playground Surfacing for Fallen Heroes Park

SOURCE: Parks and Leisure Services

COMMENT: The Parks and Leisure Services Department utilizes Community Development Block Grant (CDBG) Park Improvement Funds to purchase park amenities on an annual basis, as funding permits. This funding source requires that projects be located within an eligible census tract. Eligible City parks include Murry Park, Zalud Park, and Fallen Heroes Park.

Installation of new playground surfacing at Fallen Heroes Park is recommended for this year's funding for ADA compliance purposes. The proposed project would replace existing tile surfacing that has experienced wear, separation, and movement since the park opened in 2014. Replacing the existing surface with pour-in-place surfacing will improve playground safety, provide consistent impact protection, and create a seamless, durable surface designed to withstand high levels of use. This improvement supports continued safe and reliable use of the playground while protecting the City's long-term investment in park infrastructure.

The proposed project scope includes demolition of existing playground tiles and the supply and installation of pour-in-place surfacing for two play areas totaling approximately 6,400 square feet. Four vendors previously utilized by the City for playground equipment and surfacing purchases were contacted to provide quotes. All vendors are members of government cooperative purchasing programs, which streamline procurement and provide cost-effective purchasing options for public agencies. Two vendors responded to the request for quotes and provided proposals that included the full project scope:

GameTime — $156,638.28
Ross Recreation — $227,178.50
Kompan — Non-responsive

Based on the evaluation of the proposals received, GameTime provided the lowest responsive quote that includes demolition, materials, installation, and applicable sales tax for the full scope of work. On February 17, 2026, this item

came before Council. Kompan had the low quote at that time, but failed to include prevailing wage, thus, the item has returned. At its February 5, 2026 meeting, the Parks and Leisure Services Commission voted unanimously to recommend proceeding with the Fallen Heroes Park surfacing project utilizing available CDBG Park Improvement Funds.

The recommended not-to-exceed amount includes the GameTime base proposal of $156,638.28, plus a ten percent (10%) contingency to address unforeseen site conditions or minor scope adjustments that may arise during demolition and installation. Implementation of this project is contingent upon compliance with applicable CDBG program requirements, and the availability of current and future funding allocations through the CDBG Park Improvement Funds.

RECOMMENDATION: That the City Council authorize the purchase and installation of playground surfacing for Fallen Heroes Park from GameTime in an amount not to exceed $172,302.11, which includes a ten percent (10%) contingency, subject to the availability of Community Development Block Grant (CDBG) Park Improvement Funds.

ATTACHMENTS: 1. Quotes

Appropriated/Funded:

Review By:

Department Director:
Donnie Moore, Deputy City Manager

Final Approver: Fernando Gabriel-Moraga, Chief Deputy City Clerk

C/O MRC
PO Box 225250
San Francisco, CA 94122
Ph: 800-235-2440
Em: MRC@GAMETIME.COM
Web: www.mrcrec.com

02/03/2026
Quote #
120282-02-01

CA Porterville City of Fallen Heroes Park Improvements - Surfacing

Porterville City of
Attn: Amy Graybehl
291 North Main Street
Porterville, CA 93257
United States
agraybehl@ci.porterville.ca.us

Ship to Zip 93257

Quantity	Part #	Description	Unit Price	Amount
1	57957	GT-Impax - 2-5 Playground- 2,406 SQ FT EnduraFlex- Quote includes 2,406 sf of EnduraFlex with a color mix of 50% Black and 50% Standard Color TBD with AROMATIC urethane binder. Standard colors include Blue, Green, Red, and Beige. Quote includes a 2.0" system comprised of a 1.5" cushion layer and a 0.5" wear layer accounting for up to a 4' fall height.	$43,480.00	$43,480.00
1	57957	GT-Impax - 5-12 Playground 3,916 SQ FT EnduraFlex- Quote includes 3,916 sf of EnduraFlex with a color mix of 50% Black and 50% Standard Color TBD with AROMATIC urethane binder. Standard colors include Blue, Green, Red, and Beige. Quote includes a 2.5" system comprised of a 2.0" cushion layer and a 0.5" wear layer accounting for up to a 5' fall height	$73,896.00	$73,896.00
1	OPTION	GT-Impax - Above pricing was calculated with one mobilization with both areas being completed at the same time- Please add additional cost of $6,333.00 if you need a second mobilization for this project.		
1	NOTES	GT-Impax - - Inclusions Quote is valid for 30 days. Quote includes all applicable taxes, licenses, and processing fees. Quote includes Prevailing Wages. Quote assumes favorable access with install location within 50 lineal feet of box truck staging area. Quote assumes any adjacent sprinklers or irrigation will be shut off at least 24hrs prior to our crew's arrival on site. Quote includes one (1) mobilization. Quote does not include: - Bonds (Rate: 2.5%) - Security fencing - Dumpster - Site prep - Subbase prep		
1	INSTALL	GT-Impax - Demo of existing Tiles- Includes haul off	$26,000.00	$26,000.00
Contract: OMNIA #2017001134			**Sub Total**	$143,376.00
			Total	$143,376.00

Comments

OMNIA CONTRACT 2017001134

JP/hd

R•SS
Recreation Equipment

CONTRACT

100 Brush Creek Rd #206, Santa Rosa, CA 95404
Casey Hilbert
707.538.3800 | (831) 689-9110
caseyh@rossrec.com

Contract #: 2026-38172
Quote #: 00049442
Quote Name: Tile Replacement - PIP Rubber Surfacing
Quote Total: $227,178.50

Billing Address:
City of Porterville
291 N. Main Street
Porterville, California 93257

Shipping Address:
Fallen Heroes Park
336 Chase Ave
Porterville, California 93257

Quote Date: 1/16/26
Expiration Date: 4/16/26

Opportunity Name	Lead Time	Payment terms
Fallen Heroes Surfacing	6-8 weeks	

QTY	PRODUCT	DESCRIPTION	UNIT PRICE	SUBTOTAL
1.00	Demolition	Demolition and disposal of 6325 sqft of existing rubber tile surfacing over (2) sites	$35,835.00	$35,835.00
1.00	PIP Rubber	Surface America 'PlayBound' Poured-In-Place Rubber surfacing materials: ~ Square Footage: 6325 total sf (per takeoff provided; 3,875 sf + 2,450 sf) ~ Thickness: 2.75" (2-5 Area) & 4.25" (5-12 area) ~ Binder: Aromatic Urethane ~ Color: 50% Color & 50% Black speckled mix (Colors TBD) * Rubber surfacing will follow contour of existing concrete sub-base and be 2.75" & 4.25" thick throughout. * Any change to color, thickness, square footage or binder type may require a change order. * It is the responsibility of the General Contractor to verify all colors and square footage prior to placing an order. Any changes will require a revised quote and may result in a price increase. * Thicknesses quoted to meet or exceed industry standards for ASTM testing (1000 HIC/200 GMax) and comply with IPEMA certification requirements.	$102,827.00	$102,827.00
1.00	Install - Rubber Surfacing	Installation of 6325 total square feet of Surface America 'PlayBound' Poured-in-Place rubber surfacing at 2.75" & 4.25" thicknesses by a manufacturer certified installer. Price does not include drainage, design work or inspections. Surfacing will be installed to follow slope of the existing sub-base and thickness of safety surfacing quoted to be kept consistent. Surfacing will not be installed thicker over drains unless requested. Please advise if surfacing is to be installed in any other manner so quote can be adjusted. * Installations over 2000 sf may have seams in the finished surface. * Does not include security or temporary fencing to protect surfacing during installation and minimum 24 hour cure time after installation is complete. If security/fencing is to be provided by Ross Recreation a change order will be required.	$72,640.00	$72,640.00

Totals

County/ City Tax (Tulare County/ Porterville 9.2500 %)

Materials	$102,827.00
Sales Tax	$9,511.50
Labor/ Fees	$108,475.00
Freight	$6,365.00
Total	$227,178.50

SUBJECT: Authorization to Replace Downtown Mural

SOURCE: City Manager's Office

COMMENT: In April 2015, the City of Porterville installed a digitally printed graphic mural on the north side of the Subway Restaurant building on Oak Avenue as part of the Oak Avenue Improvement Project. The project was funded through a State Transportation Enhancement grant and included pedestrian corridor improvements between the Santa Fe Byway and Main Street. As part of the project, beautification elements such as the mural and installation of street trees were incorporated to enhance the downtown corridor.

The mural commemorates a local milestone when Porterville released nineteen hot air balloons from Main Street in 1981, setting a world record for the most balloons released simultaneously in a downtown area. After eleven years of exposure to the elements, the mural has faded and is in need of replacement. OMNI Graphics, the original vendor that produced and installed the mural, has provided a quote to replace the existing graphic. Utilizing the original vendor is the only option in this case, as Omni Graphics is the creator of the original work and owns the copyright of the image. Omni Graphics also produced the existing frame and will ensure compatibility with that mounting system, thus providing the most efficient and cost-effective replacement mechanism.

The quote from OMNI Graphics totals $5,481.08, which includes fabrication and installation of the replacement mural. Staff recommends a not-to-exceed project amount of $6,029.19, which includes a ten percent (10%) contingency to address minor adjustments during removal and installation. Funding for this project will be provided through the Community Benefit Program account.

RECOMMENDATION: That the City Council authorize Omni Graphics to replace the downtown hot air balloon mural for $6,029.19, which includes a ten percent (10%) contingency, from the Community Benefit Program account.

ATTACHMENTS: 1. Quote

Appropriated/Funded:

Review By:

Department Director:
Donnie Moore, Deputy City Manager

Final Approver: Fernando Gabriel-Moraga, Chief Deputy City Clerk

Omni Graphics
1050 Pioneer Way #R El Cajon, CA 92020
sales@omnigraphicssd.com
(619) 792-1350

License #: 1056051

Quote 107771

Custom Building Mural

SALES REP INFO
Julie Kerswell
Managing Member
julie@omnigraphicssd.com
(619) 792-1350

QUOTE DATE
02/08/2026

QUOTE EXPIRY DATE
03/10/2026

TERMS
Net 30

REQUESTED BY
City of Porterville
291 N Main St
porterville, CA 93257

CONTACT INFO
Donnie Moore
dmoore@ci.porterville.ca.us
(559) 782-7539

#	ITEM	QTY	UOM	U.PRICE	TOTAL (EXCL. TAX)	TAXABLE
1	**Custom Mural** 215"w x 126"h direct print 3mm ACM	1	Each	$1,921.75	$1,921.75	Y
2	**Standard Install** Onto existing frame. Remove existing and discard. Includes rental of boom life, 2 installers and travel time	1	Each	$3,420.00	$3,420.00	N

Thank you for the opportunity to provide a quote. When you approve this quote, you are agreeing to pay 100% of the quoted price. Need to make changes? No problem - but please realize changes to quantity or specifications will affect your price. We will provide you with an updated quote based on the changes.
Note: Extra hardware may be needed to complete the sign installation that is not specifically included in this quote and will be billed accordingly (if required).
Acceptable payment methods - Cash or Check. Credit Card a 3% Fee is Applied - Visa/Mastercard/Amex.
Tax: All prices are subject to TAX where applicable.
NOTE: Prices are subject to change without notice due to fluctuating tariff costs.

Subtotal:	**$5,341.75**
Sales Tax (7.25%):	**$139.33**
Total:	**$5,481.08**

SIGNATURE:

DATE:

SUBJECT: Authorization to Repair City Well No.26

SOURCE: Public Works

COMMENT: City Well No. 26, located at the southwest corner of Indiana Street and West Vandalia Avenue, has experienced a failure in the perforations of the column pipe, which has reduced the well's production capacity. In order to meet upcoming water production demands and maintain adequate system pressure, Well No. 26 must be repaired and returned to service as soon as possible.

Staff contacted three local pump companies to obtain quotes to rehabilitate the well by washing and airlifting to restore yield. These processes clean the well screen by removing debris, sediment, and bio-fouling. The scope of work includes the installation of 20 feet of additional column pipe, a new bowl assembly, and installation of the turbine motor.

The quotes are as follows:

Valley Pump & Dairy Systems	$38,413
Carver Pump Service	$41,215
C. J. Hammer Pump Company	Unresponsive

Valley Pump & Dairy Systems submitted the lowest quote and indicated that the required repair parts are immediately available. Selecting Valley Pump & Dairy Systems will allow the City to expedite the repair and return the well to service in order to maintain water system pressure and production capacity. Funding for this project is available in the Water Operating Fund. The total project cost is not expected to exceed $42,254, which includes all parts, labor, taxes, and a 10 percent contingency for unforeseen repairs.

RECOMMENDATION: That City Council authorize the repair of City Well No. 26 by Valley Pump & Dairy Systems in an amount not to exceed $42,254, inclusive of parts, labor, taxes, and a 10 percent contingency.

ATTACHMENTS:

1. City Well 26 Location Map
2. Valley Pump & Dairy Systems Quote
3. Carver Pump Quote

Appropriated/Funded:

Review By:

Department Director:
Robert Alvarez, Public Works Director

Final Approver: Fernando Gabriel-Moraga, Chief Deputy City Clerk

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

CITY WELL 26

DRAWN BY	GG
CHECKED BY	
SCALE	1" = 200'
DATE	10/3/2025

VALLEY PUMP & DAIRY SYSTEMS

QUOTE

2280 SOUTH "K" STREET
TULARE, CA 93274

PHONE: (559) 686-2000

Customer: **CITY OF PORTERVILLE**

Description: AIR LIFT DEBRIS FROM BOTTOM OF WELL, SCRUB PERFORATIONS, BUILD NEW 12C BOWL ASSEMBLY & INSTALL W/ 20' EXTENSION, REPLACE BAD TUBE & SHAFT, REPAIR TOP WORK & SET READY TO RUN (QUOTE BASED ON REPAIRS DETERMINED FROM ANOTHER PUMP COMPANY)

Location:

Amount	Description	Each	Cost
1.00	12CHC 5-STAGE BOWL ASSEMBLY	14550	14,550.00
4.00	2-1/2" X 1-1/2" TUBE & SHAFT	1200	4,800.00
1.00	10" COLUMN PIPE .279"	1600	1,600.00
1.00	10" X 2' HEAD NIPPLE	650	650.00
300.00	1-1/4" PVC PIPE SCH.40	2.8	840.00
1.00	MACHINE SHOP MATERIAL	1200	1,200.00
1.00	MISC. PARTS (TAPE, OIL, BOLTS ETC)	500	500.00
			-
			-
1.00	LABOR, AIR LIFT WELL	5000	5,000.00
4.00	LABOR, 2-MAN SCRUB	335	1,340.00
12.00	LABOR, 3-MAN RIG INSTALL	475	5,700.00
			-
			-
			-
			-
			-
			-
			-

Sub Total	36,180.00
Tax 9.25%	2,232.95
Total	38,412.95

Presented Cody Wilson

This Quote is good for 15 Days: **3/6/26**

Accepted B

Company:

CARVER
PUMP SERVICE

139 North Cain Street
Visalia, California 93292
(559) 622-0622

1-855-6CARVER
CALIFORNIA CONTRACTOR'S
LICENSE - C61 D21 #547257

Estimate # _____

Date 3/3/2026

Customer C.O.P.

Address _____

_____

Telephone John 559-756-3515

DESCRIPTION	AMOUNT
1-New 12chc 5 stg bowl	
80ft- Goulds T&S 2.5 x 1.5	
1- New 10in head nipple	
300ft- 1.25 pvc sch 40 pipe	
4- 1.25 pvc couplings	
5gal food grade pump oil	
2gal food grade grease	
15- 1/2in band-it clips	
40ft- 1/2in s/s banding	
10mil tape	
20ft- 10in butt column pipe	
Labor to air lift well & install above listed parts start & check	
Labor is based on prevailing wage	
vertigo acid wash double wall casing try to open plugged perfs	
SUB TOTAL	
SALES TAX	
LABOR	
TOTAL	$ 41,215.12

Acceptance of this proposal is an agreement by the customer to pay in full for all services within 30 days of the date invoiced. Carver pump will charge, and customer agrees to pay, finance charges of 2 percent per month on the unpaid balance.

CARVER PUMP SERVICE

Salesman

Jeffrey Demacabalin

Approved by

CUSTOMER

Purchaser

Address

SUBJECT: Approval of an Amendment to the Fiscal Year 2025-2026 Transit Budget and Acceptance of the Transportation Development Act (TDA) Claim

SOURCE: Finance

COMMENT: The Transportation Development Act (TDA), enacted in 1971, provides funding to local agencies to support public transit services. TDA funding is derived from two primary sources: the Local Transportation Fund (LTF), which is generated through a statewide one-quarter cent sales tax, and the State Transit Assistance (STA) Fund, which is derived from statewide sales taxes on gasoline and diesel fuels and supplemented by revenues from Senate Bill 1 (SB 1).

The Tulare County Association of Governments (TCAG) is responsible for apportioning these funds annually to transit agencies within Tulare County. TCAG reviews each agency's TDA claim and, upon approval, instructs the County Auditor to distribute the funds accordingly.

In order for TCAG to approve a TDA claim, several requirements must be met, including adoption of a balanced transit budget, compliance with farebox recovery ratio requirements, submission of vehicle safety inspection reports, compliance with fiscal and performance audits, approval of the claim through a governing body resolution, submission of a draft Short-Range Transit Plan (SRTP), and confirmation that available Federal Transit Administration (FTA) Section 5307 and STA funds have been fully utilized prior to using LTF funds as a local match. Once transit services are fully funded, any remaining LTF balance may be allocated to eligible streets and roads projects.

For Fiscal Year 2025-2026, TCAG apportioned $730,053.76 in STA funds and $4,134,325.00 in LTF funds to the City of Porterville for transit operations. These funds support the operation of the City's fixed-route and demand-response transit services.

During the review of the City's Fiscal Year 2025-2026 Transit Fund budget, staff identified the need for a budget amendment to ensure that the Transit Fund budget remains balanced and accurately reflects anticipated revenues and expenditures associated with transit operations. A balanced transit budget is required for TCAG to process and approve the City's TDA claim.

Staff has reviewed the current budget and prepared a budget amendment to align projected revenues and expenditures accordingly. Approval of this amendment will ensure that the Transit Fund budget accurately reflects the funding necessary to operate the City's transit system and will allow TCAG to process the City's TDA claim for the fiscal year.

Upon approval of the budget amendment and resolution, the City will notify TCAG so the claim can be accepted and funds allocated for transit operations.

RECOMMENDATION: That the City Council:
1. Adopt the attached resolution amending the Fiscal Year 2025-2026 Transit Fund budget and approving the Transportation Development (TDA) claim;
2. Authorize staff to submit the necessary updates to the Tulare County Association of Governments (TCAG) and the Federal Transit Administration (FTA); and
3. Authorize the Finance Director to make the necessary budget adjustments.

ATTACHMENTS:
1. FY 2025-2026 Transit Fund Budget
2. Draft Resolution_TDA

Appropriated/Funded:

Review By:

Department Director:
Janie Rodriguez, Finance Director

Final Approver: Fernando Gabriel-Moraga, Chief Deputy City Clerk

CITY OF PORTERVILLE
ANNUAL BUDGET
2025– 2026

TRANSIT FUND

The Transit Fund was established in fiscal year 1982-83 to account for the income and expenses of the Demand Response and Fixed Route transit programs which are operated by a private contractor. Prior to 1982-83, this fund was combined with the Special Gas Tax Fund.

Revenue sources include Local Transportation Fund (LTF) derived from the ¼-cent general sales tax and the State Transit Assistance Fund (STAF) derived from sales tax on diesel fuel. Other revenue sources include fare box revenues and federal and state grants.

The capital expenditures proposed for fiscal year 2025-2026 include the following:

		Appropriation
Fleet Replacement	$	7,490,000
Facility Improvements		450,000
Fuel System Upgrades		365,000
New bus maintenance facility		8,000,000
Transit Center improvements – exterior and lobby		284,000
Transit shelters		494,000
Transit signage		250,000
Total	$	17,333,000

CITY OF PORTERVILLE
ANNUAL BUDGET
2025-2026

TRANSIT FUND

	2023-2024 Actual	2024-2025 Original Estimate	2024-2025 Revised Estimate	2025-2026 Estimate
Available balance, beginning of year	$ 1,073,716	$ 1,020,248	$ 442,563	$ 4,989,650
Add:				
Revenues from:				
LTF	-	1,497,284	3,620,348	4,134,325
STAF	-	1,000,000	925,602	812,002
Sales tax, Measure R	-	170,000	-	170,000
TCRTA Reimbursements	1,365,438	-	(1,467)	-
Farebox	-	400,000	124,046	675,000
Grants	(504,044)	9,458,400	6,744,829	19,316,400
Other income	19,028	12,500	71,219	18,322
Reimbursements	-	-	35,466	-
Total	880,422	12,538,184	11,520,043	25,126,049
Less:				
Appropriations for:				
Capital outlay	6,725	7,198,000	-	17,333,000
Operations	1,504,850	6,360,432	6,972,956	6,932,523
Total	1,511,575	13,558,432	6,972,956	24,265,523
Available balance, end of year	$ 442,563	$ -	$ 4,989,650	$ 5,850,176

RESOLUTION NO. _____-2026

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PORTERVILLE ADOPTING THE AMENDED FISCAL YEAR 2025-2026 TRANSIT BUDGET AND ACCEPTING THE TRANSPORTATION DEVELOPMENT ACT (TDA) CLAIM SUBMITTED TO THE TULARE COUNTY ASSOCIATION OF GOVERNMENTS

WHEREAS: The City Manager, under provisions of the City Charter of the City of Porterville, has presented to the City Council for its consideration, a proposed Amended Transit Budget for the period beginning July 1, 2025 and ending June 30, 2026 (Attachment A); and

WHEREAS: The City Council after thorough review, has determined said amended budget, as modified and corrected, is in all respects suitable and adequate for the purposes of said budget and covers the necessary expenditures of the Transit Fund of the City of Porterville for the 2025-2026 Fiscal Year.

WHEREAS: Pursuant to Government Code Section 66500 et seq., the Tulare County Association of Governments ("TCAG") is the regional transportation planning agency for Tulare County; and

WHEREAS: The Mills-Alquist-Deddeh Act ("Transportation Development Act" or "TDA"), Public Utilities Code Section 99200 et seq., makes certain retail sales tax revenues available to eligible claimants for public transportation projects and purposes; and

WHEREAS: TCAG is responsible for the allocation of TDA Funds to eligible claimants within the Tulare County region; and

WHEREAS, the Transportation Development Act (TDA) provides State Transit Assistance (STA) and Local Transportation Fund (LTF) revenues to support public transit operations; and

WHEREAS, during the review of the Fiscal Year 2025-2026 Transit Budget, it was determined that an amendment is necessary to ensure the Transit Fund budget is balanced and accurately reflects anticipated revenues and expenditures; and

WHEREAS, the City of Porterville is an eligible claimant of TDA funds and has submitted a TDA claim to TCAG for Fiscal Year 2025-2026 transit funding; and

WHEREAS, amending the Fiscal Year 2025-2026 Transit Budget will allow TCAG to accept and process the City's TDA claim.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Porterville hereby:

1. Adopt the amended Fiscal Year 2025-2026 Transit Budget to ensure the Transit Fund budget is balanced and accurately reflects anticipated revenues and expenditures related to transit operations; and
2. Approve an allocation request for Fiscal Year 2025-2026 TDA funds in the amounts of $730,053.76 in State Transit Assistance (STA) and $4,134,325.00 in Local Transportation Fund (LTF) revenues, subject to the TCAG 2025 TDA Claims Manual.

PASSED, APPROVED AND ADOPTED this 17th day of March 2026.

_____
Greg Meister, Mayor

ATTEST:
Rich Tree, City Clerk

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

ATTACHMENT A

CITY OF PORTERVILLE
ANNUAL BUDGET
2025 – 2026
AMENDED

TRANSIT FUND

The Transit Fund was established in fiscal year 1982-83 to account for the income and expenses of the Demand Response and Fixed Route transit programs which are operated by a private contractor. Prior to 1982-83, this fund was combined with the Special Gas Tax Fund.

Revenue sources include Local Transportation Fund (LTF) derived from the ¼-cent general sales tax and the State Transit Assistance Fund (STAF) derived from sales tax on diesel fuel. Other revenue sources include fare box revenues and federal and state grants.

The capital expenditures proposed for fiscal year 2025-2026 include the following:

		Appropriation
Fleet Replacement	$	7,490,000
Facility Improvements		450,000
Fuel System Upgrades		365,000
New Bus Maintenance Facility		9,000,000
Transit Center Improvements – Exterior and Lobby		284,000
Transit Shelters		494,000
Transit Signage		250,000
Total	$	18,333,000

CITY OF PORTERVILLE
ANNUAL BUDGET
2025 – 2026
AMENDED

TRANSIT FUND

	2024-2025 Revised Estimate	2025-2026 Original Estimate	2025-2026 Revised Estimate
Available balance, beginning of year	$ 42,563	$ 3,031,684	$ 3,031,684
Add:			
Revenues from:			
LTF	3,620,348	4,134,325	4,134,325
STAF	925,602	812,002	730,054
Sales tax, Measure R	-	170,000	170,000
Farebox	124,046	675,000	675,000
Grants	6,744,829	19,316,400	19,468,084
Other income	71,219	18,322	88,059
Reimbursements	33,999	-	-
Total	$ 11,520,043	$ 25,126,049	$ 25,265,522
Less:			
Appropriations for:			
Capital Outlay	2,071,776	17,333,000	18,333,000
Operations	6,859,146	6,932,523	6,932,522
Total	$ 8,930,922	$ 24,265,523	$ 25,265,522
Available balance, end of year	$ 3,031,684	$ 3,892,210	$ 3,031,684

SUBJECT: Authorization to Negotiate a Consultant Agreement for Nitrification/Denitrification Design Services

SOURCE: Engineering and Project Management

COMMENT: At the City Council meeting of December 16, 2025, the City Council authorized staff to distribute a Request for Qualifications (RFQ) for nitrification/denitrification design services.

On February 17, 2026, staff received one (1) Statement of Qualifications (SOQ) for the professional design services in response to the distributed RFQ. Staff reviewed and evaluated the firm in accordance with the City's Policy for Selecting Consultants to Provide Architectural, Engineering, and Similar Services to ensure the submittal met the requirements of the RFQ and that the firm is qualified to perform the requested services.

Although only one Statement of Qualifications was received, staff determined that the submittal met the requirements of the RFQ and that the firm is well qualified to perform the requested services.

The consultant and their respective evaluation score are as follows:

Firm	Score
Carollo Engineers	89.0

Staff is pleased with the qualifications of the listed consultant and their interest in the project and recommends negotiating a contract with the top-ranked firm.

Staff will return to the City Council at a future meeting with a negotiated Professional Services Agreement for consideration and approval.

RECOMMENDATION: That the City Council authorize staff to negotiate a scope of services contract with Carollo Engineers for nitrification/denitrification design services.

ATTACHMENTS: 1. Consultant Selection Rating Sheet

Appropriated/Funded:

Review By:

Department Director:
Daniel Cervantez, Engineering and Project Management Director

Final Approver: Fernando Gabriel-Moraga, Chief Deputy City Clerk

CONSULTANT SELECTION RATING FORM		FIRM
Project Name: Nitrification/Denitrification Analysis & Design Services Date: 2/17/2026 Project Number:		*Carollo*
Evaluation Factor	Rating Factor Numerical Range & Weighting Based on Importance of Factor	Score
a. Capability to perform all or most aspects of the project.	0-10	9.3
b. Recent experience in projects comparable to the proposed project.	0-10	9.3
c. Firm's reputation for professional integrity and competence.	0-5	4.3
d. Key personnel's professional background and caliber.	0-7	6.3
e. Adequate qualified personnel available for assignment to the project.	0-5	4.3
f. Recent experience in specialized areas of expertise associated with the project.	0-5	4.3
g. Demonstrated ability to meet schedules or deadlines.	0-10	8.7
h. Demonstrated ability to complete projects without having major cost escalations or overruns.	0-7	6.3
i. Qualifications and experience of outside consultants regularly engaged by the consultant under consideration.	0-10	9.0
j. Quality of project previously undertaken.	0-10	8.3
k. Familiarity with and proximity to the geographic location of the project.	0-5	5.0
l. Capability of a branch office, which will do the work to perform independently of the home office, or conversely, its capability to obtain necessary support from the home office.	0-3	2.3
m. Demonstration of an understanding of the project's potential problems and the City's special concerns.	0-5	4.3
n. Degree of interest shown in undertaking the project.	0-3	3.0
o. Evidence that consultant is an equal opportunity employer.	0-2	2.0
p. Proximity of firm's office to project.	0-3	2.0
TOTAL SCORE:	Maximum Points Possible = 84	89.0
Total Ranking Value of all Evaluators:		3

SUBJECT: Authorization to Modify Previously Approved Cargo Container Quantity and Size

SOURCE: Community Development

COMMENT: The use of cargo/shipping containers in Commercial and Industrial zoning districts, when associated with an existing development for additional storage capacity, may be approved administratively by the Zoning Administrator for up to three units. Requests exceeding three containers require City Council approval.

On April 15, 2025, the City approved a cargo container permit authorizing three cargo containers measuring 8 feet by 40 feet on the subject property (Building Permit No. BLDRO325-0404). Two of the approved containers were installed and remain on-site. The third approved container was never installed.

The applicant is requesting an addendum to retain the two existing 8' × 40' containers and install three additional 8' × 30' containers. If approved, the total number of cargo containers on-site would increase from three to five.

The applicant has indicated that additional containers are necessary to provide secure storage for materials, equipment, and supplies associated with ongoing business operations.

Staff reviewed the proposed placement plan and evaluated setbacks, site circulation, parking, and fire access. The proposed configuration maintains required setbacks, does not interfere with emergency access, and does not remove or impact required parking areas.

While the total number of containers would increase from three to five, the proposed containers are shorter in length and remain compatible with the site layout and surrounding commercial uses.

The subject property is located within the CG (General and Service Commercial) zoning district and has a General Plan Land Use designation of General and Service Commercial. Cargo containers are permitted subject to discretionary approval and compliance with applicable development standards

under the Porterville Municipal Code.

Staff finds the proposed modification to be reasonable and consistent with the City's approach of providing flexible storage options for commercial and industrial properties. Staff also notes that requests for additional cargo containers have become more common as businesses seek secure on-site storage. Staff will continue to evaluate the City's cargo container regulations to ensure they remain consistent with City Council policy direction and business needs.

Environmental Review

The proposed modification has been reviewed pursuant to the California Environmental Quality Act (CEQA). Staff determined the request is consistent with the scope and intensity of the previously approved project and does not represent a substantial expansion of the original use. Appropriate CEQA findings will be made at the time of Council action.

RECOMMENDATION: That the City Council approve the requested addendum to allow a total of five cargo containers, consisting of two (2) 8' × 40' containers and three (3) 8' × 30' containers.

ATTACHMENTS:
1. Request w Proposed Location of Additional Containers
2. Cargo Container Location_ZA Approval

Appropriated/Funded:

Review By:

Department Director:
Claudia Calderon, Community Development Director

Final Approver: Fernando Gabriel-Moraga, Chief Deputy City Clerk

Letter of Explanation – Storage Container Addition

Rob Taylor
[redacted]
Porterville, CA 93257
[redacted]

Subject: **Explanation for Proposed Addition of Three 8' x 30' Storage Containers**

To Whom It May Concern,

I am submitting this letter in support of my application to place three (3) storage containers, each measuring 8 feet by 30 feet, on my property located at 777 N Sunnyside. The purpose of these containers is to provide secure, weather-protected storage for materials, equipment, and supplies associated with ongoing business operations.

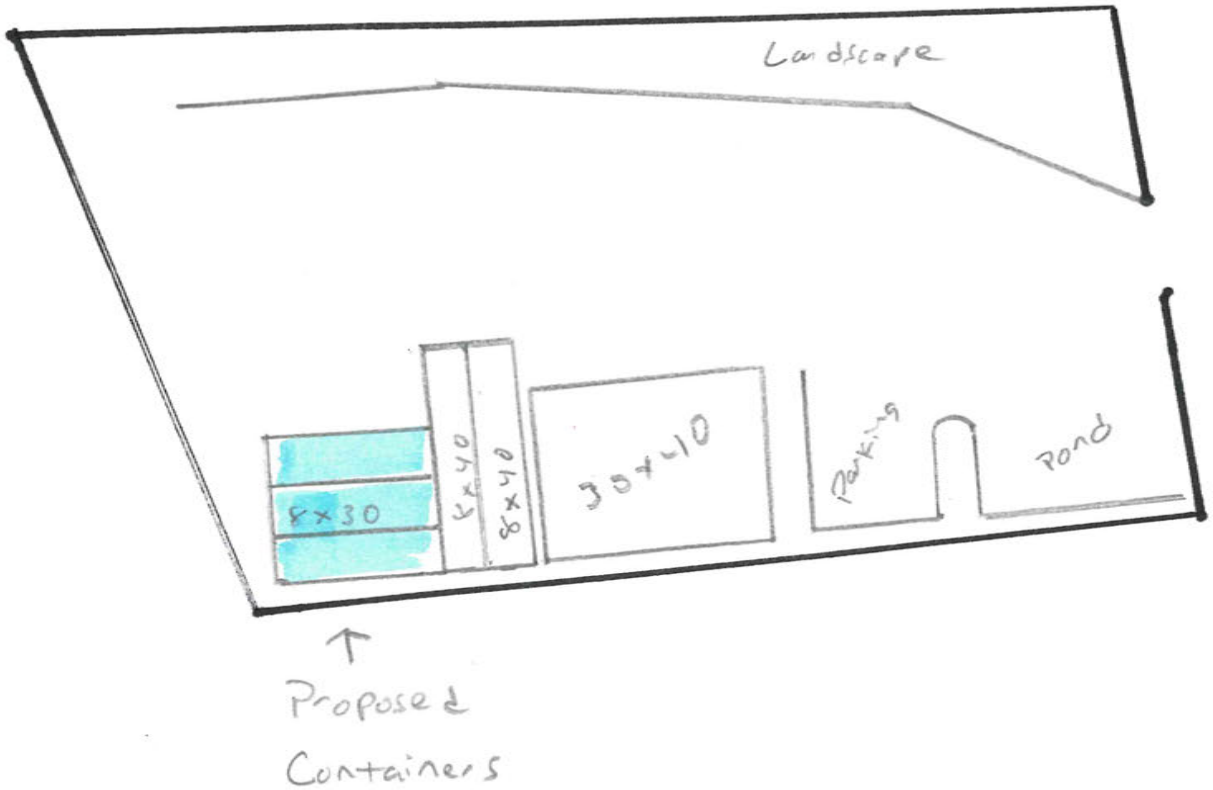
The containers will be used for storage and will not be occupied, modified for habitation, or used for any commercial activity beyond the storage function. They will remain in good condition, properly maintained, and placed in a manner that does not obstruct access, visibility, or emergency pathways. Attached is a picture of what I plan for the front and entrance. In addition, once the containers are put in place I will paint all containers to match the warehouse.

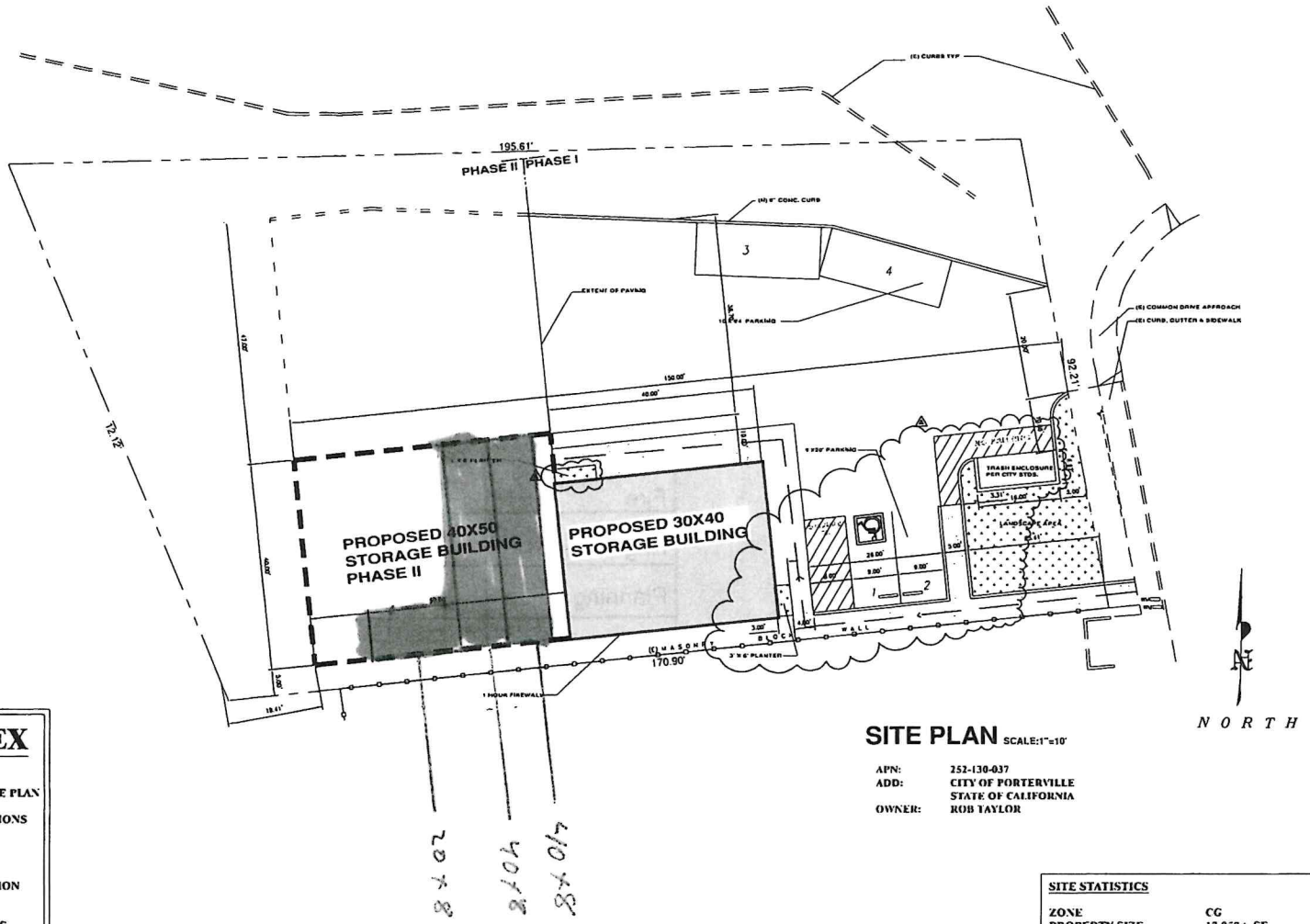
The placement of these containers has been planned to ensure compliance with all zoning, setback, and fire-safety requirements. I am committed to working with the City of Porterville to meet any additional conditions or requests for information needed to complete the review process.

Thank you for your time and consideration. Please feel free to contact me if further clarification or documentation is needed.

Sincerely,

Rob Taylor


Landscape
8x30
8x40
8x40
30x40
Parking
Pond
Proposed
Containers



SITE PLAN SCALE:1"=10'

APN: 252-130-037
ADD: CITY OF PORTERVILLE
STATE OF CALIFORNIA
OWNER: ROB TAYLOR

SHEET INDEX

A1.1	SITE PLAN
1	GRADING & DRAINAGE PLAN
2	STANDARD DETAILS
A1.2	FLOOR PLAN/ELEVATIONS
E1.1	ELECTRICAL PLAN
P1.1	PLUMBING PLAN
ADA1.1	ADA DETAILS
ADA1.2	ADA DETAILS
L-1	LANDSCAPE/IRRIGATION
S-1	FOUNDATION PLAN
SD-1	STRUCTURAL NOTES
SD-2	STRUCTURAL DETAILS
SD-3	STRUCTURAL DETAILS
SD-4	STRUCTURAL DETAILS
T24-1	TITLE 24'S
T24-2	TITLE 24'S
T24-3	TITLE 24'S
GREEN CODES	

SITE STATISTICS

ZONE	CG
PROPERTY SIZE	17,957± SF
BUILDING	
PHASE I	1200± SF
PHASE II	2400± SF
PAVED AREA PHASE I	5,605± SF
PARKING REQUIRED	
PROPOSED COMMERCIAL STORAGE	
PHASE I	1 PER 1000 SF =2
PHASE II	1 PER 1000 SF =2
PARKING PROVIDED	1 9'X19' STANDARD
	2 10X24 PARALLEL
	1 ADA
	TOTAL 4
LANDSCAPING	1,750 SF ±

ZONING ADMINISTRATOR

Claudia Caddell 4/15/25

SIGNATURE DATE

Plan Set 3 of 3

REVISIONS	BY
6-20-22	MH

HILLMAN BUILDING DESIGNERS
SPECIALIZING IN CUSTOM DESIGNS
SINCE 1970
[illegible]

ARCHITECT
TOWNSEND ARCHITECTURAL GROUP
DENNIS A. TOWNSEND A.I.A.
LIC. C24088
484 N. PROSPECT
PORTERVILLE, CA 93257
559-783-9999

PROPOSED NEW BUILDING FOR:
WEBB & SON

DATE	03-12-22
SCALE	1"=10'
DRAWN	MH
JOB	21033
SHEET	A1.1

SUBJECT: Authorization to Schedule a Public Hearing for Consideration of Revocation of Business Licenses

SOURCE: Finance

COMMENT: Staff requests authorization to schedule a public hearing to consider revocation of business licenses issued to the following businesses:

- Rose Massage, 188 West Olive Avenue
- Star Massage, 1365 West Olive Avenue
- Diamond Massage, 1531 West Olive Avenue

Businesses in the City of Porterville are required to obtain a business license pursuant to Chapter 15 of the Porterville Municipal Code. Pursuant to Section 15-12, "The City Council reserves the right to revoke the license granted to any person when, after notice to the licensee and upon hearing had, it shall appear the business licensed is unlawful, immoral or a menace to the public health, safety, morals, peace or general welfare, or is, or has been carried on in an illegal or immoral manner, or in such manner as to constitute a menace to the health, safety, morals, peace or general welfare of the people of the City."

On February 14, 2026, a police investigation involving Rose Massage, Star Massage, and Diamond Massage resulted in the arrests of Lenju Wu, Luo Zeqiao, and Fenglan Dong for prostitution. During the investigation, it was determined that Lenju Wu and Luo Zeqiao did not possess active certification from the California Massage Therapy Council (CAMTC). Fenglan Dong currently holds an active Certified Massage Therapist certificate (#45299), which expires on September 11, 2027.

Based on the results of the investigation, staff believe the operations of Rose Massage, Star Massage, and Diamond Massage may meet the criteria for revocation of their business licenses pursuant to Section 15-12 of the Porterville Municipal Code.

If authorized, staff will prepare and post a notice of a public hearing for April 7, 2026. At that hearing, evidence and testimony from City staff, any testimony

provided by the business owners, and any other relevant testimony will be presented for City Council consideration.

RECOMMENDATION: That the City Council authorize the City Clerk to notice a public hearing for April 7, 2026, to consider the revocation of the business licenses issued for massage businesses located at 188 West Olive Avenue, 1365 West Olive Avenue, and 1531 West Olive Avenue.

ATTACHMENTS:

Appropriated/Funded:

Review By:

Department Director:
Janie Rodriguez, Finance Director

Final Approver: Fernando Gabriel-Moraga, Chief Deputy City Clerk

SUBJECT: Approval of Community Civic Event Application — "Porterville Celebrates Reading" Event

SOURCE: Finance

COMMENT: The Optimist Club of Porterville, Porterville Unified School District, and Burton School District are requesting approval to hold the "Porterville Celebrates Reading" event on Saturday, April 11, 2026, at Veterans Park, from 10:00 AM to 2:00 PM. An outside amplifier permit has been approved from 10:00 AM to 2:00 PM. The sponsor is requesting the use of Veterans Park from 8:00 AM to 4:00 PM for set-up before and clean up after the event.

The request has been submitted in accordance with the Community Civic Events Ordinance No. 1326, as amended. The application has been routed to and reviewed by all required City departments. All applicable requirements and conditions are outlined in the Application and Agreement, including Exhibit A, Exhibit B, and the Outside Amplifier Permit.

This event will provide a positive, educational opportunity for children ages pre-school and up and their families while supporting literacy and community engagement.

RECOMMENDATION: That the City Council approve the Community Civic Event Application for the “Porterville Celebrates Reading” event on April 11, 2026, at Veterans Park, subject to the restrictions and requirements contained in the Application and Agreement, Exhibit A, Exhibit B, and the Outside Amplifier Permit.

ATTACHMENTS:

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

Appropriated/Funded:

Review By:

Department Director:
Janie Rodriguez, Finance Director

Final Approver: Fernando Gabriel-Moraga, Chief Deputy City Clerk

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

Event Flyer: Yes _____ No X If yes, please attach copy

E-mail address: patience.christenson@burtonschools.org

Website: _____

Application date: 23 FEB. 2026 Event date: 11 APR. 2026

Event time: 10 AM - 2 PM (SET UP 8AM-4PM)

Name of Event: PORTERVILLE CELEBRATES READING

Sponsoring organization: OPTIMIST/PUSD/BSD Phone # 559-784-4934

Address: 472 W. PUTNAM AVE.

Authorized representative: PATIENCE CHRISTENSON Phone # 559-361-7942

Address: 1515 W. WESTFIELD AVE.

Event chairperson: PATIENCE CHRISTENSON Phone # 559-361-7942

patience.christenson@burtonschools.org

Location of event VETERANS PARK

Location map must be attached

Description of event: LITERACY FAIR FOR CHILDREN AGES PRE-SCHOOL AND UP. SCHOOLS AND COMMUNITY ORGANIZATIONS HAVE BOOTHS WITH LITERACY ACTIVITIES

Purpose of event: PROMOTE READING, LITERACY, AND HOME LIBRARIES

Employer Identification Number: [redacted] OPTIMIST BL [redacted]

(IRS Determination)

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

Barricades (quantity): Ø Street sweeping Yes _____ No X

Police protection Yes _____ No X Refuse pickup Yes _____ No X

Other: _____

Parks facility application required: Yes X No _____ Attached _____

Assembly permit required: Yes _____ No X Attached _____

The application will be forwarded for staff review to gather comments and identify any special requirements or conditions for this event.

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)*

PC 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.

NA 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.

NA 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.

PC 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.

NA 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.

OPTIMIST/PUSD/BSD	Patience Christenson	23 FEB. 2026
(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: PORTERVILLE CELEBRATES READING

Sponsoring organization: OPTIMIST/PUSD/BSD

Location: VETERANS PARK Event date: 11 APR. 2026 Event time: 10 AM - 2 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
NO VENDORS THAT SELL ITEMS						
NON PROFIT						

*Municipal Code 15-20(E) Community Civic Events (16): Business License Fee: 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: PORTERVILLE CELEBRATES READING

Sponsoring organization: OPTIMIST / PUSD / BSD

Event date: 11 APR. 2026 Hours: 10 AM - 2 PM

ATTACH MAP MARKING AREAS TO BE CLOSED OR USED:

Closed

Street Name	From which Street	To which Street	Activity

Sidewalks	From which sidewalk	To which sidewalk	Activity

Parking lots and spaces	Location	Activity

Requirements for Community Civic Event

Optimist/PUSD/BSD

Porterville Celebrates Reading

April 11, 2026

Fire Marshal: *C. Dignam*	Ensure proper spacing of tents and canopies, no more than 400 square feet with sides, or 700 square feet without sides, must have a minimum of 12 feet between any combination of tents or canopies meeting the sizes listed. All canopies and tents shall have an affixed label showing compliance with the flame resistance requirements of the State of California.
Parks & Leisure Service Asst. Director: *A. Graybehl*	No person shall operate, drive, stop, park or leave standing any motor vehicle, other than On paved parking areas, in any city park, except when in possession of a permit issued by the director of parks and leisure services permitting that person to operate, drive, stop, park or leave standing said motor vehicle, and further, except any motor vehicle being operated, stopped, parked or left standing by a city employee in the course and scope of his or her duties. Municipal code 17-10.13
Police Lieutenant: *M. Azevedo*	Please see Exhibit B.
Administrative Service Director: *Y. Andrade*	The certificate of liability and endorsement page are sufficient for the proposed event.
Field Services Superintendent-Refuse: *B. Spry*	No comments.
Field Services Superintendent-Streets: *J. Baeza*	No comments.

Requirements for Community Civic Event

Sponsor:	Optimist/PUSD/BSD
Event:	Porterville Celebrates Reading
Event Chairman:	Patience Christenson
Location:	Veterans Park
Date of Event:	April 11, 2026 (10:00 AM – 2:00 PM)

RISK MANAGEMENT: Conditions of Approval

That Optimist/PUSD/BSD 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

Porterville Celebrates Reading
April 11, 2026 / 10:00AM-2:00PM
Veterans Park

Proposed Conditions/Requirements:

- Food vendors, if any, 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. 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 the park is promptly cleared of any vehicles, equipment, booths or anything that could present a hazard to others.

Mark Azevedo, Lieutenant
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: PATIENCE CHRISTENSON

1515 W. WESTFIELD AVE., PORTERVILLE

2 Address where amplification equipment is to be used: 1501 W. HENDERSON AVE., PORTERVILLE

3 Names and addresses of all persons who will use or operate the amplification equipment: SCIA MARIACHI: 15518 REDWOOD ST / VANDALIA ELEMENTARY: 271 E. COLLEGE AVE

4 Type of event for which amplification equipment will be used: LITERACY FAIR

5 Dates and hours of operation of amplification equipment: 11 APR. 2026, 10AM-2PM

6 A general description of the sound amplifying equipment to be used: SMALL SPEAKER

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.

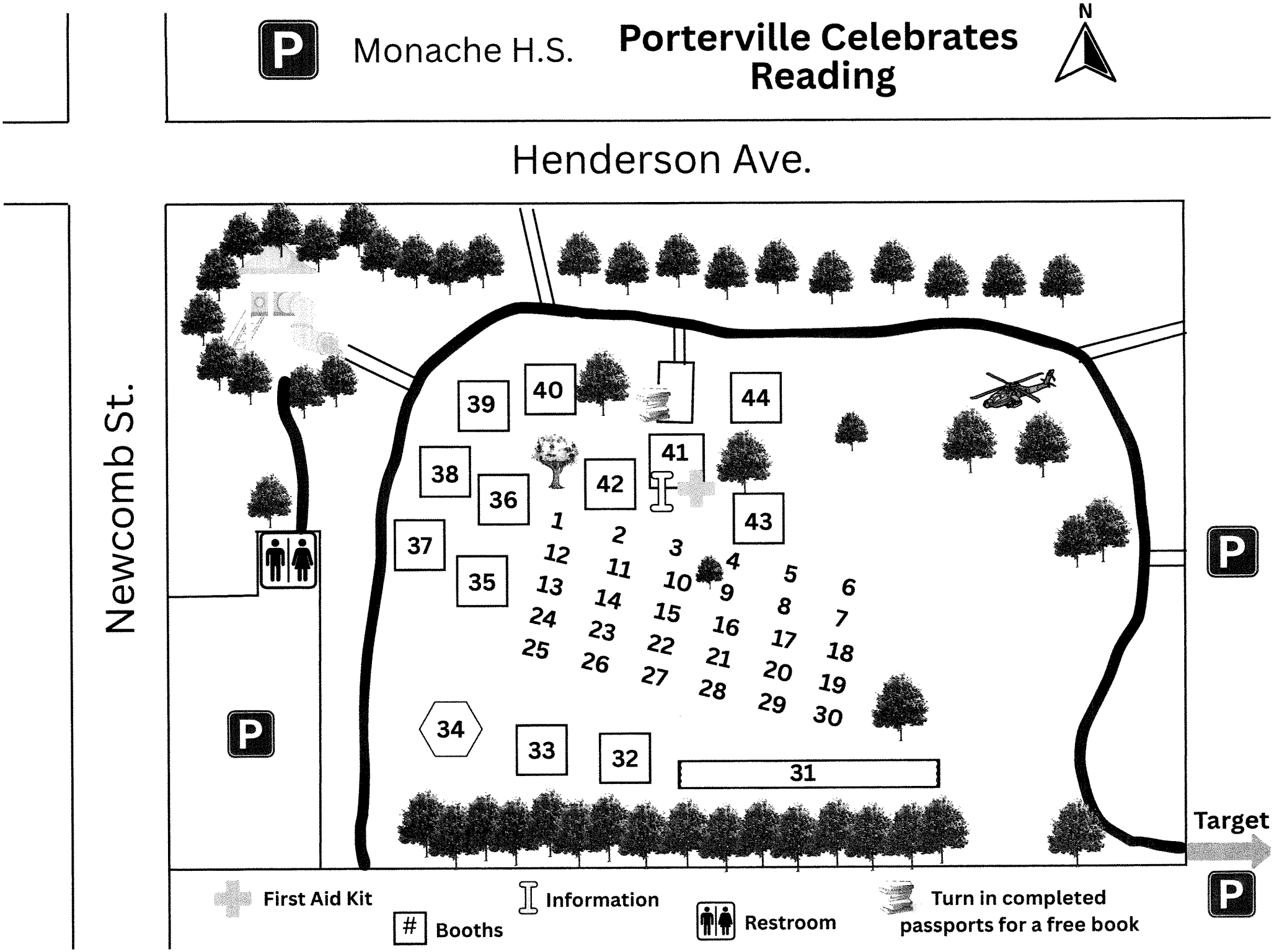
Patience Christenson — *Signature of Applicant*

23 FEB. 2026 — *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*

02/24/26 — *Date*


P
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Porterville Celebrates Reading
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P
P
Target
First Aid Kit
Information
Turn in completed passports for a free book
#
Booths
Restroom

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 02/17/2026

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 AMBA In CA dba Assn Member Benefits & Insurance Agency PO Box 14542 Des Moines, IA 50306	**CONTACT NAME:** **PHONE (A/C, No, Ext):** 800-503-9227 **FAX (A/C, No):** 515-366-3006 **EMAIL ADDRESS:** Vice President | CA License #1492099
INSURED Optimist International Optimist Club of Porterville c/o Darlene Brassfield 472 West Putnam Avenue Porterville, CA 93257	**INSURER(S) AFFORDING COVERAGE** / **NAIC #** **INSURER A :** Philadelphia Indemnity Insurance Company / 23841 **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 [X] OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: X POLICY [ ] PRO-JECT [ ] LOC OTHER:	X		PHPK2679423-009	05/01/2025	05/01/2026	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	$ 1,000,000 $ 100,000 $ 0 $ 1,000,000 $ 2,000,000 $ 2,000,000
A	AUTOMOBILE LIABILITY ANY AUTO OWNED AUTOS ONLY SCHEDULED AUTOS X HIRED AUTOS ONLY X NON-OWNED AUTOS ONLY			PHPK2679423-009	05/01/2025	05/01/2026	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$ 1,000,000 $ $ $
	UMBRELLA LIAB [ ] OCCUR EXCESS LIAB [ ] CLAIMS-MADE DED [ ] RETENTION $						EACH OCCURRENCE AGGREGATE	$ $
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y/N ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? [ ] (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	N / A					[ ] PER STATUTE [ ] OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	 $ $ $
	OTHER							

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

Effective 04/11/2026 include City of Porterville as additional insured: Certificate Holder (CG2011) but only with respects to the named insured's negligence with regards to the Porterville Celebrates Reading event to be held at Veterans Park 1501 West Henderson Avenue Porterville CA 93257 on 04/11/2026 .

CERTIFICATE HOLDER	CANCELLATION
City of Porterville **291 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 Joshua Ojeri

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CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 02/17/2026

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	CONTACT NAME:	
AMBA In CA dba Assn Member Benefits & Insurance Agency PO Box 14542 Des Moines, IA 50306	PHONE (A/C, No, Ext): 800-503-9227	FAX (A/C, No): 515-365-3006
	EMAIL ADDRESS: Vice President | CA License #1492099	

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : Philadelphia Indemnity Insurance Company	23841
INSURER B :	
INSURER C :	
INSURER D :	
INSURER E :	
INSURER F :	

INSURED
Optimist International
Optimist Club of Porterville
c/o Darlene Brassfield
472 West Putnam Avenue
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 INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE / X OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: X POLICY / PRO-JECT / LOC OTHER:	X		PHPK2679423-009	05/01/2025	05/01/2026	EACH OCCURRENCE	$ 1,000,000
							DAMAGE TO RENTED PREMISES (Ea occurrence)	$ 100,000
							MED EXP (Any one person)	$ 0
							PERSONAL & ADV INJURY	$ 1,000,000
							GENERAL AGGREGATE	$ 2,000,000
							PRODUCTS - COMP/OP AGG	$ 2,000,000
A	AUTOMOBILE LIABILITY ANY AUTO OWNED AUTOS ONLY / SCHEDULED AUTOS X HIRED AUTOS ONLY / X NON-OWNED AUTOS ONLY			PHPK2679423-009	05/01/2025	05/01/2026	COMBINED SINGLE LIMIT (Ea accident)	$ 1,000,000
							BODILY INJURY (Per person)	$
							BODILY INJURY (Per accident)	$
							PROPERTY DAMAGE (Per accident)	$
								$
	UMBRELLA LIAB / OCCUR EXCESS LIAB / CLAIMS-MADE 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 / OTH-ER	
							E.L. EACH ACCIDENT	$
							E.L. DISEASE - EA EMPLOYEE	$
							E.L. DISEASE - POLICY LIMIT	$
	OTHER							

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

Effective 04/11/2026 include Porterville Unified School District as additional insured: Certificate Holder (CG2011) but only with respects to the named insured's negligence with regards to the Porterville Celebrates Reading event to be held at Veterans Park 1501 West Henderson Avenue Porterville CA 93257 on 04/11/2026 .

CERTIFICATE HOLDER

Porterville Unified School District
600 West Grand Avenue
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

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CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
02/17/2026

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PRODUCER AMBA In CA dba Assn Member Benefits & Insurance Agency PO Box 14542 Des Moines, IA 50306	**CONTACT NAME:** **PHONE (A/C, No, Ext):** 800-503-9227 **FAX (A/C, No):** 515-365-3006 **EMAIL ADDRESS:** Vice President | CA License #1492099
INSURED Optimist International Optimist Club of Porterville c/o Darlene Brassfield 472 West Putnam Avenue Porterville, CA 93257	**INSURER(S) AFFORDING COVERAGE** / **NAIC #** **INSURER A :** Philadelphia Indemnity Insurance Company / 23841 **INSURER B :** **INSURER C :** **INSURER D :** **INSURER E :** **INSURER F :**

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

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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 [X] OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: X POLICY [ ] PRO-JECT [ ] LOC OTHER:	X		PHPK2679423-009	05/01/2025	05/01/2026	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	$ 1,000,000 $ 100,000 $ 0 $ 1,000,000 $ 2,000,000 $ 2,000,000
A	AUTOMOBILE LIABILITY ANY AUTO OWNED AUTOS ONLY X HIRED AUTOS ONLY SCHEDULED AUTOS X NON-OWNED AUTOS ONLY			PHPK2679423-009	05/01/2025	05/01/2026	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$ 1,000,000 $ $ $
	UMBRELLA LIAB [ ] OCCUR EXCESS LIAB [ ] CLAIMS-MADE DED [ ] RETENTION $						EACH OCCURRENCE AGGREGATE	$ $
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y/N ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? [ ] (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	N / A					[ ] PER STATUTE [ ] OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	 $ $ $
	OTHER							

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

Effective 04/11/2026 include Burton School District as additional insured: Certificate Holder (CG2011) but only with respects to the named insured's negligence with regards to the Porterville Celebrates Reading event to be held at Veterans Park 1501 West Henderson Avenue Porterville CA 93257 on 04/11/2026 .

CERTIFICATE HOLDER

Burton School District
264 North Westwood 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
Joshua Cipri

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THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED – STATE OR GOVERNMENTAL AGENCY OR SUBDIVISION OR POLITICAL SUBDIVISION – PERMITS OR AUTHORIZATIONS

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

State Or Governmental Agency Or Subdivision Or Political Subdivision:
City of Porterville
Information required to complete this Schedule, if not shown above, will be shown in the Declarations.

A. **Section II – Who Is An Insured** is amended to include as an additional insured any state or governmental agency or subdivision or political subdivision shown in the Schedule, subject to the following provisions:

1. This insurance applies only with respect to operations performed by you or on your behalf for which the state or governmental agency or subdivision or political subdivision has issued a permit or authorization.

   However:

   a. The insurance afforded to such additional insured only applies to the extent permitted by law; and

   b. If coverage provided to the additional insured is required by a contract or agreement, the insurance afforded to such additional insured will not be broader than that which you are required by the contract or agreement to provide for such additional insured.

2. This insurance does not apply to:

   a. "Bodily injury", "property damage" or "personal and advertising injury" arising out of operations performed for the federal government, state or municipality; or

   b. "Bodily injury" or "property damage" included within the "products-completed operations hazard".

B. With respect to the insurance afforded to these additional insureds, the following is added to **Section III – Limits Of Insurance:**

If coverage provided to the additional insured is required by a contract or agreement, the most we will pay on behalf of the additional insured is the amount of insurance:

1. Required by the contract or agreement; or
2. Available under the applicable Limits of Insurance shown in the Declarations;

whichever is less.

This endorsement shall not increase the applicable Limits of Insurance shown in the Declarations.

© Insurance Services Office, Inc., 2012

SUBJECT: Approval of Community Civic Event Application — Kiwanis Club of Porterville "Flower Treasure Hunt" Event

SOURCE: Finance

COMMENT: The Kiwanis Club of Porterville is requesting approval to hold the "Flower Treasure Hunt" Event at the Tule River Parkway on Saturday, April 4, 2026. The event is proposed to take place from 10:00 a.m. to 2:00 p.m. This is a free community event featuring a scavenger hunt for listed flowers, art projects, and information on native plants.

The request has been submitted in accordance with the Community Civic Events Ordinance No. 1326, as amended. The application has been routed to and reviewed by all required City departments. All applicable requirements and conditions are outlined in the Application and Agreement, including Exhibit A and Exhibit B.

The event provides a free educational opportunity for the community to learn about native plants and explore the Tule River Parkway.

RECOMMENDATION: That the City Council approve the Community Civic Event application submitted by the Kiwanis Club of Porterville for the "Flower Treasure Hunt" Event on April 4, 2026, at Tule River Parkway, subject to the restrictions and requirements contained in the Application and Agreement, Exhibit A and Exhibit B.

ATTACHMENTS:

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

Appropriated/Funded:

Review By:

Department Director:
Janie Rodriguez, Finance Director

Final Approver: Fernando Gabriel-Moraga, Chief Deputy City Clerk

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

Event Flyer: Yes ✓ No _____ If yes, please attach copy

E-mail address: tulerivergarden@gmail.com

Website: tuleriverparkwayassociation.org

Application date: 3-3-2026 Event date: 4-4-2026

Event time: 10am - 2pm

Name of Event: Flower Treasure Hunt

Sponsoring organization: Kiwanis - Porterville Phone # 559 359-7870

Address: PO Box 1704 / 450 N. Newcomb Ave Porterville

Authorized representative: Bert Martinez Phone # 559 359 7870

Address: 1445 N. Ohio St. Porterville CA

Event chairperson: Catherine Capone Phone # 559 361-9164

Location of event Tule River Parkway Native Plant Gardens

Location map must be attached

Description of event: Free Community Event featuring a search for listed flowers, art projects, and information about native plants.

Purpose of event: Introduction to the Tule River Parkway Community free family fun

Employer Identification Number:

(IRS Determination) TRPA - 770317019

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: _____

Parks facility application required: Yes ~~✓~~ No ✗ Attached _____

Assembly permit required: Yes _____ No ✓ Attached _____

The application will be forwarded for staff review to gather comments and identify any special requirements or conditions for this event.

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)*

CC 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.

CC 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.

CC 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.

CC 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.

CC 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 Parkway Association (Name of Organization) (Signature) Catherine Capone (Date) 3-3-26

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: Flower Treasure Hunt

Sponsoring organization: Kiwanis - Porterville

Location: Tule River Parkway Native Plant Gardens Event date: 4-4-26 Event time: 10am - 2pm

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
Tule River Parkway Association			orangize treasure hunt
	806 W. Westfield Ave 559 361- 9164		
NO Vendors			

*Municipal Code 15-20[E] Community Civic Events (16): Business License Fee: 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: Flower Treasure Hunt

Sponsoring organization: Porterville Kiwanis

Event date: 4-4-26 Hours: 10am-2pm

ATTACH MAP MARKING AREAS TO BE CLOSED OR USED:

Closed

Street Name	From which Street	To which Street	Activity
	None		

Sidewalks	From which sidewalk	To which sidewalk	Activity

Parking lots and spaces	Location	Activity

Requirements for Community Civic Event

Kiwanis Club of Porterville

Flower Treasure Hunt

April 4, 2026

Fire Marshal: *C. Dignam*	No comments.
Parks & Leisure Service Asst. Director: *A. Graybehl*	Activities shall not restrict public access or disrupt normal pedestrian flow. No person Shall operate, drive, stop, park or leave standing any motor vehicle, other than on paved roadways or paved parking areas, in any city park, except when in possession of a permit issued by the director of parks and leisure services permitting that person to operate, drive, stop, park or leave standing said motor vehicle, and further, except any motor vehicle being operated, driven, stopped, parked or left standing by a city employee in the course and scope of his or her duties. Municipal code 17-10.3
Police Lieutenant: *M. Azevedo*	Please see Exhibit B.
Administrative Service Director: *Y. Andrade*	The certificate of liability and endorsement page are sufficient for the proposed event.
Field Services Superintendent-Refuse: *B. Spry*	No comments.
Field Services Superintendent-Streets: *J. Baeza*	No comments.

Requirements for Community Civic Event

Sponsor:	Kiwanis Club of Porterville
Event:	Flower Treasure Hunt
Event Chairman:	Catherine Capone
Location:	Tule River Parkway
Date of Event:	April 04, 2026 (10:00 AM – 2:00 PM)

RISK MANAGEMENT: Conditions of Approval

That Kiwanis Club of Porterville 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

Flower Treasure Hunt
Tule River Parkway
April 4, 2026, 10:00 am to 2 pm

Proposed Conditions/Requirements for Event:

- At conclusion of event, event organizers shall ensure the area is promptly cleared of any equipment, booths, or waste
- Event organizers should contact the Patrol Watch Commander (Lieutenant Gurule, Lieutenant Sokoloff, Lieutenant Ibarra, or Lieutenant Ortiz) to discuss any potential policing needs. They can be reached at (559) 782-7400.
- City Council approval is required for all street closures

Mark Azevedo, Captain
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: _____

_____

2 Address where amplification equipment is to be used: _____

3 Names and addresses of all persons who will use or operate the amplification equipment: _____

_____

4 Type of event for which amplification equipment will be used: _____

_____

5 Dates and hours of operation of amplification equipment: _____

_____

6 A general description of the sound amplifying equipment to be used: _____

_____

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 some 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.

_____ 2-3-26

Signature of Applicant *Date*

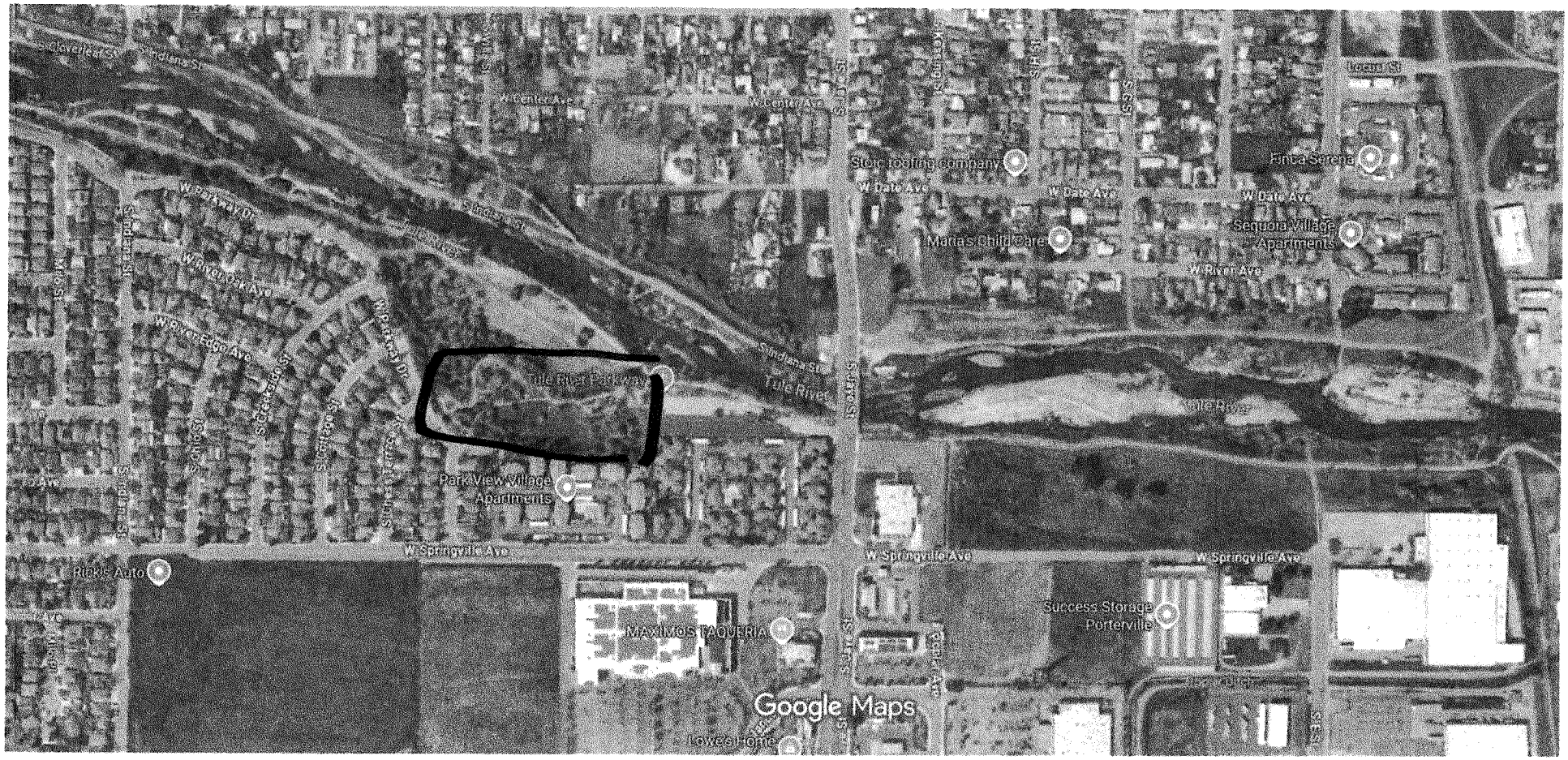
THIS OUTSIDE AMPLIFIER PERMIT HAS BEEN APPROVED. HOWEVER, WE URGE YOU TO REMAIN CONSIDERATE OF THE GENERAL PEACE AND ORDER OF THE NEIGHBORS IN THE AREA. FAILURE TO ABIDE BY THESE REGULATIONS CAN RESULT IN REVOCATION OF THE PERMIT.

_____ _____

City of Porterville, Chief of Police/Designee *Date*

Google Maps

Tule River Parkway California Native Plant Gardens



Imagery ©2026 Google, Imagery ©2026 Airbus, Maxar Technologies, Map data ©2026 200 ft

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 3/2/2026

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 Hylant - Indianapolis 10401 North Meridian St, Ste 200 Indianapolis IN 46290	CONTACT NAME: Lisa Christenson PHONE (A/C, No, Ext): 317-817-5172 FAX (A/C, No): 317-817-5151 E-MAIL ADDRESS: kiwaniscert@hylant.com
	INSURER(S) AFFORDING COVERAGE — NAIC #
	INSURER A : Lexington Insurance Company — 19437
INSURED KIWAN03 Kiwanis International, All Clubs and Their Members 3636 Woodview Trace Indianapolis IN 46268	INSURER B : INSURER C : INSURER D : INSURER E : INSURER F :

COVERAGES **CERTIFICATE NUMBER:** 383209151 **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 X OCCUR X Liquor Liability GEN'L AGGREGATE LIMIT APPLIES PER: POLICY PRO-JECT LOC X OTHER: District	Y		020744212	10/1/2025	10/1/2026	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG Liquor Liability	$ 2,000,000 $ 500,000 $ 5,000 $ 2,000,000 $ 2,000,000 $ 2,000,000 $ 1,000,000
A	AUTOMOBILE LIABILITY ANY AUTO OWNED AUTOS ONLY X HIRED AUTOS ONLY SCHEDULED AUTOS X NON-OWNED AUTOS ONLY			020744212	10/1/2025	10/1/2026	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$ 1,000,000 $ $ $
	UMBRELLA LIAB OCCUR EXCESS LIAB CLAIMS-MADE DED RETENTION $						EACH OCCURRENCE AGGREGATE	$ $
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) Y / N If yes, describe under DESCRIPTION OF OPERATIONS below	N / A					PER STATUTE OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	$ $ $
A	Self-Insured Retention			020744212	10/1/2025	10/1/2026	All Claims	$150,000

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

The Certificate Holder and others as defined in the written agreement are additional insured subject to the terms, conditions, and exclusions on the policy with respect to the General Liability only regarding the following Kiwanis event (setup, take down & rain date(s) during the policy term are included).
April 4th, 2026, or any future date(s) during the policy term.
Flower Treasure Hunt
Located @ Porterville Tule River Parkway, Jaye Street Parking Lot
Kiwanis Club of Porterville, CA

CERTIFICATE HOLDER

City of Porterville
291 N. Main St.
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
Judy K. Wilson

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ENDORSEMENT

This endorsement, effective 12:01 AM 10/01/2025

Forms a part of policy no.: 020744212

Issued to: KIWANIS INTERNATIONAL, INC.

By: LEXINGTON INSURANCE COMPANY

ADDITIONAL INSURED - DESIGNATED PERSON OR ORGANIZATION

(Based on CG2026 04/13)

This endorsement modifies insurance provided by the following:

COMMERCIAL GENERAL LIABILITY POLICY

SCHEDULE

Name of Additional Insured Person(s) or Organization(s)

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

Information required to complete this Schedule, if not shown above, will be shown in the Declarations

A. **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:
   1. In the performance of your ongoing operations; or
   2. In connection with your premises owned by or rented to you.

   However:
   1. The insurance afforded to such additional insured only applies to the extent permitted by law; and
   2. If coverage provided to the additional insured is required by a contract or agreement, the insurance afforded to such additional insured will not be broader than that which you are required by the contract or agreement to provide for such additional insured.

B. With respect to the insurance afforded to these additional insureds, the following is added to **Section III - Limits Of Insurance**:

   If coverage provided to the additional insured is required by a contract or agreement, the most we will pay on behalf of the additional insured is the amount of insurance:
   1. Required by the contract or agreement; or

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SUBJECT: Adoption of the City of Porterville Active Transportation Plan

SOURCE: Community Development

COMMENT: At its meeting on September 4, 2024, the City Council awarded a contract to GHD, Inc. to prepare a City-wide Active Transportation Plan (AT Plan) for the City of Porterville. This effort, completed in partnership with the Tulare County Association of Governments (TCAG), helps position the City to remain competitive for future Active Transportation Program (ATP) grant cycles and other funding opportunities while guiding long-term improvements to the City's active transportation network.

Development of the plan included several public engagement efforts, such as two (2) community workshops, outreach at community events (Veterans Day Run, Spring Festival, and National Night Out), and a project web page dedicated to the effort. The web page hosted an interactive map and community survey to solicit feedback from the public, as well as a project timeline and background information. Additionally, technical studies, including an analysis of existing conditions and a needs assessment, were conducted. The information gathered from these activities was used to identify potential projects and their recommended prioritization.

In summary, the AT Plan includes the following components:

- Vision and Goals
- Existing Conditions
- Needs
- Community Engagement
- Recommendations
- Implementation

The draft Active Transportation Plan identifies challenges to mobility, improves connections between key destinations, and prioritizes future improvements for pedestrians, bicyclists, and other non-motorized transportation users.

Adoption of the Active Transportation Plan also satisfies eligibility

requirements for several state and federal grant programs and will help position the City to compete for future funding opportunities for active transportation improvements.

As noted at the time of contract award, the development of the Active Transportation Plan was fully funded through the Tulare County Association of Governments (TCAG).

RECOMMENDATION: That the City Council adopt the attached resolution adopting the City of Porterville Active Transportation Plan.

ATTACHMENTS:
1. Draft Active Transportation Plan
2. Draft Resolution

Appropriated/Funded:

Review By:

Department Director:
Claudia Calderon, Community Development Director

Final Approver: Fernando Gabriel-Moraga, Chief Deputy City Clerk

City of Porterville

Active Transportation Plan

Draft Plan

March 2026

City of Porterville

Active Transportation Plan

Project Team

CITY OF PORTERVILLE

Sarah Weaver

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GHD

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Holly Murphy

Kamryn Kubose

Sarah Glick

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Appendix B: Community Engagement Summary

Appendix C: Level of Traffic Stress Methodology

Appendix D: Improvement Toolkit+

Appendix E: Projects

Appendix F: Project Prioritization

Appendix G: Conceptual Renderings

1 Introduction

Active transportation includes walking, bicycling, or any other mode of transportation that does not rely on an automobile. Active transportation can include e-scooters, e-bikes, skateboards, rollers skates, and more.

1.1 Purpose of the Plan

The purpose of the City of Porterville Active Transportation Plan (ATP) is to improve and enhance active transportation in the City, including for pedestrians and bicyclists of all ages and abilities.

The ATP provides the framework for the establishment of the recommended active transportation improvements, as well as a plan for the implementation of the improvements.

1.2 Summary of the Plan

The ATP presents:

- Vision and Goals
- Existing Conditions
- Community Engagement
- Needs
- Recommendations
- Implementation

Recommendations were developed based on the vision and goals, existing conditions, needs, and community engagement described in the following chapters. A plan for implementing the recommendations is described in **Chapter 6** and includes project prioritization, cost estimates, and funding opportunities.

1.3 Vision and Goals

"The vision for the Porterville Active Transportation Plan is to improve and enhance transportation options for pedestrians, bicyclists, and other non-motorized users, fostering a safe, healthy, and sustainable community."

The City has established five goals to achieve this vision.

Goal 1: Develop a Complete Active Transportation Network

Identify improvements to the existing active transportation network, including gap closures and preferred corridors.

OBJECTIVE 1: IMPROVE THE PEDESTRIAN NETWORK

- **Performance Measure 1**

Identify and close sidewalk gaps. Prioritize sidewalk gap closures in high-stress areas and/or areas close to key destinations (e.g., commercial areas, schools, and bus stops).

- **Performance Measure 2**

Incorporate Americans with Disabilities Act (ADA) improvements, including ADA-compliant sidewalks and curb ramps, into City Capital Improvement Projects, where applicable.

OBJECTIVE 2: IMPROVE THE BICYCLE NETWORK

- **Performance Measure 1**

Identify and close gaps in the bicycle network. Identify bicycle facilities that may not align with best practices and assess alternatives and/or improvements that enhance safety and connectivity, including potential alternative corridors. Prioritize bicycle facility gap closures in high-stress areas and/or areas close to key destinations (e.g., commercial areas, schools, and bus stops).

- **Performance Measure 2**

Identify preferred corridors and preferred bicycle facility types for the citywide bicycle network. Along preferred corridors, establish a contiguous bicycle network—Class II Bike Lanes or better.

Goal 2: Develop a Connected Active Transportation Network

Expand the existing and future active transportation network, strategically, conveniently, and comfortably connecting the community to key destinations.

OBJECTIVE 1: ESTABLISH OFF-STREET CLASS I SHARED-USE PATHS

- **Performance Measure 1**

Prioritize off-street Class I Shared-use Paths, where feasible and appropriate, to offer maximum safety benefits for pedestrians and bicyclists of all ages and abilities.

- **Performance Measure 2**

Explore opportunities to implement Class I Shared-use Paths along underutilized rights-of-way, including along utility, canal, river, and abandoned railroad rights-of-way. Where possible, establish such corridors as backbones upon which to build and establish the bicycle network.

- **Performance Measure 3**

Explore opportunities to implement Class I Shared-use Paths to connect neighborhoods to existing and future parks and recreational areas.

- **Performance Measure 4**

Explore opportunities to implement Class I Shared-use Paths where roadway challenges exist, including limited roadway right-of-way, on bridges, and along high-speed streets. In such instances, a Class I Shared-use Path may be preferred, to offer a safe facility for both pedestrians and bicyclists.

➢ **Performance Measure 5**

Coordinate with the City departments to incorporate and/or align applicable Class I Shared-use Paths. Ensure consistency with the City Park Master Plan and the City Active Transportation Plan, as appropriate.

OBJECTIVE 2: ESTABLISH AN ON-STREET BIKEWAY NETWORK

➢ **Performance Measure 1**

Prioritize on-street bike lanes, where feasible and appropriate, including along preferred corridors to key destinations (e.g., commercial and employment areas). Consider Class II Buffered Bike Lanes and Class IV Protected Bikeways where appropriate.

➢ **Performance Measure 2**

At intersections, to accommodate on-street bike lanes, consider intersection improvements including, but not limited to, striping, bike boxes, and green paint.

➢ **Performance Measure 3**

Increase bikeway network miles by at least 10 percent by 2030.

Goal 3: Foster a Safe Active Transportation Environment in Porterville

Reduce the number of pedestrian and bicyclist collisions in Porterville.

OBJECTIVE 1: ADDRESS COLLISION HOTSPOTS

➢ **Performance Measure 1**

Identify collision hotspots citywide, including by severity and type. Implement projects to reduce risks and decrease pedestrian and bicycle collisions.

➢ **Performance Measure 2**

Decrease severe pedestrian and bicycle collisions, working towards a goal of zero deaths and a safe system.

OBJECTIVE 2: ADDRESS LEVEL OF TRAFFIC STRESS

➢ **Performance Measure 1**

Identify pedestrian and bicycle level of traffic stress (LTS) citywide. Implement projects to improve locations, from high-stress (LTS 3-4) to low-stress (LTS 1-2).

OBJECTIVE 3: ADDRESS BARRIERS

➢ **Performance Measure 1**

Identify barriers in the active transportation network, including railroads, highways, rivers, and canals. Assess projects to cross these barriers, as appropriate, in the short- or long-term.

➢ **Performance Measure 2**

Identify challenging intersections in the active transportation network. Implement projects that promote complete streets, including but not limited to crosswalk markings, high-visibility crosswalks, curb extensions, median noses or refuge islands, and protected intersections,

OBJECTIVE 4: TRAFFIC CALMING

➢ **Performance Measure 1**

Identify roadway corridors suitable for traffic calming measures, including but not limited to road diets, roundabouts, raised elements, and reduced lane widths. Also, consider mid-block crossings, crosswalk enhancements, and flashing beacons.

Goal 4: Support Walking and Bicycling in Porterville

Pair infrastructure projects with non-infrastructure projects, further encouraging walking and bicycling in Porterville.

OBJECTIVE 1: INCLUDE NON-INFRASTRUCTURE PROJECTS

- **Performance Measure 1**

Consider programs to support walking and bicycling. Programs could focus on education (e.g., sharing information about safety and walking and bicycling benefits), encouragement (e.g., promoting walking and bicycling as beneficial, convenient, and enjoyable), evaluation (e.g., monitoring success through counts, surveys, and data review), and equity (e.g., ensuring equitable access for disadvantaged communities).

- **Performance Measure 2**

Consider amenities to support walking and bicycling. Amenities could include bike parking, e-bike charging stations, water fountains, benches, and shade trees.

- **Performance Measure 3**

Prioritize Safe Routes to School infrastructure projects within 2 miles of schools, to create a safer environment for students walking or bicycling to school.

OBJECTIVE 2: INCREASE MODE SHARE

- **Performance Measure 1**

Increase the percentage of residents walking and bicycling to work by 5 percent by 2030.

Goal 5: Develop a Local Active Transportation Network That Supports Regional Tulare County Association of Government (TCAG) goals.

OBJECTIVE 1: SUPPORT TCAG TRANSPORTATION GOALS

- **Performance Measure 1**

For active transportation, support the development of "designated regional bicycle paths adjacent to or separate from commuter corridors, connecting cities and communities."

OBJECTIVE 2: SUPPORT TCAG AIR QUALITY AND PUBLIC HEALTH GOALS

- **Performance Measure 1**

Support air quality and public health by providing opportunities for residents to walk and bike to destinations, including bus stops, work, school, commercial areas, and parks and recreational areas.

2 Existing Conditions

Existing conditions refers the local conditions that influence transportation.

The existing conditions analyzed in this ATP include:

- Local Context: population, land use, key destinations, and transportation behavior
- Transportation Network: roads and highways, railroads, public transit, bicycle facilities, and pedestrian facilities
- Safety: bicycle collisions and pedestrian collisions

The existing conditions are summarized below. For more information, see **Appendix A**.

2.1 Local Context

Population

According to the American Community Survey (ACS) 2023 5-year Estimates, which derives data from the US Census, the current population in the City is 62,623 people. In 2008, the *City of Porterville 2030 General Plan noted a* population of 45,220 people, showing 38 percent growth over the past 19 years, or an average annual growth of 2 percent.

DISADVANTAGED COMMUNITIES

Disadvantaged communities (DACs) are generally identified as communities with disproportionate environmental and socioeconomic burdens. In the state of California, DACs are specifically targeted

for investments to improve public health, quality of life, and economic opportunity.

A variety of tools can be used to identify DACs, including the California Communities Environmental Health Screening Tool 4.0 (CalEnviroScreen 4.0).

According to CalEnviroScreen 4.0, most of Porterville is designated as a DAC, ranked within the 80th – 90th and 90th – 100th percentiles of all communities in California.

Land Use

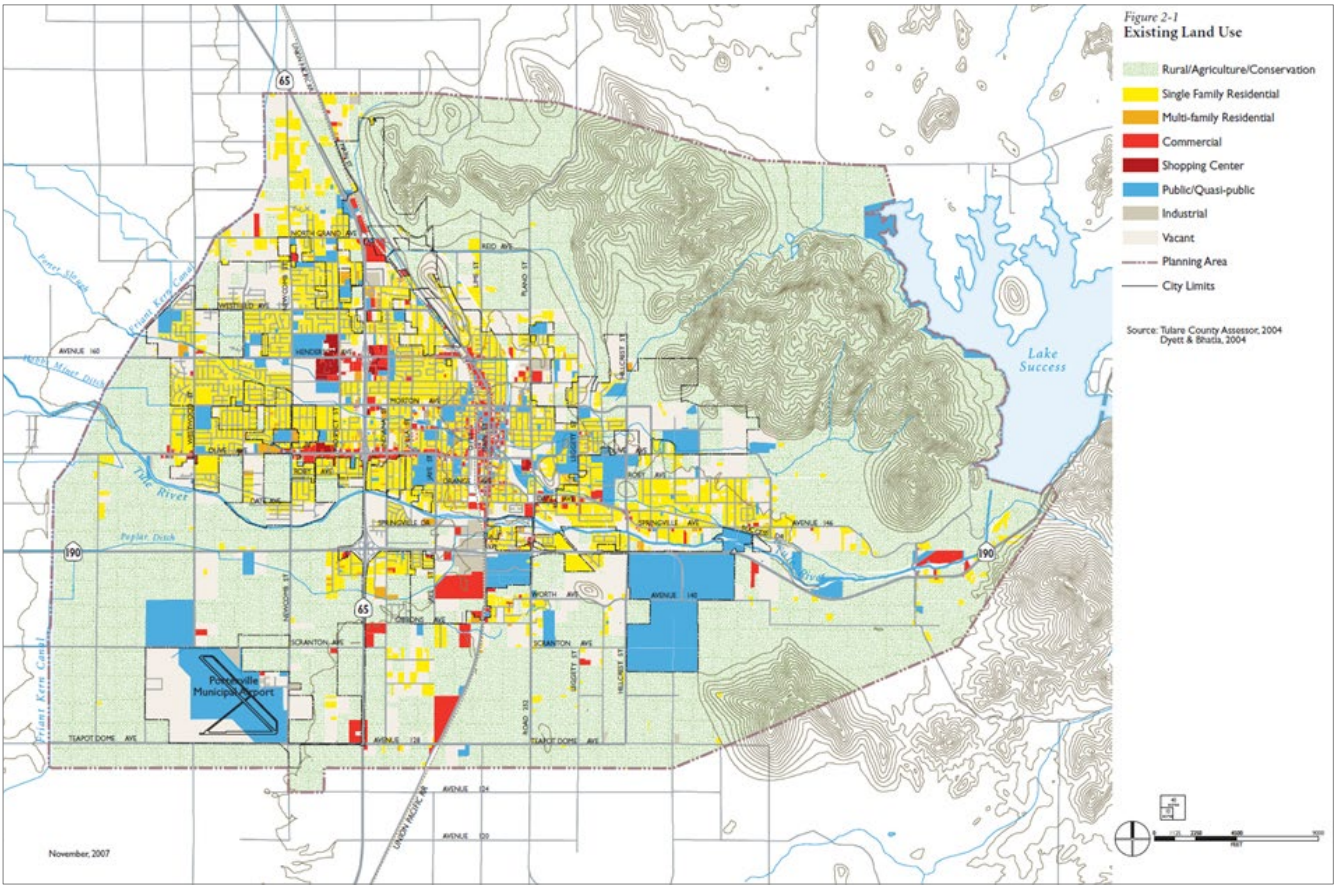
Land use within the City is shown in Figure 1. Generally, the dominant land use is single family residential, with supporting commercial, shopping center, and public/quasi-public land uses. Similar to other Central Valley communities, Porterville is surrounded by rural/agriculture/ conservation land uses.

Zoning in the City, shown in Figure 2, is similar to land use with the exception of infill development in the center of the community, including high-density residential along Olive Avenue (e.g., between State Rout (SR) 65 and Plano Street). Also, very low density residential and industrial park land uses are present on the urban fringe. These differences are consistent with the *City of Porterville 2030 General Plan (2008*), which notes the City's commitment to clearly defined urban edges, to prevent sprawl and protect environmentally sensitive areas.

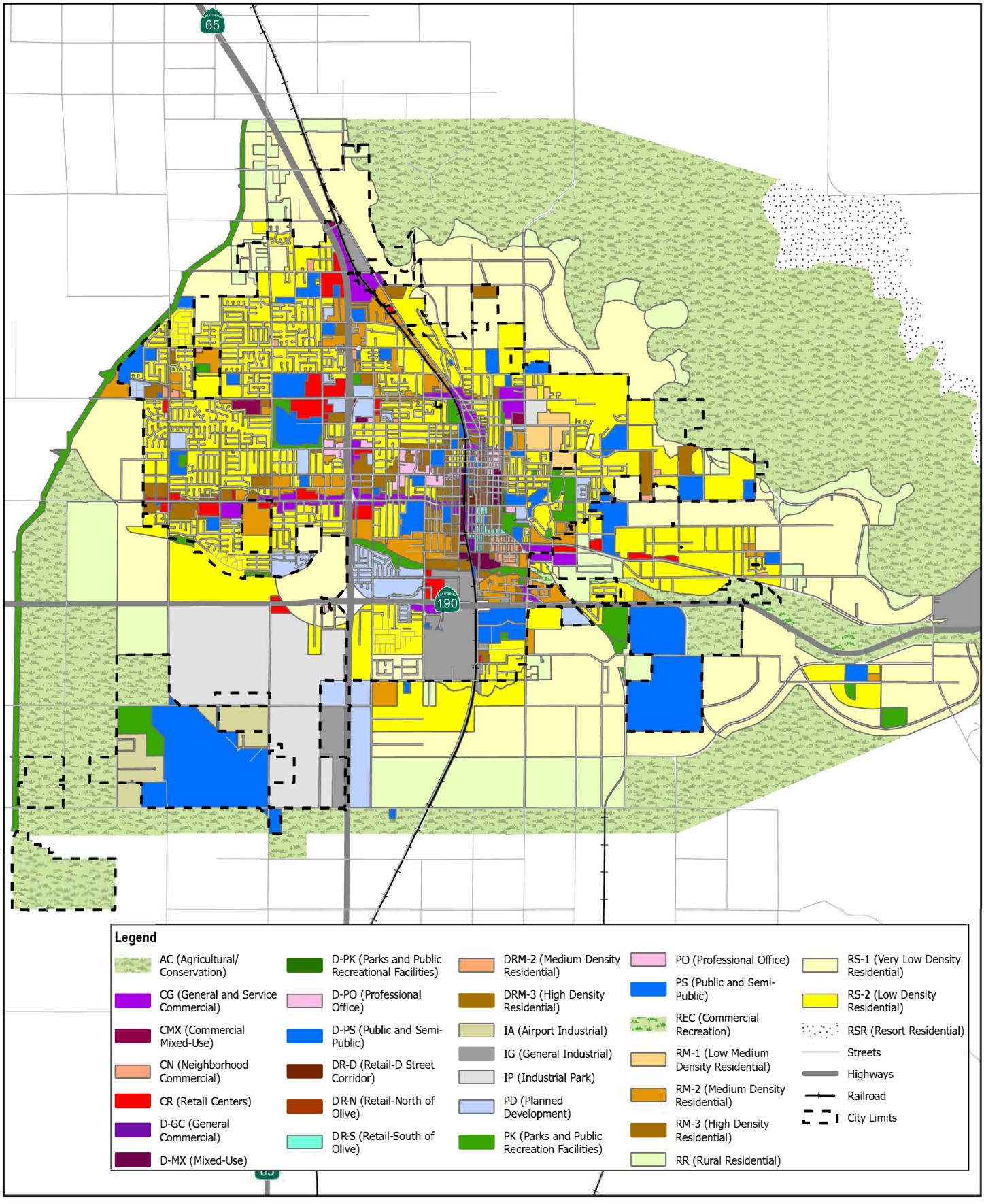
Key Destinations

Points of interest in Porterville are shown in Figure 3. A large shopping center node, consisting of Save Mart, Porterville Plaza, Target, and Walmart, is located in the vicinity of the SR 65/Henderson Avenue intersection. Shopping centers are located in other areas of the community as well, including along Olive Avenue and SR 190. Downtown Porterville hosts key points of interest, including Porterville City Hall, Porterville Public Library, Porterville Transit Center, and county courts. A health care node, including Sierra View Medical Center (hospital), is located in the vicinity of the Putnam Avenue/Pearson Drive intersection.

Figure 1 – Land Use



Source: City of Porterville 2030 General Plan, 2008



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GHD

CITY OF PORTERVILLE
ACTIVE TRANSPORTATION PLAN

Project No. **12645065**
Revision No. **-**
Date **12/03/2025**

ZONING

FIGURE 2

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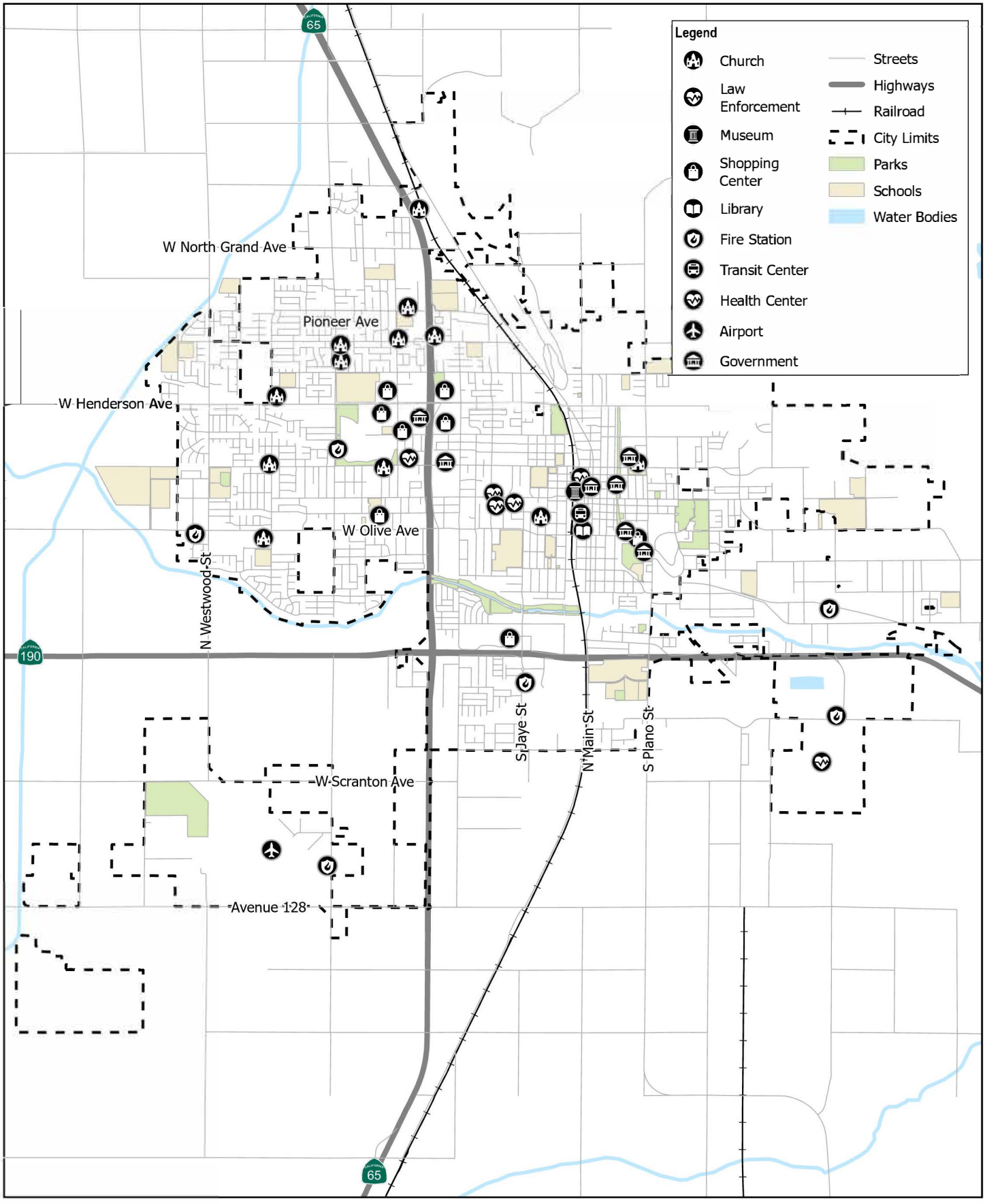
Data source: City of Porterville; County of Tulare; US Census Bureau Created by: kkubose



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GHD

CITY OF PORTERVILLE
ACTIVE TRANSPORTATION PLAN

Project No. **12645065**
Revision No. **-**
Date **5/05/2025**

POINTS OF INTEREST

FIGURE 3

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Print date: 05 May 2025 - 10:55

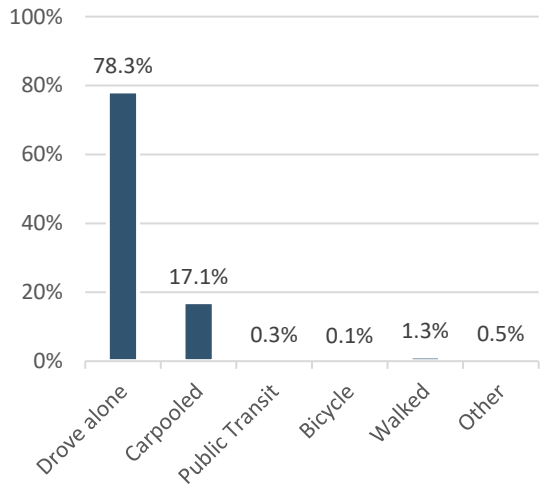
Data source: City of Porterville; County of Tulare; US Census Bureau; ESRI Created by: kkubose

Transportation Behavior

Transportation behavior data was sourced from the American Community Survey (ACS) 2023 5-year Estimates and supplemented by Replica 2023 estimates. Replica uses Location Based Services (LBS) in addition to census data and traffic count information to provide data about mode, trip purpose, and where people start and finish their trips.

For work trips alone, Figure 4 shows that 95 percent of Porterville residents drive or carpool with low rates of walking and bicycling[1].

Figure 4 – Work Trips



For all trips, including but not limited to recreational trips, running errands, trips to school, a higher percentage of residents walk (9 percent)[2].

Short trips (less than 2 miles) represent opportunities to encourage mode shift from driving to active modes of transportation. The most common trip purpose for short trips includes shopping, work, and going out to eat.

2.2 Transportation Network

Roads and Highways

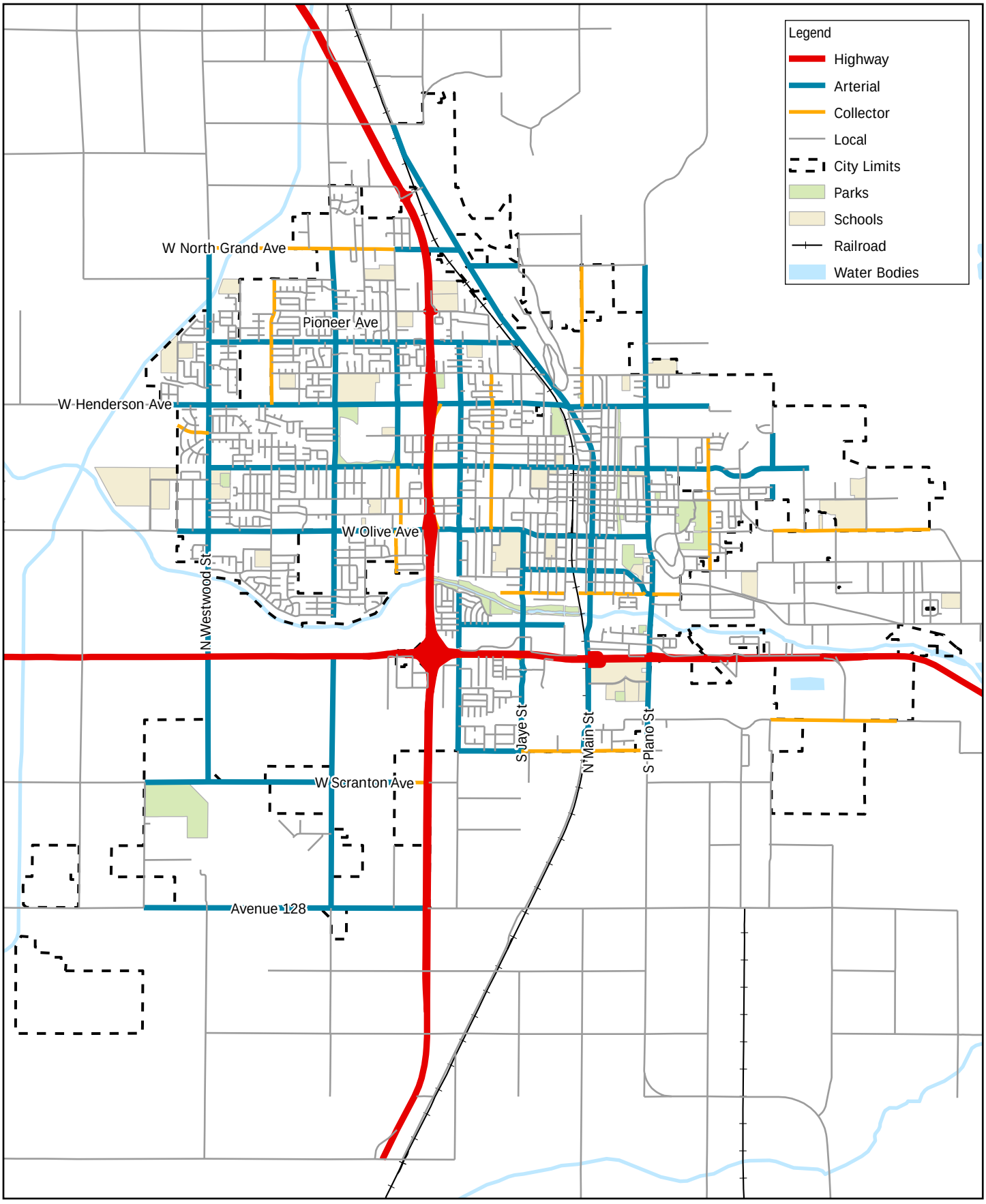
The City roadway network is shown in Figure 5. Street types include highways, arterials, collectors, and local streets. Highways include SR 65 and SR 190, with portions designated as freeways. Arterials make up a large portion for the street network, with major arterials (e.g., Henderson Avenue/SR 65 and Olive Avenue/SR 65) providing access to regional freeways/highways and minor arterials providing mobility through the City. Across the roadway network, the percentage of different roadway classifications is as follows:

- 17.9 percent of roadways are arterials
- 5.9 percent of roadways are collectors
- 76.1 percent of roadways are local

The roadway network is based on a traditional grid pattern, with slight modifications of suburban curvilinear and cul-de-sac streets in the western portion of the City. The roadway network includes several Tule River overcrossings (bridges), one SR 65 overcrossing (bridge) (i.e., Westfield Avenue/SR 65), several SR 65 undercrossings, and one SR 190 undercrossing (i.e., Main Street/SR 190).

[1] ACS Data 2025 5-year estimates

[2] Replica Spring 2024 estimates for a typical Thursday



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US Feet

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Horizontal Datum: North American 1983
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CITY OF PORTERVILLE
ACTIVE TRANSPORTATION PLAN

Project No. 12645065
Revision No. -
Date 5/07/2025

ROADWAY NETWORK

FIGURE 5

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Print date: 07 May 2025 - 11:27

Data source: City of Porterville; County of Tulare; US Census Bureau; ESRI. Created by: hmurphy

The City roadway network carries a substantial number of trucks moving goods. The City has designated truck routes, ensuring design standards for such trucks with heavier loads and larger turning radii. The truck routes are as follows:

- SR 65
- SR 190
- Olive Avenue, from Westwood Street to E Street
- E Street, from Olive Avenue to Orange Avenue
- Orange Avenue, from E Street to Main Street
- Main Street, from Orange Avenue to SR 190
- Henderson Avenue, from SR 65 to east of Plano Street
- Plano Street, from Henderson Avenue to SR 190
- North Grand Avenue, from SR 65 to Main Street
- Main Street, from northern City limits to Henderson Avenue
- Near Porterville Municipal Airport: Portions of Newcomb Street and Ave 128

Railroads

Porterville was historically connected to Fresno and Bakersfield via two railroad lines—Southern Pacific (east of Main Street) and Union Pacific (west of Main Street)—which primarily transported lumber and agricultural produce and goods.

Both railroad rights-of-way were abandoned and purchased by the City. A portion of the former Southern Pacific railroad right-of-way has been converted to the Santa Fe Byway. Likewise, a portion of the former Union Pacific railroad right-of-way has been converted to the Butterfield Stage Corridor (under construction).

Public Transit

Porterville Transit provides fixed route bus service and Dial-A-COLT paratransit service in the City, with weekday service from 7 am to 7 pm and Saturday service from 8 am to 5 pm. Porterville Transit fixed route bus service consists of four to six bus routes.[3]

Connections to Tulare County Regional Transit Agency (TCRTA) commuter bus service are provided at the Porterville Transit Center. TCRTA commuter bus service consists of four bus routes, with limited, mostly peak-hour service.

Bicycle Facilities

Existing bicycle facilities are shown in Figure 6.

In the City, existing bicycle facilities include shared-use paths (Class I), bike lanes (Class II), and bicycle routes (Class III).

[3] As of July 2025, Routes 4 and 6 were halted, with the future of these routes unknown. Excluding Routes 4 and 6, there are four bus routes.

Morton Avenue is the only street that provides east-west bicycle connectivity across the City, including across (under) SR 65. Morton Avenue bicycle facilities are a combination of on-street bicycle lanes and bicycle routes.

The City has shared-use paths that provide transportation and recreational value to the community. The Santa Fe Byway (from Henderson Avenue on the north to Walnut Avenue on the south) is located within the former Southern Pacific railroad right-of-way and is approximately 1.3 miles in length. The Tule River Parkway (from the northeastern quadrant of SR 65/SR 190 to Main Street) is located along the Tule River and is approximately 2.0 miles in length. Additionally, the Butterfield Stage Corridor and the Tule River Parkway (Phase 3) are under construction. These shared-use paths provide comfortable walking and bicycling facilities that are completely separated from the street.

Additionally, bicycle parking is provided throughout the City. Along the Santa Fe Byway, in addition to bicycle parking, bicycle repair stations are available.

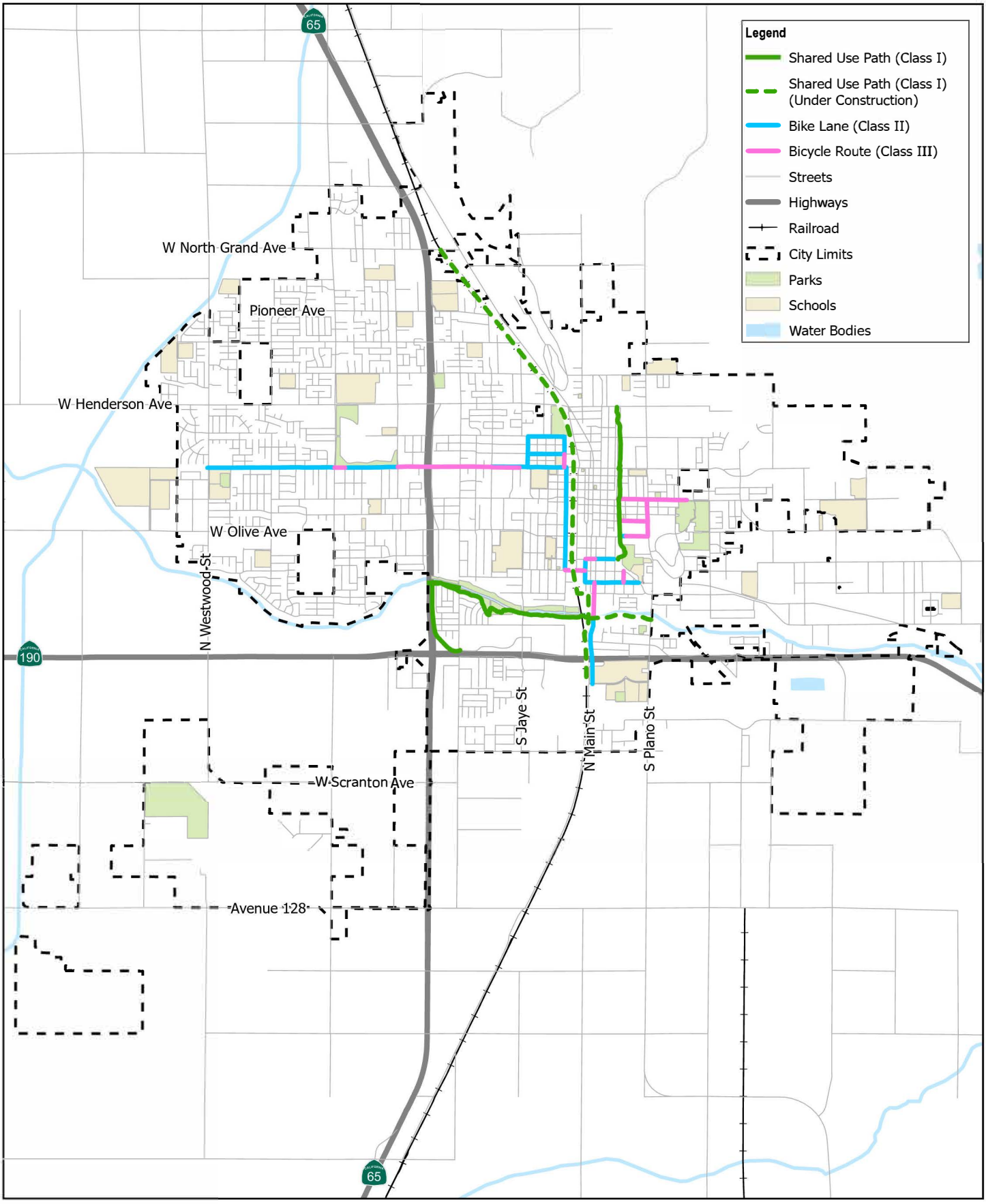
Pedestrian Facilities

Generally, sidewalks are well developed in the City; however, there are some locations where sidewalk gaps can be found, mostly undeveloped locations, industrial locations, and older commercial locations where paved parking abuts the roadway. Most developed arterial streets, especially those developed in recent years, feature sidewalk coverage with few gaps, accessible curb ramps, and marked crosswalks at major intersections.

Residential and commercial areas throughout the City feature sidewalk widths generally 4 to 5 feet along local streets and up to 10 feet along arterial streets. Sidewalks generally exist at and around schools. In older neighborhoods, sidewalk gaps are more prevalent near schools.

Older neighborhoods and undeveloped areas lack sidewalks, whereas new developments have up to 7-feet-wide sidewalks.

In Downtown Porterville, sidewalk coverage is good, with relatively few sidewalk gaps existing at undeveloped lots, industrial centers, and adjacent to the former Union Pacific railroad right-of-way. While Main Street (from Morton Avenue to Olive Avenue) has sidewalk widths between 10- to 12-feet-wide, adjacent neighborhoods have sidewalk widths between 4- and 5-feet-wide. An unpaved path extends Locust Street, from E Street to S Hockett Street, and connects residential neighborhoods with Main Street.



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CITY OF PORTERVILLE
ACTIVE TRANSPORTATION PLAN

Project No. **12645065**
Revision No. -
Date **6/11/2025**

Existing Bicycle Facilities

FIGURE 6

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Print date: 11 Jun 2025 - 17:04

Data source: Tulare County Association of Governments; City of Porterville; County of Tulare; US Census Bureau; ESRI Created by: kkubose

2.3 Safety

Collision data from the most recent 10-year period (January 1, 2014, to December 31, 2023) was analyzed to evaluate safety for bicyclists and pedestrians within the City. Collision data for the City was sourced from the California Highway Patrol (CHP) Statewide Integrated Traffic Records System (SWITRS) and from UC Berkely's Transportation Injury Mapping System (TIMS).

Over the 10-year period, there were 5,155 total collisions, 411 of which involved pedestrians or bicyclists. For more information, see **Appendix A**.

Bicycle Collisions

Within the 10-year period, there were 206 bicyclist-related collisions. Approximately 56 percent these collisions occurred on the following roadways:

- Olive Avenue – 43 collisions
- Henderson Avenue – 37 collisions
- Morton Avenue – 17 collisions
- Newcomb Street – 9 collisions
- Main Street – 9 collisions

COLLISION CHARACTERISTICS

- Of the recorded collisions, broadside collisions or "T-bone" collisions were most common (126 collisions), the majority of which resulted in "Visible Injury" (approximately 60 collisions).
- The most common cause of bicyclist-involved collisions was "Wrong Side of Road" (bicyclist violation), followed by "Automobile Right-of-Way" and "Improper Turning" (motorist violations).
- Approximately 64 percent of bicycle collisions occurred at an intersection.
- Most collisions occurred during the day between the hours of 12 PM and 6 PM.
- Over half of bicycle collisions involved bicyclists under the age of 19.
- Approximately 16 percent of all collisions resulted in fatal or severe injuries.

Pedestrian Collisions

Within the 10-year period, there were 205 pedestrian-related collisions. Approximately 52 percent of these collisions occurred on the following roadways:

- Olive Avenue –24 collisions
- Henderson Avenue – 21 collisions
- Main Street – 16 collisions
- Morton Avenue – 15 collisions
- Prospect Street - 11 collisions
- Plano Street – 10 collisions
- Putnam Avenue – 9 collisions

COLLISION CHARACTERISTICS

- The most common causes pedestrian-involved collisions were pedestrian right-of-way violations (motorists violating the pedestrian right-of-way) and pedestrian violations (pedestrian disobeying traffic laws.
- Approximately 71 percent of pedestrian collisions occurred at an intersection
- About 57 percent of collisions occurred during daylighting while 43 percent of collisions occur during night, dawn or dusk. Most collisions occurred between 6 PM and 12 AM.
- Approximately 37 percent of pedestrian collisions involved pedestrians under 19 years of age.
- About 26 percent of collisions resulted in fatal or sever injuries.

3 Community Engagement

The community engagement process occurred throughout the development of the ATP, beginning in November of 2024 and concluding in November 2025. Feedback gathered from the community during this process informed the City's understanding of existing transportation conditions, priorities, and development of the infrastructure and programmatic recommendations.

Community engagement included a variety of events and tools, including:

- Project website, including online engagement tools (e.g., an interactive map and the survey (electronic format))
- In-person events, including three pop-ups at community events and two workshops at Porterville City Hall
- A survey (hardcopy and electronic formats)

Community engagement was conducted in two phases:

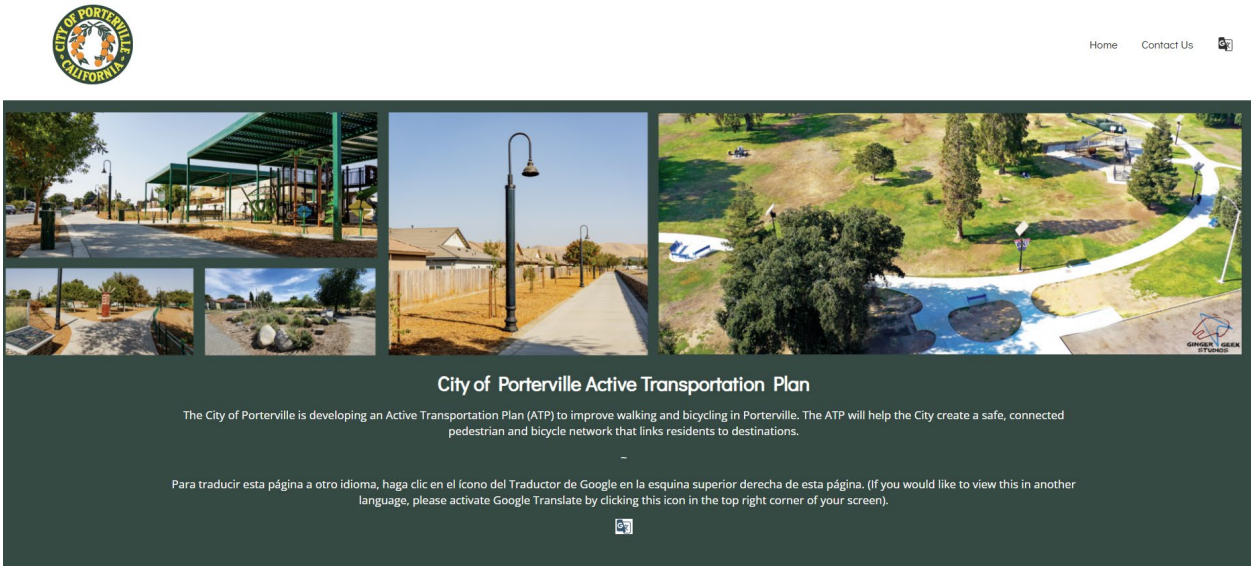
- Phase 1 focused on presenting existing conditions and gathering community input on needs.
- Phase 2 focused on gathering community input on recommendations prior to the development of the draft plan.

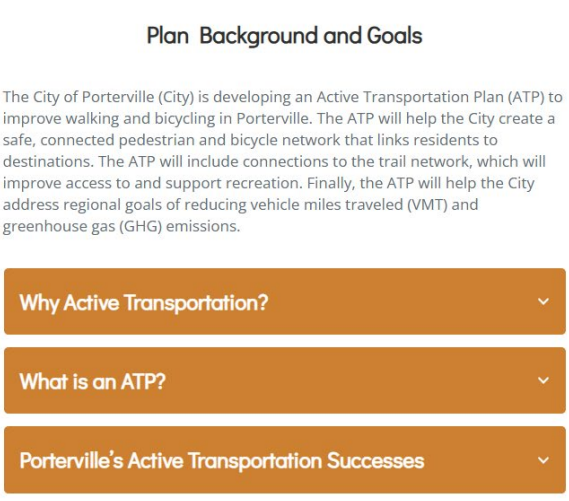
The community engagement process is summarized below. For a summary of community feedback and more details about the process, see **Appendix B.**

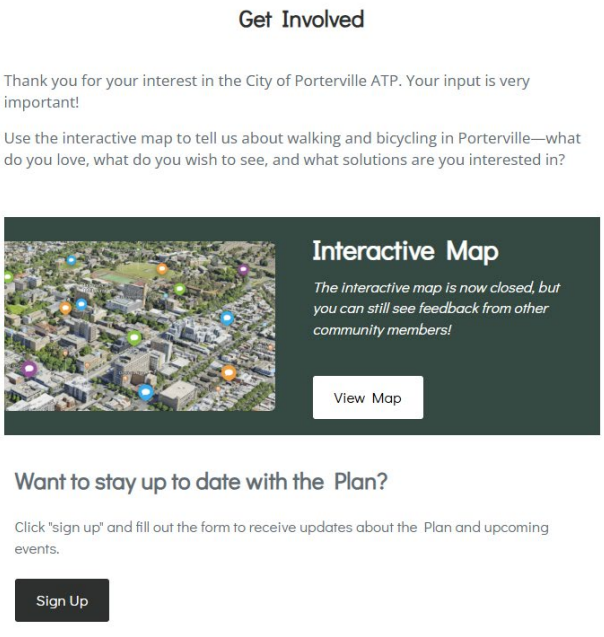
3.1 Project Website

Throughout the planning process, a project website was used to host information about the ATP, including documents, online engagement tools, and upcoming events. Community members could sign up for ATP updates through the project website as well.

Over the course of the ATP's development, the project website was visited 774 times by 379 community members.







3.2 Phase 1: Existing Conditions & Needs

The purpose of the first phase of engagement was to introduce the community to the project, begin building a stakeholder list, and gather preliminary feedback about what types of active transportation improvements community members would like to see included in the Plan.

The first phase of engagement included the following components:

- Three in-person events: two pop-ups and one workshop
- A survey in both hardcopy and online form
- An interactive mapping tool

Interactive materials at the first three events included boards with pedestrian and bicycle improvements community members could prioritize, as well as maps of Porterville used to discuss location-specific improvements

Pop-up 1

The first pop-up event was held on November 11, 2024, during the annual Porterville Veteran's Day Run. About 50 community members participated in the event.

Pop-up 2

The second pop-up event was held on April 5, 2025, at the annual Spring Festival from 10am to 3pm. Approximately a dozen people participated in the event.

Workshop 1

The first workshop was held on May 21, 2025, at City Hall from 5:30 to 7:30 pm. The workshop included a presentation, introducing the project to the community as well as reviewing the existing active transportation conditions in Porterville, followed by a roundtable discussion. The workshop was attended by five community members.

Survey

Two surveys were developed to gather input about transportation behavior and priorities in Porterville, including a short hard copy survey provided at in-person engagement events, as well as a longer survey hosted on the ATP website. Surveys were available from fall 2025 to spring 2025. A total of 65 residents took the survey, including 28 hard copy surveys and 37 online surveys.

The survey included questions on the following topics:

- Key destinations
- Means of transportation and comfort level
- Student travel to school
- What residents love about walking and bicycling in Porterville
- Potential improvements

Interactive Map

An interactive map was developed for the ATP to gather location specific comments on the project website. Users were prompted to provide comments about what they loved, wished, and wondered

about Porterville's active transportation network.

The interactive map was opened for comment beginning January 2025 and was closed July 2025. The map received 13 comments

3.3 Phase 2: Developing Recommendations

The purpose of the second phase of engagement was to collect feedback on the proposed improvements to the Porterville active transportation network. Phase two include a third pop-up event and a second workshop.

Pop-up 3

The third pop-up event was held on August 5th, 2025, at National Night Out hosted by the City. The pop-up was held on Main Street from 6 pm – 9 pm. The pop-up included preliminary pedestrian and bicycle recommendations, with the aim to prioritize improvements and identify additional projects. Thirty-eight comments were received during the event.

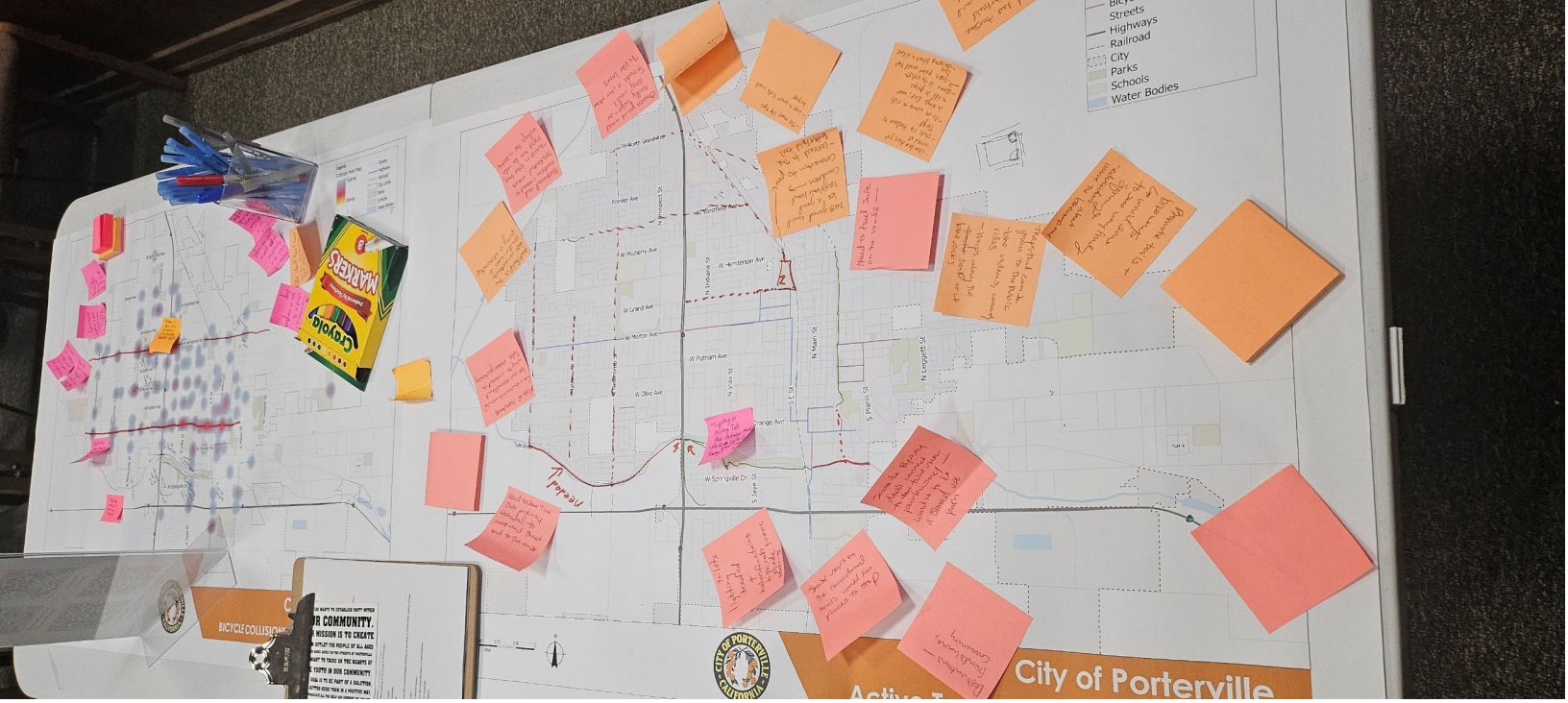
Workshop 2

The second workshop was held on Monday, November 3rd, 2025, at City Hall from 6:00 pm to 7:30 pm. The purpose of the workshop was to present the full draft pedestrian and bicycle network to the community and collect feedback about project prioritization. The workshop was an open house format and included large maps of the citywide networks, examples of improvements, and prioritization metrics. One community member attended the workshop.

Pop-up 2

Workshop 1

Pop-up 3



4 Needs

Based on data from the existing conditions analysis and community engagement, a needs assessment was conducted to identify priority areas for active transportation improvements.

The needs assessment aims to answer the following questions:

OPPORTUNITY AREAS

What are the current community destinations?

What are the future growth areas?

GAPS AND BARRIERS

Which streets and intersections are high-stress barriers to pedestrian and bicycle travel?

SAFETY

Which streets and intersections have a history of pedestrian and bicycle collisions?

What are the key risks to pedestrians and bicyclists?

USERS

Who is using or will use active transportation facilities in the City?

For these users, what improvements are desired or needed?

Opportunity Areas

Community Destinations

Schools

Porterville HS, Monache HS, and more

Shopping

Target on Henderson Ave

Parks and Trails

Santa Fe Byway
Tule River Parkway
Butterfield Stage Corridor

Future Growth Areas

- Olive Ave
- Downtown Porterville
- Tule River west of SR 65

Gaps and Barriers

Barriers to Active Transportation

Routes that are high stress for pedestrians and bicyclists.

East-West Barriers
Henderson Avenue
Olive Avenue
Morton Avenue
Westwood Avenue

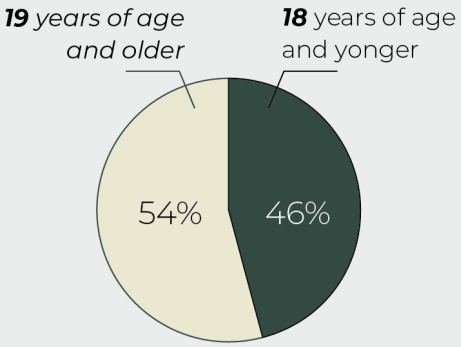
North-South Barriers
SR 65
Westwood St
Indiana St
Plano St
Indiana St

Safety

Collision Hotspots

- Olive Ave
- Henderson Ave
- Main St
- Intersections

Collision Victims



Common Traffic Violations

Bicycle Collisions

- Bicyclists on the wrong side of the road
- Driver turning violations

Pedestrian Collisions

- Pedestrian crossing violations
- Drivers not yielding to pedestrians

Target Users

Recreational Users

- Walking and bicycling for fun / exercise
- Varying experience levels
- Interest in off-street or protected bike lanes
- Prioritize connectivity to parks and trails

Everyday Users

- Commute by walking and bicycling
- Prioritize connectivity to school, commerical centers, restaurants, etc.
- Interest in on-street bicycle facilities

4.1 Opportunity Areas

Opportunity areas that may benefit from active transportation improvements include community destinations and future growth areas.

Community Destinations

The community identified east-west routes to improve bicycle connectivity, including Henderson Avenue, Morton Avenue, and Olive Avenue. These routes connect to key community destinations, including:

- Porterville High School
- Monache High School
- Target on Henderson Avenue
- Veterans Park

The community also identified north-south routes to improve bicycle connectivity, including Westwood Street, Mathew Street, and Newcomb Street.

The community expressed support for existing shared-use paths, highlighting the following improvements:

- Extend Tule River Parkway to the west
- Provide greater connectivity to the Santa Fe Byway
- Provide more amenities, such as lighting and patrol

Future Growth Areas

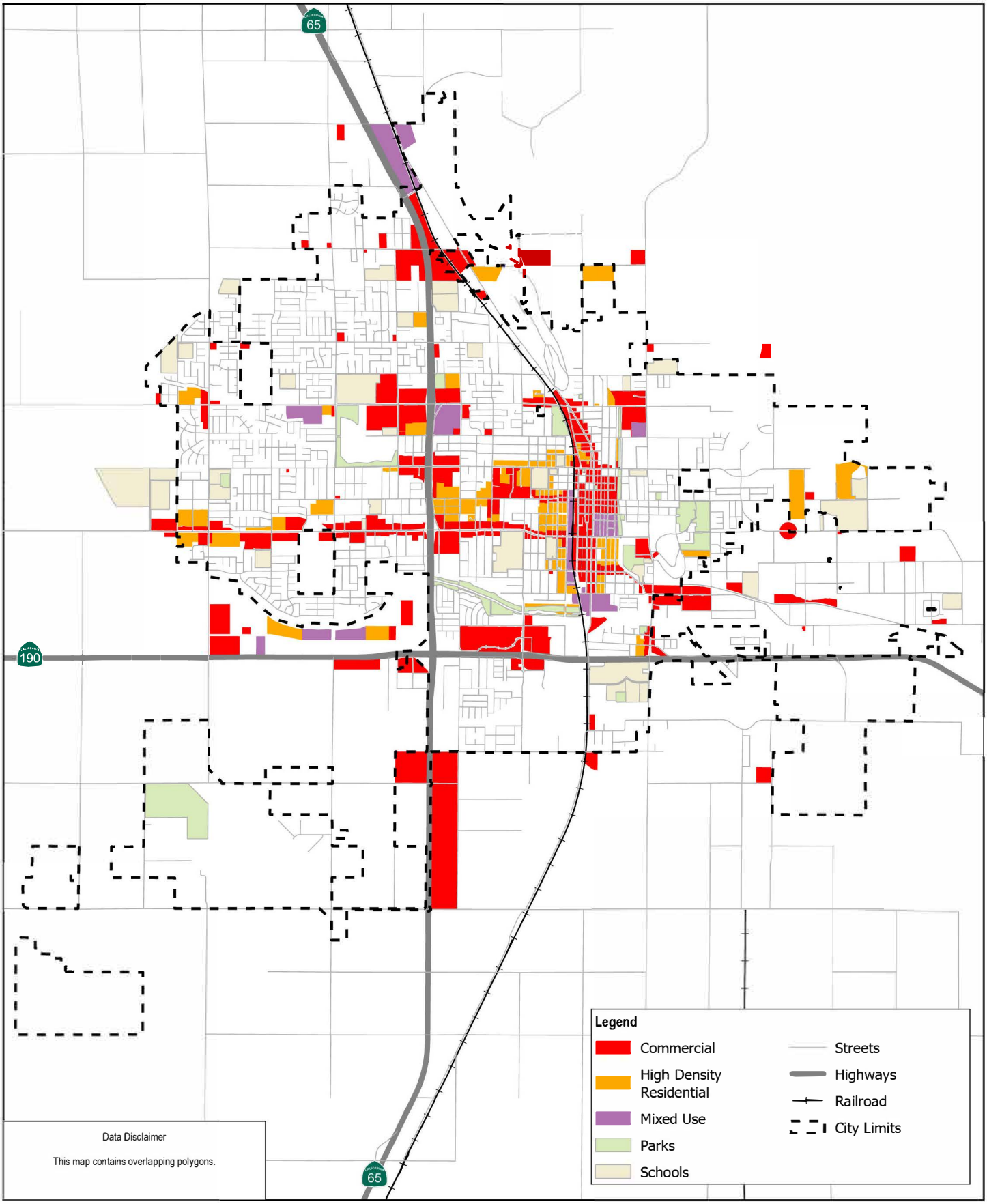
The existing conditions analysis discussed City zoning, as well as other local and regional plans. For the complete existing conditions analysis, see **Appendix A**.

City zoning categorized as future growth areas include commercial, high-density residential, and mixed-use zoning. Mostly, these zoning categories are planned in the center of the City, along Olive Avenue and in Downtown Porterville (e.g., D Street and Main Street).

- Olive Avenue is a major arterial roadway and a designated truck route, adjacent to key community destinations (e.g., parks and schools). To accommodate future growth and meet plan goals, bicycle facilities on or near Olive Avenue should be considered.
- Downtown Porterville includes pedestrian-oriented streets and is adjacent to existing shared-use paths. Improving pedestrian and bicycle connectivity to Main Street and downtown may encourage foot traffic and support economic development along the commercial corridor.

Local and regional plans that may promote future growth are summarized below.

- The City of Porterville South of Tule River District Master Plan (2024) discusses a potential future growth area with opportunities for mixed-use development. The area is south of Tule River, west of SR 65, north of SR 190, and east of Westwood Street. However, any future development would require changes to the City general plan and zoning. The master planning process for the City is currently underway. For any future development, active transportation facilities, including connections to the Tule River Parkway Class I Shared-use Path (existing or future), should be considered.
- The TCAG Cross Valley Corridor Plan (2018) proposes a light rail transit (LRT) station in Downtown Porterville, which could stimulate revitalization and economic development surrounding the LRT station. However, the LRT alignment is proposed within the former Union Pacific railroad right-of-way, where the Butterfield Stage Corridor Class I Shared-use Path is currently under construction. Any future development (LRT or otherwise) would require coordination with the City and should consider active transportation facilities.
- The City of Porterville Parks Master Plan (2024) allocates resources for park improvements, including pedestrian and bicycle improvements, as well as optional pedestrian connections to off-site destinations. Although not specifically related to future development (i.e., development beyond parks), the pedestrian connections to off-site destinations should be considered, where appropriate.



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CITY OF PORTERVILLE
ACTIVE TRANSPORTATION PLAN

Project No. **12645065**
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Date **6/27/2025**

FUTURE GROWTH AREAS

FIGURE 7

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Data source: Created by: kkubose

4.2 Gaps and Barriers

Gaps and Barriers are areas or streets that limit pedestrian and bicycle connectivity. This includes:

- Highways and freeways where pedestrians and bicycles are not permitted
- Higher stress roads that are challenging to cross or feel less safe to walk or ride on
- Parts of the City with limited pedestrian and bicycle infrastructure.

Gaps are barriers are identified through the level of traffic stress analysis. Areas and streets identified as barriers should be considered for active transportation improvements to improve connectivity and safety.

Level of Traffic Stress

LTS is the perceived sense of danger associated with walking or bicycling in or adjacent to vehicular traffic. Studies have shown that traffic stress is one of the biggest deterrents to walking and bicycling. The lower the LTS score, the less stressful a road or area is for bicyclists and pedestrians, and the more likely it is to appeal to a broader segment of the population.

The following section provides a summary of LTS methodology and findings. See **Appendix A** and **Appendix C** for more information.

BICYCLE LTS

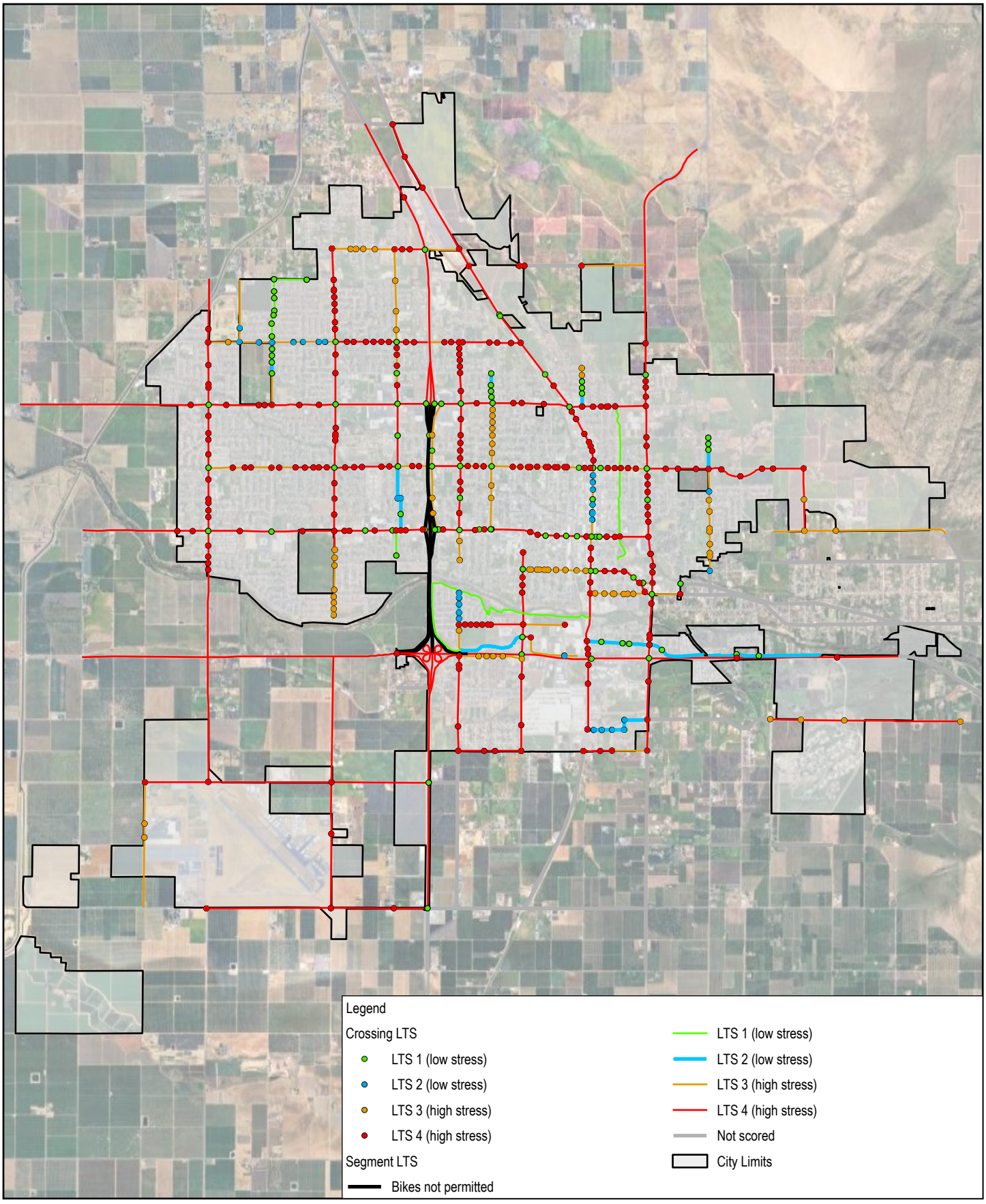
Bicycle LTS results are shown in Figure 8. Of the arterial and collector routes analyzed, the majority scored LTS 4. These roads typically have high speeds, high vehicle capacity and higher traffic volumes. There a few dedicated bicycle lanes in Porterville, and bicyclists are expected to share the roadway with drivers under stressful roadway conditions. Barrier to low stress travel include:

Intersections along these arterial and collector routes are also high stress for bicyclists. In many cases, bicyclists may have to cross four or more lanes of traffic. Vehicles speeds are over 35 miles per hour and/or high estimated traffic volumes increase level of stress further for bicyclists trying to cross. Signalized intersections are assumed to be low stress, but at uncontrolled intersections, these roadway conditions create a stressful environment for most bicyclists.

Local streets were excluded from the analysis but were assumed to score LTS 1. Although local streets generally are low stress for bicyclists of all ages and abilities, local streets are surrounded by other high-stress roadways on which most adults do not feel comfortable riding a bicycle.

PEDESTRIAN LTS

Pedestrian LTS results are shown in Figure 9. Most of Porterville is low stress for pedestrians at LTS 1 (53 percent). This includes developed areas of the community, such as residential and neighborhood commercial areas, and the central business district (Downtown Porterville). Higher stress areas for pedestrians include areas on the edge of town that are dedicated to industrial or agricultural uses. In these areas, there are typically no pedestrian facilities, and drivers do not expect pedestrians.



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CITY OF PORTERVILLE
ACTIVE TRANSPORTATION PLAN

SEGMENT LEVEL OF TRAFFIC STRESS

Project No. **12645065**
Revision No. **-**
Date **5/06/2025**

FIGURE 8

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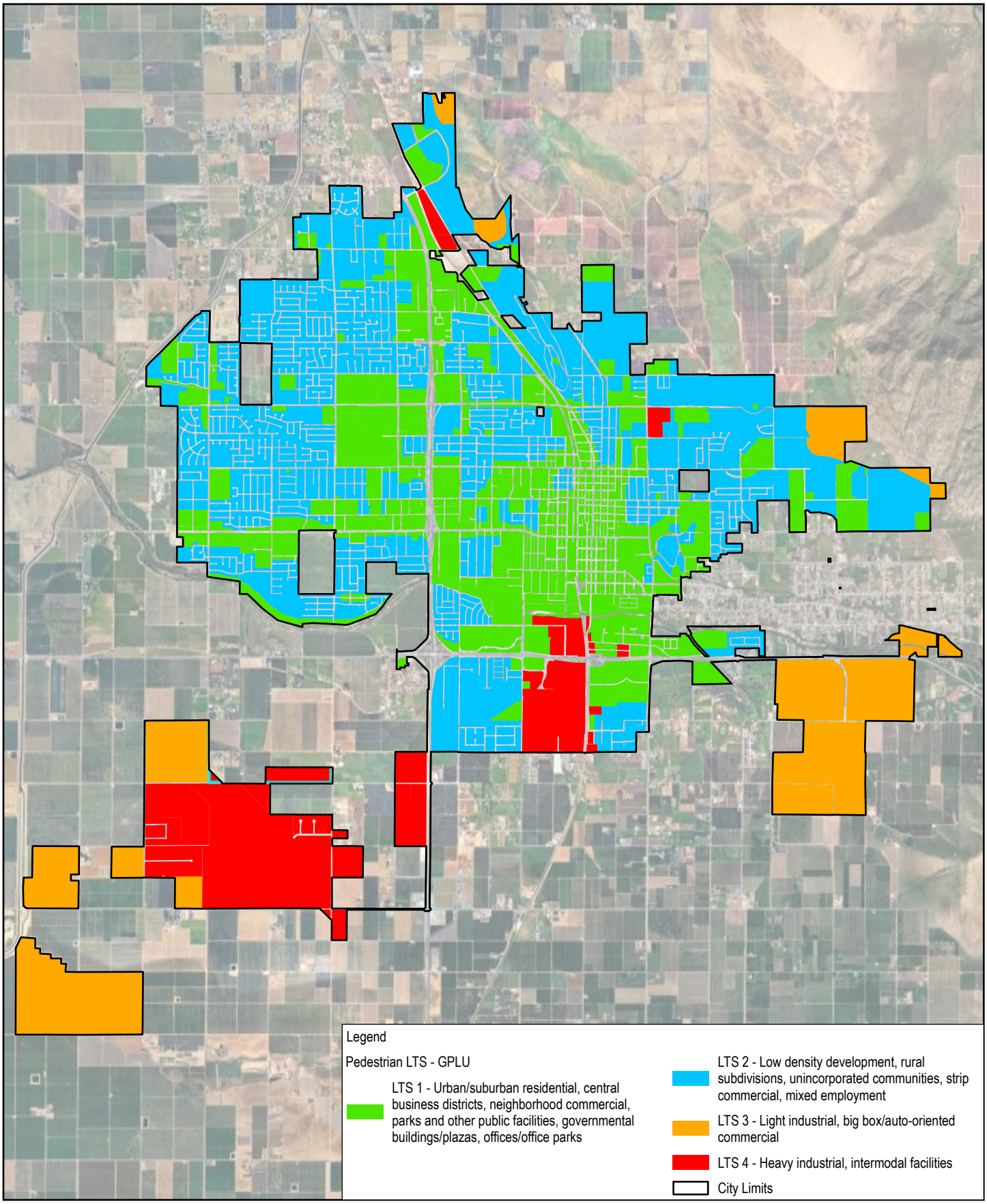
Data source: Google Maps Sat: © OpenStreetMap (and) contributors, CC-BY-SACalifornia Highway Patrol Statewide Integrated Traffic Records System; City of Porterville; County of Tulare; US Census Bureau; ESRI. Created by: zporteous



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CITY OF PORTERVILLE
ACTIVE TRANSPORTATION PLAN

PEDESTRIAN LTS

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Revision No. **-**
Date **5/02/2025**

FIGURE 9

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Data source: Google Maps Sat: © OpenStreetMap (and) contributors, CC-BY-SACalifornia Highway Patrol Statewide Integrated Traffic Records System; City of Porterville; County of Tulare; US Census Bureau; ESRI. Created by: zporteous

4.3 Safety

For bicyclist and pedestrian safety, needs were determined based on the collision analysis. For more details, see **Chapter 2.**

Collision Findings

For bicyclist- and pedestrian-involved collisions, key findings included the following:

- A majority of collisions occurred at intersections
- Almost half of collisions involved victims 18 years of age and under
- Bicyclists collisions were commonly causes by bicyclists riding on the wrong side of the road, or drivers turning improperly and violating bicyclist right-of-way
- Pedestrian collisions were commonly caused by both pedestrian and automobile violations when pedestrians were crossing the street
- Collision were frequent on Olive Avenue, Henderson Avenue, Morton Avenue and Main Street

Collision Victim Age

Almost half of pedestrians and bicyclists involved in collisions were under the age of 19. Providing safe infrastructure for these users near destinations they walk and bicycle is key.

Collision Causes

BICYCLE COLLISIONS

For bicyclists-involved collisions, common causes included bicycling on the wrong side of the road, automobile right-of-way violations, and turning violations.

To address bicycling on the wrong side of the road, adequate bicycle facilities and education programs should be considered. Bicyclists may be riding on the wrong side of the road because it feels safer to see oncoming traffic; however, this behavior can be more dangerous. New and/or improved bicycle facilities may help encourage riding on the correct side of the road, as well as education addressing proper bicyclist behavior as new bicycle facilities are implemented.

To address turning and automobile right-of-way violations, improvements to encourage yielding to bicyclists should be considered. This could include conflict markings, turn lane reconfigurations, and physical barriers that separate bicycles from vehicle traffic.

PEDESTRIAN COLLISIONS

For pedestrian-involved collisions, common causes included pedestrian violations and pedestrian right-of-way violations (motorist violations).

Pedestrian violations often occur when pedestrian cross midblock where no crossing is present. Typically, this behavior occurs where crossing opportunities are infrequent. As such, safer and more frequent crossings should be considered.

To address pedestrian right-of-way violations (motorist violations), improvements to encourage yielding to pedestrians should be considered, as well as safety measures to slow driver speeds and improve visibility.

Collision Hotspots

The following section provides a summary of collision hotspots, or areas with a history of frequent collisions involving pedestrians and bicyclists. These hotspots will be used to identify safety improvement projects. Collision hotspots for bicycle and pedestrian collisions are shown in Figure 10 and Figure 11.

OLIVE AVENUE

Olive Avenue experienced the highest number of pedestrian and bicyclist collisions. These collisions were most frequent east of SR 65, specifically at Porterville High School and at Main Street.

Porterville High School, Olive Street Elementary School, and Downtown Porterville are all key destinations along Olive Street. Improving safety along this corridor should be considered to improve downtown access and safe travel to nearby schools.

HENDERSON AVENUE

Henderson Avenue had the second most bicyclist collisions, concentrated between Newcomb Street and Indiana Street, including the SR 65 underpass. Pedestrian collision on Henderson Avenue peaked in the same area, specifically near Prospect Street.

Key destinations along this route include Monache High School, Veterans Park, Target, and fast-food restaurants. As noted during community engagement, these locations are frequented by many residents. Improving safety along this corridor should be considered to improve safe access to these destinations.

MORTON AVENUE

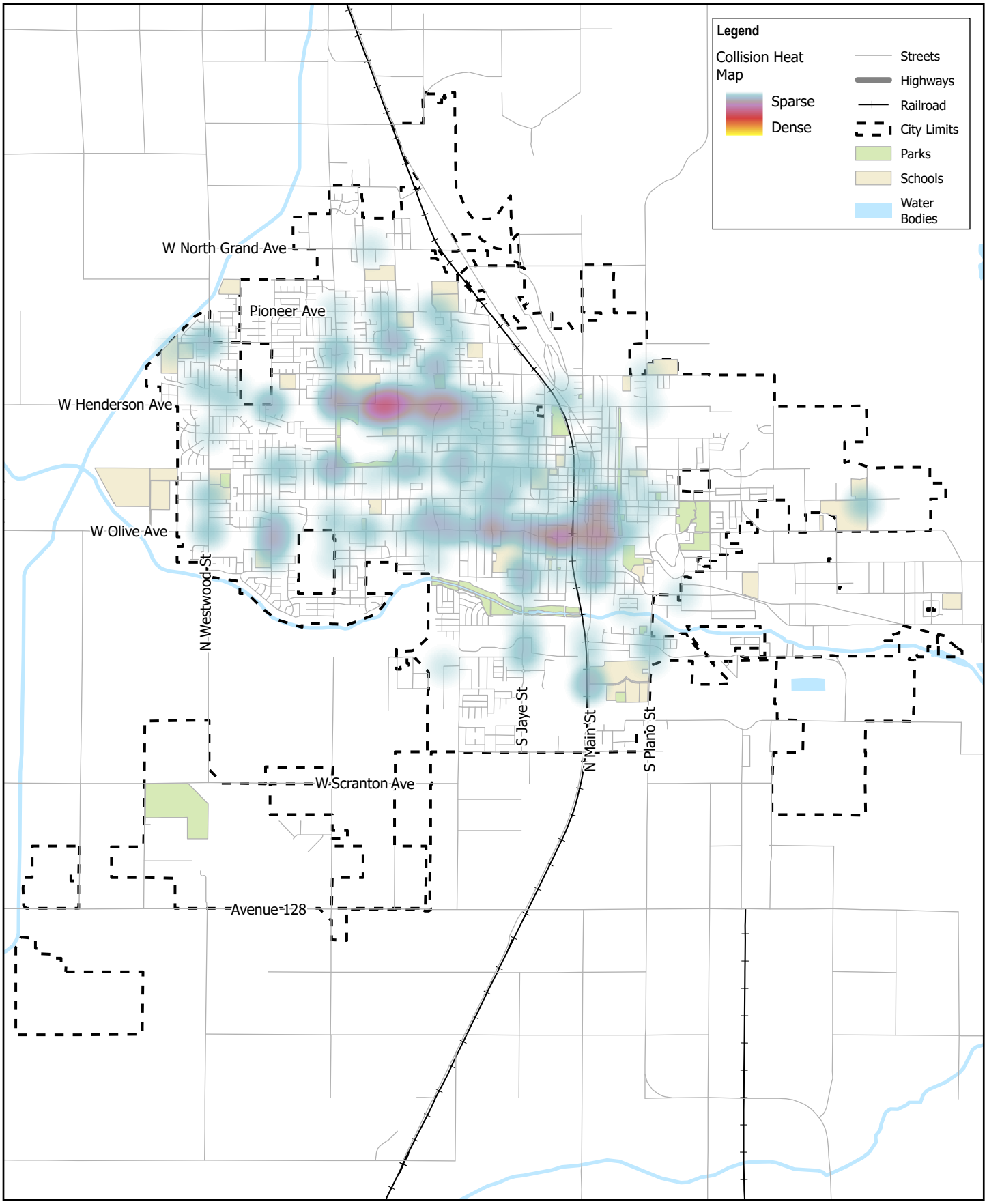
Morton Avenue had the third most bicyclist collisions and fourth most pedestrian collisions. Bicycle collisions were most frequent at Newcomb Avenue, Prospect Street, and Indiana Street. Pedestrian collision hotspots along Morton Avenue at Main Street, North E Street, Villa Street, and Westwood Street.

Improvements at these locations would improve safety along Morton Avenue and facilitate connections to destinations such as Veteran's Park, several elementary and middle schools, and Downtown Porterville.

Currently, Morton Avenue has the longest and most contiguous in-street bicycle facility and is commonly used by residents. Improvements to Morton will help improve bicyclist safety.

MAIN STREET

As noted in Figure 11 Main Street had the third most pedestrian collisions, with the highest concentration at Olive Avenue and Putnam Avenue/Mill Avenue. Main Street runs through downtown and attracts pedestrian and bicycle activity. Improvements to Main Street could increase safety, encourage walking and bicycling, and enhance Downtown Porterville.



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Date 5/08/2025

BICYCLE COLLISIONS BY DENSITY (2014-2023)

FIGURE 10

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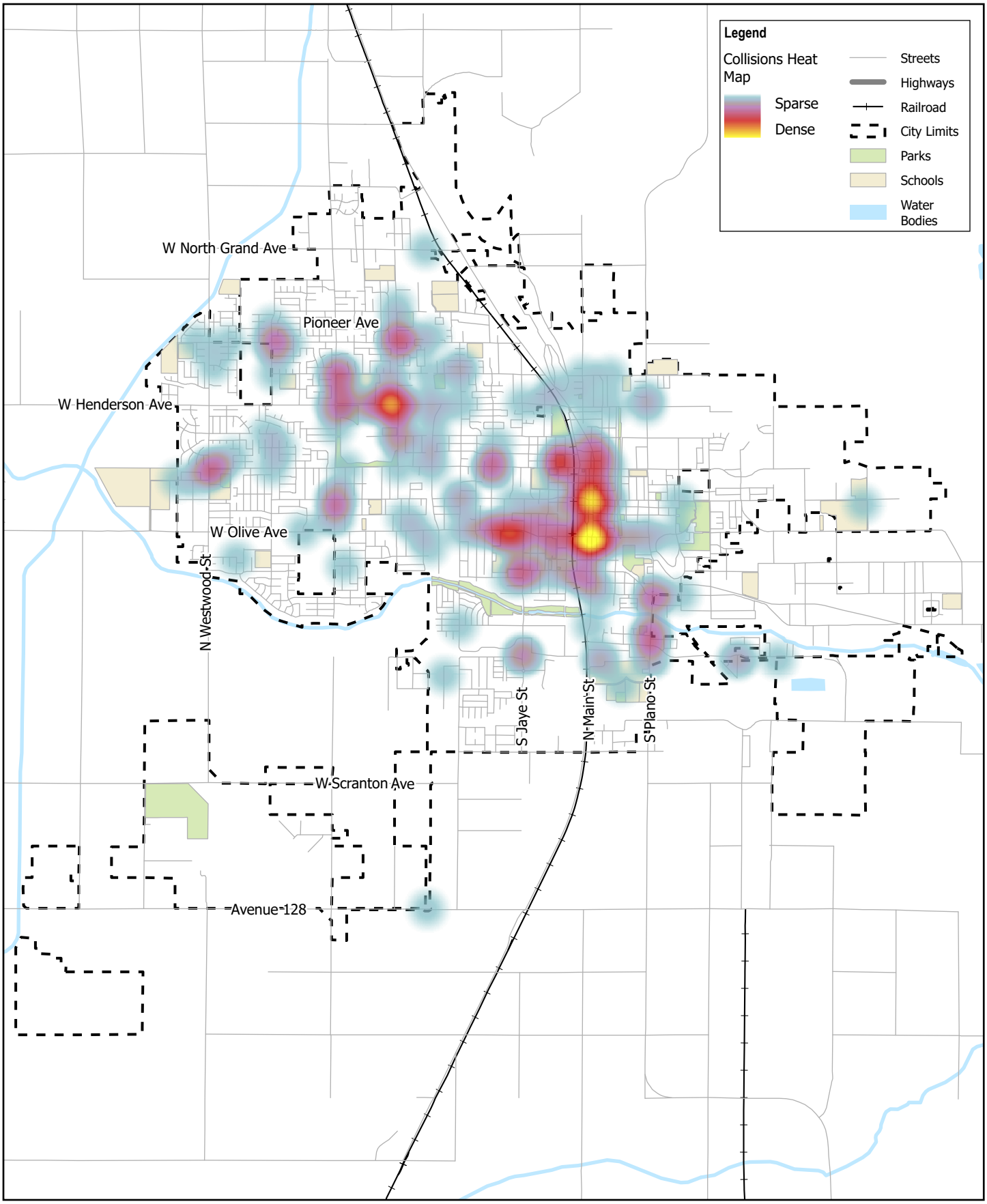
Data source: California Highway Patrol Statewide Integrated Traffic Records System; City of Porterville; County of Tulare; US Census Bureau; ESRI. Created by: zporteous



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Date 5/08/2025

PEDESTRIAN COLLISIONS BY DENSITY (2014-2023)

FIGURE 11

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Data source: California Highway Patrol Statewide Integrated Traffic Records System; City of Porterville; County of Tulare; US Census Bureau; ESRI. Created by: zporteous

4.4 Users

Based on community input, active transportation user types were identified. These user types, as well as improvement types to accommodate all ages and abilities, are summarized below.

User Types

RECREATIONAL USERS

Recreational users are people who walk, run, bike, and use other non-motorized modes of transportation for recreational purposes. For users in this group, the primary mode of transportation is “drive a car.”

This group noted their desire for a connected active transportation network (e.g., to parks and trails) and the expansion of off-street Class I Shared-use Paths. A common theme for this group was group events, including youth social rides, adult social rides, family rides, and docent walking and nature tours.

Recreational users noted their use of both on- and off-street active transportation facilities, with varied levels of confidence and comfort on different active transportation facilities. Some users felt confident and comfortable traveling within both on- and off-street active transportation facilities (e.g., bicycling with traffic on in an on-street bike lane) while other users (e.g., seniors and families) only felt confident and comfortable traveling within off-street shared-use paths. For the less confident and comfortable users, safety was a primary concern (e.g., safer crossings at intersections and unsafe/speeding drivers).

EVERYDAY USERS

Everyday users are people who walk, bike, and use other non-motorized modes of transportation for a variety of purposes, including for shopping and work trips.

Everyday users also include students who walk and bicycle to and from school and near by destinations. Pedestrians and bicyclists under the age of 19 made up a large portion of collision victims, so improving safety for these users is key.

In the survey (beyond parks and trails), respondents said that they loved walking or bicycling to shopping centers and Downtown Porterville or wished they would to their destinations.

At events and via the survey, users in this group noted a need for a complete active transportation network (i.e., sidewalks), including around schools, as well as a safe active transportation environment (e.g. safer crossings at intersections and safer drivers).

Improvement Types

The following improvement types were supported by the community.

BICYCLE

The community supported a variety of bicycle network improvements, including:

- Class II Bicycle Lanes and green painted bicycle lanes, especially for key routes to school
- Class IV Protected Bikeways on higher stress roads
- Class I Shared-use Paths both for recreation and commuting

PEDSTRIAN

The community said that they loved the existing shared-use paths in Porterville, including the Tule River Parkway and the Santa Fe Byway. Residents said they hoped for the City to implement more off-street paths.

The community identified sidewalk needs, including near Westfield Elementary School and recently annexed portions of the City west of SR 65.

CROSSINGS

In the survey, respondents said one of their top concerns regarding walking and bicycling to school was “unsafe intersections or crossings.” When asked what improvements would encourage them to walk or bike, the number one improvement identified by survey takers was “safer crossings at signalized intersections,” followed by “safer crossings at midblock locations.

The community also voiced interest in RRFBs and HAWKS to improve crossing safety.

TRAFFIC CALMING

The community noted speeding as a primary concern. Community members noted many streets felt unsafe because of high vehicle speeds. Community members supported traffic calming improvements to slow drivers.

In the survey, respondents said that one of their top concerns regarding walking or bicycling (e.g., allowing their children to walk or bike to school) were “unsafe/speeding drivers.”

AMENITIES AND PROGRAMS

Recreational users advocated for amenities that would support walking and bicycling along shared-use paths, including water fountains, benches, and lighting.

Community members also advocated for programs that would improve safety. Some community members felt unsafe walking along the shared-use paths and advocated for police on bikes. Other community members discussed risky crossing behavior at high schools and felt that student-oriented educational programs would help.

5 Recommendations

This chapter present the ATP recommendations. The ATP includes two types of recommended improvements:

- **Infrastructure improvements** are the physical changes that build a connected, comfortable, and safe bicycle and pedestrian network. Infrastructure improvements include site-specific bicycle and pedestrian projects.
- **Non-infrastructure improvements** are the programs or policies that aim to encourage active transportation and support safety along the bicycle and pedestrian network.

A toolkit of the improvements is provided in **Appendix D**. It aims to support the site-specific infrastructure recommendations detailed in this chapter.

The toolkit expands upon a variety of infrastructure improvement strategies and their appropriate uses and includes the list of recommended non-infrastructure improvements.

5.1 Bicycle Projects

The recommended bicycle projects include bikeways along the bicycle network and bicycle crossings at intersections. The bicycle projects are shown in Figure 12 and listed in **Appendix E**. Renderings of several projects can be found in **Appendix G**.

Bikeways

The bicycle network was developed with a focus on plan *Goal 2 (Develop a Connected Active Transportation*

Network), including the establishment of off-street Class I Shared-use Paths and on-street bikeways. The connected bicycle network will comfortably connect the community to key destinations.

Development of the bicycle network focused on the existing recreational shared-use paths that are already popular routes for the community, including the Santa Fe Byway and the Tule River Parkway, as well as under construction recreation shared-use paths, Butterfield Stage Corridor and Tule River Parkway (Phase 3).

With the existing and under construction recreational shared-use paths as the backbone of the bicycle network, additional bikeway projects were identified to connect the backbone to key destinations, including through on-street bikeways. On-street bikeways include Class II Bicycle Lanes, Class IV Protected Bikeways, and Class III Bicycle Boulevards.

With this hybrid approach, bicycle commuters will be able to use both on- and off-street bikeways as part of their commute to work, and recreators will be able to use on-street bikeways to connect to the trails and parks that they already love and use. Off-street Class I paths offer the lowest stress option for bicyclists who are interested in bicycling but concerned with traffic. Class IV Protected Bikeways offer a similar benefit, as they separate bicyclists from vehicle traffic by a physical buffer. The combination of protected bikeways and off-street paths provides a bicycle network suitable for bicyclists with varying experience and comfort levels.

Class I Shared-use Path. City of Porterville; Porterville CA

Class II Bicycle Lane. GHD; Sacramento, CA

Class III Bicycle Route. GHD; Sacramento, CA

Class IV Protected Bikeway. GHD; Sacramento, CA

As listed in **Appendix E**, there are 48 bikeway projects, including nine regional bikeway projects. Regional bikeway projects are projects that are fully or partially outside of the City limits and must be implemented by other public agencies.

Table 1 provides the total existing and proposed bicycle network mileage. The 48 bikeway projects would add 57 miles to the bicycle network, the majority of which would be Class I paths (24 miles) and Class II Bicycle Lanes (21 miles).

Table 1 – Existing and Proposed Bicycle Network Mileage

Facility Type	*Existing Miles*	*Proposed Miles*	*Total Miles*	*Proposed Projects*
Shared-use Path (Class I)	8	24	32	12
Bicycle Lane + Buffered Bicycle Lane (Class II)	5	21	26	18
Bicycle Route + Bicycle Boulevard (Class III)	3	6	9	13
Protected Bikeway (Class IV)	0	6	6	5
Total	16	57	73	48

Bicycle Crossings

Bicycle crossing projects were largely developed to address intersections with a history of bicycle collisions or high LTS.

As listed in **Appendix E**, there are 39 bicycle crossing projects. As shown in Figure 12, most bicycle crossing projects are along Henderson Avenue, Morton Avenue, and Olive Avenue.

The following types of bicycle crossings are recommended throughout the bicycle network. See **Appendix D** for more details.

PAVEMENT MARKINGS

Most bicycle crossing projects (26 projects) are intersection pavement markings, including bike boxes or two-stage turn queue boxes, mixing zones, conflict markings. Mixing Zones and conflict markings provide designated space for bicyclists to navigate alongside vehicle traffic through an intersection. Bike boxes and two-stage queue boxes offer space for bicyclists to wait in front of traffic at signalized intersections or crossings, reducing right-hook collisions and overall level of stress.

CROSSING SIGNALS

Nine (9) projects are rectangular rapid flashing beacons (RRFBs). RRFBs are human activated flashing lights that alert drivers to crossing pedestrians or bicyclists.

Bicycle mixing zone. Virginia Gov; Arlington, VA-Mixing Zone.

Bicycle box. GHD; Sacramento, CA.

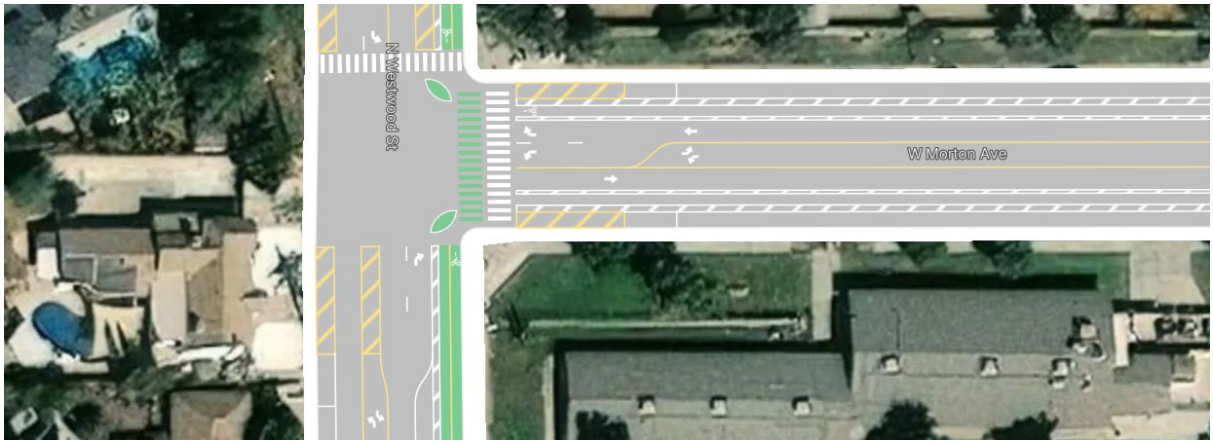
Existing crossing along the Santa Fe Byway

Proposed crossing at Olive Avenue and Butterfield Stage Corridor

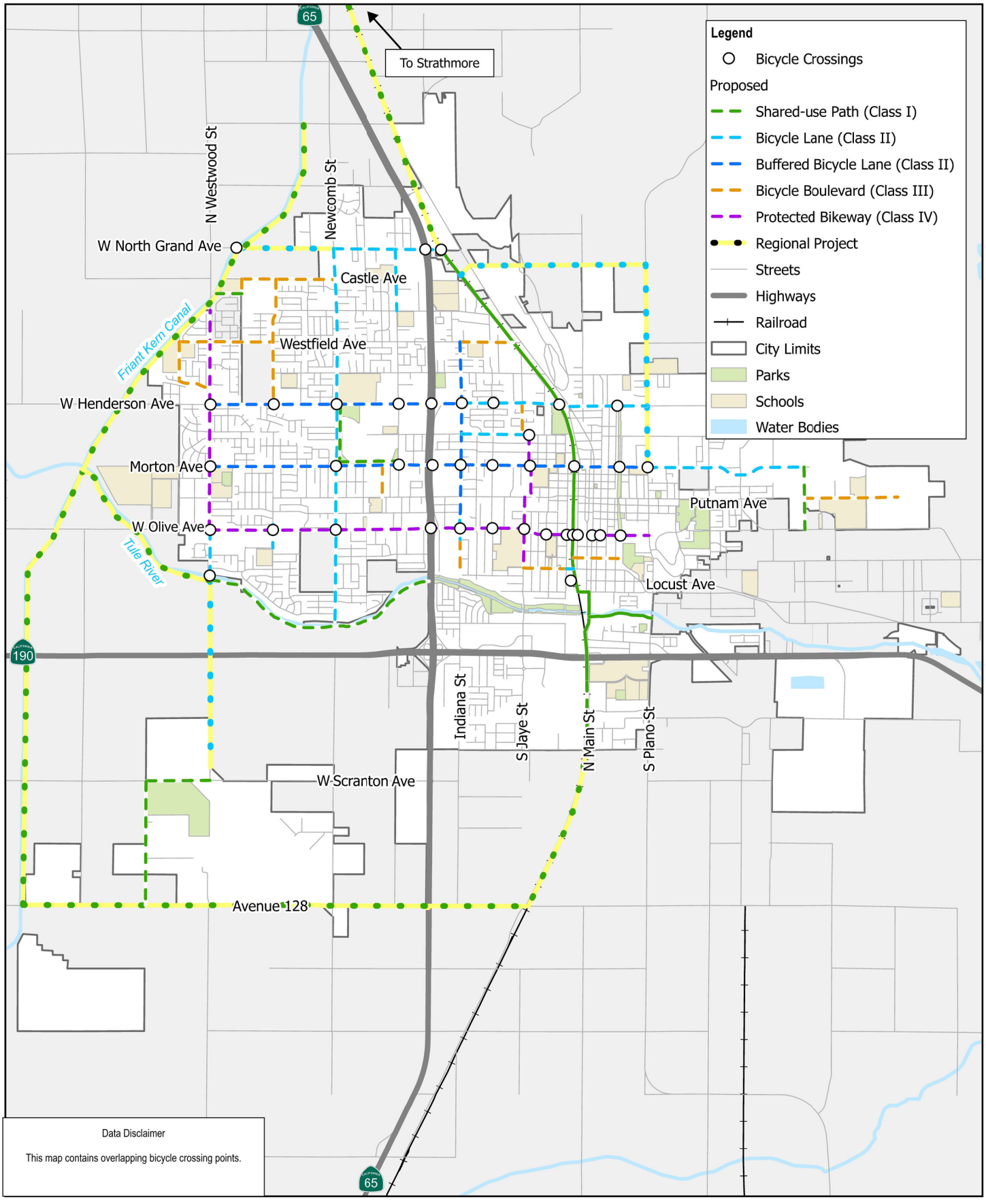
PROTECTED INTERSECTIONS

Four (4) of the bicycle crossing projects are protected intersections. Protected intersections lower traffic stress by allowing bicyclists to cross one leg of traffic at a time with pedestrians, rather mixing with traffic to access the left turn pocket. They do this by providing a painted or physically protected space at each corner of the intersection for bicyclists to wait for the light. Protected intersections are also recommended where two-way bikeways transition to one-way bikeways

The conceptual rendering below illustrates a protected intersection at Westwood Street and Morton Avenue. This protected intersection would provide a transition between a protected bikeway (Class IV) on Westwood Avenue and a buffered bicycle lane (Class II) on Morton Avenue.



Rendering of the proposed protected intersection at Westwood Street and Morton Avenue.



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Map Projection: Lambert Conformal Conic
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GHD

CITY OF PORTERVILLE
ACTIVE TRANSPORTATION PLAN

Project No. **12645065**
Revision No. **-**
Date **2/11/2026**

PROPOSED BICYCLE PROJECTS

FIGURE 12

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Print date: 11 Feb 2026 - 16:28

Data source: City of Porterville, County of Tulare, US Census, ESRI. Created by: hmurphy

5.2 Pedestrian Projects

The recommended pedestrian projects include sidewalks (i.e., school sidewalk gaps) and pedestrian crossings at intersections.

The pedestrian projects are shown in Figure 13 and listed in **Appendix E.** The pedestrian projects are summarized below.

Sidewalks

The sidewalk gap projects were developed consistent with plan *Goal 1 (Develop a Complete Active Transportation Network)*, which includes identifying and closing sidewalk gaps close to key destinations, including schools.

For each school, sidewalk gaps along the school frontage and local streets immediately adjacent to the school, as well as arterial and collector streets within 0.25-mile of the school (i.e., not separated by barriers, such as highways and waterbodies), were identified.

There are 231 school sidewalk gap projects., shown in Figure 13. A density of school sidewalk gaps surround or are adjacent to the following schools:

- West Putnam Elementary School (Putnam Avenue)
- Summit Charter Collegiate High School (Thurman Avenue), Summit Charter Intermediate Academy Middle School (Thurman Avenue), Burton Elementary School (Morton Avenue), and Jim Maples Academy Middle School (Westwood Street)
- Burton Middle School (Elderwood Street) and William R. Buckley Elementary School (Westfield Avenue)
- Sequoia Middle School (Prospect Street) and Westfield Elementary School (Pioneer Avenue)
- Pioneer Middle School, Porterville College, and Vandalia Elementary School (College Avenue).

Downtown Porterville, which is within 0.25-miles of several schools, has a very limited number of school sidewalk gaps.

Pedestrian Crossings

To identify pedestrian crossing projects, areas with a history of collisions (i.e., collision hotspots), school proximity, and community support were evaluated.

As listed in **Appendix E**, there are 27 pedestrian crossing projects recommended. As shown in Figure 13, the pedestrian crossing projects are spread throughout the City, with a density of projects in Downtown Porterville.

PAVEMENT MARKINGS AND SIGNAL TIMING

Most projects (19 projects) are at signalized intersection and include high-visibility crosswalks, with 13 projects including leading pedestrian intervals (LPIs). LPIs give pedestrians the opportunity to enter the crosswalk at an intersection 3-7 seconds before vehicles are given a green indication, encouraging yielding.

MODIFIED TRAFFIC OPERATIONS

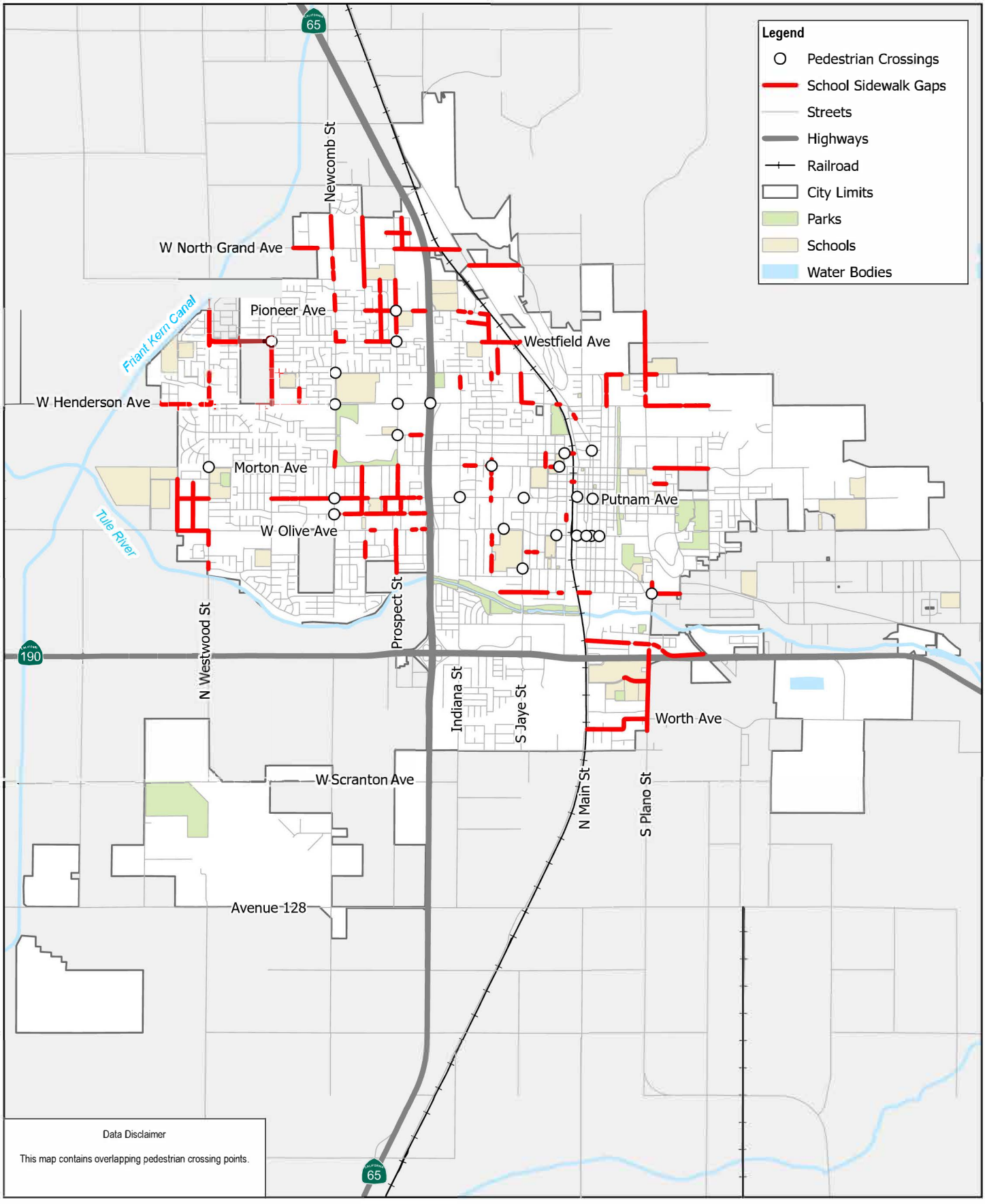
Four (4) projects include modified traffic operations (e.g., controlled left turns and right turns only), to enhance pedestrian safety. These intersections include:

- Olive Avenue and D Street
- Olive Avenue and Hockett Street
- Putnam Avenue and Jaye Street
- Newcomb Street and Tomah Avenue

Additional types of pedestrian crossing improvements are detailed in **Appendix D.**

High Visibility Crosswalk. GHD; San Diego, CA.

LPI. SFMTA; San Francisco, CA.



Paper Size ANSI A

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US Feet

Map Projection: Lambert Conformal Conic
Horizontal Datum: North American 1983
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CITY OF PORTERVILLE
ACTIVE TRANSPORTATION PLAN

Project No. **12645065**
Revision No. **-**
Date **10/15/2025**

PROPOSED PEDESTRIAN PROJECTS

FIGURE 13

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Print date: 15 Oct 2025 - 10:50

Data source: City of Porterville, County of Tulare, US Census, ESRI Created by: kkubose

5.3 Non-Infrastructure Recommendations

Non-infrastructure improvements are varied and can include safety and education programs (e.g., walk audit and bike and walk to school days), vocational and technical trainings (e.g., crossing guard and bicycle repair programs), partnerships (e.g., school contests), and evaluation (e.g., demonstration projects and count evaluation program).

As listed in **Appendix D**, there are 21 non-infrastructure improvements available to the City, to implement as desired. Of these, there are three (3) non-infrastructure recommendations, which were identified and supported by the community.

The three (3) non-infrastructure recommendations include:

- Bicycle Patrol Program
- Lighting Program
- Education Campaign

Bicycle Patrol Program

The bicycle patrol program, also referred to as cops on bikes, encourages law enforcement officers to ride bicycles while on patrol. This program is geared to improving officers' duties as it calls on law enforcement to pay close attention to their surroundings, allows them to interact with their community, and enhances officers' mobility.

Lighting Program

Lighting illuminates walkways to increase comfort for people walking and improves visibility of pedestrians and bicyclists for drivers. Lighting programs encourage community members to host "night walks" where the public walk their town at night to identify lighting needs.

Education Campaign

An education campaign uses print and uses print and digital media, radio, and television to educate the community about safe driving, bicycling, and walking behavior. The campaign could be used to target behaviors that are particularly prevalent in the City. During public outreach, the community highlighted the need for education for bicyclists and pedestrians (e.g., at intersections) to promote roadway safety.

6 Implementation

This chapter presents the ATP implementation plan and includes project prioritization, implementation opportunities, cost estimates, and funding opportunities.

6.1 Project Prioritization

All projects were established based on the vision and goals, existing conditions, needs, and community input. However, with limited resources, not all projects can be implemented at the same time. Project prioritization helps the City allocate limited funds to projects that have the most benefit to the community.

Project prioritization was based on a series of prioritization measures which are typical grant criteria, modified to fit the context of the City. Other considerations, such as available funding, may subsequently modify prioritization.

Prioritization measures are outlined in Table 2. For each prioritization measure, if the measure was met, the full points listed were allocated. Considering all eight prioritization measures, each project can score up to 25 points total.

Project prioritization is provided in **Appendix F** and summarized below.

Bicycle Projects

Of the 48 bikeway projects, five projects, shown in Table 3, were prioritized.

- Henderson Avenue bike lane (Bikeway #s 10 and 9)
- Olive Avenue protected bikeway (Bikeway #26)
- Westwood Street protected bikeway (Bikeway # 44)
- Indiana Street bike lane (Bikeway # 11)

These projects are part of a loop of on-street bikeways that connect major destinations. These projects all score points for safety, improving safe routes to schools, connectivity to activity generators, and transit mobility.

The improvements on Olive Avenue and Westwood Street specifically will lower bicycle stress, while the Henderson Avenue bicycle lane will close a gap between the Butterfield Stage Corridor to the Santa Fe Byway.

Of the 39 bicycle crossing projects, five projects were prioritized. All five of the top projects scored 16 points and are located on Olive Avenue, as shown in, Table 4. The Olive Avenue bikeway projects received community support throughout the planning process and is the second highest prioritized bikeway project. The crossing projects support safer crossings at Summit Charter Academy, Olive Street Elementary School, and Porterville High School. The projects are also all located within 500 feet of a location with a severe collision.

Pedestrian Projects

Of the 231 sidewalk (i.e., school sidewalk gap) projects, 14 projects are prioritized. Three projects scored the full 25 points (Sidewalk #s 35-37) and 11 projects scored 23 points, as shown in Table 5.

All of the prioritized projects met seven out of the eight measures. The top three projects received community support, differentiating them from the other prioritized projects. Both Olive Avenue and Prospect Street were consistently focused on throughout community input

Of the 27 pedestrian crossing projects, nine were prioritized. As shown in Table 6, of the top projects, two projects scored 18 points (Crossing #s 1 and 9). Four of the projects are located on Olive Avenue and the top two are located on Bellview Avenue and Morton Avenue.

All nine of the proposed crossing projects scored the same on seven of the measures. The top two projects received points for the community input measure, with Morton Avenue and Bellview Avenue being directly identified by the community.

Of the recommended prioritized crossings, four of the projects focus on high visibility crosswalks. LPIs and pedestrian median islands are also projects identified throughout the priority crossings.

Table 2 – Prioritization Measures

Prioritization Measure		***Points***
DAC	Projects located in a disadvantaged community (DAC), as defined by the Healthy Places Index (i.e., census track in the 25th percentile or less)	5
Safety	Projects located within 500 feet of a location with a fatal or severe injury bicycle or pedestrian collision	5
Gap Closure	Projects that close a gap between existing bicycle or pedestrian facilities	4
Safe Routes to School (SRTS)	Projects located within 0.25 miles of a school	4
Low Stress Network	Bikeway projects that reduce the bike level of traffic stress (LTS) score to LTS 1 or 2, and sidewalk projects	3
Community Input	Projects that address a challenge or include an improvement identified by the community during public engagement	2
Activity Generator	Projects located within 0.50-mile of an activity generator such as parks, civic facilities (library, community center, City Hall), grocery stores, or medical services	1
Transit Mobility	Projects located within 0.25-mile of transit stops	1
	Total	**25**

Table 3 – Prioritized Bikeway Projects

Bikeway #	Road	Start	End	Project	Total Points
10	Henderson Avenue	Indiana Street	Plano Street	Bicycle Lane (Class II)	22
26	Olive Avenue	Westwood Street	Plano Street	Protected Bikeway (Class IV)	21
44	Westwood Street	Northern City Limits	Olive Avenue	Protected Bikeway (Class IV)	19
11	Indiana Street	Westfield Avenue	North of Olive Avenue	Buffered Bicycle Lane (Class II)	18
9	Henderson Avenue	Newcomb Street	Indiana Street	Buffered Bicycle Lane (Class II)	18

Table 4 – Prioritized Bicycle Crossing Projects

Bike Crossing #	Primary Road	Cross Road	Project	Total Points
22	Olive Avenue	Mathew Street	Two-Stage Turn Queue Boxes, Mixing Zones, Conflict markings	16
29	Olive Avenue	E Street	Two-Stage Turn Queue Boxes, Mixing Zones, Conflict markings	16
30	Olive Avenue	Butterfield Stage Corridor	RRFB or Pedestrian Median Island	16
31	Olive Avenue	D Street	Bike Boxes, Mixing Zones, Conflict markings	16
34	Olive Avenue	Santa Fe Byway	RRFB or Pedestrian Median Island	16

Table 5 – Prioritized Sidewalk Projects

Sidewalk #	Road	Start	End	Project	Total Points
35	Olive Avenue	130 ft w/o Highway 65	Highway 65	School Sidewalk Gap	25
36	Prospect Street	Morton Ave	398 ft s/o Morton Ave	School Sidewalk Gap	25
37	Prospect Street	435 ft s/o Morton Ave	605 ft s/o Morton Ave	School Sidewalk Gap	25
24	Westfield Avenue	Beverly St	Prospect St	School Sidewalk Gap	23
27	Henderson Avenue	340 ft e/o G St	691 ft e/o G St	School Sidewalk Gap	23
29	Morton Avenue	144 ft w/o Johnson Pl	212 ft w/o Johnson Pl	School Sidewalk Gap	23
58	Villa Street	270 ft n/o Morton Ave	188 ft n/o Morton Ave	School Sidewalk Gap	23
59	Villa Street	128 ft s/o Morton Ave	357 ft s/o Morton Ave	School Sidewalk Gap	23
69	Plano Street	Locust Ave	Date Ave	School Sidewalk Gap	23
80	Date Avenue	Plano St	Park St	School Sidewalk Gap	23
96	Putnam Avenue	Newcomb St	300 ft e/o Newcomb St	School Sidewalk Gap	23
97	Putnam Avenue	300 ft e/o Newcomb St	90 ft e/o Lotas St	School Sidewalk Gap	23
147	Villa Street	250 ft s/o Olive Ave	380 ft s/o Olive Ave	School Sidewalk Gap	23
154	Belleview Avenue	200 ft e/o E St	300ft e/o E St	School Sidewalk Gap	23
190	Newcomb Street	630 ft n/o Morton Ave	Morton Ave	School Sidewalk Gap	23

Table 6 – Prioritized Pedestrian Crossing Projects

Ped Crossing #	Primary Road	Cross Road	Project	Total Points
1	Bellview Avenue	E Street	Signage	18
9	Morton Avenue	El Granito Street/ E Street	High visibility crosswalk, curb extensions, pedestrian median island, RRFB	18
3	Plano Street	Date Avenue	High visibility crosswalks, LPI	16
5	Henderson Avenue	Prospect Street	High visibility crosswalks, LPI	16
11	Olive Avenue	Howland Street/ Carmelita Street	Curb extensions, pedestrian median island	16
14	Olive Avenue	F Street	RRFB (overhead arm), signage, pedestrian median island	16
15	Olive Avenue	D Street	Controlled left turns (each leg)	16
16	Olive Avenue	Hockett Street	Right turn only	16
24	W Grand Avenue	Prospect Street	High visibility crosswalks, LPI	16

6.2 Implementation Opportunities

The City should consider concurrent roadway projects that may provide opportunities to implement the ATP projects. Beyond project prioritization, there may be opportunities to implement lower-cost and lower-complexity projects in the interim.

Resurfacing and Reconstruction

Resurfacing and reconstruction can be vehicles for implementing projects that only require striping. These projects may include, but are not limited to, Class II Bicycle Lanes, Class III Bicycle Routes and Bicycle Boulevards, high visibility crosswalks, and narrowing travel lanes. Even if these projects are not on the prioritized projects, they may be lower cost and easily implemented alongside current restriping and repaving efforts.

Reconstruction

Reconstruction projects, or projects that address issues at a greater roadway depth than resurfacing, are another way to implement active transportation projects. This may include projects that require roadway reconfiguration and traffic calming, such as curb extensions, Raised crosswalks, protected bikeways, and more.

6.3 Cost Estimates

Planning-level construction cost estimates are provided in Table 7 to Table 12.

These cost estimates do not include design, environmental work, right-of-way acquisition, permits, or other pre-construction activities. They do not consider project- or location-specific factors that may significantly affect costs, such as retaining structures, major drainage or utility work, moving roadway centerlines, etc. Actual project costs may differ from these cost estimates.

Additional items considered for all cost estimates include:

- Construction Staking and Layout 5%
- Construction Contingency 20%
- Traffic Control 5%
- Erosion and Sediment Control 2%
- Project Contingency 32%

If a project includes infrastructure involving earthwork, grading, or concrete improvements, the following items were considered as well:

- Minor Drainage 10%
- Minor Utility Work 10%
- Project Contingency 52%

Bicycle Projects

BIKEWAYS

Bikeways were grouped by type. Class II and III were grouped together (signage and striping only) and were assigned the partial contingency of 32%. Class I and IV were grouped together (due to the infrastructure requirements) and were assigned the full contingency of 52%.

Table 7 – Cost Estimates: Class I Shared-Use Paths and Class IV Bikeways

ID	Road	Start	End	Class Type	Cost Estimate
1	Avenue 128	Friant Kern Canal	Butterfield Stage Corridor	I	$19,260,987
2	Brian Street	Westwood Street	Lombardi Street	I	$717,559
3	Butterfield Stage Corridor	College Avenue	City Limit (Gibbons Avenue)	I	$1,924,480
5	Conner Street	Morton Avenue	Olive Avenue	I	$1,778,411
7	Friant Kern Canal	Avenue 178	Avenue 128	I	$24,897,726
15	Jaye Street	Putnam Avenue	Orange Avenue	IV	$803,474
16	Kessing Street	Morton Avenue	Putnam Avenue	IV	$368,054
23	Morton Avenue	Newcomb Street	Prospect Street	IV	$1,742,035
25	Newcomb Street	Henderson Avenue	Morton Avenue	IV	$1,750,805
26	Olive Avenue	Westwood Street	Plano Street	IV	$9,827,478
29	Palm Street	Grand Avenue	Morton Avenue	IV	$351,934
35	Scranton Avenue	West Street	Westwood Street	I	$1,795,207
36	Tule River Parkway	SR 65	Westwood Street	I	$7,102,844
37	Tule River Parkway	Westwood Street	Friant Kern Canal	I	$5,134,122
44	Westwood Street	Northern City Limits	Olive Avenue	IV	$2,504,425
47	West Street	Scranton Avenue	Avenue 128	I	$3,535,650
48	Butterfield Stage Corridor	W. North Grand Ave	Strathmore (Avenue 196)	I	$12,541,500

Note: These estimates do not include design, environmental work, right of way acquisition, permits, or other pre-construction activities. They do not consider project or location specific factors that may significantly affect costs such as retaining structures, major drainage or utility work, moving roadway centerlines, etc. Actual project costs may differ from the planning estimates provided. These projects were assigned a 52% project contingency depending on the nature of the work.

Table 8 – Cost Estimates and Additional Items: Class I and Class IV Bikeways

Item	Quantity	Unit Price	Total
Class 1 & 4	(see Table 7)		$96,036,692
Subtotal			**$96,036,692**
Minor Drainage	10%		$9,603,669
Minor Utility Work	10%		$9,603,669
Construction Staking and Layout	5%		$4,801,835
Contingency	20%		$19,207,338
Traffic Control	5%		$4,801,835
Erosion and Sediment Control	2%		$1,920,734
Total			**$145,975,772**

Note: These estimates do not include design, environmental work, right of way acquisition, permits, or other pre-construction activities. They do not consider project or location specific factors that may significantly affect costs such as retaining structures, major drainage or utility work, moving roadway centerlines, etc. Actual project costs may differ from the planning estimates provided. These projects were assigned a 32% or 52% project contingency depending on the nature of the work.

Table 9 – Cost Estimates: Class II and Class III Bikeways

ID	Road	Start	End	Class Type	Cost Estimate
4	Castle Avenue	Lombardi Street	Newcomb Street	III	$39,352
6	Elderwood Street	Westfield Avenue	Porter Creek Avenue	III	$16,633
8	Henderson Avenue	Westwood Street	Newcomb Street	II	$292,351
9	Henderson Avenue	Newcomb Street	Indiana Street	II	$291,294
10	Henderson Avenue	Indiana Street	Plano Street	II	$429,404
11	Indiana Street	Westfield Avenue	North of Olive Avenue	II	$414,344
12	Indiana Street	North of Olive Avenue	Devon Avenue	II	$45,363
13	Indiana Street	Devon Avenue	Tule River Parkway	III	$14,850
14	Jaye Street	Henderson Avenue	Grand Avenue	III	$13,641
17	Lombardi Street	Castle Avenue	Brian Street	III	$6,164
18	Lowery Street	Morton Avenue	Putnam Avenue	III	$13,573

ID	Road	Start	End	Class Type	Cost Estimate
19	Mathew Street	Castle Avenue	Henderson Ave	III	$52,975
20	Mathew Street	Della Avenue	Clare Avenue	II	$41,151
21	Morton Avenue	Westwood Street	Plano Street	II	$1,013,387
22	Morton Avenue	Plano Street	Conner St	II	$371,364
24	Newcomb Street	W North Grand Avenue	Tule River Parkway	II	$867,620
27	Orange Street	Jaye Street	E Street	III	$18,034
28	Orange Street	E Street	Butterfield Stage Corridor	II	$16,900
30	Plano Street	Reid Avenue	Morton Avenue	II	$470,815
31	Porter Creek Avenue	Elderwood Street	Westwood Street	III	$13,715
32	Prospect Street	W North Grand Avenue	Pioneer Avenue	II	$143,220
33	Putnam Avenue	Conner Street	Tulsa Street	III	$39,550
34	Reid Avenue	Plano Street	Butterfield Stage Corridor	II	$60,506
38	W Grand Avenue	Indiana Street	Jaye Street	II	$141,223
39	W North Grand Avenue	Friant Kern Canal	West of Newcomb Street	II	$212,976
40	W North Grand Avenue	West of Newcomb Street	Butterfield Stage Corridor	II	$250,780
41	Walnut Avenue	Butterfield Stage Corridor	Santa Fe Byway	III	$18,789
42	Westfield Ave	Indiana Street	Butterfield Stage Corridor	III	$22,550
43	Westfield Avenue	Elderwood Street	Mathew Street	III	$39,831
45	Westwood Street	Olive Avenue	Tule River Parkway	II	$115,919
46	Westwood Street	Tule River Parkway	City Limit (Scranton Avenue)	II	$433,012

Note: These estimates do not include design, environmental work, right of way acquisition, permits, or other pre-construction activities. They do not consider project or location specific factors that may significantly affect costs such as retaining structures, major drainage or utility work, moving roadway centerlines, etc. Actual project costs may differ from the planning estimates provided. These projects were assigned a 32% project contingency depending on the nature of the work.

Table 10 – Cost Estimates and Additional Items: Class II and Class III Bikeways

Item	Quantity	Unit Price	Total
Class 2 & 3	(see Table 9)		$5,921,287
Subtotal			**$5,921,287**
Construction Staking and Layout	5%		$296,064
Contingency	20%		$1,184,257
Traffic Control	5%		$296,064
Erosion and Sediment Control	2%		$118,426
Total			**$7,816,099**

Note: These estimates do not include design, environmental work, right of way acquisition, permits, or other pre-construction activities. They do not consider project or location specific factors that may significantly affect costs such as retaining structures, major drainage or utility work, moving roadway centerlines, etc. Actual project costs may differ from the planning estimates provided. These projects were assigned a 32% or 52% project contingency depending on the nature of the work.

BICYCLE CROSSINGS

Table 11 – Cost Estimates: Bicycle Crossings

ID	Primary Road	Cross Road	Project	Cost Estimate
1	Westwood Street	Henderson Avenue	Protected intersection	$1,334,500
2	Henderson Avenue	Mathew Street	RRFB	$68,904
3	Henderson Avenue	Newcomb Street	Two-Stage Turn Queue Boxes, Mixing Zones, Conflict markings	$215,424
4	Henderson Avenue	Prospect Street	Bike Boxes, Mixing Zones, Conflict markings	$215,424
5	Henderson Avenue	SR 65	Green/White Paint, Mixing Zones, Conflict	$430,848
6	Henderson Avenue	Indiana Street	Two-Stage Turn Queue Boxes, Mixing Zones, Conflict markings	$215,424
7	Henderson Avenue	Villa Street	Bike Boxes, Mixing Zones, Conflict markings	$215,424
8	Henderson Avenue	Butterfield Stage Corridor	RRFB or Pedestrian Median Island	$203,756

ID	Primary Road	Cross Road	Project	Cost Estimate
9	Henderson Avenue	Santa Fe Byway	Pedestrian Median Island	$203,756
10	Butterfield Stage Corridor	Locust Street (w/o Butterfield Stage Corridor)	Trail Crossing	$553,622
11	Westwood Street	Morton Avenue	Protected intersection	$1,334,500
12	Morton Avenue	Newcomb Street	Two-Stage Turn Queue Boxes, Mixing Zones, Conflict markings	$215,424
13	Morton Avenue	Prospect Street	Bike Boxes, Mixing Zones, Conflict markings	$215,424
14	Morton Avenue	Porter Road	Bike Boxes, Mixing Zones, Conflict markings	$215,424
15	Morton Avenue	Indiana Street	Two-Stage Turn Queue Boxes, Mixing Zones, Conflict markings	$215,424
16	Morton Avenue	Villa Street	Bike Boxes, Mixing Zones, Conflict markings	$215,424
17	Morton Avenue	Palm Street/Kessing Street	RRFB (Overhead Arm)	$274,098
18	Morton Avenue	Butterfield Stage Corridor	RRFB or Pedestrian Median Island	$176,946
19	Morton Avenue	Santa Fe By Way	RRFB or Pedestrian Median Island	$176,946
20	Morton Avenue	Plano Street	Two-Stage Turn Queue Boxes, Mixing Zones, Conflict markings	$215,424
21	Westwood Street	Olive Avenue	Protected intersection	$1,334,500
22	Olive Avenue	Mathew Street	Two-Stage Turn Queue Boxes, Mixing Zones, Conflict markings	$215,424
23	Olive Avenue	Newcomb Street	Two-Stage Turn Queue Boxes, Mixing Zones, Conflict markings	$215,424
24	Olive Avenue	SR 65	Green/White Paint, Mixing Zones, Conflict	$215,424
25	Olive Avenue	Indiana Street	Two-Stage Turn Queue Boxes, Mixing Zones, Conflict markings,	$215,424

ID	Primary Road	Cross Road	Project	Cost Estimate
26	Olive Avenue	Villa Street	Bike Boxes, Mixing Zones, Conflict markings	$215,424
27	Olive Avenue	Jaye Street	Protected intersection	$1,334,500
28	Olive Avenue	G Street	Bike Boxes, Mixing Zones, Conflict markings	$215,424
29	Olive Avenue	E Street	Two-Stage Turn Queue Boxes, Mixing Zones, Conflict markings	$215,424
30	Olive Avenue	Butterfield Stage Corridor	RRFB or Pedestrian Median Island	$176,946
31	Olive Avenue	D Street	Bike Boxes, Mixing Zones, Conflict markings	$215,424
32	Olive Avenue	Main Street	Bike Boxes, Mixing Zones, Conflict markings	$215,424
33	Olive Avenue	2nd Street	Bike Boxes, Mixing Zones, Conflict markings	$215,424
34	Olive Avenue	Santa Fe By Way	RRFB or Pedestrian Median Island	$176,946
35	Tule River Parkway	Westwood Street	RRFB or Pedestrian Median Island	$176,946
36	Palm Street	W Grand Avenue	Green/White Paint, Mixing Zones, Conflict	$215,424
37	Friant Kern Canal	W North Grand Avenue	Trail Crossing	$1,140,000
38	W North Grand Avenue	SR 65	Green/White Paint, Mixing Zones, Conflict, Signage	$430,848
39	W North Grand Avenue	Butterfield Stage Corridor	RRFB or Pedestrian Median Island	$176,946

Note: These estimates do not include design, environmental work, right of way acquisition, permits, or other pre-construction activities. They do not consider project or location specific factors that may significantly affect costs such as retaining structures, major drainage or utility work, moving roadway centerlines, etc. Actual project costs may differ from the planning estimates provided. These projects were assigned a 32% or 52% project contingency depending on the nature of the work.

Pedestrian Projects

SIDEWALKS

Table 12 – Cost Estimates and Additional Items: Sidewalks

Item	*Quantity*	*Unit Price*	*Total*
Sidewalks (Linear Foot)	144,659	$380	$54,970,316
Subtotal			**$54,970,316**
Minor Drainage	10%		$5,497,032
Minor Utility Work	10%		$5,497,032
Construction Staking and Layout	5%		$2,748,516
Contingency	20%		$10,994,063
Traffic Control	5%		$2,748,516
Erosion and Sediment Control	2%		$1,099,406
Total			**$83,554,881**

Note: These estimates do not include design, environmental work, right of way acquisition, permits, or other pre-construction activities. They do not consider project or location specific factors that may significantly affect costs such as retaining structures, major drainage or utility work, moving roadway centerlines, etc. Actual project costs may differ from the planning estimates provided. These projects were assigned a 52% project contingency depending on the nature of the work. Price per Linear Foot assumes construction of curb, gutter, and 6-foot-wide sidewalk, including sawcut and all base materials.

PEDESTRIAN CROSSINGS

Table 13 – Cost Estimates: Pedestrian Crossings

ID	Primary Road	Cross Road	Project	Cost Estimate
1	Bellview Avenue	E Street	Signage	$9,900
2	Bellview Avenue	Main Street	High visibility crosswalk, curb extensions, pedestrian median island, RRFB	$228,690
3	Plano Street	Date Avenue	High visibility crosswalks, LPI	$60,060
4	Henderson Avenue	Newcomb Street	High visibility crosswalks, LPI	$54,912
5	Henderson Avenue	Prospect Street	High visibility crosswalks, LPI	$67,267
6	Henderson Avenue	SR 65	High visibility crosswalks, LPI	$53,196
7	Morton Avenue	Westwood Street	High visibility crosswalks, add crosswalk to south leg LPI	$35,904
8	Morton Avenue	Villa Street	High visibility crosswalks, LPI	$42,900
9	Morton Avenue	El Granito Street/E Street	High visibility crosswalk, curb extensions, ped median island, RRFB	$409,526
10	Newcomb Street	Mulberry Avenue	High visibility crosswalk, curb extensions, ped median island, RRFB	$409,724
11	Olive Avenue	Howland Street/CarmelitaStreet	Curb extensions, pedestrian median island	$188,252
12	Olive Avenue	Main Street	High visibility crosswalks, LPI	$51,480
13	Olive Avenue	2nd Street	High visibility crosswalks, LPI	$19,734
14	Olive Avenue	F Street	RRFB (overhead arm), signage, pedestrian median island	$190,076
15	Olive Avenue	D Street	Controlled left turns (each leg)	$5,000
16	Olive Avenue	Hockett Street	Right turn only	$26,664
17	Orange Avenue	Jaye Street	High visibility crosswalks, LPI	$39,468

ID	Primary Road	Cross Road	Project	Cost Estimate
18	Pioneer Avenue	Prospect Street	High visibility crosswalks, add crosswalk on north leg, curb extensions	$441,830
19	Putnam Avenue	Jaye Street	Controlled left turns (one leg)	$5,000
20	Putnam Avenue	Newcomb Street	Signal	$400,000
21	Putnam Avenue	Indiana Street	High visibility crosswalks, LPI	$44,616
22	Putnam Avenue	D Street	High visibility crosswalks, LPI	$36,036
23	Putnam Avenue	Main Street	High visibility crosswalks, LPI	$116,181
24	W Grand Avenue	Prospect Street	High visibility crosswalks, LPI	$43,586
25	Westfield Avenue	Mathew Street	High visibility crosswalks, curb extensions	$510,933
26	Westfield Avenue	Prospect Street	High visibility crosswalks, LPI	$41,699
27	Newcomb Street	Tomah Ave	Right in, right out (all legs)	$60,192

Note(s):

** LPI is listed above; however, costs are not incorporated above. LPI, including signal timing, is estimated at $100,000.*
** These estimate do not include design, environmental work, right of way acquisition, permits, or other pre-construction activities. They do not consider project or location specific factors that may significantly affect costs such as retaining structures, major drainage or utility work, moving roadway centerlines, etc. Actual project costs may differ from the planning estimates provided. These projects were assigned a 32% or 52% project contingency depending on the nature of the work.*

6.4 Funding

There are a variety of funding sources and opportunities available to transportation. Some are limited to new construction, while others are aimed towards maintenance of existing facilities. Many projects are funded through multiple sources and not one single source.

Local and Regional Sources

REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM(RTIP)

The Regional Transportation Improvement Program (RTIP) is a programming document that includes a list of transportation projects in the Tulare County region proposed for funding. The RTIP is updated every two years and includes five years of programming.

The primary purpose of the RTIP is to help implement the Tulare County region's adopted long range Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), which guides the region's long term transportation investments. The RTP/SCS is developed through an extensive public participation process and reflects the unique mobility, sustainability, and air quality needs of the Tulare County region.

The projects contained within the RTIP will help enhance the transportation environment for current and future generations; maximize mobility and accessibility; increase safety and security; preserve the efficiency of the existing transportation system, support economic vitality; maximize cost effectiveness; and improve the quality of life for residents.

MEASURE R

Measure R is a half-cent sales tax approved by Tulare County voters on November 7, 2006, to fund transportation projects for a duration of 30 years. The measure aims to improve roads, bike paths, and interchanges.

State Funding Sources

ACTIVE TRANSPORTATION PROGRAM

The Active Transportation Program was created by Senate Bill 1 (SB 1) to encourage increased use of active modes of transportation, such as walking and biking. The Active Transportation Program consolidated various transportation programs into a single program and was originally funded at about $123 million a year from a combination of state and federal funds. SB 1 directs an additional $100 million annually to the Active Transportation Program (see SB 1 – Road Repair and Accountability Act, below). Application cycles occur approximately every two years, typically in late spring or summer. Applications for Cycle 8 of the Active Transportation Program open in March 2026 and are due in June.

The goals of the Active Transportation Program include, but are not limited to, increasing the proportion of trips accomplished by walking and biking, increasing the safety and mobility of non-motorized users, advancing efforts of regional agencies to achieve greenhouse gas (GHG) reduction goals, enhancing public health, and providing a broad spectrum of projects to benefit many types of users including disadvantaged communities. The Active Transportation

Program funds five project types, including:

- Infrastructure projects
- Plans
- Non-infrastructure (NI) projects (educations and encouragement programs)
- Infrastructure and NI combination projects (capital projects with an educational component)
- Quick-build projects (temporary capital projects with low to moderate costs that last one to five years.

AFFORDABLE HOUSING AND SUSTAINABLE COMMUNTIES (AHSC) PROGRAM

Funding from the AHCS program is administered by the California Department of Housing and Community Development (HCD). AHCS fund projects that seek to integrate low-cardon transportation and affordable housing.

CALIFORNIA OFFICE OF TRAFFIC SAFETY (OTS) GRANTS.

Every year, OTS provides funding to programmatic efforts that aim to prevent roadway fatalities and serious injuries. Eligible project types include programs that seek to promote safety and enforcement.

OTS administers grants annually. Call for projects is typically in December and applications close January 31.

CALIFORNIA STATE PARKS RECREATIONAL TAILS PROGRAM

The California Department of Parks and Recreation (CDRP) and the Caltrans Active Transportation Program administer funding every two years for developing and maintaining recreational trails and trails related facilities.

Eligible projects include acquisition of easements and fee simple title to property for recreational trail or trail corridors, development and rehabilitation of trails, trailside and trailhead facilities, and construction of new trails. Funding is allocated every two years.

SUSTAINABLE TRANSPORTATION PLANNING GRANTS

Caltrans Sustainable Transportation Planning Grants are available annually to communities for planning, study, and design work to identify and evaluate projects, including conducting outreach or improving pilot projects. Eligible projects aim to support the State's GHG reduction targets. Communities are typically required to provide an 11.47 percent local match, with staff time or in-kind donations eligible to be used towards the match.

Of the total funds allocated to the Sustainable Transportation Planning Grant program, a majority of funds are reserved for Sustainable Community grants for local and regional agencies to implement regional transportation plans (RTPs), Sustainable Community Strategies (SCSs) or other projects that support statewide emissions goals. A smaller portion of funds is allocated towards Strategies Partnership Grants to fund projects that address statewide, interregional, or regional

transportation deficiencies on the State highway system in partnership with Caltrans.

SENATE BILL 1: LOCAL PARTNERSHIP PROGRAM

SB 1 created the Local Partnership Program (LPP), which is a state funding program run by the California Transportation Commission. It provides formulaic funding and competitive funding opportunities to local and regional agencies that have passed taxes, tolls, or feeds dedicated solely to transportation improvements. LPP funds can be used for a wide variety of transportation purposes including roadway rehabilitation and construction, transit capital and infrastructure, bicycle and pedestrian improvements, and green infrastructure. The Program has a two-year funding cycle.

Federal Funding Sources

HIGHWAY SAFETY IMPROVEMENTS PROGRAM (HSIP)

Every two years, Caltrans allocates HSIP funds for projects that aim to reduce roadway fatalities and serious injuries. A wide variety of projects are eligible for HSIP funding, including any work on a public road publicly owned pedestrian or bicycle path. Projects may not require the acquisition of significant right of way (not more than 10% of construction costs).

HSIP funding is administered every two years and the next anticipated call for project swill be in 2027 for Cycle 13 of funding.

SAFE STREETS AND ROADS FOR ALL (SS4A) GRANTS

The SS4A funding program was established following passage of BIL in 2021, with the first competitive application cycle commencing in 2022. Funding will be available through 2026.

Local government agencies may directly apply to the program, with funding being provided in three categories: Action Plans, Supplemental Planning, and Implementation Grants. Applications for all three categories must be focused on implementing complete streets which will ultimately reduce serious injuries and fatalities for roadway users. Action Plan grants fund development of a qualifying Plan to support complete streets and reduction of roadway fatalities/serious injuries. Supplemental Planning activities include follow-up efforts to further the existing Action Plans. Implementation Grants, which implement activities from existing action plans, including constructing roadway safety treatments, including systemic safety fixes, constructing complete streets facilities such as walking and bicycling facilities, and non-infrastructure program activities to support the infrastructure investments.

CARBON REDUCTION PROGRAM (CRP)

The CRP, established by the BIL, provides federal funding for projects designed to reduce transportation emissions from on-road highway sources. CRP funds may be used for transportation alternative projects including, but not limited to, the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation.

CRP funding is available on an annual basis between 2022 and 2026 and is apportioned to states, MPOs, and local agencies based on population using the 2020 U.S. Census. State CRP funds are awarded through the State Highway Operations and Protection Program (SHOPP). Eligible projects should be identified by the State with support from MPOs, RTPAs, tribal nations and tolling authorities. Local CRP funds are distributed by MPOs through a competitive application process. In Tulare County, local funds are distributed by TCAG.

Appendix A

Existing Conditions

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Appendix A: Existing Conditions

This chapter presents existing conditions in Porterville, including the existing local context, transportation behavior, transportation network, level of traffic stress, and safety.

The analysis of existing conditions is the first step to developing a safe, connected active transportation network. Based on existing conditions and public input, active transportation network needs and project recommendations will be developed.

Source: GHD, 2025

1.1 Local Context

Land Use

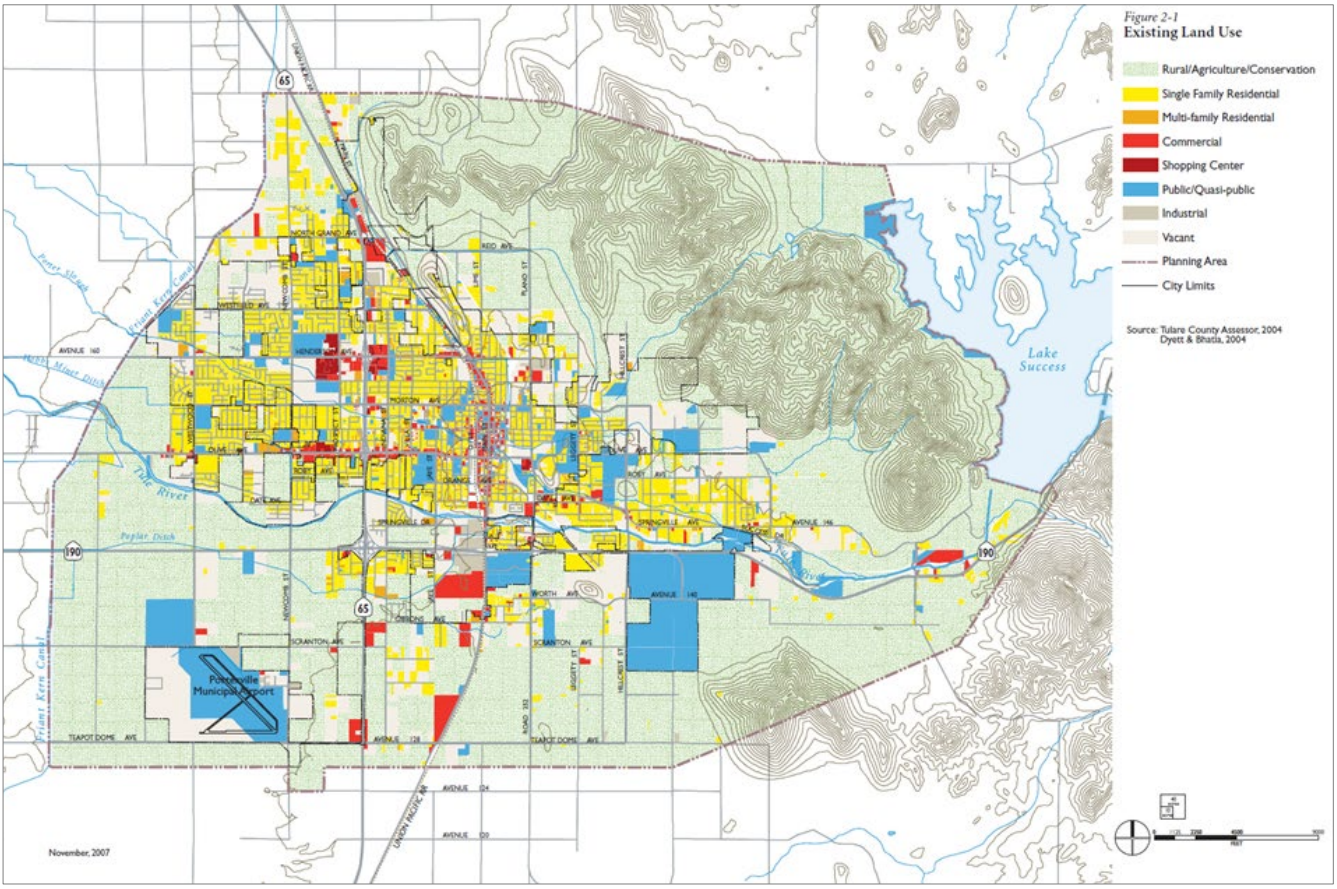
Land use in the City is shown in Figure 1. Generally, the dominant land use is single family residential, with supporting commercial, shopping center, and public/quasi-public land uses. Similar to other Central Valley communities, the City is surrounded by rural/agriculture/conservation land uses.

Zoning in the City is shown in Figure 2. Compared to land use, zoning is similar, with the exception of infill development in the center of the community, including high-density residential along Olive Avenue (e.g., between SR 65 and Plano Street). Also, very low density residential and industrial park land uses on the urban fringe. These differences are consistent with the *City of Porterville 2030 General Plan (2008*), which notes the City's commitment to clearly defined urban edges, to prevent sprawl and protect environmentally sensitive areas.

Key Destinations

Points of interest in the City are shown in Figure 3. A large shopping center node, consisting of Save Mart, Porterville Plaza, Target, and Walmart, is located in the vicinity of the SR 65/Henderson Avenue intersection. Shopping centers are located in other areas of the community as well, including along Olive Avenue and SR 190. Downtown Porterville also hosts key points of interest, including Porterville City Hall, Porterville Public Library, Porterville Transit Center, and county courts. A health care node, including Sierra View Medical Center (hospital), is located in the vicinity of the Putnam Avenue/Pearson Drive intersection.

Figure 1 – Land Use



Source: City of Porterville 2030 General Plan, 2008

Figure 2 – Zoning

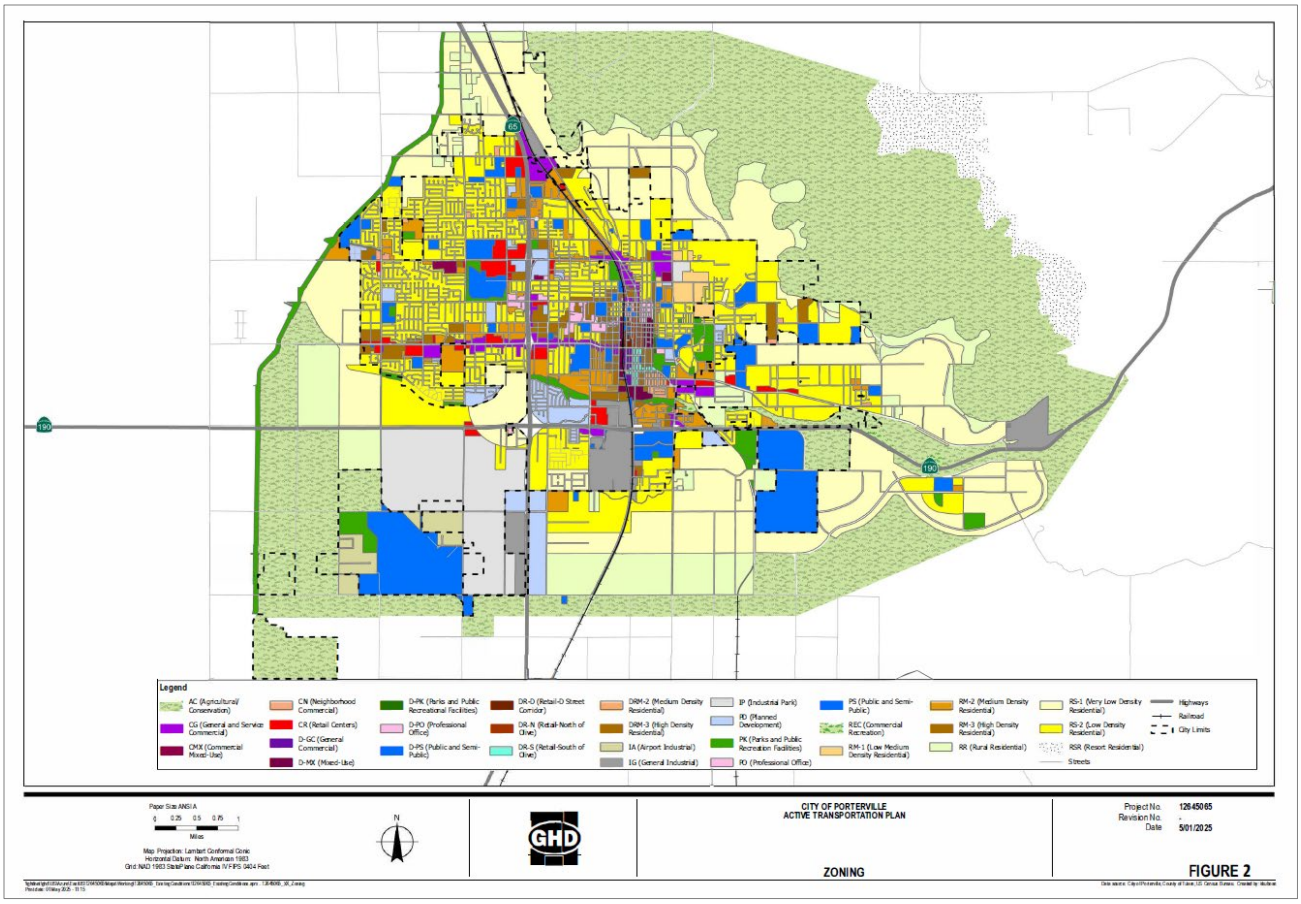
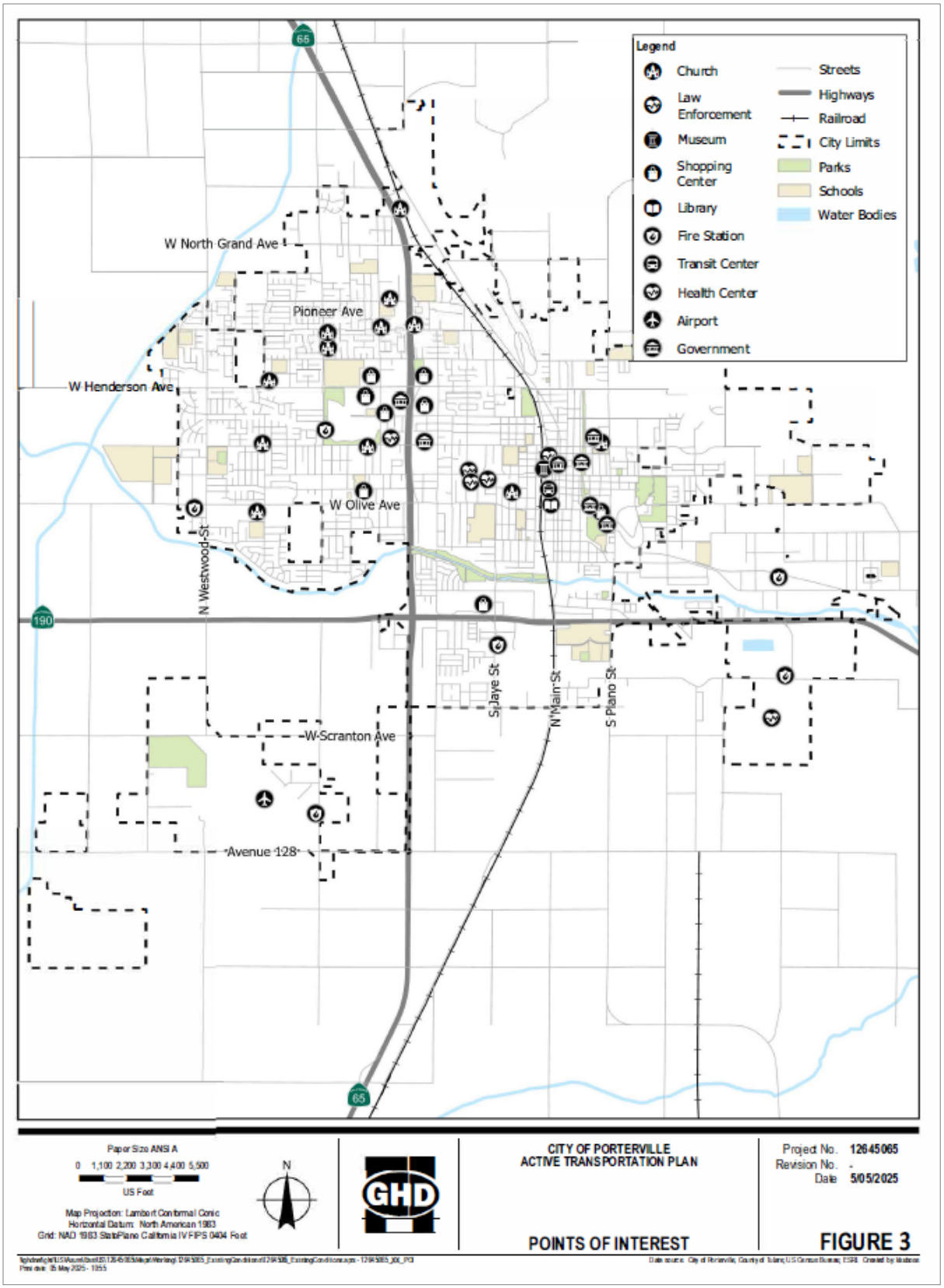


Figure 3 – Points of Interest



Demographics

POPULATION

According to the American Community Survey (ACS) 2023 5-year Estimates, which derives data from the US Census, the current population in the City is 62,623 people.

The *City of Porterville 2030 General Plan (2008)* notes a City population of 45,220 people. Compared to ACS data, the City population has grown 38 percent over the past 19 years, or an average annual growth of 2 percent.

DISADVANTAGED COMMUNITIES

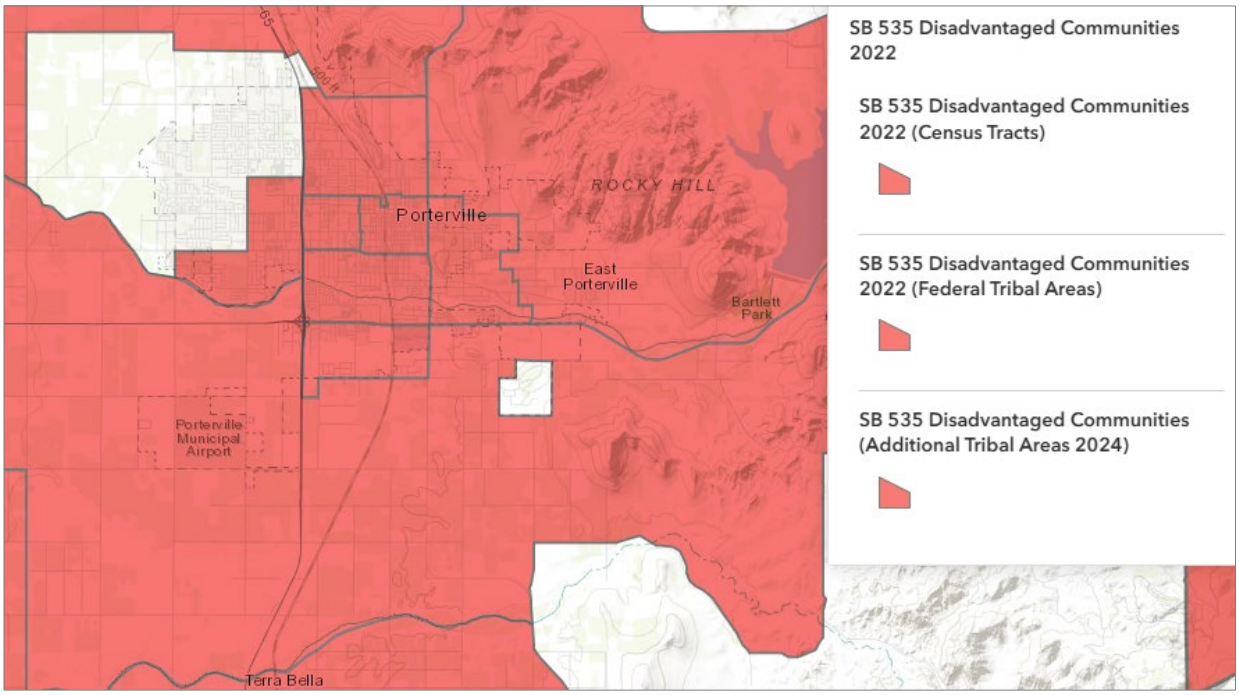
Disadvantaged communities (DACs) in California, often representing California's most burdened communities, are specifically targeted for investments to improve public health, quality of life, and economic opportunity. Such investments include Senate Bill (SB) 535 (2012), which established minimum funding levels to DACs and gave the California Environmental Protection Agency (CalEPA) the responsibility of identifying DACs. Although various criteria can be used to identify DACs, CalEPA identifies DACs using the California Communities Environmental Health Screening Tool 4.0 (CalEnviroScreen 4.0). CalEPA uses four categories to identify DACs[1]:

- Census tracts receiving the highest 25 percent of overall scores in CalEnviroScreen 4.0
- Census tracts lacking overall scores in CalEnviroScreen 4.0 due to data gaps, but receiving the highest 5 percent of CalEnviroScreen 4.0 cumulative pollution burden scores
- Census tracts identified in the 2017 DAC designation as disadvantaged, regardless of their scores in CalEnviroScreen 4.0
- Lands under the control of federally recognized Tribes

As shown in Figure 4, according to CalEnviroScreen 4.0, a majority of the City is designated as a DAC, ranked within the 80th – 90th and 90th – 100th percentiles of DACS. The northwestern portion of the community is not disadvantaged and ranks within the 50th – 60th and the 60 – 70th percentiles.

1 California Environmental Protection Agency. Final Designation of Disadvantaged Communities Pursuant to SB 535 (May 2022). https://calepa.ca.gov/EnvJustice/GHGInvest/

Figure 4 – SB 535 Disadvantaged Communities



Source: CalEnviorScreen 4.0 SB 535 Disadvantaged Communities Map, 2025

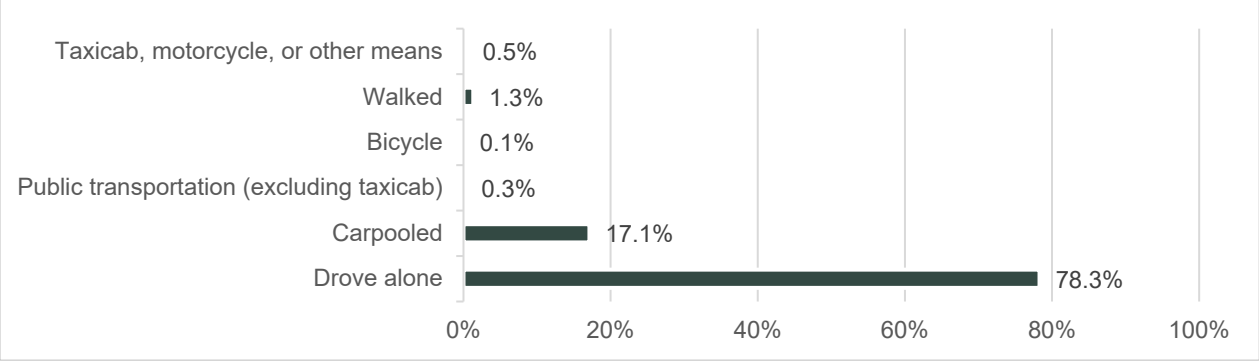
1.2 Transportation Behavior

Work Trips

Travel behavior information was sourced from the American Community Survey (ACS) 2023 5-year Estimates. ACS data is limited to work trips for employees aged 16-years and above.

ACS data for work trips in Porterville is shown in Figure 5. According to ACS data, most trips (95 percent) are by auto (i.e., 78 percent drove alone and 17 percent carpooled), with other modes accounting for 1 percent or less each.

Figure 5 – Work Trips in Porterville



Source: ACS data, 2025 5-year Estimates

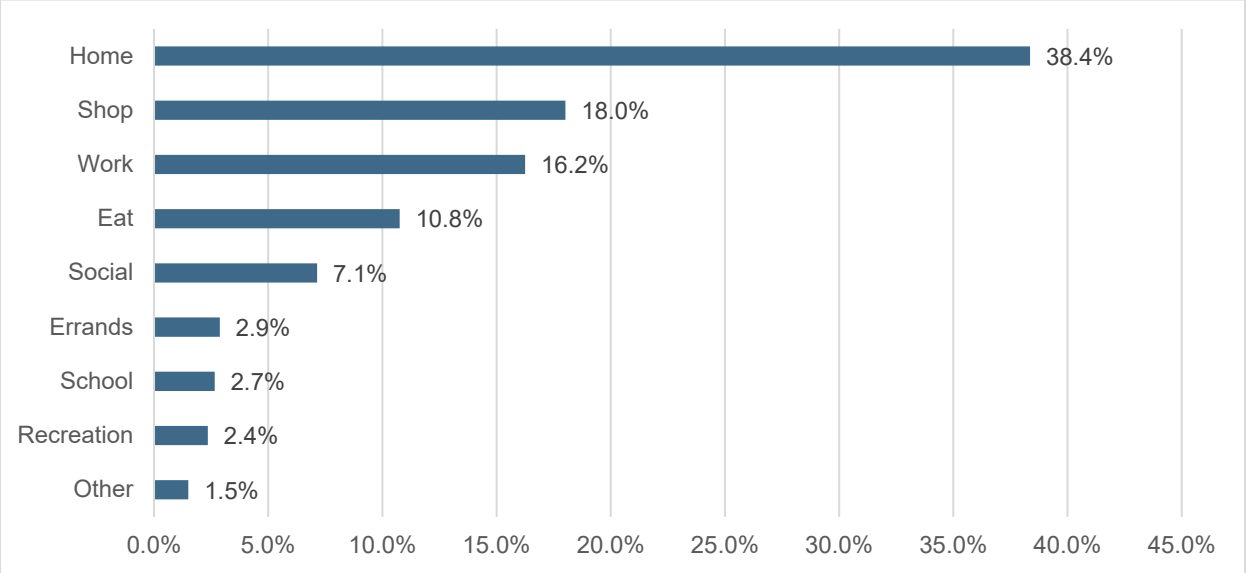
All Trips

To supplement ACS data, which is limited to work trips, Replica data was used for all trips. Replica uses location-based services, in addition to US Census data and traffic count information, to provide data about mode, trip purpose, and origin/destination information. Replica uniquely reports chained trips, meaning that trips with multiple parts are reported as separate trips. For example, if someone drives to work but walks to lunch, Replica counts this as two trips.

According to Replica data, for all trips in Porterville, the majority (88 percent) are by auto (i.e., 65 percent drove alone and 23 percent carpooled), 9 percent are by walking, and 2 percent are by freight, with other modes accounting for less than 1 percent each.

Replica data for drove alone trips is shown in Figure 6. As shown, beyond home trips (38 percent), shopping, working, and eating trips are popular, at 18 percent, 16 percent, and 11 percent, respectively. Replica data also notes these trips as being the most common short trips (i.e., less than 2 miles), indicating opportunity to shift these trips from auto to other modes.

Figure 6 – Drove Alone by Trip Purpose Trips in Porterville



Source: Replica data, Spring 2024

1.3 Transportation Network

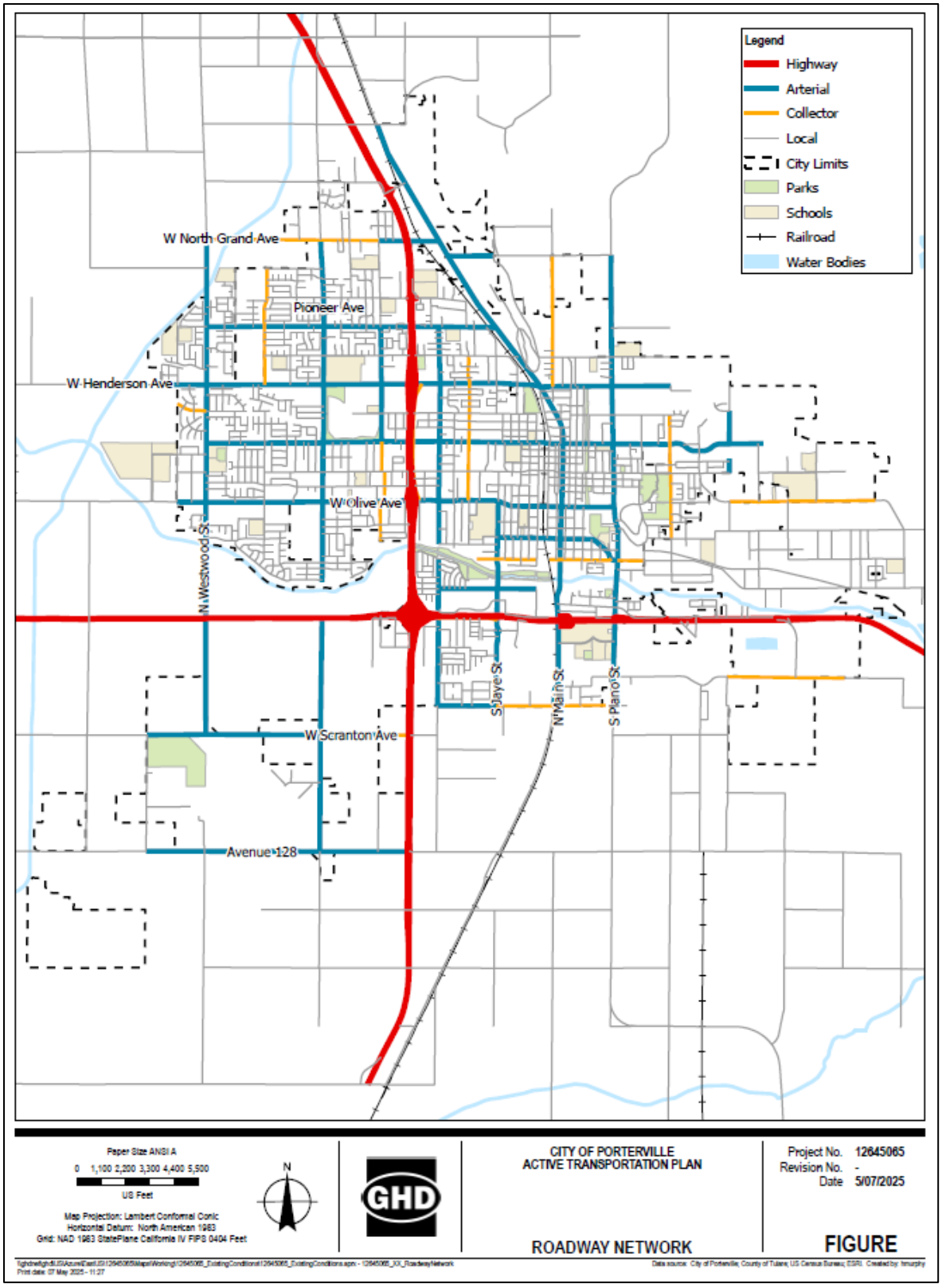
Roads and Highways

The City roadway network is shown in Figure 7. Street types include highways, arterials, collectors, and local streets. Highways include SR 65 and SR 190, with portions designated as freeways. Arterials are the prevailing street type, with major arterials (e.g., Henderson Avenue/SR 65 and Olive Avenue/ SR 65) providing access to regional freeways/highways and minor arterials providing mobility through the City. Across the roadway network, the percentage of different roadway classifications is as follows:

- 17.9 percent of roadways are arterials
- 5.9 percent of roadways are collectors
- 76.1 percent of roadways are local

The roadway network is based on a traditional grid pattern, with slight modifications of suburban curvilinear and cul-de-sac streets in the western portion of the City. The roadway network includes several Tule River overcrossings (bridges), one SR 65 overcrossing (bridge) (i.e., Westfield Avenue/SR 65), several SR 65 undercrossings, and one SR 190 undercrossing (i.e., Main Street/SR 190).

Figure 7 – Roadway Network



The City roadway network carries a substantial number of trucks moving goods. The City has a designated truck route, ensuring design standards for such trucks with heavier loads and larger turning radii. The truck routes are as follows:

- SR 65
- SR 190
- Olive Avenue, from Westwood Street to E Street
- E Street, from Olive Avenue to Orange Avenue
- Orange Avenue, from E Street to Main Street
- Main Street, from Orange Avenue to SR 190
- Henderson Avenue, from SR 65 to east of Plano Street
- Plano Street, from Henderson Avenue to SR 190
- North Grand Avenue, from SR 65 to Main Street
- Main Street, from northern City limits to Henderson Avenue
- Near Porterville Municipal Airport: Portions of Newcomb Street and Ave 128

Railroads

Porterville was historically connected to Fresno and Bakersfield via two railroad lines—Southern Pacific (east of Main Street) and Union Pacific (west of Main Street)—which primarily transported lumber and agricultural produce and goods. Both railroad rights-of-way were abandoned and purchased by the City. The former Southern Pacific railroad right-of-way has been partially converted to the Santa Fe Byway Trail. The former Union Pacific railroad right-of-way is planned to be converted to the Butterfield Trail (currently under construction).

Public Transit

Porterville Transit provides fixed route bus service and Dial-A-COLT paratransit service in the City, with weekday service from 7 am to 7 pm and Saturday service from 8 am to 5 pm. Porterville Transit fixed route bus service consists of four to six bus routes.
(As of July 2025, Routes 4 and 6 were halted, with the future of these routes currently unknown. Excluding Routes 4 and 6, four bus routes remain.)

Connections to Tulare County Regional Transit Agency (TCRTA) commuter bus service is provided at the Porterville Transit Center. TCRTA commuter bus service consists of four bus routes, with limited, mostly peak-hour service.

Bicycle Facilities

Existing bicycle facilities are shown in Figure 8. In the City, existing bicycle facilities include shared use paths (Class I), bike lanes (Class II), and bicycle routes (Class III).

Morton Road is the only street that provides east-west bicycle facility connectivity across the City, including across (under) SR 65. On Morton Road, bicycle facilities include bike lanes and bicycle routes.

The City has two shared use paths that provide transportation and recreational value to the community. The Santa Fe Byway Trail (from Henderson Avenue on the north to Walnut Avenue on the south) is located within the former Southern Pacific railroad right-of-way and is approximately 1.3 miles in length. The Tule River Parkway Trail (from the northeastern quadrant of SR 65/SR 190 to Main Street) is located along the Tule River and is approximately 2.0 miles in length. Both shared use paths provide high walking and bicycling comfort, in that they are completely separated from streets.

Additionally, bicycle support facilities (e.g., bicycle parking) are provided throughout the City. Along the Santa Fe Byway trail, in addition to bicycle parking, bicycle repair stations are provided.

Pedestrian Facilities

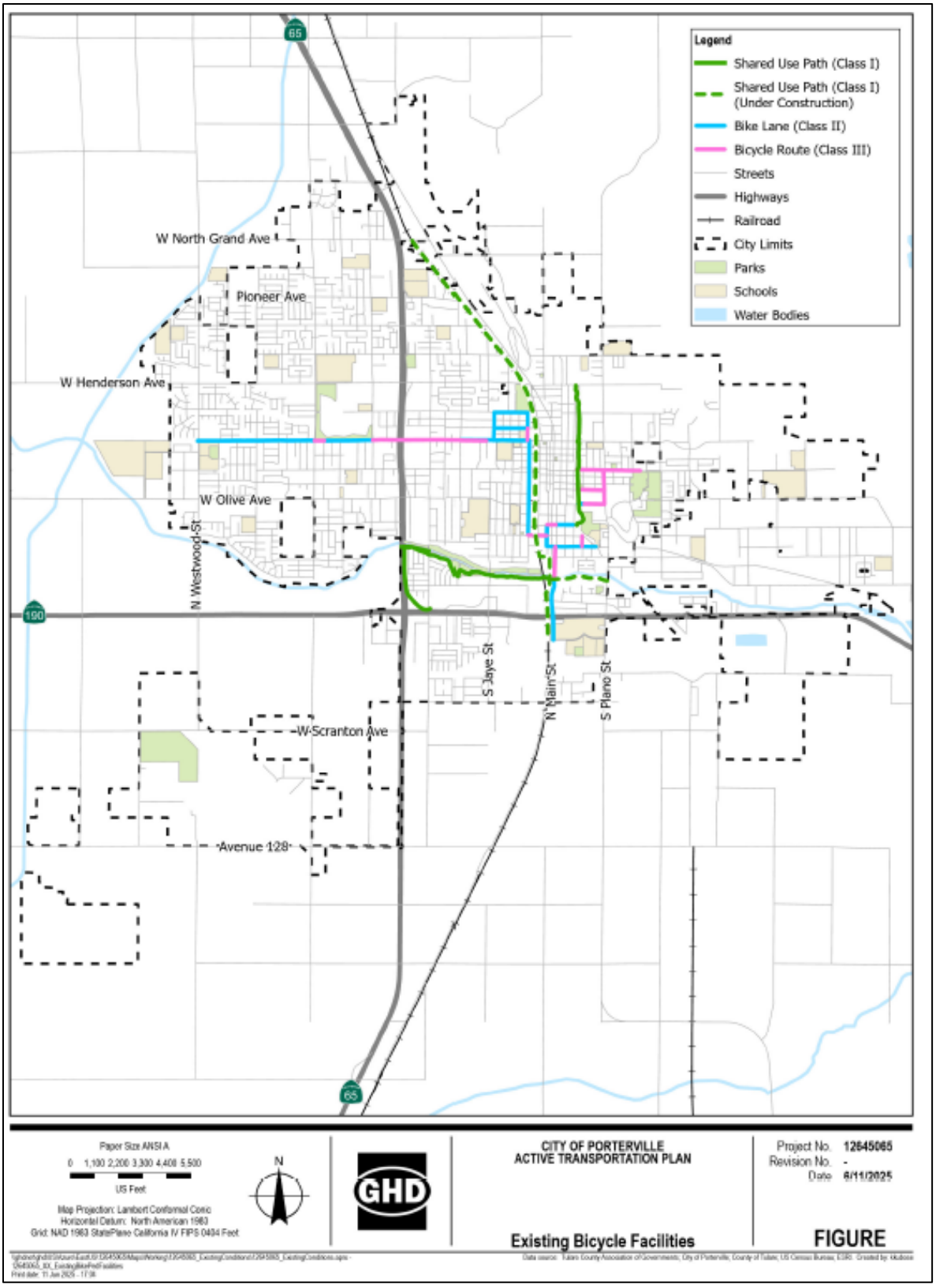
Generally, sidewalks are well developed in the City; however, there are some locations where sidewalk gaps can be found, mostly undeveloped locations, industrial locations, and older commercial locations where paved parking abuts the roadway. Most developed arterial streets, especially those developed in recent years, feature sidewalk coverage with few gaps, accessible curb ramps, and marked crosswalks at major intersections.

Residential and commercial areas throughout the City feature sidewalk widths generally 4 to 5 feet along local streets and up to 10 feet along arterial streets. Sidewalks exist at and around schools, but gaps exist just outside of the schools, sometimes directly across the street in older neighborhoods.

Older neighborhoods and undeveloped areas lack sidewalks, whereas new developments have up to 7-feet-wide sidewalks.

In Downtown Porterville, sidewalk coverage is good, with relatively few sidewalk gaps existing at undeveloped lots, industrial centers, and adjacent to the former Union Pacific railroad right-of-way. While Main Street (from Morton Avenue to Olive Avenue) has sidewalk widths between 10- to 12-feet-wide, adjacent neighborhoods have sidewalk widths between 4- and 5-feet-wide. An unpaved path extends Locust Street, from E Street to S Hockett Street, and connects residential neighborhoods with Main Street.

Figure 8 – Existing Bicycle Facilities



1.4 Level of Traffic Stress

This section provides information about the level of traffic stress (LTS) analysis and results for the pedestrian and bicycle networks in the City.

LTS is the perceived sense of danger associated with walking or bicycling in or adjacent to vehicular traffic. Studies have shown that traffic stress is one of the biggest deterrents to walking and bicycling. The less stressful the experience (the lower the LTS score), the more likely it is to appeal to a broader segment of the population.

Pedestrian and bicycle networks will attract a large portion of the community if they are designed to reduce traffic stress and connect to key destinations.

Pedestrian and bicycle facilities are considered low stress if they have few interactions with vehicular traffic (such as slow, low-traffic neighborhood streets) or if greater separation is provided between people walking or bicycling and vehicular traffic.

LTS 1 indicates a street with low stress and high comfort for bicyclists/pedestrians, while LTS 4 reflects a street with high stress and low comfort for bicyclists/pedestrians.

LTS scores will be used to develop project recommendations to create lower stress networks for people of different ages, abilities, and comfort walking and bicycling in the City.

The following sections briefly describe the methodology used to perform the LTS analysis. For more details about LTS methodology, see Appendix C.

Bicycle Level of Traffic Stress

METHODOLOGY

The bicycle LTS concept was first developed by Mekuria, Furth, and Nixon in 2012.[2] Furth further refined the bicycle LTS criteria for road segments several times, most recently in 2022.[3] In 2022, Furth noted roads with one lane per direction and a prevailing speed of 0 to 23.5 miles per hour as LTS 1. As such, this bicycle LTS analysis focuses on roads with more than one lane per direction, which represent main throughfares in the City. Additionally, portions of highways where Caltrans has prohibited bicyclists have been excluded from the bicycle LTS analysis.

For the bicycle LTS analysis, road segments and intersection crossings were scored from LTS 1 to LTS 4, based on a variety of roadway infrastructure characteristics, including, but not limited to:

- Posted and prevailing speeds
- Number of vehicle lanes

[2] Mekuria et al. 2012
[3] See https://bpb-us-e1.wpmucdn.com/sites.northeastern.edu/dist/e/618/files/2014/05/LTS-Tables-v2.2.pdf

- Roadway functional classification
- Bicycle facility classification
- Separation between bicycle facility and vehicles
- Presence of parking alongside bike lanes
- Width of bike and parking lanes
- Intersection control (e.g., stop signs and traffic signals)
- Presence and width of median refuge

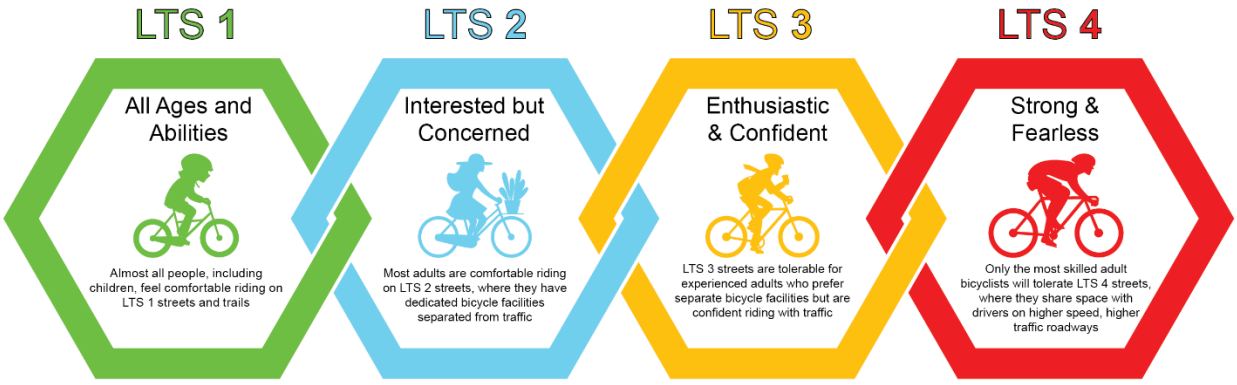
The bicycle LTS analysis evaluated arterials, collectors, and portions of highways.

TYPES OF BICYCLISTS

Figure 9 describes each LTS score by bicycle user type or category. Research conducted by the Portland Bureau of Transportation indicates that most people in the United States would bike if dedicated bicycle facilities were provided. Based on their skill level and confidence, most people self-identify as one of the four "types of bicyclists" shown in Figure 9 below.[4] Only a small percentage of Americans are willing to ride if no facilities are provided—the so-called "Strong and Fearless" bicyclists.

To better meet the needs of the "Interested but Concerned" bicyclists, it is recommended that communities work to decrease stress and improve comfort on their bikeway network. LTS 1 and 2 roads are typically appealing to these bicyclists.

Figure 9 – Types of Bicyclists



[4] Dill, J., & McNeil, N. (2013). Four types of cyclists? Examination of typology for better understanding of bicycling behavior and potential. Transportation Research Record, 2387(1), 129-138.

RESULTS

For the bicycle LTS analysis, segment and crossing LTS scores are shown in Figure 10.

As noted, the bicycle LTS analysis evaluated arterials and collectors only, as local streets, which comprise 76 percent of the City roadway network, were assumed to score LTS 1 and be low stress for bicyclists of all ages and abilities. Also, portions of SR 65 and SR 190 where bicycling is prohibited (e.g., between SR 190 and Henderson and between South Prospect Street and South Indiana Street, respectively) were excluded from the analysis. For a map of the City roadway network, please refer to Figure 7.

Segments

For the analysis, segments were defined as the portion of the roadway from one intersection to either the next intersection or the end of the roadway (if no next intersection was present). Shared use paths (Class I) were considered segments.

For the analysis, segment LTS scores are as follows.

- 1.8 percent scored LTS 1
- 8.4 percent scored LTS 2
- 29 percent scored LTS 3
- 61 percent scored LTS 4

Segments that scored LTS 4 are high stress for bicyclists. This includes most arterials and collectors in the City. LTS 4 segments typically have high prevailing speeds and high average daily traffic (ADT) (or estimated ADT based on functional classification where traffic counts were not available). In the City, many arterials have two travel lanes in each direction, which impacts LTS as bicyclists are expected to share the roadway with drivers, with or without dedicated bicycle facilities and often alongside high vehicle speeds. In the City, there are few existing bicycle facilities.

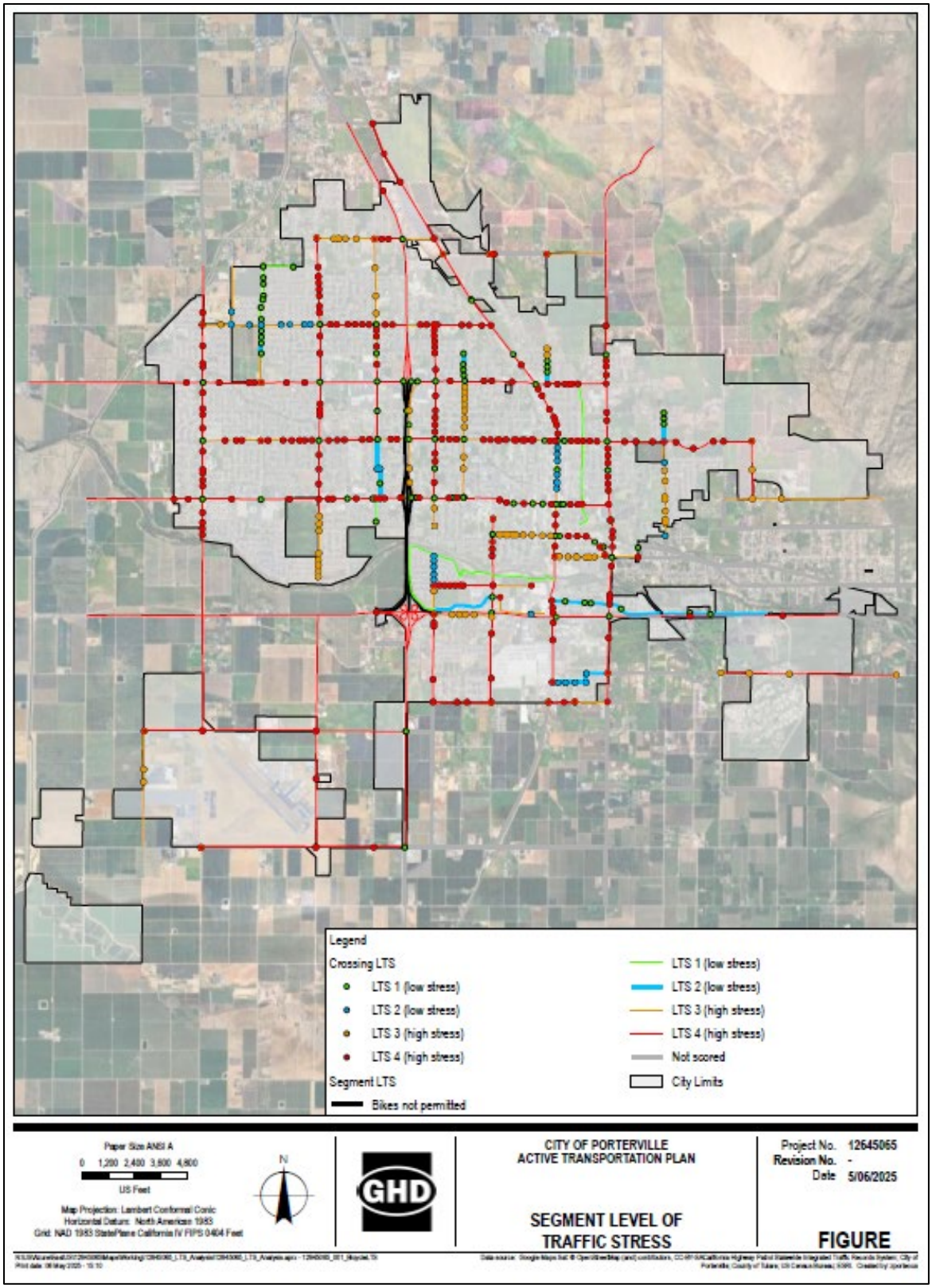
Segments that scored LTS 3 may have lower prevailing speeds, lower ADT (or estimated ADT based on functional classification), or fewer lanes per direction than segments that scored LTS 4; however, stressful conditions for bicyclists may still exist.

As noted, local streets were excluded from the analysis but were assumed to score LTS 1. Although local streets generally are low stress for bicyclists of all ages and abilities, local streets are surrounded by other high-stress roadways on which most adults do not feel comfortable riding a bicycle.

Crossings

For the analysis, crossings included signalized and un-signalized intersections (along arterials, collectors, and portions of highways only).

Figure 10 – Bicycle LTS



Crossing LTS is assessed based on the prevailing speed (or posted speed limit where prevailing speed is not available), ADT (or estimated ADT based on functional class where traffic counts are not present) and the total number of through and turn lanes a bicyclist must cross at an intersection. The presence of a median refuge may reduce LTS by allowing bicyclists to cross one direction of traffic at a time.

For the analysis, crossing LTS scores are as follows:

- 21 percent scored LTS 1
- 7 percent scored LTS 2
- 16 percent scored LTS 3
- 56 percent scored LTS 4

Crossings that scored LTS 4 are considered high stress for bicyclists. This represents the majority (56 percent) of the crossings. At LTS 4 crossings, bicyclists may have to cross four or more lanes of traffic. The level of bicycle stress at these intersections increases with prevailing speeds of over 35 miles per hour and/or high estimated ADT or are categorized as arterials.

At crossings that scored LTS 3, bicyclists may have to cross fewer lanes, prevailing speeds may be lower, and/or the road along which the crossings are located has a lower estimated ADT. Crossing on arterial roadways may score LTS 3, but estimated ADT must be lower.

Locations with traffic signals are generally assumed to be low stress and are assigned an LTS score of 1. However, some signalized intersections may feature characteristics that could increase traffic stress, such as more than six lanes a bicyclist must cross at an intersection. At these locations, it can be difficult for a bicyclist to cross the intersection within the green time allotted by the signal coordination.

Similarly to segment LTS, local roads make up a majority of the roadway network and provide less stressful crossing conditions for bicyclists. However, this local road network is surrounded by high stress crossings that most adults would not feel comfortable using.

Pedestrian Level of Traffic Stress

METHODOLOGY

The pedestrian LTS analysis used an *Oregon Department of Transportation (ODOT) Analysis Procedures Manual* pedestrian LTS criterion that focuses on general land use. The manual notes that general land use can create an overall positive effect on walkability and use of pedestrian facilities if destinations are frequent and convenient. Also, higher pedestrian use leads to driving behaviors that anticipate and/or accommodate pedestrians (e.g., drivers are more likely to yield to pedestrians). Conversely, land use can create a dampening effect to the point that it would not matter how well the pedestrian facilities are laid out or constructed; the desire to walk on a segment is diminished if the facility goes through a perceived unattractive/unsecure/noisy/too-busy area. The following table is Exhibit 14-30 from the manual.

Table 1 – Pedestrian LTS Criteria

Exhibit 14-30 Pedestrian LTS Based on General Land Use	
Overall Land Use	***Pedestrian LTS***
Residential, central business districts, neighborhood commercial, parks and other public facilities, governmental buildings/plazas, offices/office	LTS 1
Low density development, rural subdivisions, unincorporated communities, strip commercial, mixed employment	LTS 2
Light industrial, big box/auto-oriented commercial	LTS 3
Heavy industrial, intermodal facilities, freeway interchanges	LTS 4

For the analysis, land use from the *City of Porterville 2030 General Plan* (2008) was grouped into the Exhibit 14-30 overall land use categories.

RESULTS

For the pedestrian LTS analysis, LTS scores are shown in Figure 11.

The majority of land use in the City is low stress for pedestrians at LTS 1 (53 percent). This includes developed areas of the community, such as residential and neighborhood commercial areas, and the central business district (Downtown Porterville).

LTS 2 areas could be low stress for pedestrians as well. However, LTS 2 includes low-density development and rural subdivision areas, which could lack sidewalks, leading to lower levels of pedestrian comfort and use. Also, the desire to walk could be diminished due to less dense origins and destinations.

LTS 3 and LTS 4 areas are more stressful for pedestrians and include industrial areas that are mostly located on the urban fringe.

For the analysis, LTS scores are as follows:

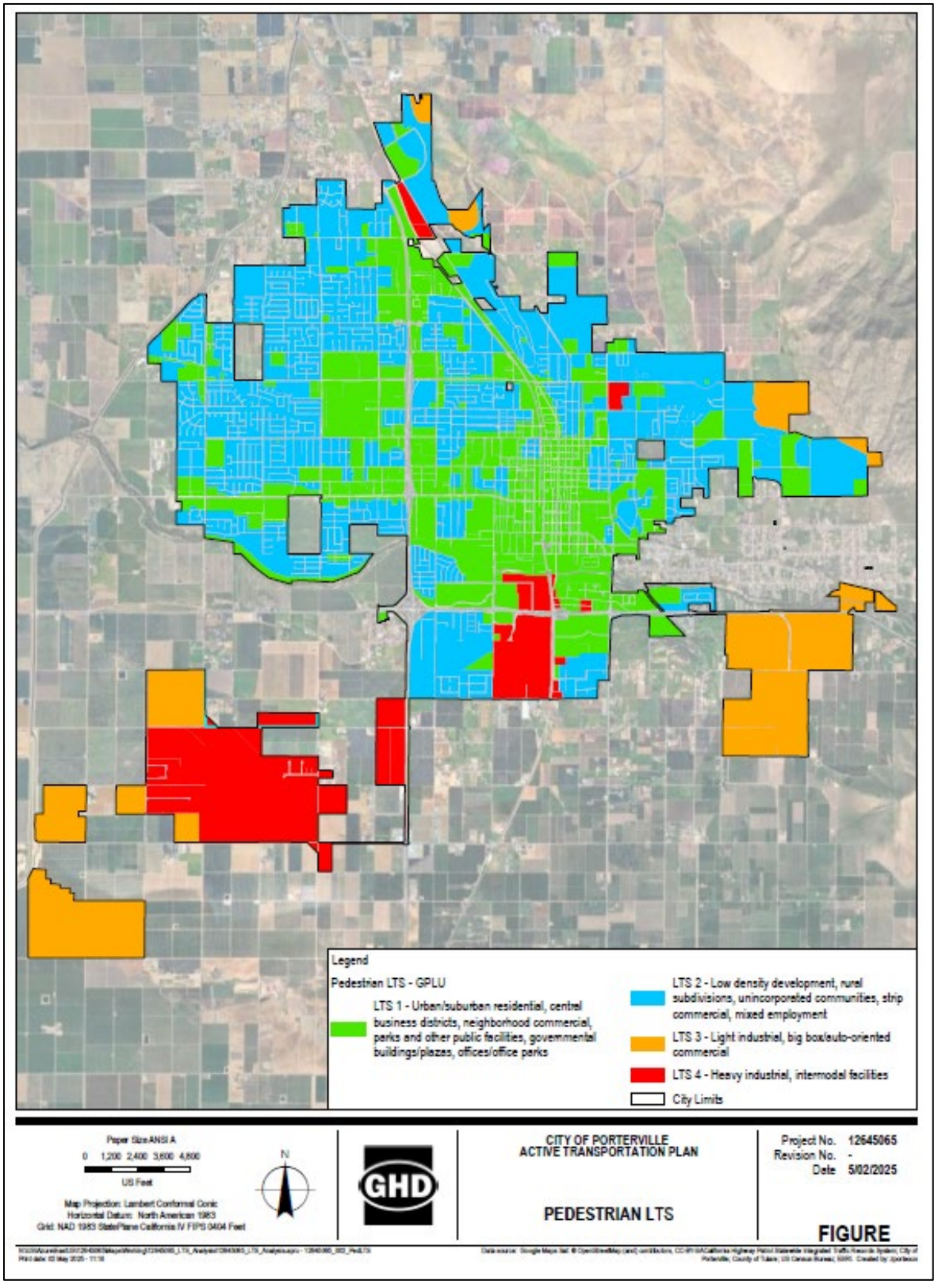
- 53 percent scored LTS 1
- 43 percent scored LTS 2
- 1 percent scored LTS 3
- 3 percent scored LTS 4

The majority of land use in the City is low stress for pedestrians at LTS 1 (53 percent). This includes developed areas of the community, such as residential and neighborhood commercial areas, and the central business district (Downtown Porterville).

LTS 2 areas could be low stress for pedestrians as well. However, LTS 2 includes low-density development and rural subdivision areas, which could lack sidewalks, leading to lower levels of pedestrian comfort and use. Also, the desire to walk could be diminished due to less dense origins and destinations.

LTS 3 and LTS 4 areas are more stressful for pedestrians and include industrial areas that are mostly located on the urban fringe.

Figure 11 – Pedestrian LTS



1.5 Safety

Collision data from the most recent 10-year period (January 1, 2014 to December 31, 2023) was analyzed to evaluate safety for bicyclists and pedestrians within the City of Porterville. Collision data for the City was sourced from the California Highway Patrol (CHP) Statewide Integrated Traffic Records System (SWITRS) and from UC Berkely's Transportation Injury Mapping System (TIMS). Findings related to bicycling and walking collisions are discussed in this section.

Collision Overview

As shown in Figure 12, within the 10-year period, there were 5,155 total collisions, with an average of approximately 516 collisions each year.

Of the total collisions, 42 collisions resulted in fatalities, 114 resulted in severe injuries, 977 collisions resulted in visible injuries, 1,388 collisions resulted in complaints of pain, and 2,634 collisions resulted in property damage only (PDO).

Of the total collisions, 9,217 victims were involved.

Of the total collisions, 4 percent involved bicyclists and 4 percent involved pedestrians.

Of the total collisions, approximately 14 percent were highway related and approximately 2 percent were highway ramp related. Bicyclist- and pedestrian-related collisions that involved highways account for less than 1 percent of the total collisions.

Bicyclist-Related Collisions

Within the 10-year period, there were 206 bicyclist-related collisions. For bicyclist-related collisions, the following section describes historically common locations, collision severity, common causes, and additional findings.

COLLISION TYPES

For the bicyclist-related collisions, Figure 13 presents the collision type and severity. By far, the highest collision type was "Broadside" (126 collisions), the majority of which had a severity of "Visible Injury" (approximately 60 collisions).

PRIMARY COLLISION FACTORS

For bicyclist-related collisions, Figure 14 presents the most common (top ten) primary collision factor (PCF) violation categories. The highest PCF violation category was "Wrong Side of Road" (bicyclist violation), followed by "Automobile Right-of-Way" and "Improper Turning" (motorist violations).

Figure 12 – Total Collisions (2014-2023)

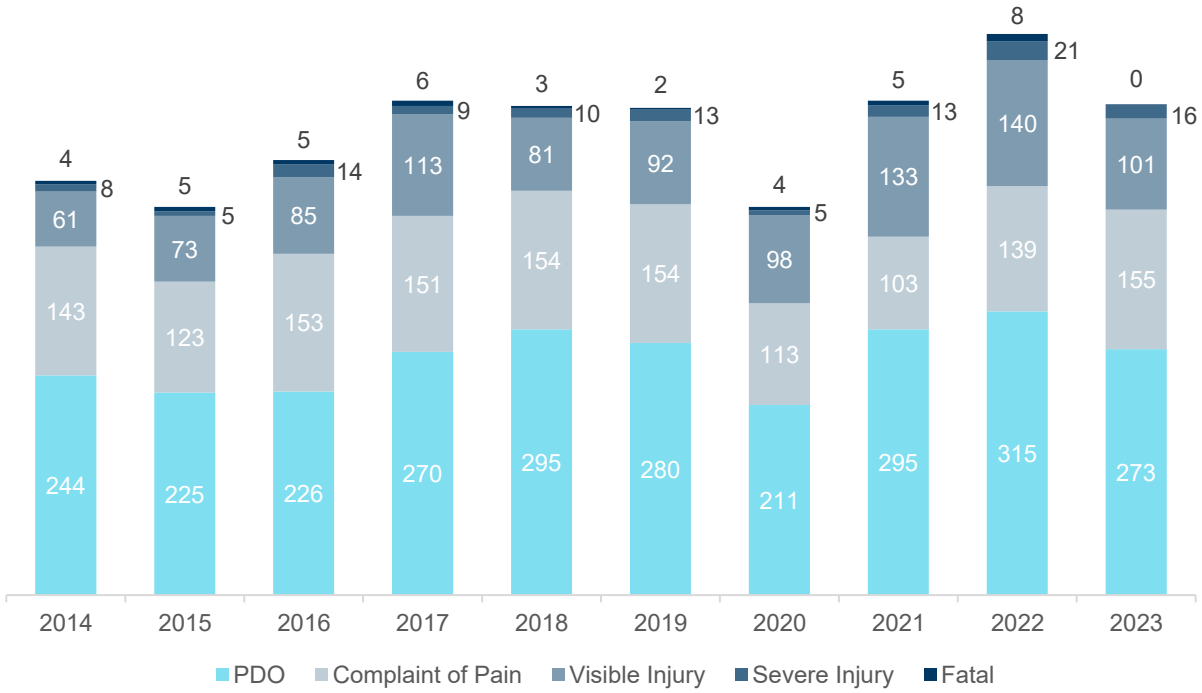


Figure 13 – Bicyclist Collisions by Collision Type and Severity

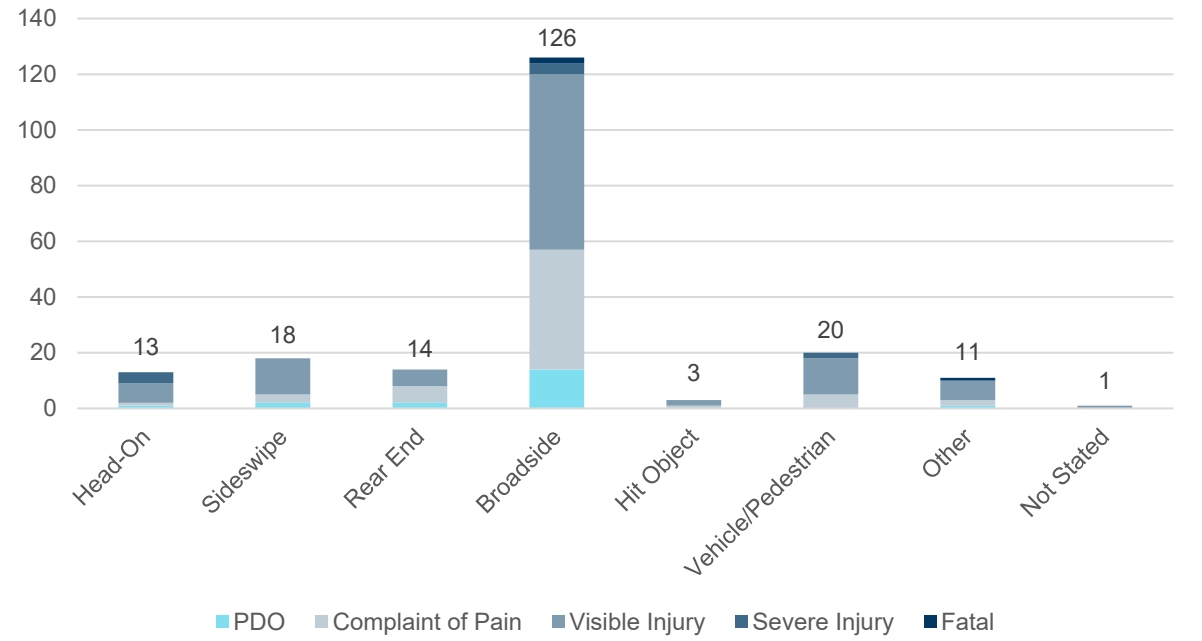
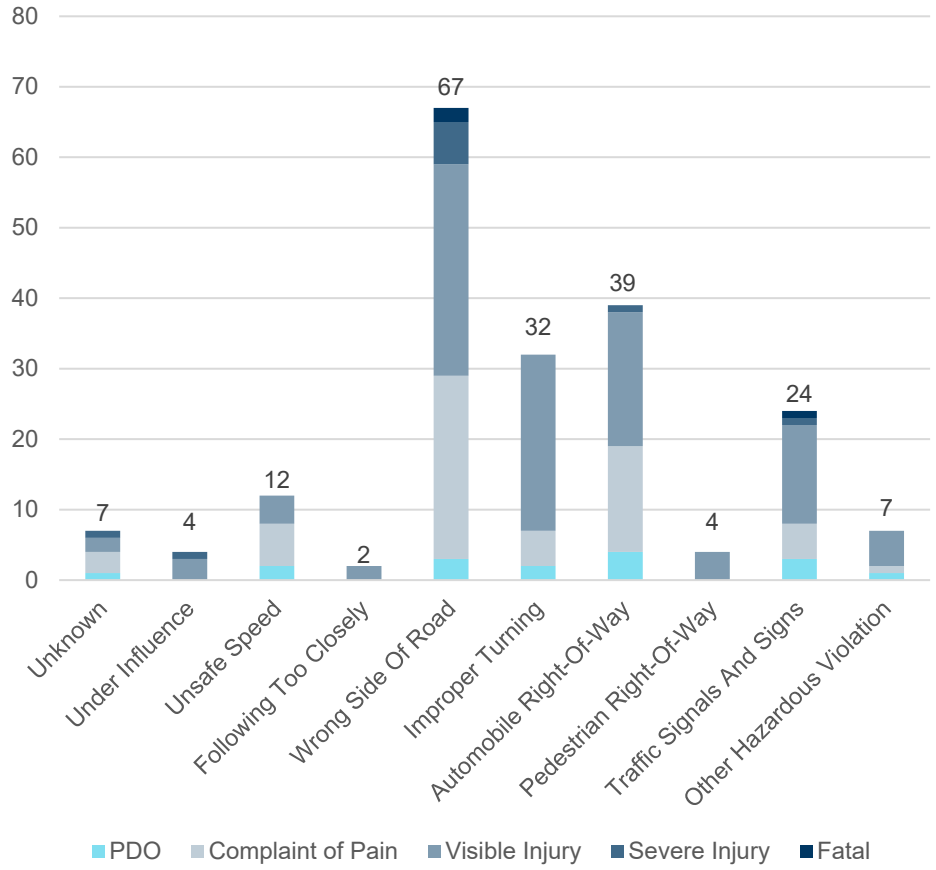


Figure 14 – Bicyclist Collisions by Most Common PCF Violation Categories



COLLISION HOTSPOTS

Approximately 56 percent of intersection/segment collisions involving bicyclists occurred on the following roadways:

- Olive Avenue – 43 collisions
- Henderson Avenue – 37 collisions
- Morton Avenue – 17 collisions
- Newcomb Street – 9 collisions
- Main Street – 9 collisions

INTERSECTION AND SEGMENT COLLISIONS

Of the 206 bicycle-related collisions, 131 collisions occurred at intersections and 75 collisions occurred along segments. Figure 15 presents a comparison of intersection and segment collisions by severity.

LIGHTING

Figure 16 provides a breakdown of the lighting conditions. Of the 206 bicycle-related collisions, most occurred with some level of illumination, including daylight (78 percent).

Additionally, the majority of bicycle collisions occurred between 12 PM and 6 PM (57 percent), followed by 6 PM to 12 AM (21 precent), 6 AM to 12 PM (20 percent), and 12 AM to 6 AM (2 percent).

Figure 15 – Bicycle Collisions by Intersection/Segment and Severity

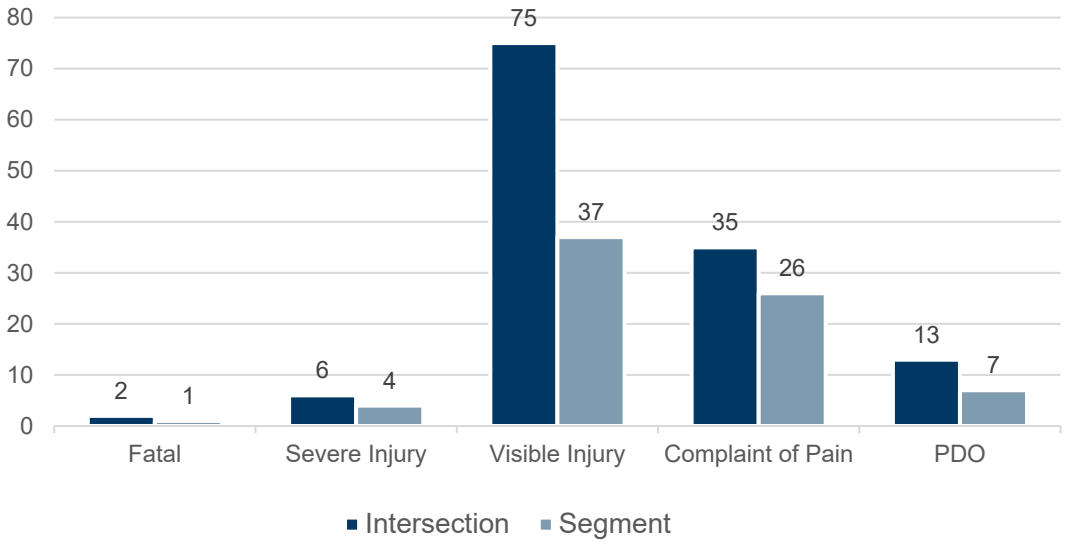
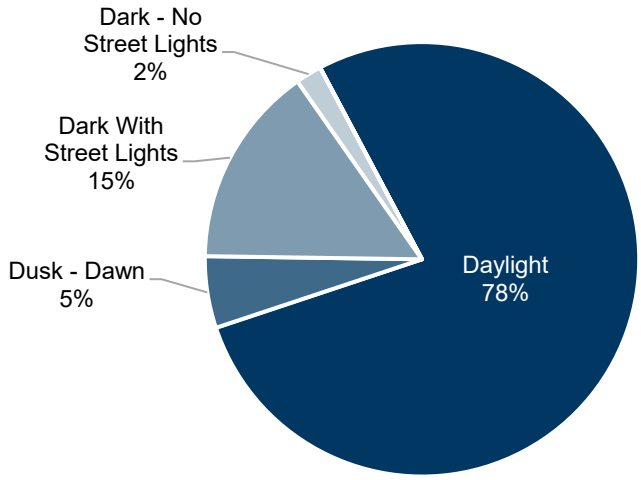


Figure 16 – Bicycle Collisions by Illumination Level



COLLISION SEVERITY

Of the 206 bicycle-related collisions, 3 collisions resulted in fatalities (about 7 percent of all fatal collisions), 10 collisions resulted in severe injuries (about 9 percent of all severe collisions), 112 collisions resulted in visible injuries (about 11 percent of all visible injury collisions), 61 collisions resulted in complaints of pain (about 4 percent of all collisions resulting in complaints of injury), and 20 collisions resulted in PDO (about 1 percent of all PDO collisions).

All bicycle collisions are mapped in Figure 17 and fatal and severe injury (FSI) bicycle collisions are mapped in Figure 18.

FATAL AND SEVERE INJURY COLLISIONS

The 3 fatal collisions occurred at the Olive Avenue/Westwood Street intersection, the SR 65/Pioneer Avenue intersection, and the Olive Avenue/A Street intersection.

The 10 severe injury collisions are spread throughout the City, with higher concentrations along E Henderson Avenue (east-west street). Of the 10 severe injury collisions, 6 collisions occurred at an intersection.

Fatal Collisions

For the fatal collision at the Olive Avenue/Westwood Street intersection, which was a hit and run, the cause was a signal and sign violation by a driver.

For the other 2 fatal collisions, the cause was bicycling on the wrong side of the road.

Severy Injury Collisions

For 6 of the severe injury collisions, the cause was bicycling on the wrong side of the road.

For 3 of the severe injury collisions, the cause was being under the influence of alcohol, automobile right-of-way, and traffic signals and signs. For 1 of the severe injury collisions, the cause was unknown.

Among the severe injury collisions, the most common collision types were “Broadside” and “Head-On” collisions.

Figure 17 – Bicycle Collisions, All

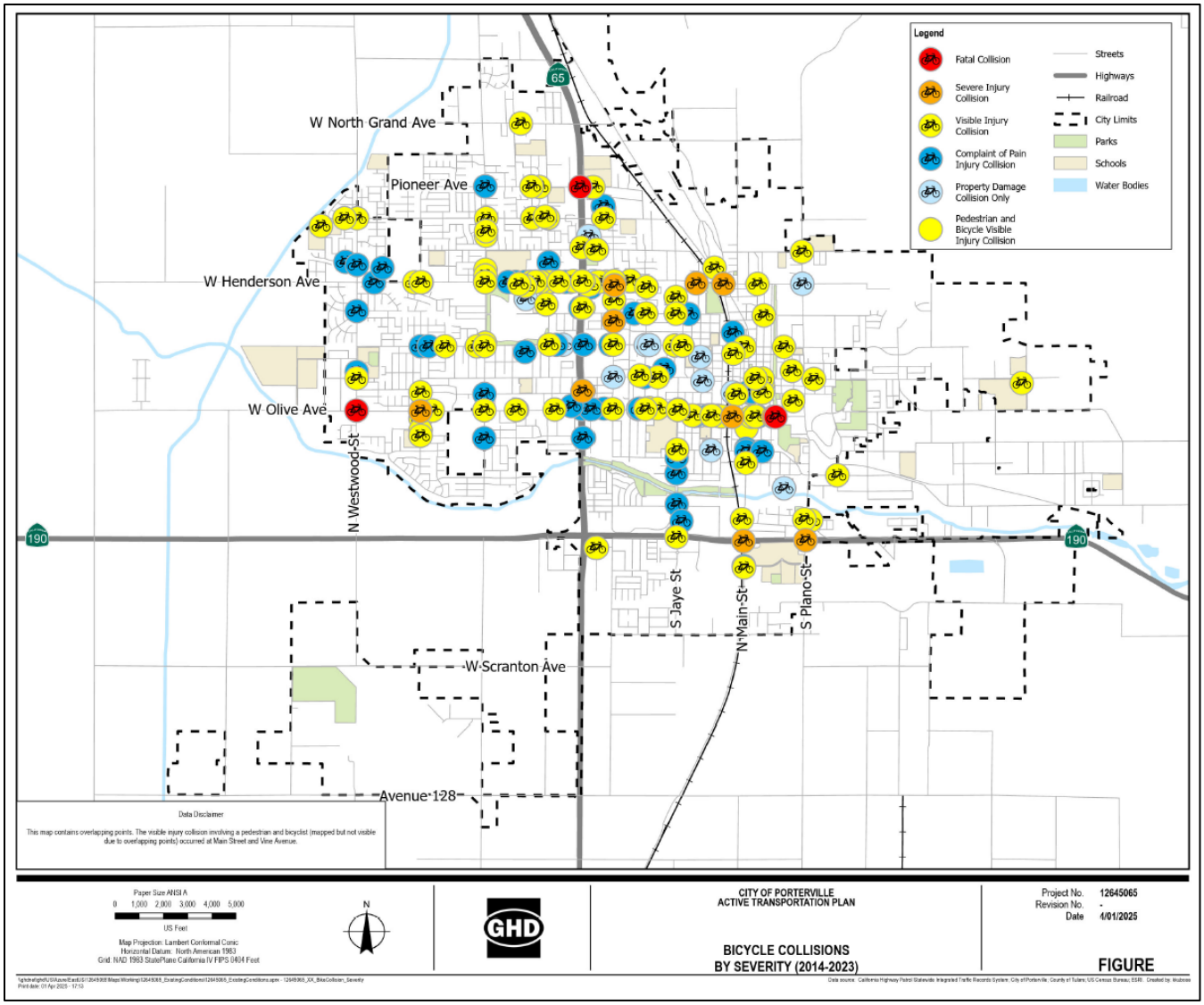
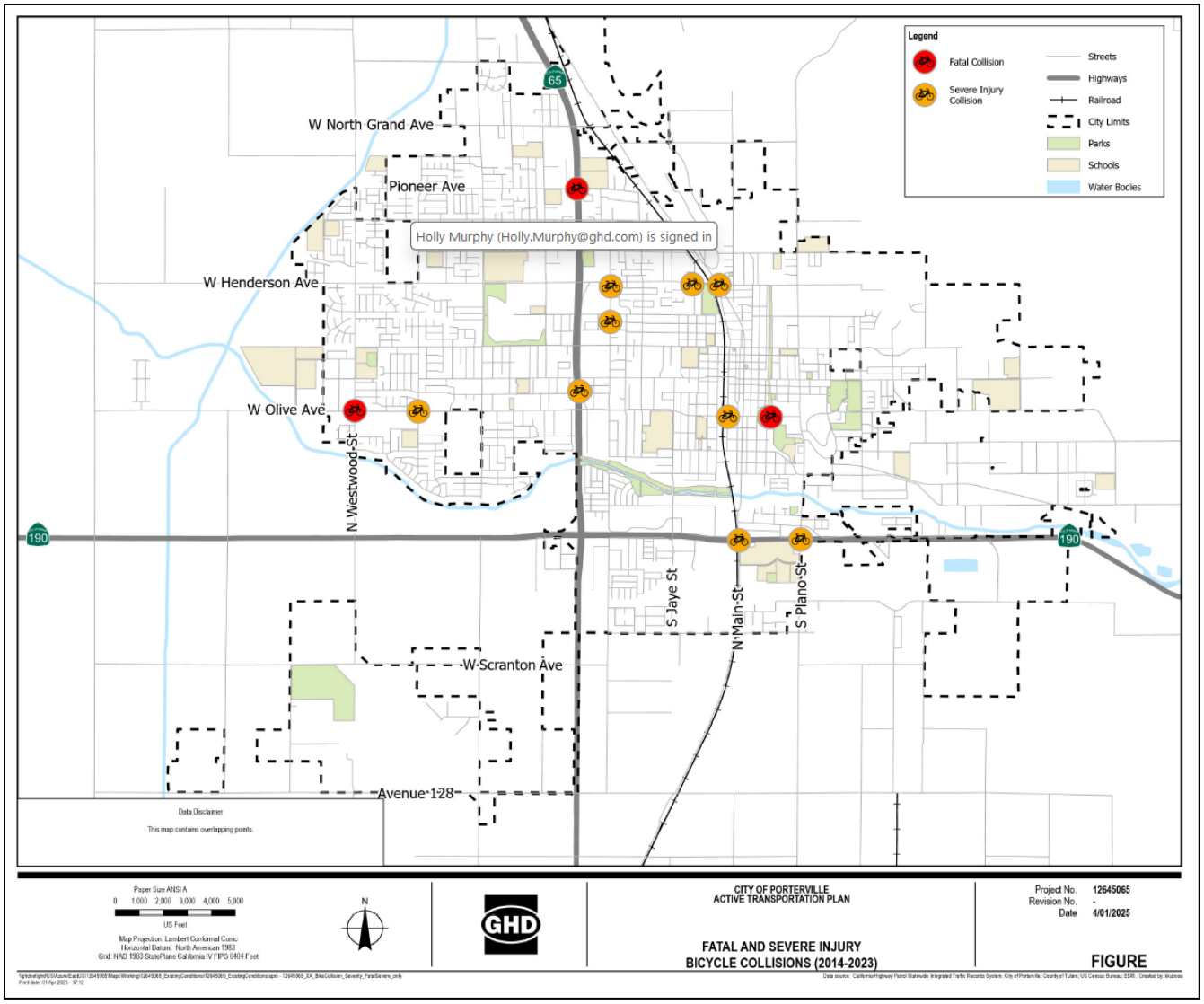


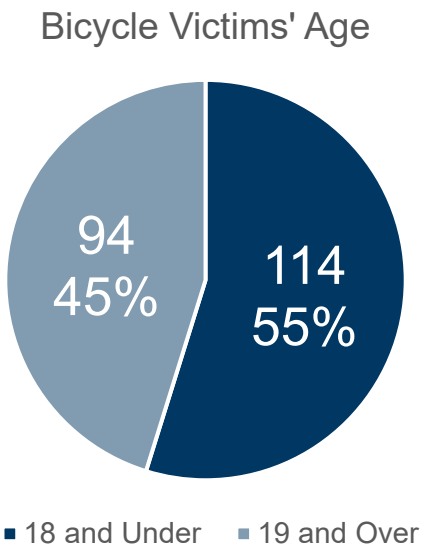
Figure 18 – Bicycle Collisions, Fatal and Severe



AGE

Of the bicycle collisions where age of victim was reported, most victims were under the age of 19 years (55 percent).

Figure 19 – Bicyclist Collisions, Age of Victims



ADDITIONAL FINDINGS

One collision was reported as both bicyclist- and pedestrian-related. The collision involved only a pedestrian and a bicyclist in which the bicyclist was found at fault, and the collision was caused by the bicyclist bicycling on the wrong side of the road.

Pedestrian-Related Collisions

Within the 10-year period, there were 205 pedestrian-related collisions. For pedestrian-related collisions, the following section describes historically common locations, collision severity, common causes, and additional findings.

COLLISION TYPES

For the pedestrian-related collisions, Figure 20 presents the collision type and severity. The highest collision type was “Vehicle/Pedestrian” (177 collisions), likely due to limited options for collision reporting.

PRIMARY COLLISION FACTORS

For the pedestrian-related collisions, Figure 21 presents the most common (top ten) PCF violation categories. The highest PCF violation category was “Pedestrian Right-of-Way” (motorist violation), followed by “Pedestrian Violation” (pedestrian violation).

Figure 20 – Pedestrian Collisions by Collision Type and Severity

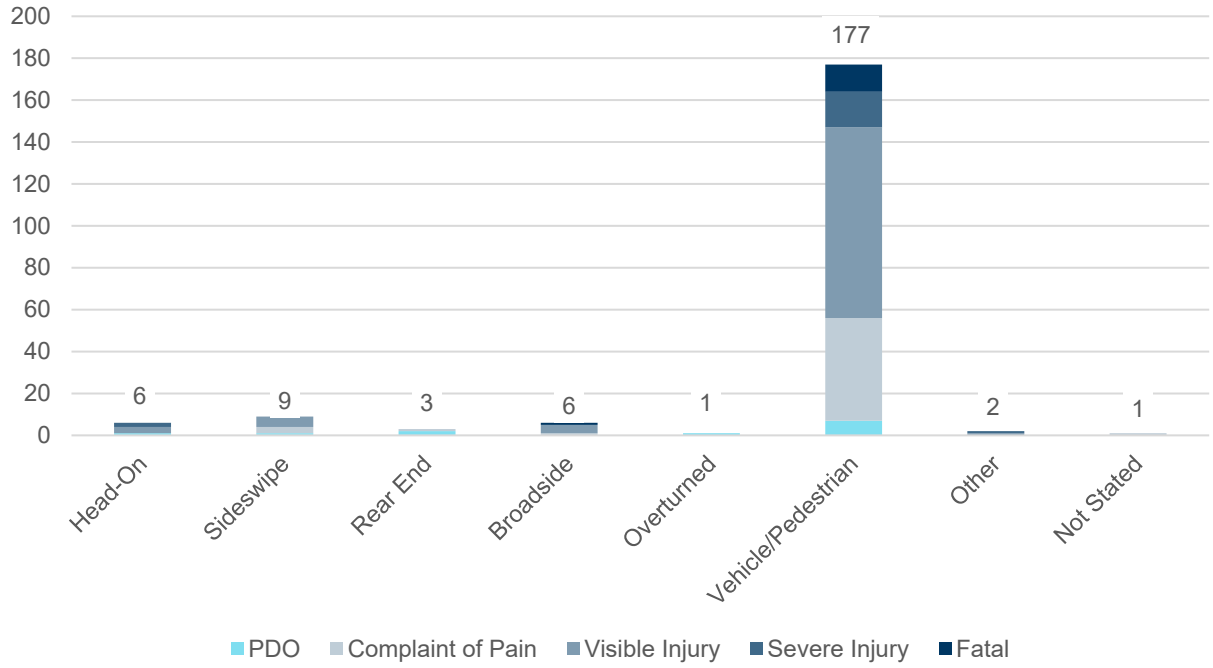
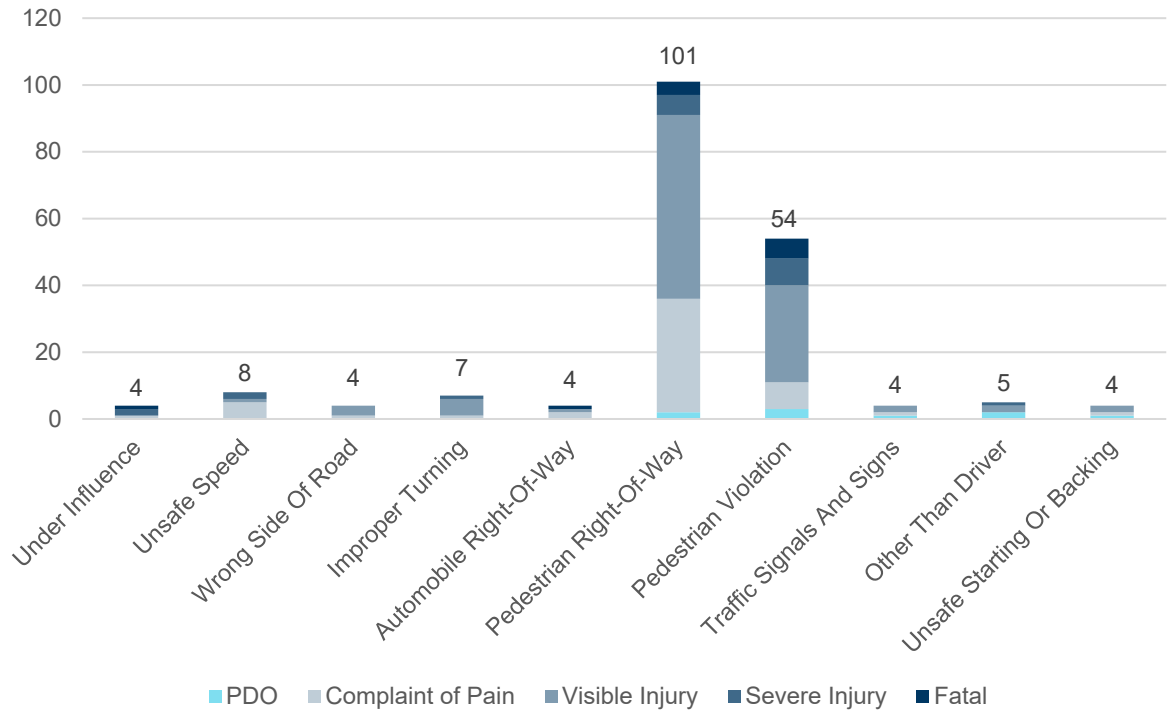


Figure 21 – Pedestrian Collisions by Most Common PCF Violation Categories



COLLISION HOTSPOTS

Approximately 52 percent of intersection/segment collisions involving pedestrians occurred on the following roadways:

- Olive Avenue –24 collisions
- Henderson Avenue – 21 collisions
- Main Street – 16 collisions
- Morton Avenue – 15 collisions
- Prospect Street - 11 collisions
- Plano Street – 10 collisions
- Putnam Avenue – 9 collisions

INTERSECTION AND SEGMENT COLLISIONS

Of the 205 pedestrian-related collisions, 145 collisions occurred at intersections and 60 collisions occurred along segments. Figure 22 presents a comparison of intersection and segment collisions by severity.

LIGHTING

Figure 23 provides a breakdown of the lighting conditions. Of the 205 pedestrian-related collisions, most occurred with some level of illumination, including “Daylight” (57 percent) and “Dark With Street Lights” (30 percent).

Additionally, pedestrian collisions occurred between 6 PM and 12 AM (38 percent), 12 PM to 6 PM (35 percent), and 6 AM to 12 PM (24 percent). Three (3) percent of collisions occurred between 12 AM and 6 PM.

Figure 22 – Pedestrian Collisions by Intersection/Segment and Severity

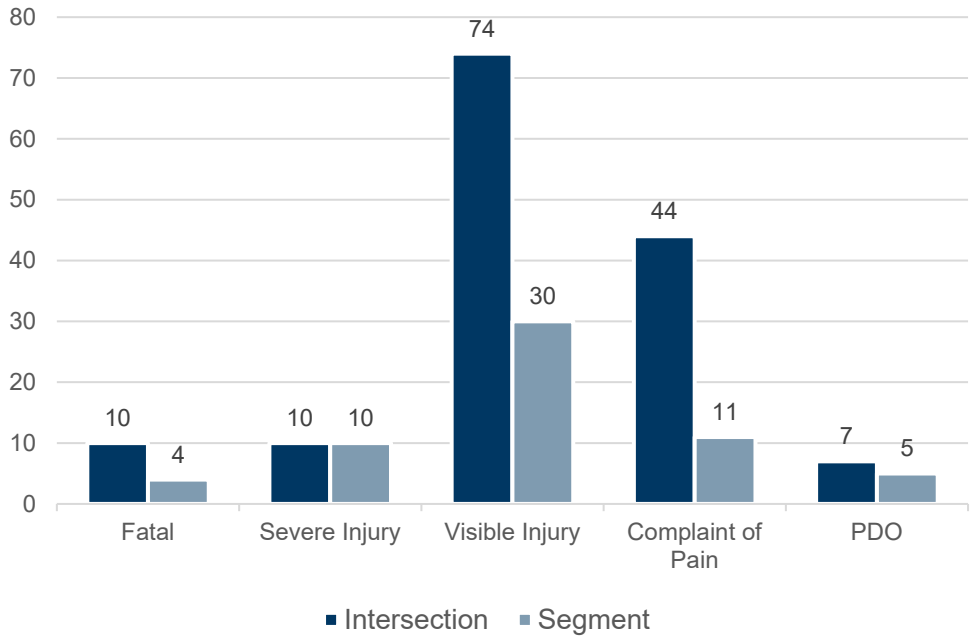
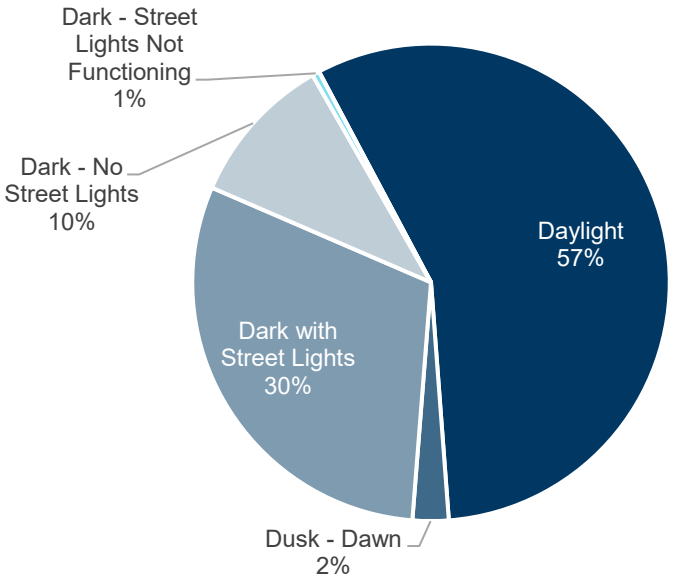


Figure 23 – Pedestrian Collisions by Illumination Level



COLLISION SEVERITY

Of the 205 pedestrian-related collisions, 14 collisions resulted in fatalities (about 33 percent of all fatal collisions), 20 collisions resulted in severe injuries (about 18 percent of all severe collisions), 104 collisions resulted in visible injuries (about 11 percent of all visible injury collisions), 55 collisions resulted in complaints of pain (about 4 percent of all collisions resulting in complaints of pain), and 12 collisions resulted in PDO (less than 1 percent of all PDO collisions).

All pedestrian collisions are mapped in Figure 24 and FSI pedestrian collisions are mapped in Figure 25.

FATAL AND SEVERE INJURY COLLISIONS

Of the 14 fatal collisions, 10 collisions occurred at the following intersections:

- Olive Avenue & Carmelita Street
- Delta Street & Aurora Avenue
- Plano Street & Date Avenue
- Locust Avenue & Hockett Street
- Plano Street & Chase Avenue
- West Orange Avenue & D Street
- SR 190 & Jaye Street
- Villa Street & Morton Avenue
- Newcomb Street & Putnam Avenue
- Grand Avenue & Prospect Street

Two fatal collisions occurred along Henderson Avenue, one fatal collision occurred along SR 65, and two fatal collisions occurred along SR 190. Collisions resulting in fatalities and severe injuries are shown to be spread out through the City, with a higher concentration of severe injuries reported within Downtown Porterville. Seventy-one (71) percent of fatal collisions and fifty (50) percent of severe injury collisions occurred at an intersection.

For the 14 fatal collisions, causes included “Pedestrian Violation” (43 percent) and “Pedestrian Right-of-Way” (29 percent). Two fatal collisions were reported as hit-and-runs and one fatal collision was a broadside collision.

For the severe injury collisions, causes included “Pedestrian Violation” (40 percent) and “Pedestrian Right-of-Way” (30 percent). Four severe injury collisions were hit-and-runs, two severe injury collisions were head-on collisions, and one severe injury collision was reported as “other.”

Figure 24 – Pedestrian Collisions, All

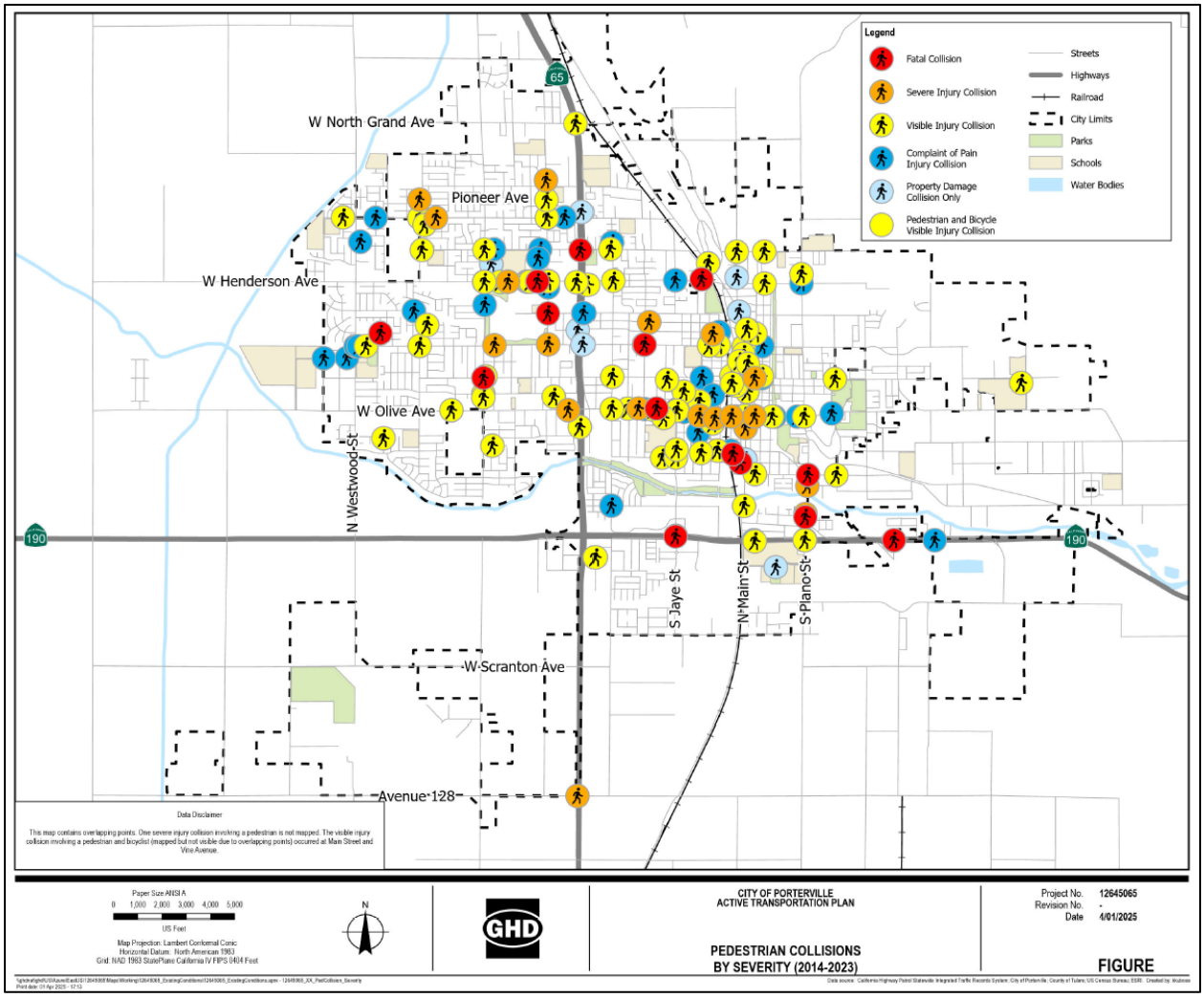
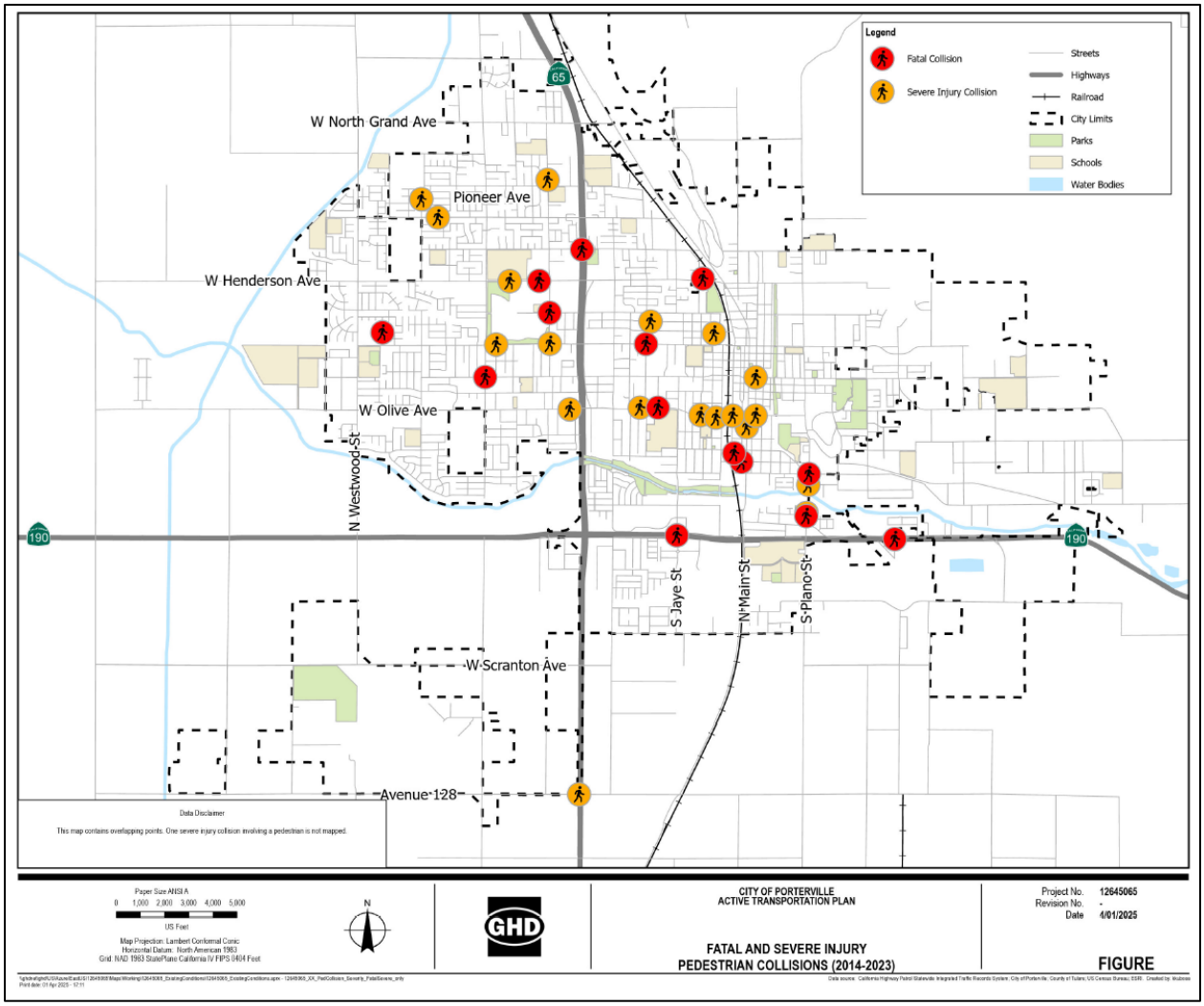


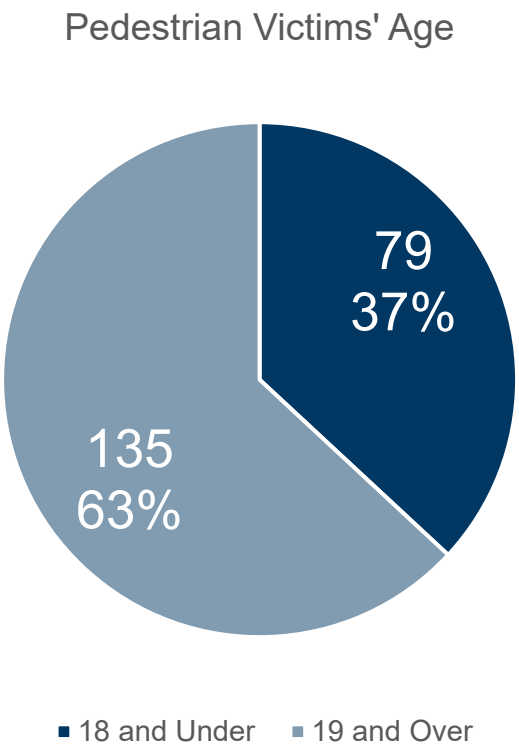
Figure 25 – Pedestrian Collisions, Fatal and Severe



AGE

Of the pedestrian collisions where age of victim was reported, most victims were over the age of 19 years (63 percent).

Figure 26 – Pedestrian Collisions, Age of Victims



ADDITIONAL FINDINGS

The dataset identified one pedestrian related collision that resulted in a severe injury which occurred along Henderson Avenue near a utility pole. The injured pedestrian was reported to be under the influence of drugs. The location of the collision could not be concluded and was therefore excluded from Figure 24 and Figure 25 and identified herein.

Appendix B

Community Engagement

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Attachments

Attachment A: Community Engagement Feedback

Attachment B: Public Input Survey

Appendix B: Community Engagement Summary

A variety of community engagement opportunities were hosted throughout the development of the ATP, including in-person events and virtual engagement tools. Engagement opportunities included:

- In-person events, including three pop-ups at existing community events and two formal workshops at city hall
- A survey in both hardcopy and online form
- Online engagement, including an ATP website with an interactive mapping tool and an online version of the survey

The community engagement process began in November of 2024 and continued through Fall 2025. The first phase of engagement focused on gathering preliminary information about community needs and preferences. The intention of the second engagement phase was to gather input about specific improvement recommendations prior to the development of the draft plan.

1.1 In-Person Engagement

A total of five in-person engagement events were held during the development of the ATP, including:

- Pop-up 1: November 11, 2024
- Pop-up 2: April 5, 2025
- Workshop 1: May 21, 2025
- Pop-up 3: August 5th, 2025
- Workshop 2: November 3rd, 2025

For a list of comments collected during in-person engagement see Attachment 1.

Pop-up 1

The first pop-up event was held on November 11, 2024, during the annual Portville Veteran's Day Run. The purpose of the event was to introduce the community to the Plan, begin building a stakeholder list, and gather preliminary feedback about what types of active transportation improvements community members would like to see in Porterville.

Two 24" x 36" boards were developed to engage pop-up participants, including:

- An **Information Board** that included a description of the Plan, a timeline, and existing transportation facilities in Porterville
- A **Pedestrian and Bicycle Facilities Board** with potential active transportation improvements. Participants were prompted to place sticker dots on the improvements they liked best

Both information and project boards were also printed as 8.5" x 11" handouts in both English and Spanish for participants to take home.

About 50 community members participated in the event.

PEDESTRIAN AND BICYCLE IMPROVEMENT EXERCISE

Using the pedestrian and bicycle facilities board, community prioritised safe bicycling infrastructure and crossing improvements. Participants showed the most support for Class IV protected bikeways (29 dots), Class I multi-use paths (24 dots), and rectangular rapid flashing beacons, or RRFBs (17 dots). Community members also highlighted Class II bicycle lanes, high visibility crosswalks, and curb extensions.

COMMENTS

In addition to the dot exercise, community members provide comments about the existing transportation network. Comments included:

- Improved flashing beacons on Olive Street
- RRFB on Morton Street
- School congestion and cars blocking the street on Henderson Avenue and Westwood Street
- Speeding on Henderson Avenue (up to 60 miles per hour)
- Interest in bicycling to work
- Improving transit accessibility and extending operation hours
- Support for the Tule Bikeway and the Sante Fe Trail
- Lack of shoulder for runners using Louis Hill
- Lack of lighting by Shell station

Figure 1 – Information Board

Figure 2 – Pedestrian and Bicycle Improvements Board

Pop-up 2

The second pop-up event was held on April 5, 2025, at the annual Spring Festival from 10am to 3pm. The purpose of the pop-up event was to continue gathering preliminary feedback, and to promote the website and survey. Approximately a dozen people participated in the event.

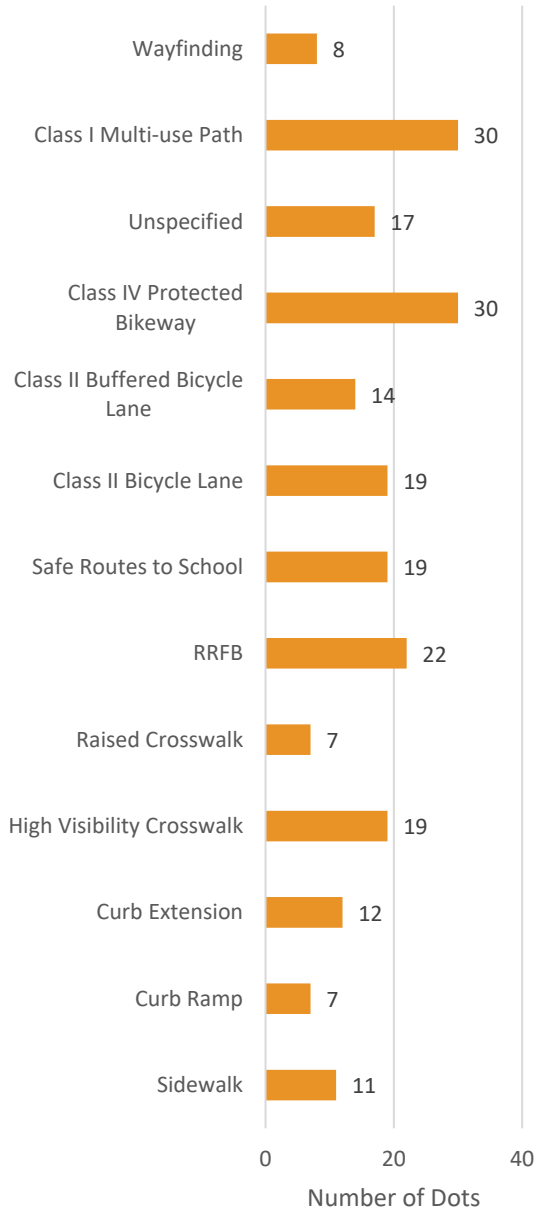
In addition to the information board and pedestrian and bicycle projects board presented at the first pop-up, a map of Porterville was available to allow community members to make location specific comments.

PEDESTRIAN AND BICYCLE IMPROVEMENT EXERCISE

An additional 45 dots were placed on the pedestrian and bicycle improvement board. The graph on the right shows input from both pop-ups. Community members prioritized Class I Multi-use paths and Class IV Protected Bikeways most, followed by RRFBs, Class II bicycle lanes, high visibility crosswalks, and safe routes to school.

MAP EXERCISE

On the map of Porterville, the community highlighted the Tule River Parkway and Main Street for improvements.



Workshop 1

The first workshop was held on May 21, 2025, at City Hall from 5:30 to 7:30 pm. The purpose of the workshop was to continue gathering preliminary feedback about walking and bicycling in Porterville, and to discuss potential improvements throughout the city.

The workshop included a presentation of existing conditions findings and community input to date. Afterwards, attendees used citywide maps to identify improvement locations.

English and Spanish surveys were also available, and online engagement opportunities were promoted during the presentation and discussion.

Five community members attended the event, including representatives from Crew 180, a local youth bicycling group, and the Tule River Parkway Association. Key topics discussed included:

- Active transportation culture in Porterville
- East-west bicycle connections
- North-south bicycle connections
- Improvement to the Tule River Parkway

ACTIVE TRASNPORTATION CULTURE IN PORTERVILLE

Attendees identified two groups engaged with active transportation in Porterville, including:

- Recreational users who drive a car as their primary mode of transportation, but prioritize active transportation for recreational purposes

- Everyday users who walk, bike, and use other non-motorized modes as their primary mode of transportation

Attendees spoke to an interest in bicycling and recreation in Porterville. Several attendees discussed using both on-street and off-street facilities, and riding in the road where facilities are not present. Community members also discussed negative experiences with drivers when using on-street facilities.

Many Porterville residents participate in large social rides led by Crew 180.

EAST-WEST BICYCLE CONNECTIONS

The community identified Henderson Avenue and Olive Avenue as preferred corridors for on-street facilities. Henderson Avenue connects to key destinations, such as Target, and is already used by students and residents. Olive Avenue is also a key route as it connects to Porterville High School. Community members said that Morton Avenue was not as direct a connection as Henderson Avenue and Olive Avenue and also mentioned that the existing bicycle lanes are too narrow. West Westfield Avenue and West Grand Avenue were also identified as bicycling routes.

Though already used by bicyclists, community members identified safety as a concern on Henderson Avenue and Olive Avenue. Some attendees felt that protected bicycle lanes would make them feel safer. Others felt that colored painted bike lanes would encourage bicyclists to ride in the lane rather than in the vehicle travel lane and bring driver attention to the presence of bicyclists.

NORTH-SOUTH BICYCLE CONNECTIONS

Attendees identified several north-south streets to connect residents through the city and to the Tule River Bikeway. Identified streets included:

- Westwood St
- Mattew Street
- Newcomb Street
- Connections to Santa Fe By Way

Community members voice support for a bicycle facility on Newcomb Street, noting the available right-of-way and connection to veteran's park and the Tule River. Westwood Street was also mentioned, as it would create a loop for riders traveling from Henderson Avenue to Olive Avenue.

TULE RIVER PARKWAY, SANTA FE BYWAY AND OTHER SHARED-USE PATH CONNECTIONS

Community members voiced strong support for extending the Tule River Parkway west of SR 65. Attendees also noted the need for pedestrian and bicycle support facilities along the parkway, including lighting, bathrooms, shade, seating, bike racks, and water fountains.

One community member also voiced interest in promoting existing pathways, identifying wayfinding signage, online maps and information, and community events as potential solutions.

Community members said they love the Santa Fe Byway but noted that there was a lack of connectivity to the path. There was strong support for the construction of the Butterfield Trail Project, and an interest in a shared-use path connection between the Santa Fe Byway and the Tule River Parkway.

Pop-up 3

The third pop-up event was held on August 5th, 2025, at National Night Out. The pop-up was held on Main Street from 6 pm – 9 pm. The purpose of the pop-up event was to introduce potential improvements to the community, including recommended additions to the bicycle network and crossing enhancements. Thirty-eight comments were received during the event.

Two activities were developed to gather location specific comments on potential improvement projects:

- A **Potential Bicycle Improvements Board** shown in Figure 3
- A **Potential Intersection Improvements Board** shown in Figure 4**.**

The Potential Bicycle Improvements board had a map of potential bicycle routes and a variety of bicycle facility options. Participants were encouraged to indicate their top two priority streets for bicycle improvements, and which facility types they would like to see.

The Potential Intersection Improvements board had photo examples of potential bicycle and pedestrian crossing improvements and a map with potential improvement locations. Participants were encouraged to identify additional locations for improvements, and which types of crossing improvements they would like to see.

NETWORK IMPROVEMENTS

Community members made 17 comments related to the active transportation network, which highlighted the lack of sidewalks, poor maintenance of bicycle

facilities, and safer connections to school. The community prioritized Morton Avenue for bicycle improvements and preferred physically separated facilities over Class II Bicycle Lanes. There was also strong support for adding bicycle facilities on Henderson Avenue. Indiana Street and Westwood Street were also noted by community members with interest in Class IV Bicycle Lanes. Olive Avenue identified by the community for Class II or Class IV Bicycle Infrastructure.

The community identified locations that need sidewalk improvements, including near Westfield Elementary School, and recently annexed portions of the City west of SR 65.

The community identified a variety of facilities to support the active transportation network as well, including lighting, bus stop amenities, and signage.

INTERSECTION IMPROVEMENTS

On the map provided, community members identified specific intersections for crossing improvements with sticky dots. Note takers were present to record additional comments on sticky notes.

Of the 21 comments received, many focused on safety The community highlighted unsafe crossing behavior at both Porterville High School and Monache High School, where students often cross midblock to school and near by destinations. Community members identified intersections along Henderson Avenue, specifically identifying speeding and pedestrian crossings to Monache High School. One comment stated that students cross mid-block from the school to Veterans Park. Community members also highlighted Morton Avenue, in which pop-up attendees expressed needs for pedestrian improvements.

Community members also highlighted barriers to accesses the Tule River parkway, including lacking ADA infrastructure and a history of accidents along routes to the trail.

Community members voiced interest in RRFBs, HAWKS, slowing vehicle speeds and educational trainings to address unsafe crossing behavior. Other intersection improvements included median islands for pedestrians, and conflict markings, protected intersections, bicycle boxes, and bicycle detection for bicyclists.

Figure 3 – Potential Bicycle Improvements Board

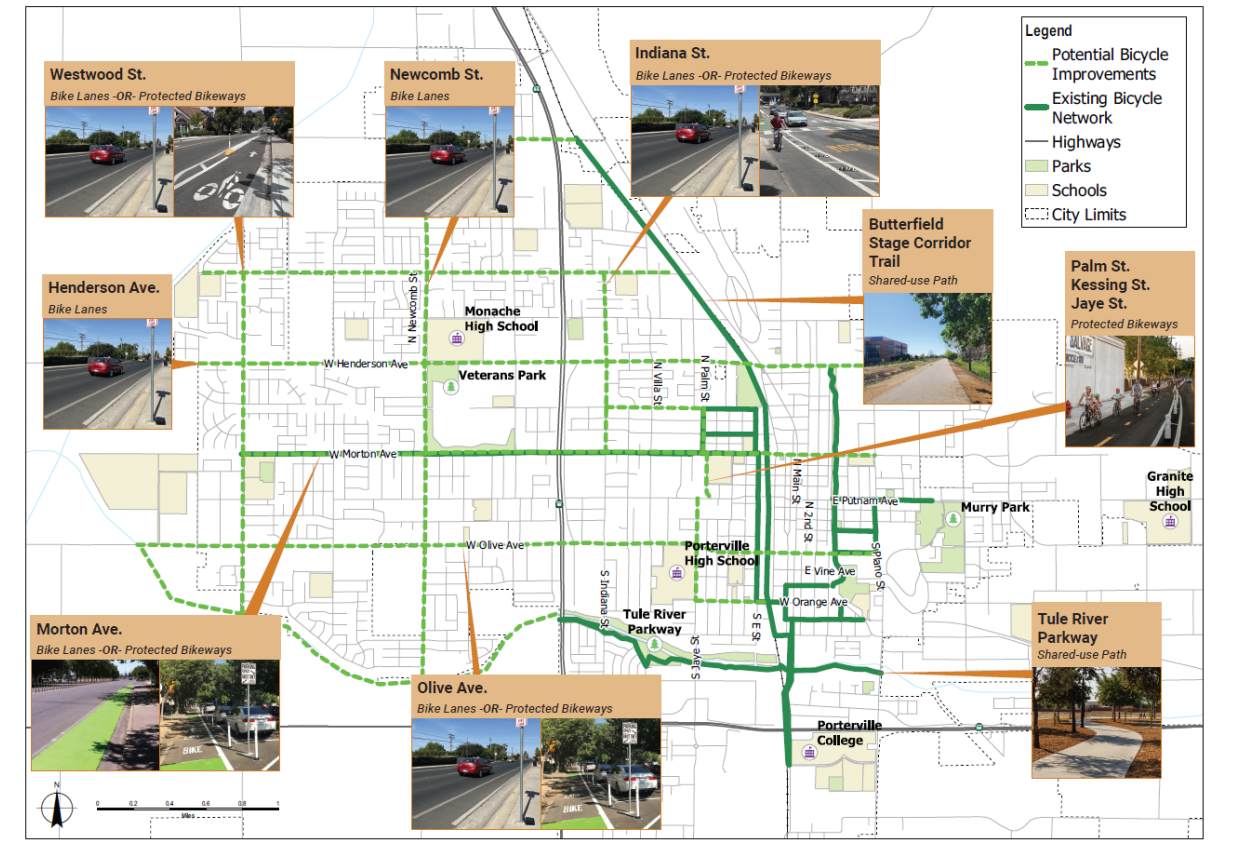
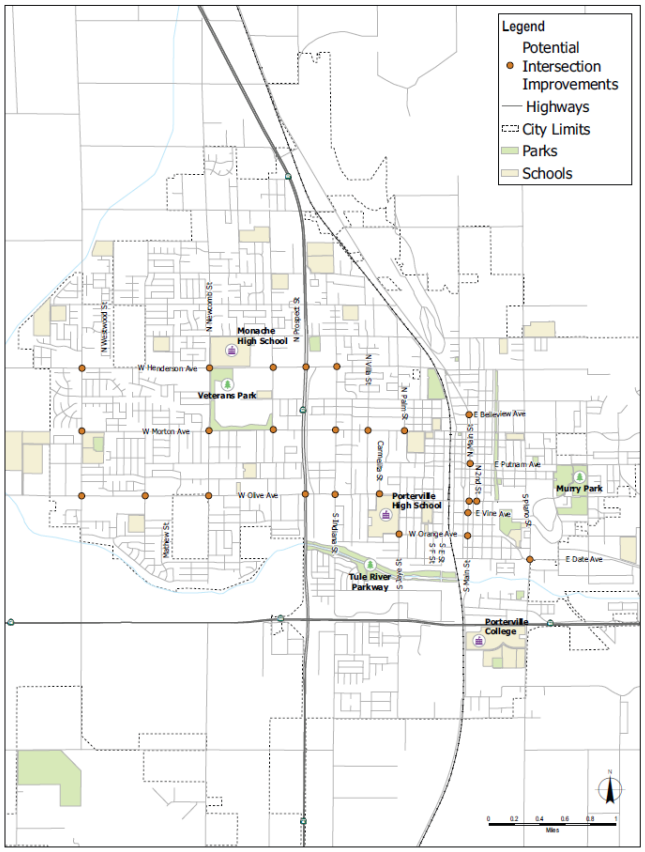


Figure 4 – Potential Intersection Improvements Board

Potential Intersection Improvements



Bicycle Intersection Improvements

Conflict Markings

Mark the path of travel for bicyclists through an intersection and improve visibility to drivers.

Protected Intersection

Protected intersections provide a physically separated space for bicyclists at signalized intersections.

Bicycle Box

Provide a place for bicyclists to stop ahead of drivers at signalized intersections, improving visibility and reducing the risk of right-hook collisions.

Pedestrian Intersection Improvements

Median Island

Allows pedestrians to cross one direction of traffic at a time on wide streets.

Curb Extensions

Extend the curb to shorten crossing distances, slow turning speeds, and improve pedestrian visibility. Appropriate for signalized or unsignalized intersections.

RRFB

Flashing yellow lights that alert people driving to the presence of someone crossing.

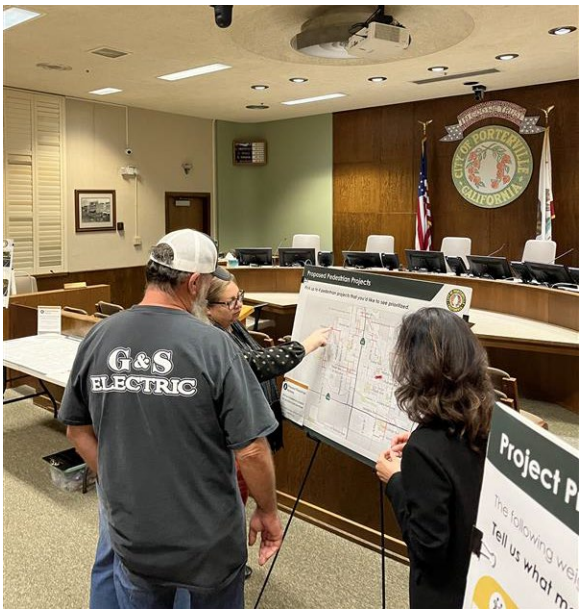
HAWK

Red stop light activated when someone crosses the street. Appropriate for larger intersections.

Workshop 2

The second workshop was held on Monday, November 3rd, 2025, at City Hall from 6:00 pm to 7:30 pm. The purpose of the workshop was to present the full draft pedestrian and bicycle network to the community and collect feedback about project prioritization. The workshop was an open house format and included the following materials, shown in Figure 5 through Figure 8.

- A **Proposed Bicycle Projects Map** where participants were asked to select their top four favorite projects
- A **Bikeway Classes Board** with cross sections and examples
- A **Proposed Pedestrian Projects Map** where participants were asked to select their top four favorite projects
- A **Priorities Board** where participants were asked to select their top three prioritization metrics.



Two community members attended the workshop, including a representative from Crew 180. Attendees were supportive of the proposed networks. One attendee noted that the Morton Avenue bicycle improvements would greatly improve commuting to Target. They also highlighted that the trails around the city would increase recreational opportunities in Porterville. One attendee said that many Porterville residents travel to neighboring towns to ride their bikes, so improved bicycle facilities within the City would be beneficial to residents.

Below are the projects prioritized by workshop attendees:

BICYCLE PROJECT PRIORITIES:

- Henderson Avenue
- Morton Avenue (specifically along Veteran's Park)
- Olive Avenue
- Tule River Parkway
- Friant Kern Canal Trail
- Santa Fe Byway crossing at Morton Avenue

PEDESTRIAN PROJECT PRIORITIES

- Putnam Avenue sidewalk gaps between H Street and F Street
- Sidewalk gaps at West Putnam Elementary School
- Villa Street sidewalk gap south of Mulberry Avenue
- Crossing at Westfield Elementary School

TOP PROJECT PRIORITIZATION METRICS

- Gap Closure
- Activity Generator
- LTS
- Safety

Figure 5 – Proposed Bicycle Network Map

Proposed Bicycle Projects

Pick up to 4 bicycle projects that you'd like to see prioritized.

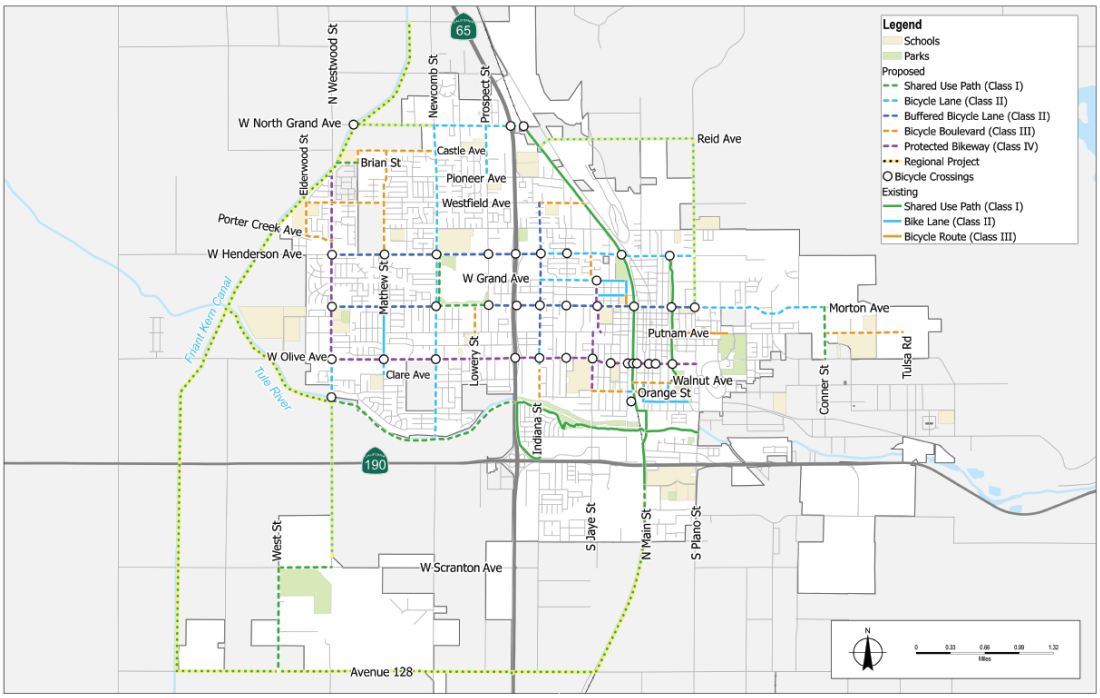


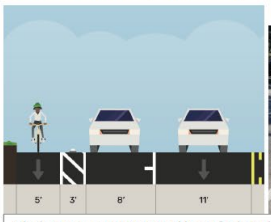
Figure 6 – Bikeway Classes Board

Bikeway Classes

Shared Use Path (Class I)

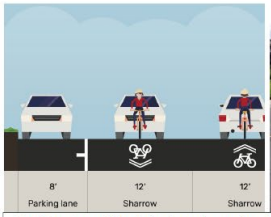
Shared-use paths are two-way, paved paths completely separated from the roadway. They are intended for pedestrians and bicyclists to share and are more comfortable for less experienced or vulnerable riders as compared to on-street bicycle facilities.

Bike Lane (Class II)



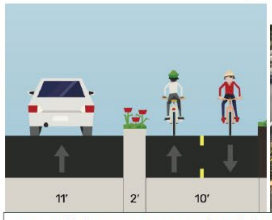
Bike lanes are one-way travel lanes for bicyclists. A painted, striped buffer can be added on both sides of the lane to increase separation from vehicle traffic and parked cars, where people may open doors into the bicycle lane. Some may also include green paint to increase the visibility of bicyclists through intersections and driveways.

Bike Route (Class III)



Bicycle routes or bicycle boulevards are signed routes on low-speed, low-volume streets where bicyclists share the road with motorists. Bicycle routes may include sharrows, or lane markings that alert drivers to expect bicyclists. They can also include traffic calming improvements to slow driver speeds.

Protected Bikeway (Class IV)



Protected bikeways are on-street bicycle facilities with a physical barrier separating them from vehicle traffic. Bollards, parking, planters, and landscaping can all serve as protective elements that buffer cyclists from roadways. These features can be incorporated into both one-way and two-way street designs, enhancing comfort and safety, especially on higher-speed, higher-volume roads.

Figure 7 – Proposed Pedestrian Projects Map

Proposed Pedestrian Projects

Pick up to 4 pedestrian projects that you'd like to see prioritized.

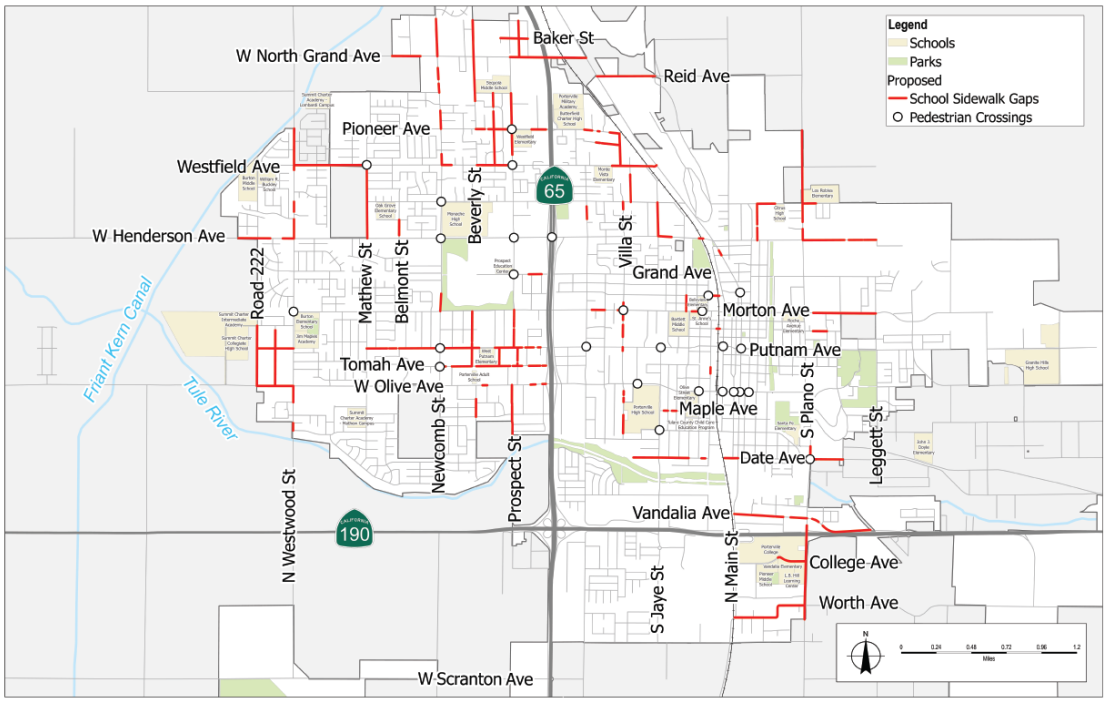
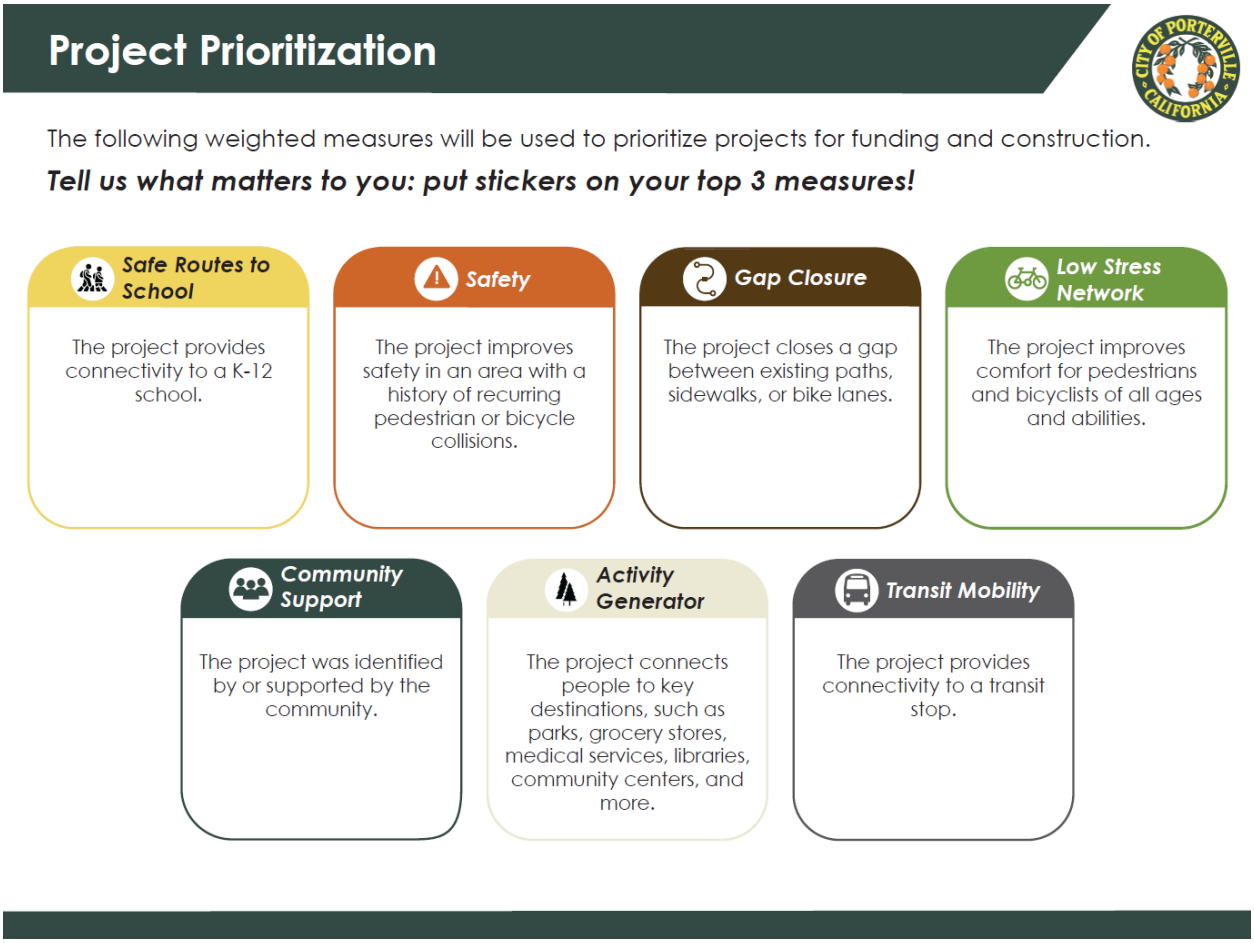


Figure 8 –Priorities Board



1.2 Survey

The following section provides a summary of survey results of both English and Spanish surveys: see Attachment B.

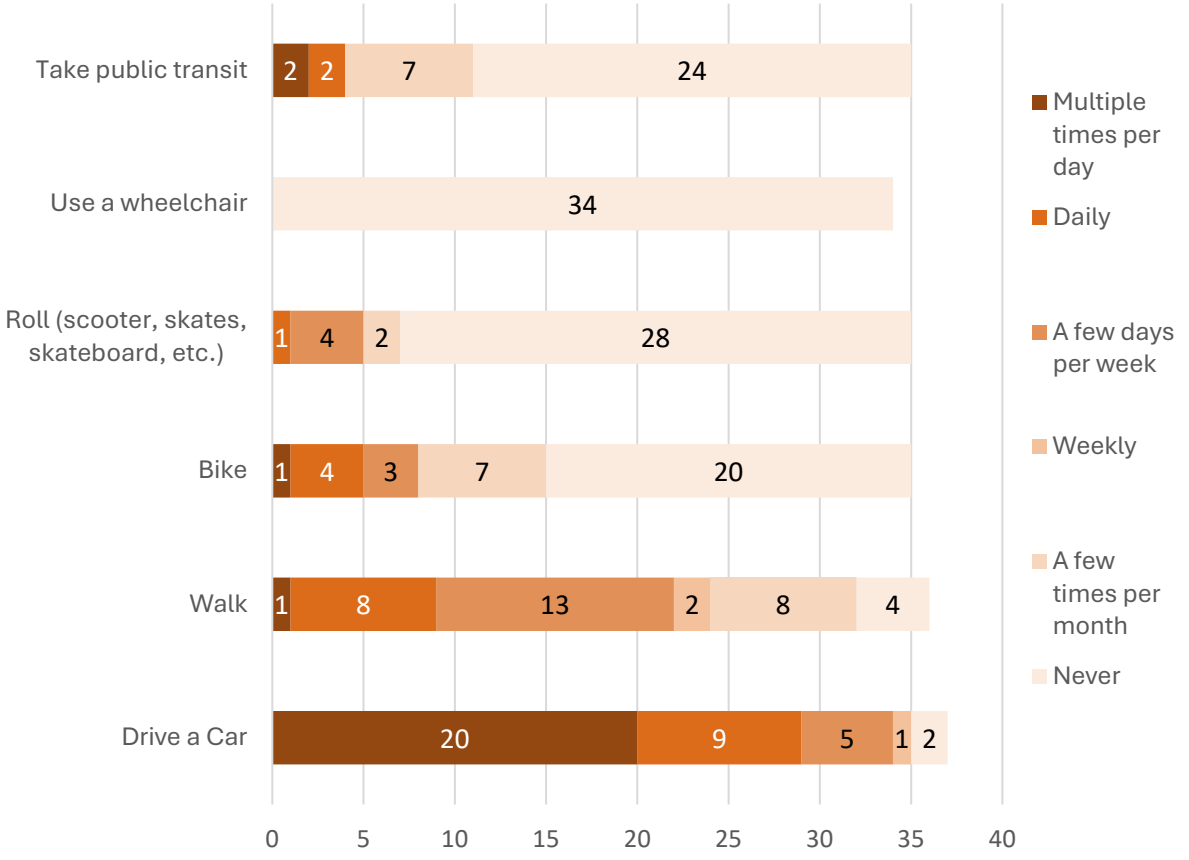
Two surveys were developed to gather input about transportation behavior and priorities in Porterville, including a short hard copy survey provided at in-person engagement events, as well as a longer survey hosted on the ATP website. A total of 65 residents took the survey, including 28 hard copy surveys and 37 online surveys.

Means of Transportation

A majority of survey respondents said their primary mode of transportation was driving, though a significant number of people said they walked.

Figure 9 shows results from the long survey regarding mode share and frequency. A majority of survey respondents said they drove daily or multiple times a day and many residents responded that they walked at least a few times per week. Some residents reported bicycling, rolling (scooter, skates, skateboard, etc.) and taking public transportation, though most said they did not use these modes of transportation.

Figure 9 – Means of Transportation by Frequency



What do you love about walking and bicycling in Porterville?

Residents were asked to describe in four words what they loved about walking and bicycling in Porterville. Many survey respondents mentioned nature and trees, recreational spaces, being outside, exercising, existing bicycle lanes and small-town character. Other people mentioned potential areas for improvement, including filling sidewalk gaps and maintaining transit services.

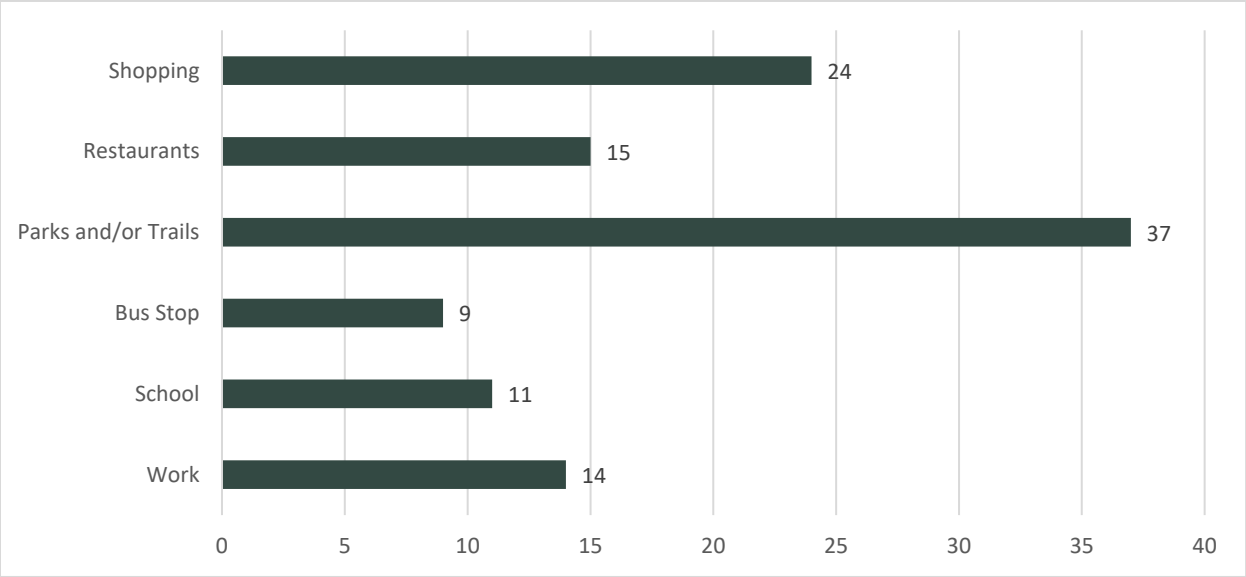
Key Destinations

When asked what types of destinations they walk and bicycle to, most residents said parks and trails, followed by shopping and restaurants, shown in Figure 10. Community members also noted walking or bicycling to work, school, and to the bus. Survey respondents highlighted the following destinations, routes, and street they love walking and bicycling to/along:

- Parks and recreational facilities, including Murray Park, Veterans Park, Barlett Park, Santa Fe Byway Trail, Tule River, Tower Hill, Porterville Cemetery, and Porterville Sports Complex

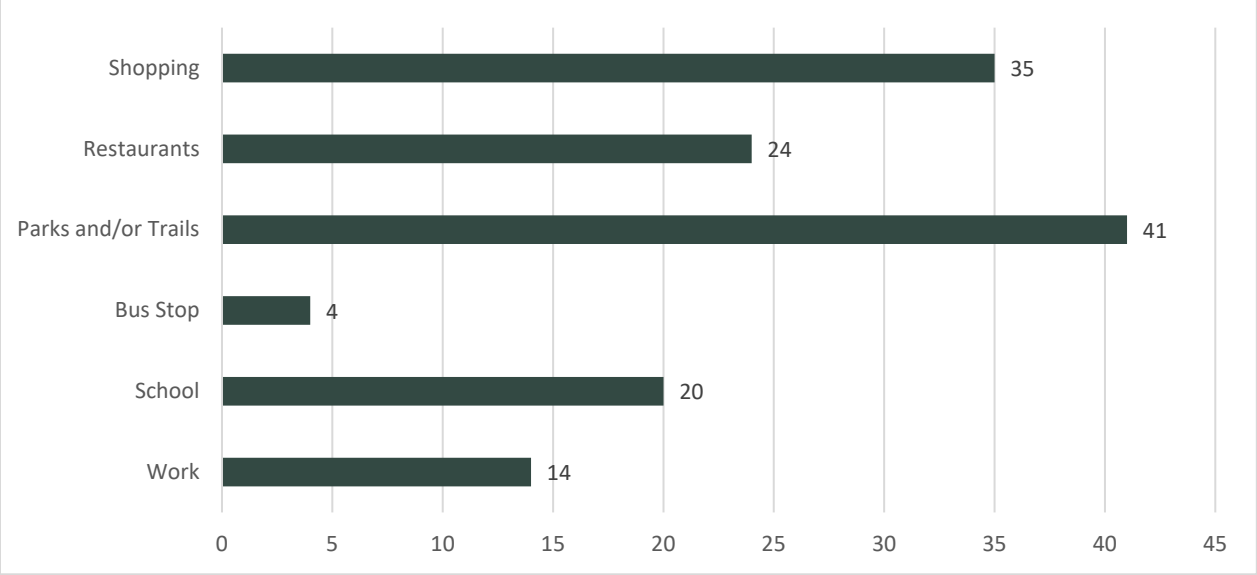
- Shopping and commercial destinations, including downtown, Main Street, Target and Walmart shopping centers
- Key routes that connect residents to their destinations, including Newcomb Street, Henderson Ave, Date Avenue, Orange Street, Jaye Street, and Putnam Avenue

Figure 10 – Destinations that Residents Walk and Bike to



When asked which destinations they wish they could walk and bicycle to, residents also said parks and/or trails, followed by shopping and restaurants, shown in Figure 11. Community members also said they wished to be able to walk or bicycle to school.

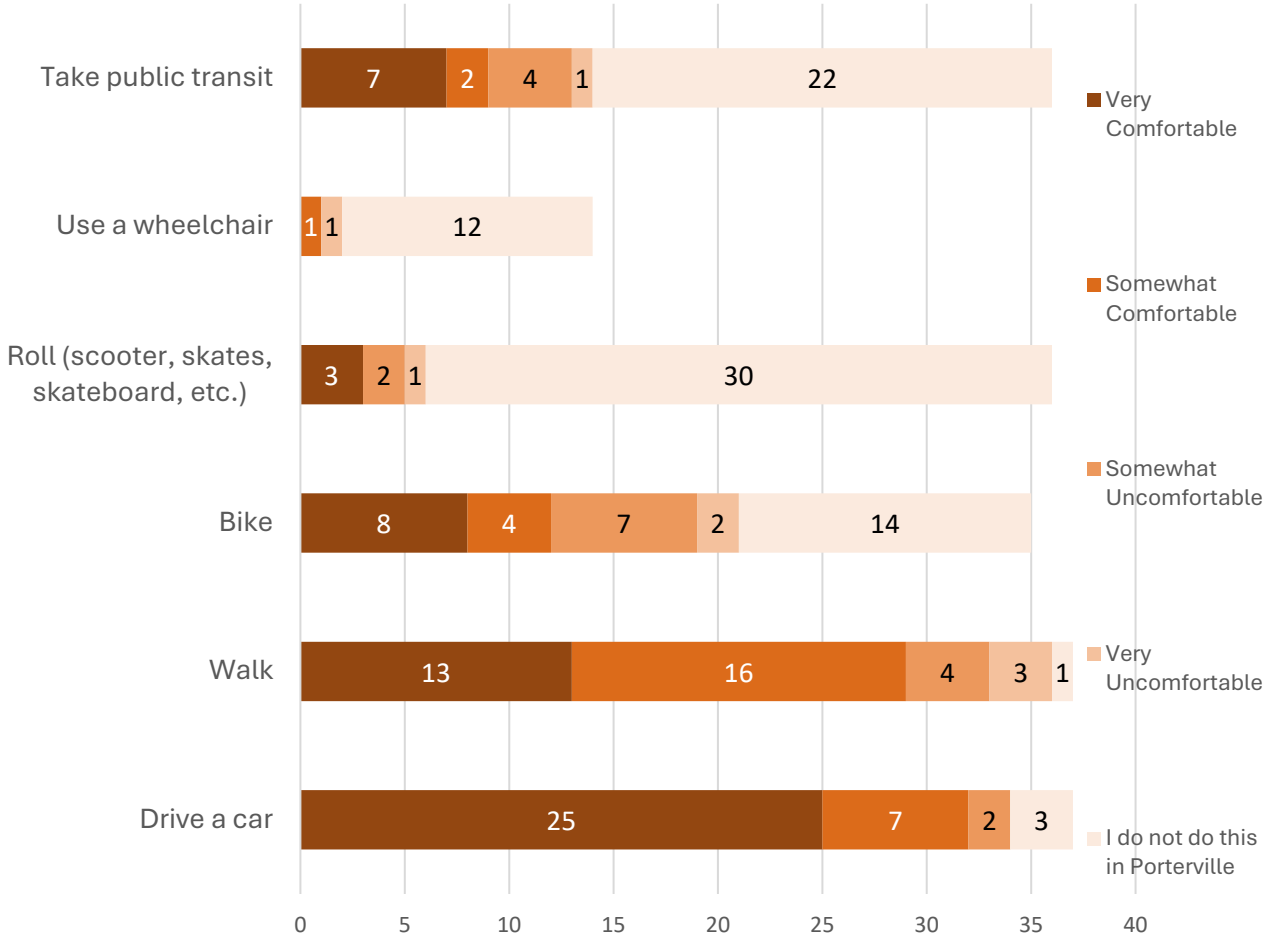
Figure 11 – Destinations Residents WISH They Could Walk or Bicycle to



Means of Transportation and Comfort

Residents were asked how comfortable they felt walking or bicycling in both surveys. Overall, many people said they felt very or somewhat comfortable walking or bicycling, but others had some level of discomfort. Figure 12 provides responses from the long survey regarding comfort level for walking, bicycling and other modes.

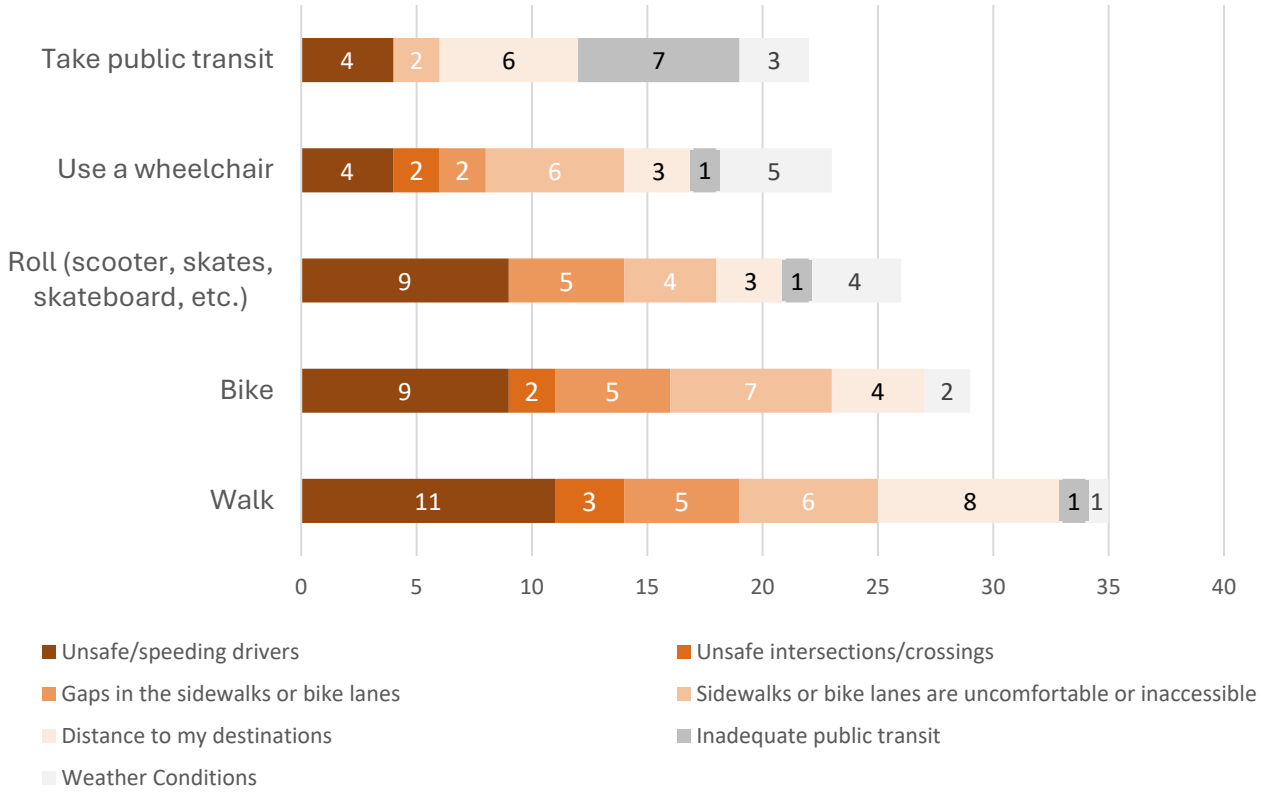
Figure 12 – Means of Transportation and Comfort



Residents were also asked what factors, if any, impacted their comfort level using various modes of transportation. Unsafe and speeding drivers had the biggest impact on comfort for walking, bicycling, and rolling, followed by distances to destinations and uncomfortable or inaccessible sidewalks/bicycle lanes. In the hardcopy survey, nine respondents said they felt that unsafe intersections or crossing had an impact on walking and bicycling.

Figure 13 provides responses from the long survey, where residents were asked about walking and bicycling separately, as well as other modes. For those taking transit, inadequate transit, distances to destination, and unsafe/speeding drivers had the largest impact. For those using a wheelchair, inaccessible sidewalks or bicycle lanes and weather conditions had the largest impact.

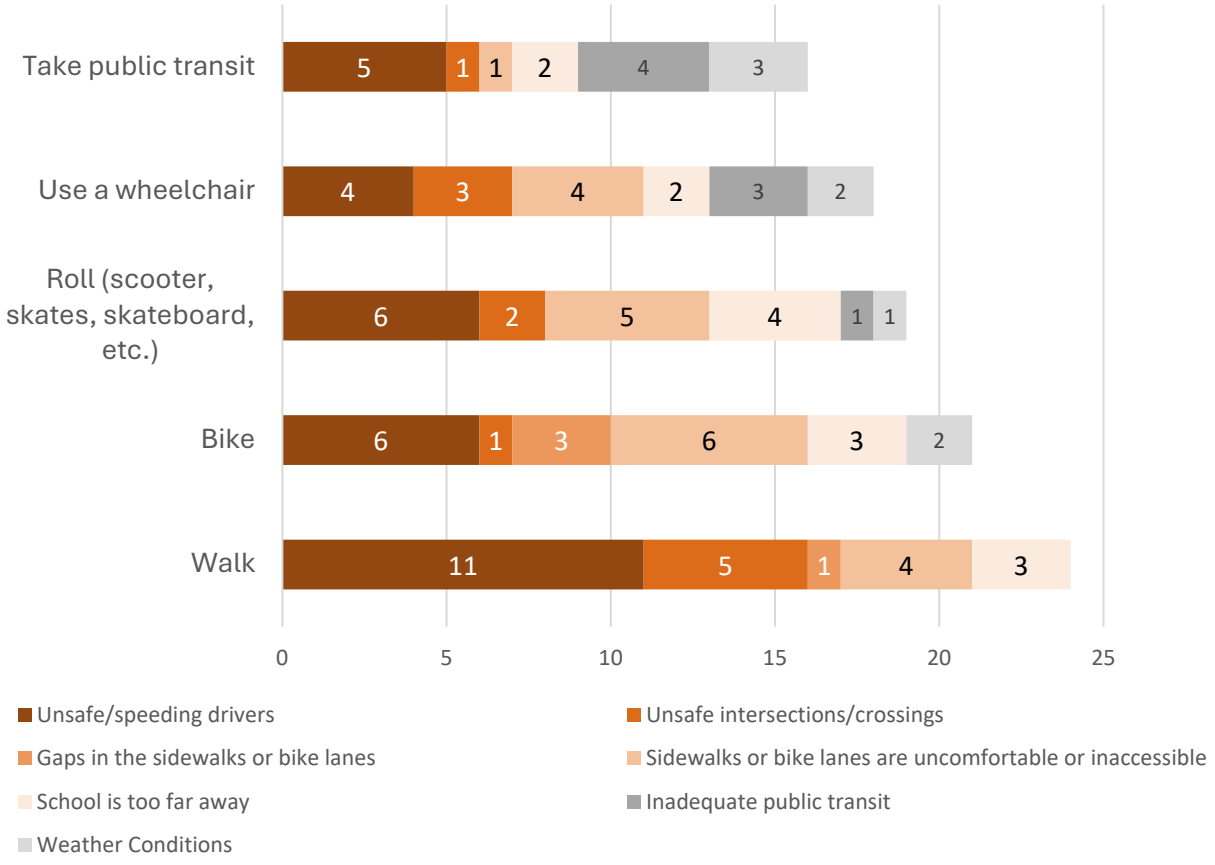
Figure 13 – Factors Influencing Comfort



Students and Active Transportation

Survey respondents were asked, if they have children in their care, what factors impact their decision to allow them to walk or bicycle to school and/or their experience doing so. Unsafe or speeding drivers impacted comfort level for students traveling to school the most, followed by uncomfortable or inaccessible sidewalks/bicycle lanes. Unsafe intersections and crossing also had an impact on all modes, specially on walking. Responses from the long survey are shown below in Figure 14.

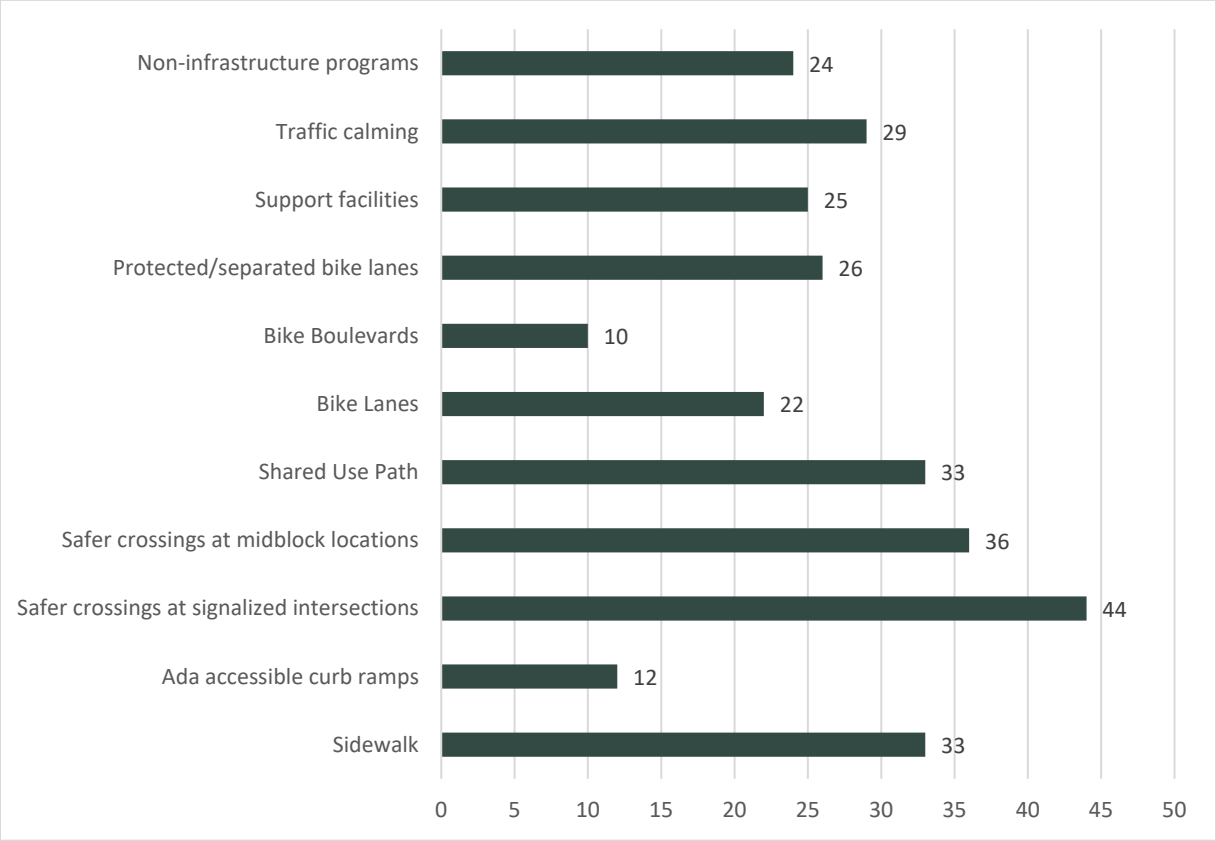
Figure 14 – Factors Influencing Comfort



Improvements

Residents were asked what types of facilities would encourage them to walk or bicycle in Porterville. Pictures were provided of each improvement type. The most popular improvements, shown in Figure 15, were safer crossings, followed by sidewalks and shared-use paths.

Figure 15 – Improvement Preferences



1.3 Online Engagement

Website

A website was developed to share information about the Plan, host online engagement tools, and provide updates regarding Plan progress and up coming events. The website was created in English with Spanish translation available.

Information included on the website covered background and goals of the ATP, recent active transportation successes in the City of Porterville, a timeline updated as the Plan progressed, examples of potential active transportation improvements, and Plan documents as they were developed.

Online engagement opportunities included an interactive map, as well as a survey available in English and Spanish. Community members were also able to contact the planning team or add their email to be notified of plan updates.

The website saw 681 total visits by 334 unique users.

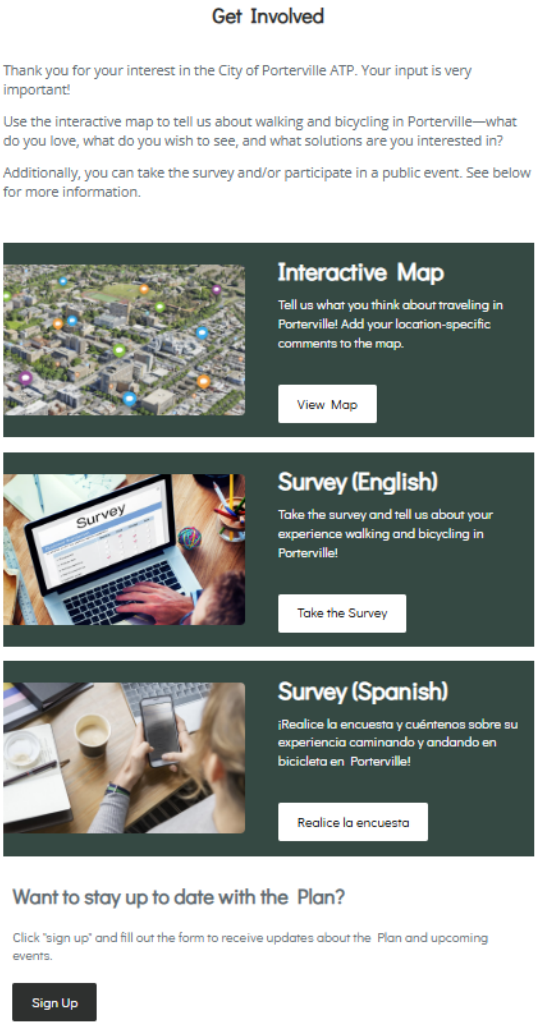


Image of the website's "Get Involved" section featuring the online engagement opportunities

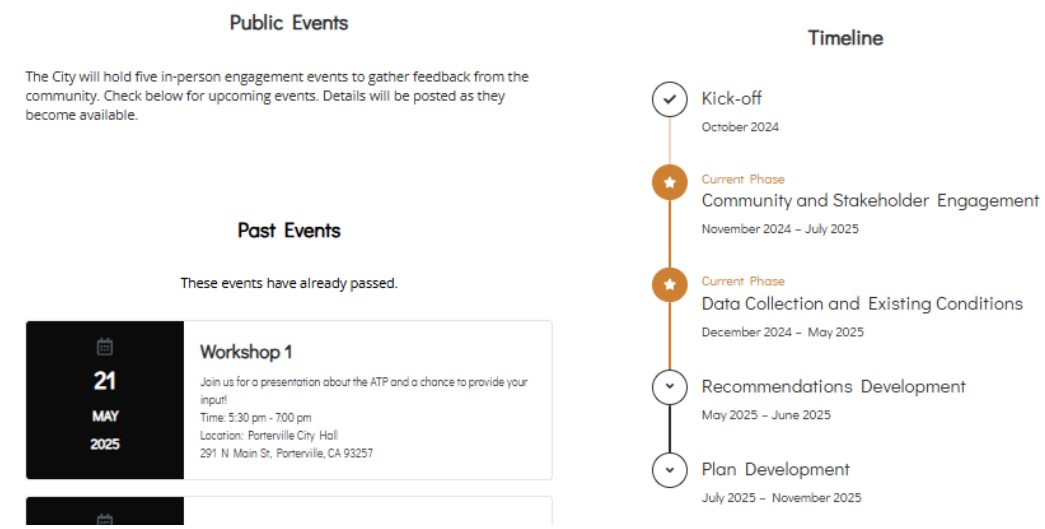


Image of the events section and plan timeline

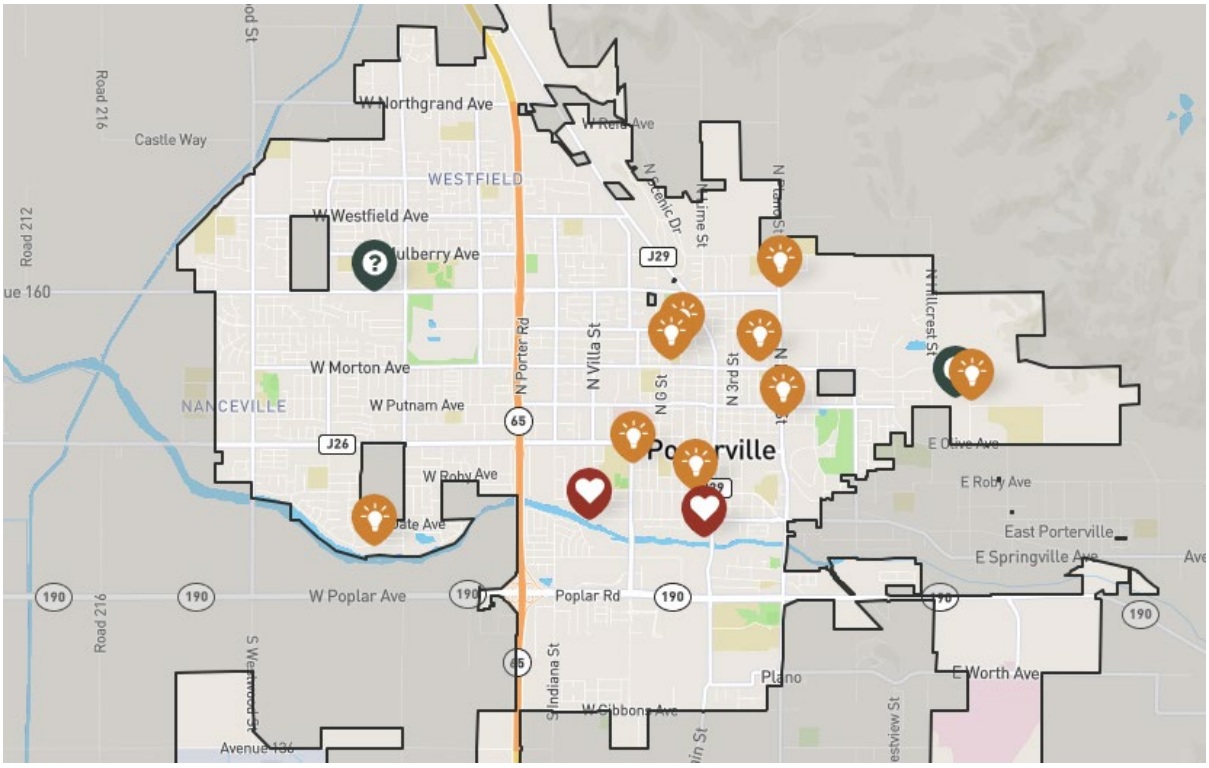
Interactive Map

An interactive map was developed for the ATP to gather location specific comments on the project website. Users were prompted to provide comments about what they loved, wished, and wondered about Porterville's active transportation network. The following descriptions were provided on the interactive map welcome page:

- **I love**: How do you like getting around town? What public spaces do you enjoy spending time in? What are your favorite streets or trails, and why?
- **I wish**: What would you wish to change about getting around in our community? What are the changes you wish to see on our streets or trails?
- **I wonder**: How do you imagine transportation expanding in our community? What walking and bicycling solutions do you wonder about?

The interactive map was opened for comment beginning January 2025 and was closed July 2025. The map received 13 comments.

Most of the interactive map comments related to pedestrian safety and pedestrian pathways. The community identified locations where crosswalks with safety enhancements should be placed, primarily near schools. The community also identified improvements to the Tule River Parkway and the bicycle network.



Screenshot of the interactive mapping tool.

1.4 Notifying the Community

A contact list was developed throughout the community engagement process to share updates about the Plan. Emails were collected during in-person events and on the website. Community members who signed up received emails about upcoming events and online engagement opportunities throughout the planning process.

Social media and newsletters were also used to notify the community. The City used Facebook, Instagram and the City of Porterville Community E-Newsletter to promote the website, survey, interactive map, and in-person engagement events.

Social media post directing community members to the website.

Social median post directing community members to the survey

Attachment 1

Community Engagement Feedback

Attachment 1:Community Engagement Feedback

Table 1 – In-Person Engagement

Event	Date	Community Comments
Pop-up 1	11/11/2024	No street lighting by Shell station
Pop-up 1	11/11/2024	Before O-Reilly's -- existing flashing beacons/flashing crosswalk isn't as bright as it should be
Pop-up 1	11/11/2024	Hendersen/Westwood - have a sign that says, "don't block intersection". Gets congested during school time
Pop-up 1	11/11/2024	Would like to see an RRFB on Morton
Pop-up 1	11/11/2024	People drive 60 mph on Hendersen, starting at Rockwell
Pop-up 1	11/11/2024	Mulberry/Newcomb
Pop-up 1	11/11/2024	If it were most accessible, I'd bike to work
Pop-up 1	11/11/2024	I wish the buses had a ramp for wheelchairs in the back rather than the front
Pop-up 1	11/11/2024	I wish the buses ran later, until 8 or 9 pm
Pop-up 1	11/11/2024	I love the Tule Bikeway
Pop-up 1	11/11/2024	I love the Sante Fe Trail
Pop-up 1	11/11/2024	Runners love running on Louis Hill, but the shoulder isn't wide enough
Pop-up 1	11/11/2024	On Hwy 90 near the Starbucks, bicyclist almost hit pedestrian
Pop-up 2	4/5/2025	City is doing a good job with fixing curb ramps

Event	Date	Community Comments
Pop-up 2	4/5/2025	Need more of these crosswalks along West Olive side and for traffic lights
Pop-up 2	4/5/2025	RRFB helpful for mid-block crossings
Pop-up 2	4/5/2025	Class IV- too much work-will take part of the street
Pop-up 2	4/5/2025	to bike in groups- (2) Class II- even better- (1) Class II-better than nothing-(0) Class I- use if there (still need #1&2)
Pop-up 2	4/5/2025	As Mother- feel better w/ buffered bike lane
Pop-up 2	4/5/2025	Garden by Westwood- High Vis Good- people blow through traffic lights- Ped hit here
Pop-up 2	4/5/2025	No sidewalks to Summit HS
Pop-up 2	4/5/2025	Lights along Tule River improved safety- I am a runner
Pop-up 2	4/5/2025	Security, fences, protection from homeless on Police bike path would help & underneath overlook
Pop-up 2	4/5/2025	Bike crashes. Don’t let kids bike anymore- By Grocery out at Olive
Pop-up 2	4/5/2025	at Aldi -RRFB is needed, crosswalk doesn’t work - SR 190/Jaye St
Pop-up 2	4/5/2025	Pedestrian Education for Intersections- Peds go through/weave around cars
Pop-up 2	4/5/2025	Cars don’t stop @ RRFBs at Tule River Parkway- add raised intersection?
Pop-up 2	4/5/2025	Olive/SFB- hard for cars to see peds- crash here?
Pop-up 2	4/5/2025	Morton/SF Byway-: in-street RRFB lights=not working
Pop-up 2	4/5/2025	Where class is connected, put picnic tables/BBQ. Families can go on weekends

Event	Date	Community Comments
Pop-up 2	4/5/2025	When Class I planned well, can all things wouldn't all (wildlife, mountains) --under of 190 needed
Pop-up 2	4/5/2025	Sidewalk part wills near college needed
Pop-up 2	4/5/2025	I skateboard around town
Pop-up 2	4/5/2025	need trees downtown- Main St.
Pop-up 2	4/5/2025	near Granite Hills/ Morton- maybe bulb-outs? Hard for motors to see HS kids
Pop-up 2	4/5/2025	Voyle School- needs pavement. SRTS here would be great- Students walk through cemetery now.
Pop-up 2	4/5/2025	More trees + Skateparks (addition to park was nice) Huge Skate community
Workshop 1	5/21/2025	Continuing the Tule River Parkway west would be great
Workshop 1	5/21/2025	Bike theft is an issue. Bad bicyclists ruin it for all.
Workshop 1	5/21/2025	I prefer Olive Avenue. Class IV would be great to have a safe space to ride.
Workshop 1	5/21/2025	Bike lane is too narrow. Currently, kids love to ride side by side, not single file.
Workshop 1	5/21/2025	Kids ride down Henderson to Target - some do not use the bike lane.
Workshop 1	5/21/2025	Henderson is wide + where destination is. This is a socially desirable route.
Workshop 1	5/21/2025	Amenities (bike pumps, workouts areas, bike routes) sprinkled about on recreational facilities.
Workshop 1	5/21/2025	Bicyclists get honked at and flipped off often.
Workshop 1	5/21/2025	Santa Fe By Way is awesome - I want it to be a complete loop

Event	Date	Community Comments
Workshop 1	5/21/2025	Morton is the safest, but it's a sharrow so kids ride through the street. Creating a green painted bike lane will make it clear where bicyclists are supposed to ride and alert drivers to the presence of bicyclists. Pavement markings + police enforcement are needed to make sure bicyclists ride in the right place.
Workshop 1	5/21/2025	Right now, I don't feel safe on Henderson Avenue, but I would feel a lot safer using a Class IV.
Workshop 1	5/21/2025	Santa Fe By Way does not connect to the tule river parkway - I want that connection to be a shared-use path
Workshop 1	5/21/2025	I want to be able to connect to destinations like community centers, friends' houses, by bike, using the Tule River Parkway
Workshop 1	5/21/2025	Senior users on the recreational trails would love places to stop on the bikeway, including bathrooms and benches. Lighting, toilets, water fountains, bike racks, shade trees and seating are all needed. Not having toilets on the trail makes it challenging for families to take their children to enjoy the parkway.
Workshop 1	5/21/2025	Lighting on existing Tule River Parkway is needed. Parks + seating along the shared-use path would be nice.
Workshop 1	5/21/2025	I want to see the Tule River parkway extended to Westwood Street and to the east
Workshop 1	5/21/2025	Lots of residents in the west part of the city. Newcomb would be an excellent way to connect them to the tule river parkway.
Workshop 1	5/21/2025	Matthew and Westwood as bicycle connections to the Tule River Parkway for residents on the west side of the city. Want a bike lane, but this street might not be wide enough for a buffer.
Workshop 1	5/21/2025	Westfield is the best connectivity to the parkway, even if parking must be eliminated
Workshop 1	5/21/2025	Green Paint - or any color - would help make it clear where the bicycle lanes are.
Workshop 1	5/21/2025	Neighborhood streets are wide and could be used for bike lanes.
Workshop 1	5/21/2025	Too many stop signs
Workshop 1	5/21/2025	Loop Butterfield to connect SUPs would be great.
Workshop 1	5/21/2025	West Grand could be a good neighborhood bicycle connection from SR 65 to Zalud Park. Connects to future Butterfield trail and Zalud Park.
Workshop 1	5/21/2025	North Street is the safest

Event	Date	Community Comments
Workshop 1	5/21/2025	Would love to see the Butterfield trail, that would be the perfect connection
Workshop 1	5/21/2025	Educate the community about existing bike trails - online maps or maps on the trails, bike rodeos and community rides, wayfinding signage
Workshop 1	5/21/2025	W North Grand bicycle connection
Workshop 1	5/21/2025	Want to see Henderson and Olive as bicycle connections
Workshop 1	5/21/2025	Bikeway on Newcomb would be huge
Workshop 1	5/21/2025	Tule River undercrossing at SR 65 would be great, but this will be difficult and costly.
Workshop 1	5/21/2025	Existing bike lanes are so narrow.
Workshop 1	5/21/2025	Rec loop south of tule river just east of SR 65
Workshop 1	5/21/2025	Lighting needed on Tule River Parkway
Workshop 1	5/21/2025	Construct northern parkway (currently an informal path)
Workshop 1	5/21/2025	No lighting or benches on Tule River Parkway - would like to see some. Lighting is present east of abandoned rail.
Workshop 1	5/21/2025	I'd like to be able to get from north of Westfield to Tule River
Workshop 1	5/21/2025	Community center at Henderson and Santa Fe By Way
Workshop 1	5/21/2025	Shared-use path around Newcomb, Morton, and prospect (around the block connecting to Veteran’s Park and skate park.
Workshop 1	5/21/2025	I want to change the culture - both for bicyclists to obey the law and for drivers to respect the presence of bicyclists.
Pop-up 3	8/11/2025	Westwood is better than Newcomb - more scenic + less driveways + more schools

Event	Date	Community Comments
Pop-up 3	8/11/2025	Medians along Olive + Westwood. Remove in long-term?
Pop-up 3	8/11/2025	More safety along shared-use paths. Like TRP (tule river parkway)
Pop-up 3	8/11/2025	Tule River Parkway to regional shared-use path (along canal) would be great. I used to ride TRP to my girlfriend's house when I lived here
Pop-up 3	8/11/2025	(Shared-use path) From Murray Park to Pioneer School along Plano St. (Bike and/or Ped)
Pop-up 3	8/11/2025	Along shared-use paths, safety programs are needed. On Santa Fe Byway, I won't go south of Olive Ave. Lighting needed
Pop-up 3	8/11/2025	Quads are speeding through Butterfield right now. Way to slow down?
Pop-up 3	8/11/2025	Path "punch throughs" to Butterfields to connect the residential neighborhoods
Pop-up 3	8/11/2025	I would like to bike or walk along Henderson to the new sports complex. Bike lanes on Henderson would be great
Pop-up 3	8/11/2025	I would like to see sidewalks in Indiana + Morton. No bike lane or sidewalk to ride on
Pop-up 3	8/11/2025	Education to deter risky bicycle behavior
Pop-up 3	8/11/2025	Encourage people to ride on the right side of the road, maybe with signage
Pop-up 3	8/11/2025	Lombardi school Ave needs major improvements.
Pop-up 3	8/11/2025	Westfield + Lombardi specifically protection green paint + protection for kids
Pop-up 3	8/11/2025	Groups of children ride on Henderson and Olive, need bike lanes so they aren't riding in the street
Pop-up 3	8/11/2025	Bicycle infrastructure near the school in Henderson/Westwood
Pop-up 3	8/11/2025	Concerned about long-term maintenance. Would prefer rumble strips or concrete along bicycle lanes

Event	Date	Community Comments
Pop-up 3	8/11/2025	Westfield + Westwood - more lanes = more traffic, but there's only a crosswalk here
Pop-up 3	8/11/2025	High vis crosswalk needed (at Morton Ave and N Beverly St)
Pop-up 3	8/11/2025	Mid-block crossing needed at Morton Ave and Prospect St) as people illegally crossing here
Pop-up 3	8/11/2025	Olive Ave is not pedestrian friendly due to SR65 on/off ramps
Pop-up 3	8/11/2025	RRFB here (at Jaye and Orange); students cross everywhere right now, education to teach them how to cross
Pop-up 3	8/11/2025	cars don’t obey peds in crosswalk - RRFB - No cross guard
Pop-up 3	8/11/2025	At SR 190 and Jaye Street, there is only 1 ped crossing, people illegally cross. Need more crossings. No ADA ramps. People have to go onto oncoming traffic, including to the bus stop. Sidewalk gaps here. A lot of accidents (all types) happen here.
Pop-up 3	8/11/2025	RRFB's on Olive are working; HAWKS needed to better control traffic
Pop-up 3	8/11/2025	EB Olive narrows into Downtown, which feels unsafe as a bicyclist
Pop-up 3	8/11/2025	Along Henderson, more ped/bike crossings are needed. There are already a lot of pedestrians and bicyclists crossing.
Pop-up 3	8/11/2025	Some people don’t stop for me along Santa Fe Byway. I would like speed bumps or something to slow people down.
Pop-up 3	8/11/2025	Union Ave behind Porterville High School has no sidewalks
Pop-up 3	8/11/2025	Lighting needed on Porter Road and across the bridge
Pop-up 3	8/11/2025	Only one crosswalk at Pioneer + Prospect, would like to see a second crosswalk. Would make it better for my child walking to school
Pop-up 3	8/11/2025	People speed (Indiana/Henderson) Slow them down
Pop-up 3	8/11/2025	Sidewalks in " Old Porterville" (north-west) are non-existent. Would like an elevated sidewalk like the rest of the city

Event	Date	Community Comments
Pop-up 3	8/11/2025	Laurelwood subdivision traffic congestion. Kids cross street to go to multiple schools. Improvements for kids needed.
Pop-up 3	8/11/2025	I would like to see better signage, benches, and shade for bus stops. Crossing lights at bus stops.
Pop-up 3	8/11/2025	Bicycle detection at signalized intersections would help + protected intersections if they fit
Pop-up 3	8/11/2025	Lighting so I could see pedestrians when I drive on Henderson/Main
Pop-up 3	8/11/2025	RRFB/HAWK on Morton between Intersections
Pop-up 3	8/11/2025	Newcomb Street is narrow on Newcomb from Morton to Henderson
Pop-up 3	8/11/2025	People (kids) cross illegally here (Henderson at High School). RRFB here would be great
Pop-up 3	8/11/2025	I feel fine riding on Henderson Ave since the road is wide, but I feel less safe where the road narrows

Table 2 – Pop-Up 1 Project Exercise

Improvement Type	Pop-Up 1: Active Transportation Improvement Votes	Pop-Up 2: Active Transportation Improvement Votes	Total Active Transportation Improvement Votes
Sidewalk	8	3	11
Curb Ramp	4	3	7
Curb Extension	10	2	12
High Visibility Crosswalk	13	6	19
Raised Crosswalk	5	2	7
RRFB	17	5	22
Safe Routes to School	12	7	19
Class II Bicycle Lane	16	3	19
Class II Buffered Bicycle Lane	11	3	14
Class IV Protected Bikeway	29	1	30
Unspecified	17	0	17
Class I Multi-use Path	24	6	30
Wayfinding	5	3	8

Table 3 – Pop-Up 3 Project Exercise

Crossing Improvement Comments	Primary Street	Secondary Street
High vis crosswalk needed	w Morton Ave	N Beverly St.
Mid-block crossing needed (people illegally crossing to-from river)	w Morton Ave	N Prospect St.
RRFB here; students cross everywhere right now, including between- education to teach them how to cross	S Jaye St	W Orange Ave
Not ped friendly due to SR65 on/off ramps	SR65	W Olive Ave
RRFB's working; HAWKS needed to better control traffic	Olive Ave	
Lots of traffic. Traffic Makes school AT unsafe	N Westwood St	W Lusia Ave
1 ped crossing only; people illegally cross. Need more crossings. No ADA ramps. People have to go onto oncoming traffic, including bus stops. Sidewalk gap; a lot of accidents (all types)	SR 190	Jaye St
People (kids) cross illegally here. RRFB here would be great	W Henderson Ave	East End of High School (Lindale Pl)
people speed. Slow them down	S Indiana St	W Henderson Ave
EB Olive narrows into Downtown. Feel unsafe	W Olive Ave	S E St.
lights needed- too dark	S Main St	E Gibbons Ave
More safety along SUPs like TRP	Tule River Parkway	S Jaye St

Table 4 – Interactive Map Comments

Created on	Type	Interactive Map Comments	Location/Primary Street	Secondary Street	Up Votes	Down Votes
2/19/2025	I Wish	The streets around granite hills would benefit from cross walks. There are way too many kids crossing and cars do not respect nor stop for them. Olive/ Holcomb has one and it's great!	Granite Hills High School		2	0
2/19/2025	I Wonder	There is a path through the grape field that leads to Putnam I wonder if that could be made safer for kids to travel through. I'm sure it's all private property but just a thought I've had for a while.	Granite Hills High School	Putnam Avenue	0	0
2/19/2025	I Wish	Please add a flashing button sign here; I'm not sure why other locations got this added, but not in front of a school on a bustling street.	Morton Avenue	N Roche Street	4	0
2/28/2025	I Wish	Install a crosswalk at Plano St and Oak St; many people cross at this location to go to the park.	Plano Street	Oak Avenue	4	0
2/28/2025	I Wish	I think it's time for a stoplight to be installed at this location.	Henderson Avenue	Plano Street	1	0
2/28/2025	I Wish	Please add a flashing button sign here since this street is busy, and kids are crossing here.	Morton Avenue	Granito Street	4	0
6/6/2025	I Wish	Flashing stop sign is need people are always running these 4 ways stops	Bellview Avenue	East Street	0	0
6/29/2025	I Wish	Flashing stop sign should be added, kids are always crossing here	Jaye Street	Maple Avenue	1	0
7/2/2025	I Love	I love the Tule River Parkway. River corridor access, ped and bike path and the Tule River Parkway Native Plant Gardens	Tule River Parkway		0	0
7/2/2025	I Wish	The Tule River Parkway needs to be extended from 65 to Westwood. This bike and ped path would directly serve the associated housing area and extend the connectivity of the city trail system	Tule River Parkway		0	0
7/2/2025	I Wonder	A plan for bike lane development needs to be conducted which will guide consistent development and provide a framework for future plans and grant submissions. A network of connected streets with bike lanes and public lands such as parks should be designed to create a grid for bike travel.	West Porterville		0	0
7/2/2025	I Love	A small percentage of residents know about our walking trail options. The City needs to actively advertise all city trails so that the public who want to take a walk can expand their known choices. Most only know about Veteran's park.	General		1	0
7/19/2025	I Wish	On this new walking trail please add night lights	Santa Fe Byway		0	0

Attachment 2

Public Input Survey

Attachment 2: Public Input Survey

Public Input Survey - Long

1. How do you get around Porterville? How often do you use different modes of transportation? *Select all that apply.*

	Multiple times per day	Daily	Few days per week	Weekly	A few times per month	Never
Drive a car						
Walk						
Bike						
Roll (scooter, skates, skateboard, etc.)						
Use a wheelchair						
Take public transit						

2. Where do you currently walk or bike to? *Select all that apply.*
    a. Work
    b. School
    c. Bus stop
    d. Parks and/or trails
    e. Restaurants
    f. Shopping

3. Provide four descriptive words that capture what you love about walking or bicycling in Porterville?

   [Text]

4. Are there places that you love to walk or bike to in Porterville? If so, tell us what places, routes, or streets:

   [Text]

5. How comfortable do you feel using the following modes of transportation? *Mark for all modes of transportation.*

	Very Comfortable	Somewhat Comfortable	Somewhat Uncomfortable	Very Uncomfortable	I do not do this in Porterville
Drive a car					
Walk					
Bike					
Roll (scooter, skates, skateboard, etc.)					
Use a wheelchair					
Take public transit					

6. Do any of the following factors impact how comfortable you feel using the following modes of transportation? *Mark all factors that apply.*

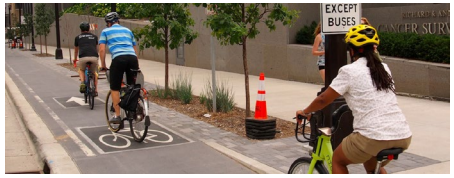
	Unsafe/speeding drivers	Gaps in the sidewalks or bike lanes	Sidewalks or bike lanes are uncomfortable or inaccessible	Unsafe intersections or crossings	Distance to my destinations	Inadequate public transit	Weather conditions	Other
Walk								
Bike								
Roll (scooter, skates, skateboard, etc.)								
Use a wheelchair								
Take public transit								

7. Do you have children in your household that walk, bicycle, roll, or take transit to school? If so, are you concerned about any of the following factors?

   If you have children in your care, but they do not walk, bike, roll, or take transit, what factors prevent them from doing so? *Mark all factors that apply.*

	Unsafe/speeding drivers	Gaps in the sidewalks or bike lanes	Sidewalks or bike lanes are uncomfortable or inaccessible	Unsafe intersections or crossings	School is too far away	Inadequate public transit	Weather conditions	Other
Walk								
Bike								
Roll (scooter, skates,, skateboard, etc.)								
Use a wheelchair								
Take public transit								

8. What improvements might encourage you to walk or bike in Porterville? *Mark all improvements that you'd like to see.*

Sidewalks	ADA compliant curb ramps	Safer crossings at signalized intersections	Safer crossings at midblock locations
Bike Lanes (Class II)	Bike Boulevards (Class III)	Protected/separated Bike Lanes (Class IV) 	Shared Use Path (Class I)

Facilities that support walking and bicycling, such as bike parking and shade/water filling stations	Traffic calming to slow driver speeds, such as raised elements, reduced lanes, bulb outs, and roundabouts	Programs that support walking and bicycling, such as the Safe Routes to School Education Program	

9. Where would you like to walk or bike to (but currently do not)? *Select all that apply. If there are specific destinations, please tell us below.*
    a. Work
    b. School
    c. Bus stop
    d. Parks and/or trails
    e. Restaurants
    f. Shopping
    g. Specific destination(s): _____

Optional Supplemental Questions

The following questions are *optional* but help us understand additional demographic information and who is responding to the survey.

1. **What is your age?**
    - 0 - 18 years old
    - 18 - 30 years old
    - 30 - 45 years old
    - 45 – 64 years old
    - 65 or more years old
    - Prefer not to answer
2. **What gender do you identify?**
    - Woman
    - Man
    - Non-binary
    - Other:_____
    - Prefer not to answer
3. **What is your race/ethnicity (select all that apply)?**
    - Asian
    - Black/African-American
    - Latino or Hispanic
    - Native American
    - Native Hawaiian or Pacific Islander
    - White
    - Other:_____
    - Prefer not to answer
4. **Are there members in your household that are over 65 years old or that have a disability that impacts their ability to walk or bike?**
    - Yes
    - No
    - Prefer not to answer

Public Input Survey – Long (Spanish)

1. ¿Cómo se mueve por la ciudad de Porterville? ¿Con qué frecuencia utiliza diferentes modos de transporte? Seleccione todas las opciones que correspondan.

	Varias veces al día	A diario	Unos días a la semana	Semanalmente	Unas pocas veces al mes	Nunca
Conducir un coche						
Caminar						
Andar en bicicleta						
Rodar (moto patín, patines, patineta)						
Usar una silla de ruedas						
Tomar el transporte público						

2. ¿Hacia a dónde camina o anda en bicicleta actualmente? Seleccione todas las opciones que correspondan.
    a. Trabajo
    b. Escuela
    c. Parada de autobús
    d. Parques y/o senderos
    e. Restaurantes
    f. Hacer Compras
    g. ninguna de las anteriores

3. Proporcione cuatro palabras descriptivas que capturen lo que le encanta de caminar o andar en bicicleta en Porterville.

   [Text]

4. ¿Hay lugares a los que le encanta caminar o andar en bicicleta en Porterville? Si es así, cuéntanos qué lugares, rutas o calles:

   [Text]

5. ¿Qué tan cómodo se siente usando los siguientes modos de transporte? Seleccione una respuesta para cada tipo de transporte.

	Muy cómodo	Algo cómodo	Algo incómodo	Muy incómodo	No hago esto en Porterville
Conducir un coche					
Caminar					
Andar en bicicleta					
Rodar (moto patín, patines, patineta)					
Usar una silla de ruedas					
Tomar el transporte público					

6. ¿Cual de los siguientes factores afecta cómo se siente al usar los siguientes modos de transporte? Marque todos los factores que correspondan.

	Conductores inseguros/ exceso de velocidad	**Distancia entre banquetas o carriles para bicicletas**	**Las banquetas o carriles para bicicletas son incómodos o inaccesibles**	**Intersecciones o cruces inseguros**	**Distancia a mis destinos**	**Transporte público inadecuado**	**Condiciones meteorológicas**
Caminar							
Andar en bicicleta							
Rodar (moto patín, patines, patineta)							
Usar una silla de ruedas							
Tomar el transporte público							

7. ¿Tiene hijos en su hogar que caminan, andan en bicicleta, usan silla de ruedas o toman el transporte público para ir a la escuela? Si es así, ¿le preocupa algunos de los siguientes factores? Si tiene hijos a su cargo, pero no caminan, andan en bicicleta, usan silla de ruedas o toman el transporte público, ¿qué factores les impiden hacerlo? Marque todos los factores que correspondan.

	Conductores descuidados/excesivamente rápidos.	**Distancia entre banquetas o carriles para bicicletas.**	**Las banquetas o carriles para bicicletas son incómodos o inaccesibles**	**Intersecciones o cruces inseguros**	**La escuela está demasiado lejos**	**Transporte público inadecuado**	**Condiciones meteorológicas**
Caminar							
Andar en bicicleta							
Rodar (moto patín, patines, patineta)							
Usar una silla de ruedas							
Tomar el transporte público							

8. **¿Qué mejoras podrían animarle a caminar o andar en bicicleta en Porterville? Marque todas las mejoras que le gustaría ver**.

Banquetas	Rampa peatonal	Cruces más seguros en intersecciones con semáforos	Cruces más seguros en ubicaciones a mitad de cuadra
Ciclovía (Clase II)	Bulevar para bicicletas (Clase III)	Ciclovía protegida (Clase IV)	Sendero (Clase I)

Instalaciones que apoyen el caminar y andar en bicicleta, como estacionamiento para bicicletas y estaciones de sombra/fuente de agua 	Medidas que calmen el tráfico para reducir la velocidad de los conductores, como elementos elevados, reducción de carriles, extensiones de banquetas y glorietas 	Programas que apoyen el caminar y andar en bicicleta, como el programa de educación de Rutas Seguras a la Escuela 	

9. ¿A dónde le gustaría caminar o andar en bicicleta (pero actualmente no lo hace)? Seleccione todas las opciones que correspondan. Si hay destinos específicos, por favor indíquelos abajo.

    a. Trabajo

    b. Escuela

    c. Parada de autobús

    d. Parques y/o senderos

    e. Restaurantes

    f. Compras

    g. Destino(s) específico(s): _____

Preguntas suplementarias opcionales

Las siguientes preguntas son opcionales, pero nos ayudan a comprender información demográfica adicional y quién está respondiendo a la encuesta.

1. **¿Cuál es su edad?**
   - 0 – 17 años de edad
   - 18 – 29 años de edad
   - 30 – 44 años de edad
   - 45 – 64 años de edad
   - 65 y arriba de años de edad
   - Prefiero no responder
2. **¿Con qué género se identifica?**
   - Mujer
   - Hombre
   - No binario
   - Otro:_____
   - Prefiero no responder
3. **¿Cuál es su raza/etnia (selecciona todas las que correspondan)**
   - Asiático
   - Negro/Afroamericano
   - Latino o hispano
   - Nativo americano
   - Nativo hawaiano o isleño del Pacífico
   - Blanco
   - Otro: _____
   - Prefiero no responder
4. **¿Hay miembros en su hogar que tengan más de 65 años o que tengan una discapacidad que afecte su capacidad para caminar o andar en bicicleta?**
   - Sí
   - No
   - Prefiero no responder

Public Input Survey - Short

1. How do you get around Porterville?
    a. Drive a car
    b. Walk
    c. Bike
    d. Roll (scooter, skates, skateboard, etc.)
    e. Use a wheelchair
    f. Take public transit
2. Where do you currently walk or bike to? *Select all that apply. If there are specific destinations, please tell us below.*
    a. Work
    b. School
    c. Bus Stop
    d. Parks and trails
    e. Restaurants
    f. Shopping
    g. Specific destination(s): _____
3. How comfortable do you feel walking or bicycling in Porterville?
    a. Very comfortable
    b. Somewhat comfortable
    c. Somewhat uncomfortable
    d. Very uncomfortable
    e. I don't walk or bike
4. What factors, if any, make you feel uncomfortable walking or bicycling in Porterville? *Select all that apply.*
    a. Unsafe/speeding drivers
    b. Gaps in sidewalks or bicycle lanes
    c. Sidewalks or bike lanes are uncomfortable or inaccessible
    d. Unsafe intersections or crossings
    e. Distance to my destinations
    f. Weather conditions

5. Do you have children in your household that walk, bike, roll, or take transit to school? If so, are you concerned about any of the following factors? If you have children in your care, but they do not walk, bike, roll, or take transit, what factors prevent them from doing so? *Select all that apply.*
    a. Unsafe/speeding drivers
    b. Gaps in sidewalks or bicycle lanes
    c. Sidewalks or bike lanes are uncomfortable or inaccessible
    d. Unsafe intersections or crossings
    e. School is too far away
    f. Weather conditions
6. What improvements might encourage you to walk or bike in Porterville? *Mark all improvements that you'd like to see.*
    a. Sidewalks
    b. ADA compliant curb ramps
    c. Safer crossings at signalized intersections
    d. Safer crossings at minor intersections or mid-block locations
    e. Shared Use Path (Class I): Bike and pedestrian paths that are off-road
    f. Bike Lane (Class II): Bike lanes that are on-road and separated from vehicle traffic by paint and signage
    g. Bicycle Boulevard (Class III): Bike routes that are on-road and shared with vehicle traffic, usually at lower speeds
    h. Protected/Separated Bike Lanes (Class IV): Bikeways that are on-road and separated from vehicle traffic by barriers like curbs or bollards
    i. Facilities that support walking and bicycling, such as bike parking and shade/water filling stations
    j. Traffic calming to slow driver speeds, such as raised elements, reduced lanes, bulb outs, and roundabouts
    k. Programs that support walking and bicycling, such as the Safe Routes to School Education Program
7. Where would you like to walk or bike to (but currently do not)? *Select all that apply. If there are specific destinations, please tell us below.*
    h. Work
    i. School
    j. Parks and trails
    k. Restaurants
    l. Shopping
    m. Specific destination(s): _____

Public Input Survey – Short (Spanish)

1. ¿Cómo se mueve por la ciudad de Porterville?
    a. Conduciendo un coche
    b. Caminando
    c. Andando en bicicleta
    d. Rodando (moto patín, patines, patineta, etc.)
    e. Usando una silla de ruedas
    f. Tomando el transporte público
2. ¿Hacia a dónde camina o anda en bicicleta actualmente? Seleccione todas las opciones que correspondan.
    a. Trabajo
    b. Escuela
    c. Parada de autobús
    d. Parques y/o senderos
    e. Restaurantes
    f. Hacer Compras
    g. Destinos específicos: _____
3. ¿Qué tan cómodo se siente caminando y andando en bicicleta en Porterville?
    a. Muy cómodo
    b. Algo cómodo
    c. Algo incómod
    d. Muy incómodo
    e. No camino ni ando en bicicleta
4. ¿Cual de los siguientes factores afecta cómo se siente al usar los siguientes modos de transporte? Marque todos los factores que correspondan.
    a. Conductores inseguros/excesivamente rápidos.
    b. Huecos en las aceras o carriles para bicicletas.
    c. Las aceras o carriles para bicicletas son incómodos o inaccesibles
    d. Intersecciones o cruces inseguros
    e. Distancia a mis destinos
    f. Transporte público inadecuado
    g. Condiciones meteorológicas

5. ¿Tiene hijos en su hogar que caminan, andan en bicicleta, usan silla de ruedas o toman el transporte público para ir a la escuela? Si es así, ¿le preocupan algunos de los siguientes factores? Si tiene hijos a tu cargo, pero no caminan, andan en bicicleta, usan silla de ruedas o toman el transporte público, ¿qué factores les impiden hacerlo? Marque todos los factores que correspondan.

    a. Conductores descuidados/excesivamente rápidos.

    b. Distancia entre banquetas o carriles para bicicletas.

    c. Las banquetas o carriles para bicicletas son incómodos o inaccesibles

    d. Intersecciones o cruces inseguros

    e. La escuela está demasiado lejos

    f. Transporte público inadecuado

    g. Condiciones meteorológicas

6. ¿Qué mejoras podrían animarle a caminar o andar en bicicleta en Porterville? Marque todas las mejoras que le gustaría ver.

    a. Banquetas

    b. Rampa peatonal

    c. Cruces más seguros en intersecciones con semáforos

    d. Cruces más seguros en ubicaciones a mitad de cuadra

    e. Sendero (Clase I): caminos fuera de la calle compartidos por peatones y ciclistas

    f. Ciclovía (Clase II): Ciclovía que están en la carretera y separados del tráfico vehicular solo por pintura y señalización

    g. Bulevar para bicicletas (Clase III): Rutas para bicicletas que están en la carretera y se comparten con el tráfico de vehículos, generalmente a velocidades más bajas.

    h. Ciclovía protegida (Clase IV): Ciclovías que están en la carretera y separadas del tráfico vehicular por barreras como bordillos o bolardos

    i. Instalaciones que apoyan el caminar y andar en bicicleta, como estacionamiento para bicicletas y estaciones de sombra/fuente de agua

    j. Medidas que calmenel tráfico para reducir la velocidad de los conductores, como elementos elevados, reducción de carriles, extensiones de banquetas y glorietas

    k. Programas que apoyen el caminar y andar en bicicleta, como el programa de educación de Rutas Seguras a la Escuela

7. ¿A dónde le gustaría caminar o andar en bicicleta (pero actualmente no lo hace)? Seleccione todas las opciones que correspondan. Si hay destinos específicos, por favor indíquelos abajo.

    a. Trabajo

    b. Escuela

    c. Parada de autobús

    d. Parques y/o senderos

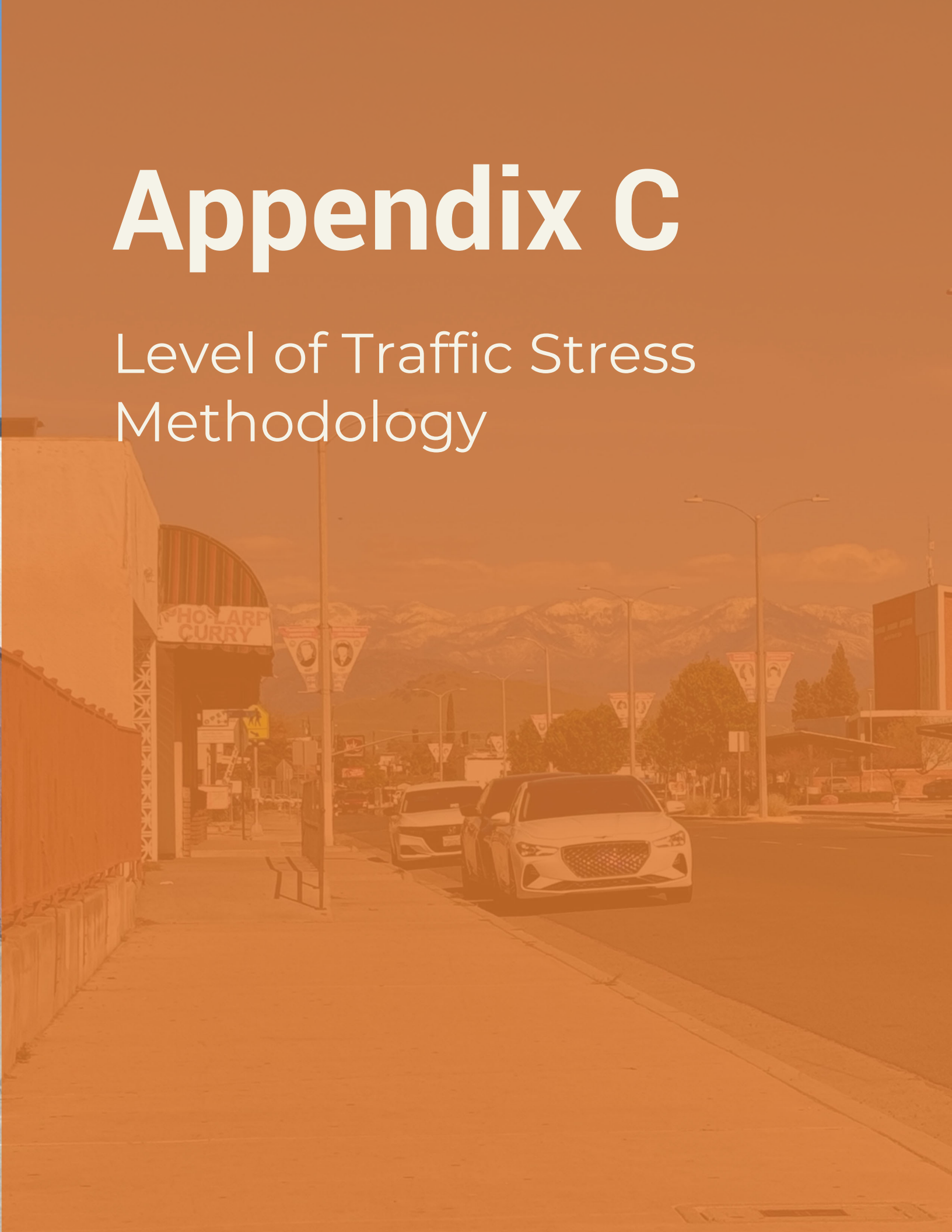
    e. Restaurantes

    f. Compras

    g. Destino(s) específico(s): _____

Appendix C

Level of Traffic Stress Methodology



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Appendix C: Level of Traffic Stress (LTS) Methodology

Level of traffic stress (LTS) is a suitability rating system from the perspective of different subsets of the population, which measures the perceived comfort, safety and convenience associated with bicycling or walking in or adjacent to vehicle traffic. Studies have shown that 60 percent of the population will be deterred from bicycling or walking if an active transportation facility features high levels of traffic stress and they will only choose the routes with the highest levels of perceived safety.[1] The less stressful the experience, and the lower the LTS score, the more likely bicycling or walking is to appeal to a broader segment of the population.

A bicycle and pedestrian network will attract greater numbers of residents, employees and visitors of all ages and abilities if it is designed to reduce the level of stress associated with potential conflicts with motor vehicles and safely connect people to their destinations. Facilities that provide greater separation between vehicle traffic and people walking and bicycling, as well as minimize the potential for stressful conflicts between these road user groups, will result in the lowest levels of traffic stress and highest comfort using the facility.

This memorandum describes the LTS methodology and analysis criteria in additional detail.

1.1 Bicycle LTS

The LTS analysis analyzes the traffic stress associated with bicycling. Bicycle LTS analysis employs the level of traffic stress methodology described in the Oregon Department of Transportation (ODOT) "Analysis Procedures Manual Version 2, Chapter 14, Multimodal Analysis," (August 2024). The methodology presented therein is based on the paper, *Low Stress Bicycling and Network Connectivity,* Report 11-19, published by the Mineta Transportation Institute (MTI) (May 2012). The LTS methodology as reported by ODOT's latest Multimodal Analysis Procedure Manual includes updates to the methodology that was originally published by MTI. The updated methodology includes analysis criteria for new bicycle facility types that have become more frequently implemented since the original report was published and considers additional infrastructure types not analyzed under the MTI methodological approach. Additionally, analysis criteria for bicycle segment LTS has been updated by Peter Further, co-author of the 2012 MTI report, multiple times, most recently in

[1] "Four Types of Transportation Cyclists in Portland," Geller, 2006

2022[2]. While the 2024 ODOT study uses analysis from 2017, this methodology employs the most recent 2022 criteria.

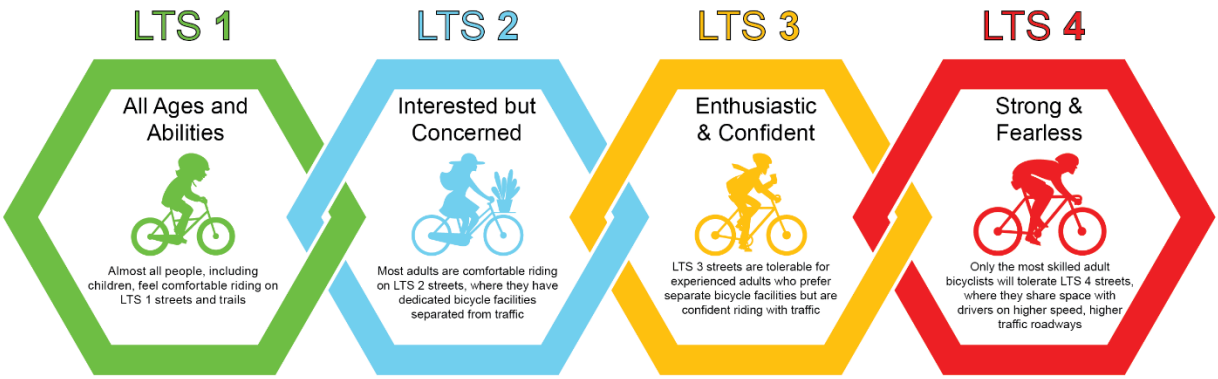
The bicycle LTS methodology considers a variety of roadway infrastructure characteristics to determine the LTS score of a roadway or intersection, including:

- Level of separation from vehicular traffic
- Street width (number of lanes), daily traffic volumes and/or functional classification
- Presence and width of bike lanes, parking lanes, medians and turn lanes
- Frequency of bike lane blockage
- Speed limit or prevailing speed of adjacent street or streets being travelled along or crossed
- Intersection control type

Level of traffic stress scores are governed by the worst-case principle, meaning that the highest stress score associated with analyzed criteria will determine the LTS score of the overall segment, with LTS 1 being the lowest stress and LTS 4 being the highest stress. The application of these criteria-specific bicycle LTS analysis is described below.

Figure 1 describes each LTS score by bicycle user type or category. 60 percent of the population falls within the interested but concerned LTS 1 or LTS 2 categories. Bicycle LTS analyzes roadway segments, intersection approaches and intersection crossings, and the worst score among the three analysis categories determines the overall LTS score of the overall segment.

Figure 1 – Level of Traffic Stress by User Category



[2] Furth, 2022. https://bpb-us-e1.wpmucdn.com/sites.northeastern.edu/dist/e/618/files/2014/05/LTS-Tables-v2.2.pdf

Segments

The criteria for analyzing Bicycle LTS is broken into three categories:

- Physically separated paths or lanes, such as Class I shared-use paths or Class IV cycle tracks
- Streets with standard bicycle lanes, such as Class II or Class II buffered bicycle lanes
- Streets without bicycle lanes, also referred to as mixed traffic

Physically separated paths or lanes are generally assigned LTS scores of one due to the greater separation from vehicular traffic, while the LTS scores associated with the other two categories vary based on a variety of factors.

The criteria for analyzing the segment LTS of streets with Class II bicycle lanes are presented in Table 1 and Table 2, which are separated by segments that feature an adjacent parking lane, and those that do not. As shown, the segment LTS score considers bicycle lane width, presence and parking lane width, speed and lanes per direction. Prevailing speeds from the speed survey conducted by the city of Porterville in 2014 were used where available. Otherwise, posted speeds were used.

Table 1 – Bicycle LTS Criteria for Segment with Bike Lane and Adjacent Parking Lane

		Prevailing or Posted Speed			
Number of Lanes	**Bike lane reach = bike + parking lane width**	**0-28.5**	**28.5-33.5**	**33.5-38.5**	**38.5-43.5**
1 thru lane per direction or contraflow lane	15+ ft	LTS 1	LTS 2	LTS 2	LTS 3
	<15 ft	LTS 2	LTS 2	LTS 3	LTS 3
1-way multilane	15+ ft	LTS 2	LTS 3	LTS 3	LTS 3
	<15 ft	LTS 3	LTS 3	LTS 3	LTS 3
2-way, 2 lanes per direction	15+ ft	LTS 2	LTS 3	LTS 3	LTS 3
	<15 ft	LTS 3	LTS 3	LTS 3	LTS 3
Other 2-way multilane	any	LTS 3	LTS 3	LTS 3	LTS 3

Notes

1. *If bike lane is frequently blocked (as may be the case in commercial areas), use mixed traffic criteria.*
2. *Minimum bike lane reach is 12 ft. For narrower reach, use Mixed Traffic criteria.*
3. *Bike lane reach includes any marked buffer next to the bike lane; also, add 2 ft if road has one thru lane per direction and a central two-way turn lane.*
4. *Use mixed traffic criteria if it would result in lower LTS.*

Table 2 – Bicycle LTS Criteria for Segment with Bike Lane, no Adjacent Parking Lane

		Prevailing or Posted Speed					
Number of Lanes	**Bike Lane Width**	**0-28.5**	**28.5-33.5**	**33.5-38.5**	**38.5-43.5**	**43.5-48.5**	**48.5+**
1 thru lane per direction or contraflow lane	6+ ft	LTS 1	LTS 1	LTS 2	LTS 3	LTS 3	LTS 3
	Less than 6 ft	LTS 2	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4
2 thru lanes per direction	6+ ft	LTS 2	LTS 2	LTS 2	LTS 3	LTS 3	LTS 3
	Less than 6 ft	LTS 2	LTS 2	LTS 2	LTS 3	LTS 4	LTS 4
3+ lanes per direction	Any width	LTS 3	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4

Notes

1. *If bike lane is frequently blocked (as may be the case is commercial areas), or if parking is allowed in an advisory lane, use mixed traffic criteria.*
2. *Minimum bike lane width is 4 ft next to a curb and 3.5 ft next to a road edge or discontinuous gutter seam. For narrower bike lanes, use Mixed Traffic criteria.*
3. *Bike lane width includes nay market buffer next to the bike lane; also, add 2 ft if road has one thru lane per direction and a central two-way turn lane.*
4. *Use mixed traffic criteria if it would result in lower LTS.*

Table 3 presents the criteria for analyzing segments without bicycle lanes that require a bicyclist to ride with mixed traffic. If daily traffic volume is available, then that data should be considered in the analysis. If daily volume data is not available, functional classification should be analyzed in place of daily traffic volumes. As shown, lower speed roadways and higher speed roadways are analyzed differently, but both categories consider presence of a marked centerline, number of through lanes per direction, daily traffic volume or functional classification, and speed.

Table 3 – Bicycle LTS Criteria for Segments in Mixed Traffic

		Posted or Prevailing Speed (mph)						
Number of Lanes	**ADT**	**0-23.5**	**23.5-28.5**	**28.5-33.5**	**33.5-38.5**	**38.5-43.5**	**43.5-48.5**	**48.5+**
Unlaned 2-way street (no centerline)	0-750	LTS 1	LTS 1	LTS 2	LTS 2	LTS 3	LTS 3	LTS 3
	751-1500	LTS 1	LTS 1	LTS 2	LTS 3	LTS 3	LTS 3	LTS 3
	1501-3000	LTS 2	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4	LTS 4
	3001+	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4
2-way with 1 lane per direction and centerline, or wide* 1-way, 1 lane	0-1000	LTS 1	LTS 1	LTS 2	LTS 2	LTS 3	LTS 3	LTS 3
	1001-1500	LTS 2	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4	LTS 4
	1501+	LTS 2	LTS 3	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4
Narrow* one-way, 1 lane	0-600	LTS 1	LTS 1	LTS 2	LTS 2	LTS 3	LTS 3	LTS 3
	601-1000	LTS 2	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4	LTS 4
	1001+	LTS 2	LTS 3	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4
2 thru lanes per direction	0-8000	LTS 3	LTS 3	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4
	8001+	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4	LTS 4	LTS 4
3+ thru lanes per direction	Any ADT	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4	LTS 4	LTS 4

Notes

** A one-way street is "narrow" if its width is less than 30 ft with parking on both sides, less than 22 ft with parking on one side, or less than 15 ft with no parking. Otherwise, it is wide.*

Intersection Crossings

SIGNALIZED INTERSECTIONS

The Bicycle LTS criteria for analyzing intersection crossings considers only unsignalized intersections, because signalized intersections usually do not create a barrier as the signal generally provides adequate protections. LTS 1 is assumed for the crossing movements at signalized intersections unless the location is known to create a barrier for the user. All signalized intersections analyzed herein were assigned a LTS score of 1 due to no available data to suggest otherwise. If there are locations known to feature issues causing a barrier, the LTS score of the locations should be adjusted to reflect this information. Barriers could result from difficulty in triggering signal detection, or an intersection may not have the proper markings, ramps, and/or push-button accommodations for bicyclists. In locations such as these, the bicyclist is often forced to use the crosswalk like a pedestrian and should be assigned LTS 2. Engineering judgement should be used for assigning stress levels higher than LTS 1 at signalized intersections.

UNSIGNALIZED INTERSECTIONS

Table 4 and Table 5 present the LTS criteria for analyzing unsignalized crossing locations, which considers the total number of through lanes, daily traffic volume or functional classification and speed. Locations with a median refuge can lower traffic stress by providing space for bicyclists if they are unable to cross before oncoming traffic is approaching. Thus, they are analyzed differently, as shown in Table 4and Table 5. Prevailing speeds from the speed survey conducted by the city of Porterville in 2014 were used where available. Otherwise, posted speeds were used.

Table 4 – Bicycle LTS Criteria for Unsignalized Intersection Crossing without a Median Refuge[1]

Prevailing Speed or Speed Limit (mph)	***Total Through/Turn Lanes Crossed (Both Directions)***					
	≤ 3 Lanes			***4 -5 Lanes***		***≥ 6 Lanes***
	Functional Class/ADT (daily traffic volume)					
	Local	***Collector***	***Arterial***	***Arterial***		***Arterial***
	≤ 1,200	***1,200 - ≤3,000***	***>3,000***	***≤ 8,000***	***>8,000***	***Any ADT***
≤ 25	LTS 1	LTS 1	LTS 2	LTS 3	LTS 4	LTS 4
30		LTS 1	LTS 3	LTS 3	LTS 4	LTS 4
35		LTS 2	LTS 3	LTS 4	LTS 4	LTS 4
≥ 40		LTS 3	LTS 4	LTS 4	LTS 4	LTS 4
1 For street being crossed						

Table 5 – Bicycle LTS Criteria for Unsignalized Intersection Crossing with a Median Refuge[1]

Prevailing Speed or Speed Limit (mph)	***Maximum Through/Turn Lanes Crossed per Direction***			
	1 Lane	***2 Lanes***	***3 Lanes***	***4+ Lanes***
≤ 25	LTS 1 [2]	LTS 2 [2]	LTS 2	LTS 3
30	LTS 1 [2]	LTS 2 [2]	LTS 3	LTS 3
35	LTS 2	LTS 3	LTS 4	LTS 4
≥ 40	LTS 3	LTS 4	LTS 4	LTS 4

1 For street being crossed.

2 Refuge should be at least 10 feet to accommodate a wide range of bicyclists (i.e., bicycle with a trailer) for LTS 1, otherwise LTS=2 for refuges 6 to <10 feet.

1.2 Pedestrian LTS

Pedestrian LTS and the related concept of pedestrian level of service have received substantial attention from researchers. However, unlike with bicycle LTS, there is no consensus, in either academic literature or planning and engineering practice, on a particular form of pedestrian LTS.[3] As such, we use a version of the Oregon Department of Transportation's pedestrian LTS criteria,[4] which were also proposed for Caltrans' district Active Transportation Plans.[5] The Oregon pedestrian LTS scheme has the added advantage of mirroring the 4-tier rating system of Furth's bicycle LTS scheme, offering greater consistency between the bicycle and pedestrian LTS criteria.

Sidewalk width is one of the most widely used variables in pedestrian LTS schemes.[6] It has a significant influence on pedestrian comfort based on the ability to walk or use a mobility device, and particularly the ability to pass others or walk side-by-side.[7]

As part of width, effective sidewalk width (i.e., the clear, unobstructed path) is critically important; sidewalk obstructions are another of the most commonly used variables for estimating pedestrian LTS. Sidewalk condition is similarly important, especially from an equity perspective, because people using wheelchairs and other mobility devices may not be able to use a sidewalk in poor condition, they may be forced into the street.

Data on sidewalk condition, width, and effective width/obstructions are not widely available. Assessing these factors in this project would be extremely time-consuming and likely beyond the available budget. To reduce data collection, we use the General Plan Land Use criteria to give a high-level assessment of pedestrian level of traffic stress.

Among variables studied directly, land use context has one of the highest impacts on physical measures of pedestrian stress.[8] The following table is from Oregon Department of Transportation Exhibit 14-30.

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[3] There is a current effort underway to develop a standardized pedestrian LTS. See https://www.pedbikesafety.org/projects/23uwm05

[4] Oregon Department of Transportation. 2020. Analysis Procedures Manual Version 2: Chapter 14 – Multimodal Analysis: p.14-35 et seq. See https://www.oregon.gov/odot/Planning/Documents/APMv2_Ch14.pdf

[5] The plans did not end up actually assessing pedestrian LTS, however. For proposed methodology, see: Caltrans, Toole Design, Cambridge Systematics and WSP. 2019. California Active Transportation Plans Data Framework and Applications.

[6] Raad and Burke 2018

[7] Vogt et al. 2022

[8] LaJeunesse et al. 2021

Table 6 – Pedestrian LTS Criteria

Pedestrian LTS Based on General Land Use	
Overall Land Use	***Pedestrian LTS***
Residential, central business districts, neighborhood commercial, parks and other public facilities, governmental buildings/plazas, offices/office parks	LTS 1
Low density development, rural subdivisions, unincorporated communities, strip commercial, mixed employment	LTS 2
Light industrial, big box/auto-oriented commercial	LTS 3
Heavy industrial, intermodal facilities, freeway interchanges	LTS 4

Appendix D

Improvement Toolkit+

Appendix D: Improvement Toolkit+

Table 1 – Toolkit of Infrastructure Improvement Types

User	***Improvement Type***	***Name***	***Description***	***Image***
Pedestrian	Network	Sidewalks	Sidewalks are paved facilities that provide comfortable walking space separate from the roadway. They serve as a fundamental element of Americans with Disabilities Act (ADA) compliance.	*Brandon Whyte; Marion, IA-Sidewalk*
Pedestrian	Network	Curb Ramps	Curb ramps provide accessible routes which pedestrians can use to safely transition from a roadway to a curbed sidewalk and vice versa.	*GHD; Sacramento, CA-Curb Ramp*

User	Improvement Type	Name	Description	Image
Pedestrian	Crossing	High Visibility Crosswalks	High visibility crosswalks are bold white bars that run perpendicular to the pedestrian path of travel. High visibility crosswalks aid pedestrians in alerting drivers of the crosswalk.	*GHD; San Diego, CA-High Visibility Crosswalk*
Pedestrian	Crossing	Advanced Stop Bar	Advanced Stop Bars include a painted bar prior to a marked crossing that indicates where drivers should stop and discourage vehicle encroachment into the crosswalk.	*GHD; Sacramento, CA – Advanced Stop Bar*

User	*Improvement Type*	*Name*	*Description*	*Image*
Pedestrian	Crossing	Curb Extensions	Curb extensions expand the sidewalk into the street at a crossing. Curb extensions are typically used where there is on street parking. They narrow traffic lanes to slow speeds, shorten crossing distances, and improve visibility of people crossing the street.	*www.pedbikeimages.com / Lara Justine; Davis, CA- Curb Extension* *GHD, Sacramento, CA – Curb Extension*

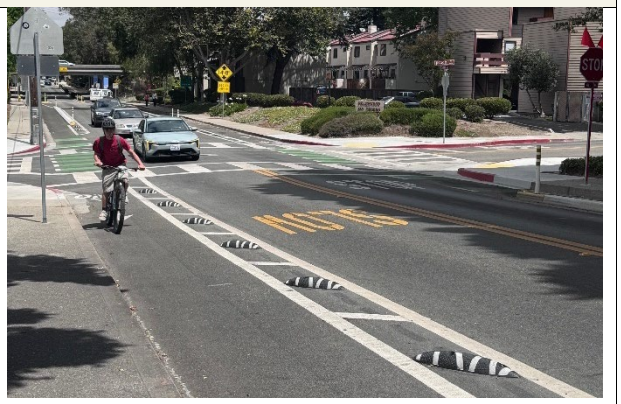
User	*Improvement Type*	*Name*	*Description*	*Image*
Pedestrian	Crossing	Median Refuge Island	At intersections and midblock crossings, Median Refuge Islands break up long crossings and reduce crossing distances for pedestrians. A protected, pedestrian designated space is placed in the middle of the roadway and allows pedestrians to wait and cross one direction of traffic at a time.	*www.pedbikeimages.org / Dan Burden; Bellevue, WA - Median Refuge Island*
Bicyclist and Pedestrian	Crossing	Rectangular Hybrid Beacon (RRFB)	RRFBs combine pedestrian crossing signs and bright flashing lights that are illuminated when a pedestrian presses a button. RRFBs improve visibility at crossings and are proven to increase yielding. RRFBs can be used at intersections or midblock crossings and can be either be at pedestrian level or overhead.	*www.pedbikeimages.org / Lara Justine; Davis CA- RRFB*

User	*Improvement Type*	*Name*	*Description*	*Image*
			[Continue from previous page]	*GHD; Sacramento, CA - Overhead RRFB*
Bicyclist and Pedestrian	Crossing	Pedestrian Hybrid Beacon (PHB or HAWK)	Pedestrian Hybrid Beacons (PHBs) and pedestrian signals are installed where drivers must yield to pedestrians, but no signal or stop sign exists. Factors like lane count, crossing distance, and speed limit help determine their placement. PHBs and pedestrian signals are pedestrian activated and display a red signal when the button is pushed, indicating drivers to stop. Pedestrians must wait for a WALK signal before crossing.	*www.pedbikeimages / Mike Cynecki; Phoenix, AZ - PHB on high-speed corridor*

User	*Improvement Type*	*Name*	*Description*	*Image*
Pedestrian	Crossing	Leading Pedestrian Interval (LPI)	LPIs are signalized intersections with a walk phase that prevents the green phase for motorists by a few seconds, allowing pedestrians to get a head start crossing the street. LPIs improve visibility of pedestrians by bringing them into the crosswalk into the field of view for turning vehicles.	*SFMTA; San Francisco, CA-LPI*
Pedestrian	Crossing	Raised Crosswalk	Raised crosswalks are crosswalks that are elevated a few inches above the street to improve pedestrian visibility. Raised crosswalks also act as speed tables or speed humps, slowing vehicle speed.	*City of Chicago - Raised Crosswalk*

User	Improvement Type	Name	Description	Image
Bicyclist and Pedestrian	Network	Shared-use Paths (Class 1)	Class I shared-use paths are two-way, paved trails completely separated from the roadway. Class I facilities are intended for pedestrians and bicyclists to share and are more comfortable for less experienced or vulnerable riders as compared to on-the-street facilities.	*City of Porterville – Shared-use Path*
Bicyclist	Network	Bicycle Lanes and Buffered Bicycle Lanes (Class II)	Class II bicycle lanes are one-way travel lanes for bicyclists. A painted, striped buffer can be added on both sides of the lane to increase separation from vehicle traffic and parked cars, where people may open doors into the bicycle lane. Some Class II bicycle lanes may also include green paint to increase the visibility of bicyclists in areas known to feature higher levels of vehicle to bicyclist conflict.	*GHD; Sacramento, CA-Class II Bike Lane*

User	Improvement Type	Name	Description	Image
Bicyclist	Network	Bicycle Routes and Bicycle Boulevards (Class III)	Class III bicycle facilities are signed routes on low-speed, low volume streets where bicyclists share the road with motorists. Sharrows, or shared lane markings that indicate a Class III, can be added to recommend to alert drivers that bicyclists may be present. Class III bicycle boulevards are Class III routes enhanced with traffic calming measures that prioritize bicyclists and increase comfort.	*GHD; Sacramento, CA-Class III Sharrow*
Bicyclist	Network	Protected Bikeways (Class IV), including One-way, Two-way, and Parking Protected	Class IV protected bikeways are on street bicycle facilities with a physical barrier separating them from vehicle traffic. Bollards, parking, planters, and landscaping can all be used as protection from the roadway. Class IV bikeways can be one-way or two-way and increase comfort at higher speed; higher volume roadways where inexperienced or vulnerable road users may be uncomfortable on Class II bike lanes.	*GHD; Sacramento, CA – one-way Class IV protected bikeway with bollards*

User	Improvement Type	Name	Description	Image
			[Continue from previous page]	 *GHD; San Luis Obispo – one-way Class IV protected bikeway with armadillos.* *GHD; San Diego, CA – Two-way Class IV Bikeway.*

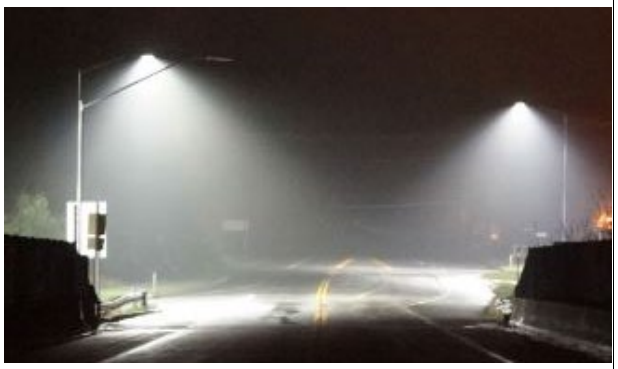
User	*Improvement Type*	*Name*	*Description*	*Image*
Bicyclist	Crossing	Bike Box and Two Stage Turn Queue	Bike boxes provide a designated space for bicyclists to wait ahead of vehicles during red lights, improving visibility and facilitating safer left turns. Two-stage turn queue boxes are used at intersections with separated bike lanes but no protected intersection. They allow bicyclists to cross one leg of the intersection at a time, rather than mixing with traffic to turn left	*GHD; Sacramento, CA-Two-Stage Turn Queue Box* *GHD; Sacramento, CA- Bicycle Box*

User	*Improvement Type*	*Name*	*Description*	*Image*
Bicyclist	Crossing	Green Conflict Markings	Green conflict markings are dashed marks placed where potential conflicts with drivers are anticipated. Locations typically include intersections and driveways. Conflict markings increase visibility of bicycle facilities and remind drivers to yield to bicyclists.	*GHD; Sacramento, CA-Green Conflict Markings*
Bicyclist	Crossing	Mixing Zones	Mixing Zones ensure safe and easy transitions with vehicle traffic and bike lanes through creating a defined merge space for vehicles to yield and cross paths with bicyclists. The merging area separates the bike lane and traffic lane to create a shared one-way space with slowed speeds.	*Virginia Gov; Arlington, VA-Mixing Zone*

User	Improvement Type	Name	Description	Image
Bicyclist	Crossing	Bicycle Detection	Bike detectors are utilized to detect bicycles separately from vehicles, which can also be installed with or without bike signals. Bicycle detection eliminates the need for bicyclists to push a button to receive a green crossing signal, allowing bicyclists to remain upright on their bicycle and reducing risk of collisions with turning vehicles. Most commonly, bicycle detection loops are placed in the pavement that detect metal bicycle frames to turn the crossing signal green.	*GHD; Seattle, WA- Bike Signal*
Bicyclist and Pedestrian	Crossing	Protection Intersection: One-way Bikeways/ Two-way Bikeways/ Two-way to One-way Bikeways	Protected intersections improve safety and reduce conflicts at intersections by providing dedicated and clearly marked space for bicyclists, pedestrians, and drivers, including raised islands that reduce crossing distances and offer physical separation between modes. At protected intersections, bicyclists cross like pedestrians, crossing one leg of the intersection at a time.	*City of San Louis Obispo; CA-Protection Intersection*

User	*Improvement Type*	*Name*	*Description*	*Image*
Bicyclist	Crossing	Bicycle Signal	Bicycle signals are traffic signal heads that provide a designated period for bicycles to enter the intersection ahead of, or separately from motor vehicles.	 *GHD; Boston, MA- Bike Signal*

User	*Improvement Type*	*Name*	*Description*	*Image*
Bicyclist and Pedestrian	Amenities	Wayfinding	Wayfinding signage informs road users of their surroundings and guides them along the best routes to key destinations. Wayfinding signage includes decision signs, turn signs, and confirmation signs. They may also show information about how long or far a destination may be from the sign location, allowing pedestrians to navigate efficiently to their desired destinations.	*GHD; San Diego, CA – Wayfinding* *GHD; San Francisco – Trail Wayfinding.*

User	*Improvement Type*	*Name*	*Description*	*Image*
Bicyclist and Pedestrian	Amenities	Lighting	Lighting illuminate walkways to increase comfort for people walking and improves visibility of pedestrians and bicyclists for drivers. Pedestrian scaled lighting is typically mounted 10 to 15 feet high and spaced 15 to 30 feet apart. Lighting may also be used at intersections to improve driver visibility of crossing pedestrians and bicyclists.	 *Phillip, Bobitz; FHWA-Street Lighting* *Smart Growth Online - Pedestrian Scale Lighting.*

User	*Improvement Type*	*Name*	*Description*	*Image*
Bicyclists	Amenities	Bicycle Parking	Bicycle racks at convenient locations provide secure places to park and lock bicycles on a short-term basis. Providing sanctioned bike parking in the right locations avoids bikes locked to objects such as trees, fences, railings, etc. which may cause maintenance or accessibility issues.	*www.pedbikeimages / Dan Burden; Greeley, CO- Bike Parking*

Table 2 – Toolkit of Non-Infrastructure Improvement Types

Program	Description
Annual Bike and Walk to School Days	Annual Bike and Walk to School Days would establish designated citywide days for walking and bicycling. This could encourage students and families to walk with their classmates and neighbors, respectively, creating a strengthened sense of community and comfort for residents who may not typically walk or bike. The city or school district could host Annual Bike and Walk to School Days consistent with national events, which are typically held in May and October.
Annual Report Card	An annual report card could assess the City's progress toward the goals and implementation of recommended projects and programs. Annual report cards can also incorporate a review of effectiveness to evaluate costs and benefits of various efforts and adjust investments to maximize results. The annual report card could include annual collision data, program participation data, progress of project implementation, and other relevant metrics to highlight successes and challenges of improving bicycling and walking to school each year. The City could also develop specific performance measures to be included and tracked in the annual report card.
Annual Walk Audit/Ride-Along	Similar to the walk audit, an annual walk-audit or ride-along could be used to identify new opportunities or challenges that may arise in the future as new development and the Plan are implemented. The walk audit/ride-along could include City staff, school staff, students and parents, and other community stakeholders. Findings from the audit/ride-along could be included in the annual report card.
Bicycle Repair Program	A bicycle repair program could be hosted by the City, a community organization, bicycle shop, or a collaboration of multiple partners. The program could offer courses on bicycle repair and proper bicycle maintenance. The program could also gather community input on key locations where fix-it station would be well positioned in the City.
Bicycle and Pedestrian Rodeos	Bicycle and pedestrian rodeos could educate students and families about walking and bicycling to school safety. Held during school hours, rodeos could include a presentation of traffic laws, safe pedestrian and bicycle behavior, and how to use new crossing infrastructure (RRFBS, PHBs, midblock crosswalks, etc.). Rodeos typically include an interactive component, held in a parking lot or blacktop, where students could learn how to traverse an intersection safety, use a bicycle lane, and more.
Bicycle Safety Education for Adults	The League of American Bicyclists teaches Smart Cycling classes that focuses on how bicyclists should behave to be safer, more predictable, and can be confident bicycling on streets both with and without dedicated bicycle facilities. The City should support such classes with advertising and by providing meeting space or other in-kind support.
Bicycle Patrol Program	A bicycle patrol program, also known as bike patrol or cops on bikes, encourages law enforcement officers to ride bicycles while on patrol. This program is geared to improving officers' duties as it calls on law enforcement to pay close attention to their surroundings, allows them to interact with their community, and enhances officers' mobility.

Program	*Description*
Bike Rack Program	Bicycle rack programs coordinate and streamline bicycle rack installation. The program could be managed by a City staff member who would work with City staff and business owners to install bicycle racks and bicycle corrals citywide. This would include ensuring bicycle racks are properly installed to avoid blocking sidewalks and located to make them convenient and accessible for bicyclists. The City could also develop customized bicycle racks. These racks can serve as a "brand," highlighting the identity of the City as a bicycle friendly community.
Count Evaluation Program	Local agencies can use count evaluation programs to gauge the success of their programs and track their progress toward local active transportation goals. The City may conduct pedestrian and bicycle counts before and after implementing a program or completing infrastructure to better understand the impacts of a project. The City could also organize annual pedestrian and bicycle counts to evaluate whether the City is making progress towards increasing pedestrian and bicycle mode share.
Crossing Guard Program	A crossing guard program could include hiring crossing guards, training for school staff, and creating recognizable uniforms for all crossing guards. Although some schools have crossing guards, staffing concerns have been a limiting factor. Having an adequate number of crossing guards at desired crossing locations will increase a sense of comfort for parents and encourage walking and bicycling to school. Crossing guard duties may include helping students cross the street, teaching children about pedestrian safety, and communicating with drivers about how to safely drive in school zones. Classroom presentations about pedestrian safety could further educate students and parents.
Demonstration Projects	Demonstration projects are low-cost, temporary roadway projects that help local agencies introduce design solutions that increase safety and access to walking, bicycling, and public spaces to the public. Demonstration projects are meant to increase public engagement with active transportation solutions – temporary demonstrations generally last one day to one week and bring awareness to local transportation needs, allow stakeholders to interact with potential design elements, increase support for active transportation projects, and create stronger connections between government agencies, elected officials, non-profit organizations, local businesses, and residents. They allow a city to test design solutions and receive feedback before making permanent infrastructure investments.
Education Campaign	An education campaign uses print and digital media, radio, and television to educate the community about safe driving, bicycling, and walking behavior. The campaign could be used to target behaviors that are particularly prevalent in the City. Education campaigns could target parents specifically through newsletters, online resources, back to school materials, and in-person meetings.
Safe Routes to School (SRTS)	A safe routes to school plan should incorporate walking and bicycling routes located near a school, include a schedule for strategies the City and its partners intend to implement, detail how the program will be evaluated, and provide recommendations to increase walking and bicycling to school.
Light and Helmet Giveaway Programs	A light and helmet giveaway program, where giveaways are provided at SRTS-related events, ensures that students and families have adequate safety equipment, which may encourage new bicyclists. Lights and helmets could be funded by donations or City funding.

Program	*Description*
Lighting Program	Lighting illuminate walkways to increase comfort for people walking and improves visibility of pedestrians and bicyclists for drivers. Lighting programs encourage community members to host “night walks” where the public walk their town at night to identify lighting needs.
School Contests	School contests use friendly competitions to encourage walking and bicycling to school. Contests could be held at the classroom level, between grades, or between schools, and reward students who walk and bike most often. Prizes could include a pizza party, classroom trophy, and more.
Social Walks and Rides	Supporting social walks and bicycle rides can provide many benefits to the community. People who are uncomfortable walking or bicycling alone, or who are unfamiliar with the best routes to use, will benefit from having a group to show them the way. Rides can also be used as information educational opportunities to remind participants about safe walking or bicycling behavior.
Targeted Enforcement	Targeting enforcement at collision hotspots or locations with identified near misses can be used to deter risky driver, pedestrian, or bicyclist behavior.
Walking and Bicycling Ambassadors	A volunteer ambassador program is where volunteers wear green vests to identify themselves and spend each week bicycling or walking. In addition to reporting maintenance needs, ambassadors carry small kits with supplies for basic first aid, bicycle repairs, graffiti removal, or other tasks based on their interest and preference. An ambassador program acts as eyes, report maintenance needs, shares educational materials and maps, and provides a friendly presence in the community. Staffing needs for this program could be limited to coordinating occasional volunteer training sessions. Trusted volunteers may be enlisted to help with program coordination, and grant funds could be pursued to offer a stipend to ambassadors or coordinators.
Walking and Biking Arrival and Dismissal Procedures	Arrival and dismissal can be challenging for students and parents traveling by most transportation modes. When developing a school arrival and dismissal program, some key principles should address pedestrians and bicyclists specifically: Assess needs through walk and bike audits; Prioritize the safety and comfort of students walking and bicycling; Use multiple strategies that incorporate the E’s of *SRTS*: Engineering, Education, Encouragement, Evaluation, and Equity; Separate motor vehicles from pedestrians and bicyclists and reduce conflict areas between them; Clearly demarcate and enforce the appropriate channels for vehicles, bicyclists, and pedestrians with signs, pavement marking, and educational materials.
Walking School Buses and Bike Trains	Walking school buses and bike trains create regular and ongoing opportunities for groups of parents and students who live near one another to walk and bike together. Walking and bicycling as a group improve community connections, increases visibility, and can encourage wider adoption of active transportation to school.

Appendix E

Projects

Appendix E: Projects

Table 1 – Bikeway Projects

Bikeway #	Road	Start	End	Project	Regional Project
1	Avenue 128	Friant Kern Canal	Butterfield Stage Corridor	Shared-use Path (Class I)	Yes
2	Brian Street	Westwood Street	Lombardi Street	Shared-use Path (Class I)	
3	Butterfield Stage Corridor	College Avenue	City Limit (Gibbons Avenue)	Shared-use Path (Class I)	
4	Castle Avenue	Lombardi Street	Newcomb Street	Bicycle Boulevard (Class III)	
5	Conner Street	Morton Avenue	Olive Avenue	Shared-use Path (Class I)	
6	Elderwood Street	Westfield Avenue	Porter Creek Avenue	Bicycle Boulevard (Class III)	
7	Friant Kern Canal	Avenue 178	Avenue 128	Shared-use Path (Class I)	Yes
8	Henderson Avenue	Westwood Street	Newcomb Street	Buffered Bicycle Lane (Class II)	
9	Henderson Avenue	Newcomb Street	Indiana Street	Buffered Bicycle Lane (Class II)	
10	Henderson Avenue	Indiana Street	Plano Street	Bicycle Lane (Class II)	
11	Indiana Street	Westfield Avenue	North of Olive Avenue	Buffered Bicycle Lane (Class II)	
12	Indiana Street	North of Olive Avenue	Devon Avenue	Bicycle Lane (Class II)	
13	Indiana Street	Devon Avenue	Tule River Parkway	Bicycle Boulevard (Class III)	
14	Jaye Street	Henderson Avenue	Grand Avenue	Bicycle Boulevard (Class III)	
15	Jaye Street	Putnam Avenue	Orange Avenue	Protected Bikeway (Class IV)	
16	Kessing Street	Morton Avenue	Putnam Avenue	Protected Bikeway (Class IV)	
17	Lombardi Street	Castle Avenue	Brian Street	Bicycle Boulevard (Class III)	
18	Lowery Street	Morton Avenue	Putnam Avenue	Bicycle Boulevard (Class III)	
19	Mathew Street	Castle Avenue	Henderson Ave	Bicycle Boulevard (Class III)	
20	Mathew Street	Della Avenue	Clare Avenue	Bicycle Lane (Class II)	
21	Morton Avenue	Westwood Street	Plano Street	Buffered Bicycle Lane (Class II)	
22	Morton Avenue	Plano Street	Conner St	Bicycle Lane (Class II)	
23	Morton Avenue	Newcomb Street	Prospect Street	Shared-use Path (Class I)	
24	Newcomb Street	W North Grand Avenue	Tule River Parkway	Bicycle Lane (Class II)	
25	Newcomb Street	Henderson Avenue	Morton Avenue	Shared-use Path (Class I)	
26	Olive Avenue	Westwood Street	Plano Street	Protected Bikeway (Class IV)	
27	Orange Street	Jaye Street	E Street	Bicycle Boulevard (Class III)	
28	Orange Street	E Street	Butterfield Stage Corridor	Bicycle Lane (Class II)	
29	Palm Street	Grand Avenue	Morton Avenue	Protected Bikeway (Class IV)	
30	Plano Street	Reid Avenue	Morton Avenue	Bicycle Lane (Class II)	Yes

Bikeway #	Road	Start	End	Project	Regional Project
31	Porter Creek Avenue	Elderwood Street	Westwood Street	Bicycle Boulevard (Class III)	
32	Prospect Street	W North Grand Avenue	Pioneer Avenue	Bicycle Lane (Class II)	
33	Putnam Avenue	Conner Street	Tulsa Street	Bicycle Boulevard (Class III)	
34	Reid Avenue	Plano Street	Butterfield Stage Corridor	Bicycle Lane (Class II)	Yes
35	Scranton Avenue	West Street	Westwood Street	Shared-use Path (Class I)	
36	Tule River Parkway	SR 65	Westwood Street	Shared-use Path (Class I)	
37	Tule River Parkway	Westwood Street	Friant Kern Canal	Shared-use Path (Class I)	Yes
38	W Grand Avenue	Indiana Street	Jaye Street	Bicycle Lane (Class II)	
39	W North Grand Avenue	Friant Kern Canal	West of Newcomb Street	Bicycle Lane (Class II)	Yes
40	W North Grand Avenue	West of Newcomb Street	Butterfield Stage Corridor	Bicycle Lane (Class II)	
41	Walnut Avenue	Butterfield Stage Corridor	Santa Fe Byway	Bicycle Boulevard (Class III)	
42	Westfield Ave	Indiana Street	Butterfield Stage Corridor	Bicycle Boulevard (Class III)	
43	Westfield Avenue	Elderwood Street	Mathew Street	Bicycle Boulevard (Class III)	
44	Westwood Street	Northern City Limits	Olive Avenue	Protected Bikeway (Class IV)	
45	Westwood Street	Olive Avenue	Tule River Parkway	Bicycle Lane (Class II)	
46	Westwood Street	Tule River Parkway	City Limit (Scranton Avenue)	Bicycle Lane (Class II)	Yes
47	West Street	Scranton Avenue	Avenue 128	Shared-use Path (Class I)	Yes
48	Butterfield Stage Corridor	W. North Grand Ave	Strathmore (Avenue 196)	Shared-use Path (Class I)	Yes

Table 2 – Bicycle Crossing Projects

Bike Crossing #	Primary Road	Cross Road	Project
1	Westwood Street	Henderson Avenue	Protected intersection
2	Henderson Avenue	Mathew Street	RRFB
3	Henderson Avenue	Newcomb Street	Two-Stage Turn Queue Boxes, Mixing Zones, Conflict markings
4	Henderson Avenue	Prospect Street	Bike Boxes, Mixing Zones, Conflict markings
5	Henderson Avenue	SR 65	Green/White Paint, Mixing Zones, Conflict
6	Henderson Avenue	Indiana Street	Two-Stage Turn Queue Boxes, Mixing Zones, Conflict markings
7	Henderson Avenue	Villa Street	Bike Boxes, Mixing Zones, Conflict markings
8	Henderson Avenue	Butterfield Stage Corridor	RRFB or Pedestrian Median Island
9	Henderson Avenue	Santa Fe Byway	Pedestrian Median Island
10	Butterfield Stage Corridor	Locust Street (w/o Butterfield Stage Corridor)	Trail Crossing
11	Westwood Street	Morton Avenue	Protected intersection

Bike Crossing #	*Primary Road*	*Cross Road*	*Project*
12	Morton Avenue	Newcomb Street	Two-Stage Turn Queue Boxes, Mixing Zones, Conflict markings
13	Morton Avenue	Prospect Street	Bike Boxes, Mixing Zones, Conflict markings
14	Morton Avenue	Porter Road	Bike Boxes, Mixing Zones, Conflict markings
15	Morton Avenue	Indiana Street	Two-Stage Turn Queue Boxes, Mixing Zones, Conflict markings
16	Morton Avenue	Villa Street	Bike Boxes, Mixing Zones, Conflict markings
17	Morton Avenue	Palm Street/Kessing Street	RRFB (Overhead Arm)
18	Morton Avenue	Butterfield Stage Corridor	RRFB or Pedestrian Median Island
19	Morton Avenue	Santa Fe By Way	RRFB or Pedestrian Median Island
20	Morton Avenue	Plano Street	Two-Stage Turn Queue Boxes, Mixing Zones, Conflict markings
21	Westwood Street	Olive Avenue	Protected intersection
22	Olive Avenue	Mathew Street	Two-Stage Turn Queue Boxes, Mixing Zones, Conflict markings
23	Olive Avenue	Newcomb Street	Two-Stage Turn Queue Boxes, Mixing Zones, Conflict markings
24	Olive Avenue	SR 65	Green/White Paint, Mixing Zones, Conflict
25	Olive Avenue	Indiana Street	Two-Stage Turn Queue Boxes, Mixing Zones, Conflict markings,
26	Olive Avenue	Villa Street	Bike Boxes, Mixing Zones, Conflict markings
27	Olive Avenue	Jaye Street	Protected intersection
28	Olive Avenue	G Street	Bike Boxes, Mixing Zones, Conflict markings
29	Olive Avenue	E Street	Two-Stage Turn Queue Boxes, Mixing Zones, Conflict markings
30	Olive Avenue	Butterfield Stage Corridor	RRFB or Pedestrian Median Island
31	Olive Avenue	D Street	Bike Boxes, Mixing Zones, Conflict markings
32	Olive Avenue	Main Street	Bike Boxes, Mixing Zones, Conflict markings
33	Olive Avenue	2nd Street	Bike Boxes, Mixing Zones, Conflict markings
34	Olive Avenue	Santa Fe By Way	RRFB or Pedestrian Median Island
35	Tule River Parkway	Westwood Street	RRFB or Pedestrian Median Island
36	Palm Street	W Grand Avenue	Green/White Paint, Mixing Zones, Conflict
37	Friant Kern Canal	W North Grand Avenue	Trail Crossing
38	W North Grand Avenue	SR 65	Green/White Paint, Mixing Zones, Conflict, Signage
39	W North Grand Avenue	Butterfield Stage Corridor	RRFB or Pedestrian Median Island

Notes:

RRFB = rectangular rapid flashing beacon

Table 3 – Sidewalk Projects

Sidewalk #	Road	Start	End	Project	Project Location
1	Westwood Street	City boundary (about 463 ft north of W Nancy Avenue)	W Westfield Avenue	School Sidewalk Gap	East side
2	Westfield Avenue	Westwood Steet	Lombardi Street	School Sidewalk Gap	North side
3	Westwood Street	Westfield Avenue	About 171 ft south of Westfield Avenue	School Sidewalk Gap	East side
4	Westwood Street	About 464 ft north of Bel Aire Court	About 102 ft north of Bel Aire Court	School Sidewalk Gap	East side
5	Westwood Street	W Porter Creek Avenue	About 393 ft south of Porter Creek Avenue	School Sidewalk Gap	Both sides
6	Westwood Street	About 393 ft south of Porter Creek Avenue	W Henderson Avenue	School Sidewalk Gap	West side
7	Henderson Avenue	N Creekview Street	N Elderwood Street	School Sidewalk Gap	South side
8	Henderson Avenue	N Elderwood Street	About 86 ft west of Brandy Way	School Sidewalk Gap	North side
9	Henderson Avenue	About 407 ft west of Westwood Street	Westwood Street	School Sidewalk Gap	North side
10	Mathew Street	About 804 ft north of Henderson Avenue	Henderson Avenue	School Sidewalk Gap	Both sides
11	Mathew Street	W Westfield Avenue	About 517 ft south of Mulberry Avenue	School Sidewalk Gap	West side
12	Westfield Avenue	Lombardi Street	N Mathew Street	School Sidewalk Gap	South side
13	Westwood Street	W Olive Avenue	Vine Avenue/Westwood Street	School Sidewalk Gap	West side
14	Westwood Street	Forest Court	W Orange Avenue	School Sidewalk Gap	West side
15	W N Grand Avenue	About 665 ft west of Rose Street	About 331 ft west of Rose Street	School Sidewalk Gap	Both sides
16	W N Grand Avenue	About 331 ft west of Rose Street	Rose Street	School Sidewalk Gap	South side
17	W N Grand Avenue	N Prospect Street	Highway 65	School Sidewalk Gap	North side
18	W N Grand Avenue	Highway 65	N Main Street	School Sidewalk Gap	Both sides
19	Newcomb Street	About 273 ft north of Lotas Street	About 140 ft south of Lotas Street	School Sidewalk Gap	East side
20	Newcomb Street	About 322 ft north of Castle Avenue	Castle Avenue	School Sidewalk Gap	West side
21	Newcomb Street	About 76 ft north of Brian Lane	Pioneer Avenue	School Sidewalk Gap	West side
22	Newcomb Street	About 393 ft north of Westfield Avenue	Westfield Avenue	School Sidewalk Gap	East side
23	Westfield Avenue	Newcomb Street	About 349 ft east of Newcomb Street	School Sidewalk Gap	North side
24	Westfield Avenue	Beverly Street	Prospect Street	School Sidewalk Gap	North side
25	Westfield Avenue	About 303 ft west of Villa Street	Main Street	School Sidewalk Gap	Both sides
26	Henderson Avenue	Jaye Street	About 483 ft east of Jaye Street	School Sidewalk Gap	South side
27	Henderson Avenue	About 340 ft east of G Street	About 691 ft east of G Street	School Sidewalk Gap	Both sides
28	Morton Avenue	About 141 ft west of Ohio Cir	Cottage Street	School Sidewalk Gap	South side
29	Morton Avenue	About 144 ft west of Johnson Pl	About 212 ft west of Johnson Pl	School Sidewalk Gap	South side
30	Morton Avenue	About 197 ft west of El Granito Street	El Granito Street	School Sidewalk Gap	North side

Sidewalk #	*Road*	*Start*	*End*	*Project*	*Project Location*
31	Morton Avenue	About 326 ft east of Plano Street	Park Street	School Sidewalk Gap	North side
32	Morton Avenue	Park Street	Leggett Street	School Sidewalk Gap	South side
33	Olive Avenue	About 172 ft west of Atkins Street	Atkins Street	School Sidewalk Gap	South side
34	Olive Avenue	About 372 ft east of Maston Street	About 451 ft east of Maston Street	School Sidewalk Gap	North side
35	Olive Avenue	About 130 ft west of the Highway 65 ramps intersection	Highway 65 ramps intersection	School Sidewalk Gap	North side
36	Prospect Street	Morton Avenue	About 398 ft south of Morton Avenue	School Sidewalk Gap	Both sides
37	Prospect Street	About 435 ft south of Morton Avenue	About 605 ft south of Morton Avenue	School Sidewalk Gap	West side
38	Prospect Street	About 697 ft south of Morton Avenue	About 834 ft south of Morton Avenue	School Sidewalk Gap	East side
39	Prospect Street	About 527 north of Putnam Avenue	About 456 ft north of Putnam Avenue	School Sidewalk Gap	West side
40	Prospect Street	About 456 ft north of Putnam Avenue	About 399 ft north of Putnam Avenue	School Sidewalk Gap	East side
41	Prospect Street	About 399 ft north of Putnam Avenue	About 264 ft north of Putnam Avenue	School Sidewalk Gap	West side
42	Prospect Street	About 264 ft north of Putnam Avenue	Putnam Avenue	School Sidewalk Gap	Both sides
43	Prospect Street	Putnam Avenue	About 99 ft south of Putnam Avenue	School Sidewalk Gap	Both sides
44	Prospect Street	about 99 ft south of Putnam Avenue	About 221 ft south of Putnam Avenue	School Sidewalk Gap	East side
45	Prospect Street	About 221 ft south of Putnam Avenue	About 275 ft south of Putnam Avenue	School Sidewalk Gap	West side
46	Prospect Street	About 275 ft south of Putnam Avenue	About 324 ft south of Putnam Avenue	School Sidewalk Gap	Both sides
47	Prospect Street	About 335 ft north of Tomah Avenue	About 190 ft north of Tomah Avenue	School Sidewalk Gap	West side
48	Prospect Street	About 94 ft north of Tomah Avenue	Tomah Avenue	School Sidewalk Gap	Both sides
49	Prospect Street	Olive Avenue	About 304 ft south of Olive Avenue	School Sidewalk Gap	Both sides
50	Prospect Street	About 304 ft south of Olive Avenue	About 398 ft south of Olive Avenue	School Sidewalk Gap	East side
51	Prospect Street	About 398 ft south of Olive Avenue	About 621 ft south of Olive Avenue	School Sidewalk Gap	Both sides
52	Prospect Street	About 435 ft north of Roby Avenue	About 359 ft north of Roby Avenue	School Sidewalk Gap	East side
53	Prospect Street	About 301 ft north of Roby Avenue	Roby Avenue	School Sidewalk Gap	Both sides
54	Prospect Street	Roby Avenue	About 243 ft south of Roby Avenue	School Sidewalk Gap	Both sides
55	Prospect Street	About 121 ft north of Forest Avenue	End of Prospect Street	School Sidewalk Gap	West side
56	Indiana Street	About 190 ft south of Mulberry Avenue	About 645 ft south of Mulberry Avenue	School Sidewalk Gap	West side
57	Villa Street	Mulberry Avenue	About 267 ft south of Mulberry Avenue	School Sidewalk Gap	West side
58	Villa Street	About 270 ft north of Morton Avenue	About 188 ft north of Morton Avenue	School Sidewalk Gap	East side
59	Villa Street	About 128 ft south of Morton Avenue	About 357 ft south of Morton Avenue	School Sidewalk Gap	West side
60	Villa Street	About 528 ft south of Morton Avenue	About 962 ft south of Morton Avenue	School Sidewalk Gap	East side
61	Villa Street	About 669 ft north of Putnam Avenue	About 371 ft north of Putnam Avenue	School Sidewalk Gap	West side
62	Villa Street	Putnam Avenue	About 136 ft south of Putnam Avenue	School Sidewalk Gap	East side
63	Main Street	About 193 ft north of Danner Avenue	Danner Avenue	School Sidewalk Gap	West side
64	Plano Street	City limit (about 1313 ft north of	Mulberry Avenue	School Sidewalk Gap	Both sides

Sidewalk #	*Road*	*Start*	*End*	*Project*	*Project Location*
		Westfield Avenue			
65	Plano Street	Mulberry Avenue	About 665 ft south of Mulberry Avenue	School Sidewalk Gap	East side
66	Plano Street	Prosperity Cir	About 162 ft south of Prosperity Cir	School Sidewalk Gap	East side
67	Plano Street	About 162 ft south of Prosperity Cir	About 234 ft south of Prosperity Cir	School Sidewalk Gap	West side
68	Plano Street	About 164 ft north of Henderson Avenue	Henderson Avenue	School Sidewalk Gap	Both sides
69	Plano Street	Locust Avenue	Date Avenue	School Sidewalk Gap	East side
70	Plano Street	About 313 ft north of Poplar Avenue	Poplar Avenue	School Sidewalk Gap	Both sides
71	Plano Street	Poplar Avenue	City limit (about 503 ft south of Worth Avenue)	School Sidewalk Gap	Both sides
72	Reid Avenue	Main Street	Scenic Dr	School Sidewalk Gap	Both sides
73	Date Avenue	West end of Date Avenue	Jaye Street	School Sidewalk Gap	Both sides
74	Date Avenue	Jaye Street	Kessing Street	School Sidewalk Gap	South side
75	Date Avenue	Kessing Street	H Street	School Sidewalk Gap	Both sides
76	Date Avenue	H Street	G Street	School Sidewalk Gap	South side
77	Date Avenue	About 252 ft west of E Street	About 110 ft west of E Street	School Sidewalk Gap	North side
78	Date Avenue	West end of Date Avenue	Hockett Street	School Sidewalk Gap	North side
79	Date Avenue	Hockett Street	Main Street	School Sidewalk Gap	Both sides
80	Date Avenue	Plano Street	Park Street	School Sidewalk Gap	South side
81	Prospect Street	Castle Street	Pioneer Avenue	School Sidewalk Gap	West side
82	Prospect Street	Pioneer Avenue	Westfield Avenue	School Sidewalk Gap	West side
83	Pioneer Avenue	Beverly Street	Atkins Way	School Sidewalk Gap	South side
84	Pioneer Avenue	195 ft west of Lowery Street	Lowery Street	School Sidewalk Gap	South side
85	Pioneer Avenue	Lowery Street	Prospect Street	School Sidewalk Gap	Both sides
86	Pioneer Avenue	220 ft west of Cobb Street	Cobb Street	School Sidewalk Gap	North side
87	Pioneer Avenue	Cobb Street	110 ft east of Cobb Street	School Sidewalk Gap	Both sides
88	Pioneer Avenue	110 ft east of Cobb Street	300 ft east of Cobb Street	School Sidewalk Gap	South side
89	Beverly Street	W N Grand	480 ft north of Castle Avenue	School Sidewalk Gap	Both sides
90	Beverly Street	480 ft north of Castle Avenue	W Median Avenue	School Sidewalk Gap	West side
91	Pioneer Avenue	330 ft east of Milo	460 ft east of Milo	School Sidewalk Gap	Both sides
92	Pioneer Avenue	46660 ft east of Milo	Ohio Street	School Sidewalk Gap	South side
93	Pioneer Avenue	120 ft west of Cottage Pl	50 ft west of Cottage Pl	School Sidewalk Gap	South side
94	Pioneer Avenue	330 ft west of Villa Street	206 ft west of Villa Street	School Sidewalk Gap	North side
95	Pioneer Avenue	2066 ft west of Villa Street	Villa Street	School Sidewalk Gap	Both sides
96	Putnam Street	Newcomb Street	300 ft east of Newcomb Street	School Sidewalk Gap	North side

Sidewalk #	*Road*	*Start*	*End*	*Project*	*Project Location*
97	Putnam Avenue	300 ft east of Newcomb Street	90 ft east of Lotas Street	School Sidewalk Gap	Both sides
98	Putnam Avenue	90 ft east of Lotas Street	220 ft east of Lotas Street	School Sidewalk Gap	North side
99	Putnam Avenue	220 ft east of Lotas Street	325 ft east of Lotas Street	School Sidewalk Gap	Both sides
100	Putnam Avenue	325 ft east of Lotas Street	425 ft east of Lotas Street	School Sidewalk Gap	South side
101	Putnam Avenue	285 ft west of Beverly Street	Beverly Street	School Sidewalk Gap	Both sides
102	Putnam Avenue	Beverly Street	Mankins Cir	School Sidewalk Gap	South side
103	Putnam Avenue	Lowery Street	105 ft east of Lowery Street	School Sidewalk Gap	Both sides
104	Putnam Avenue	105 ft east of Lowery Street	236 ft east of Lowery Street	School Sidewalk Gap	South side
105	Putnam Avenue	236 ft east of Lowery Street	Westside Street	School Sidewalk Gap	Both sides
106	Putnam Avenue	Westside Street	170 ft east of Westside Street	School Sidewalk Gap	North side
107	Putnam Avenue	170 ft east of Westside Street	250 ft east of Westside Street	School Sidewalk Gap	Both sides
108	Putnam Avenue	250 ft east of Westside Street	Prospect Street	School Sidewalk Gap	North side
109	Putnam Avenue	Prospect Street	300 ft east of Prospect Street	School Sidewalk Gap	Both sides
110	Putnam Avenue	90 ft west of Maston Street	Maston Street	School Sidewalk Gap	Both sides
111	Putnam Avenue	60 ft east of Maston Street	130 ft east of Maston Street	School Sidewalk Gap	South side
112	Putnam Avenue	130 ft east of Maston Street	210 ft east of Maston Street	School Sidewalk Gap	North side
113	Putnam Avenue	100 ft west of Capitola Street	Capitola Street	School Sidewalk Gap	North side
114	Tomah Avenue	120 ft east of Newcomb Street	205 ft east of Newcomb Street	School Sidewalk Gap	South side
115	Tomah Avenue	Lotas Street	550 ft east of Lotas Street	School Sidewalk Gap	Both sides
116	Tomah Avenue	550 ft east of Lotas Street	Beverly Street	School Sidewalk Gap	North side
117	Tomah Avenue	165 ft west of Beverly Street	700 ft east of Beverly Street	School Sidewalk Gap	North side
118	Tomah Avenue	700 ft east of Beverly Street	790 ft east of Beverly Street	School Sidewalk Gap	South side
119	Tomah Avenue	790 ft east of Beverly Street	160 ft east of Waukesha Street	School Sidewalk Gap	North side
120	Tomah Avenue	150 ft west of Dameron Street	40 ft west of Dameron Street	School Sidewalk Gap	Both sides
121	Tomah Avenue	Dameron Street	75 ft east of Dameron Street	School Sidewalk Gap	Both sides
122	Tomah Avenue	170 ft west of Prospect Street	Prospect Street	School Sidewalk Gap	North side
123	Tomah Avenue	Prospect Street	165 ft east of Prospect Street	School Sidewalk Gap	North side
124	Tomah Avenue	85 ft east of Maston Street	145 ft east of Maston Street	School Sidewalk Gap	North side
125	Tomah Avenue	145 ft east of Maston Street	265 ft east of Maston Street	School Sidewalk Gap	South side
126	Tomah Avenue	265 ft east of Maston Street	355 ft east of Maston Street	School Sidewalk Gap	Both sides
127	Tomah Avenue	355 ft east of Maston Street	495 ft east of Maston Street	School Sidewalk Gap	South side
128	Tomah Avenue	130 ft west of Cobb Street	Cobb Street	School Sidewalk Gap	North side
129	Beverly Street	Morton Avenue	75 ft south of Morton Avenue	School Sidewalk Gap	Both sides
130	Beverly Street	75 ft south of Morton Avenue	420 ft south of Morton Avenue	School Sidewalk Gap	East side

Sidewalk #	Road	Start	End	Project	Project Location
131	Beverly Street	420 ft south of Morton Avenue	305 ft south of Thurman Avenue	School Sidewalk Gap	Both sides
132	Beverly Street	305 ft south of Thurman Avenue	430 ft south of Thurman Avenue	School Sidewalk Gap	West side
133	Beverly Street	165 ft north of Putnam Avenue	95 ft north of Putnam Avenue	School Sidewalk Gap	Both sides
134	Beverly Street	95 ft north of Putnam Avenue	Putnam Avenue	School Sidewalk Gap	West side
135	Beverly Street	Putnam Avenue	100 ft north of Tomah Avenue	School Sidewalk Gap	Both sides
136	Beverly Street	100ft north of Tomah Avenue	Tomah Avenue	School Sidewalk Gap	West side
137	Waukesha Street	Putnam Avenue	230 ft south of Putnam Avenue	School Sidewalk Gap	Both sides
138	Waukesha Street	230 ft south of Putnam Avenue	290 ft south of Putnam Avenue	School Sidewalk Gap	West side
139	Waukesha Street	290 ft south of Putnam Avenue	440 ft south of Putnam Avenue	School Sidewalk Gap	Both sides
140	Waukesha Street	160 ft north of Tomah Avenue	110 ft north of Tomah Avenue	School Sidewalk Gap	East side
141	Waukesha Street	110 ft north of Tomah Avenue	Tomah Avenue	School Sidewalk Gap	Both sides
142	Hawaii Street	Belleview Avenue	135 ft south of Belleview Avenue	School Sidewalk Gap	East side
143	Hawaii Street	135 ft south of Belleview Avenue	School Avenue	School Sidewalk Gap	West side
144	Hawaii Street	School Avenue	90 ft south of School Avenue	School Sidewalk Gap	Both sides
145	Hawaii Street	145 ft north of Morton Avenue	90 ft north of Morton Avenue	School Sidewalk Gap	West side
146	Hawaii Street	50 ft north of Morton Avenue	Morton Avenue	School Sidewalk Gap	West side
147	Villa Street	250 ft south of Olive Avenue	380 ft south of Olive Avenue	School Sidewalk Gap	East side
148	Villa Street	145 ft north of Vine Avenue	Vine Avenue	School Sidewalk Gap	East side
149	Villa Street	460 ft south of Vine Avenue	660 ft south of Vine Avenue	School Sidewalk Gap	West side
150	Villa Street	660 ft south of Vine Avenue	820 ft south of Vine Avenue	School Sidewalk Gap	East side
151	Villa Street	820 ft south of Vine Avenue	900 ft south of Vine Avenue	School Sidewalk Gap	Both sides
152	Villa Street	510 ft north of Union Avenue	310 ft north of Union Avenue	School Sidewalk Gap	East side
153	Belleview Avenue	300 ft east of E Street	400 ft east of E Street	School Sidewalk Gap	Both sides
154	Belleview Avenue	200 ft east of E Street	300ft east of E Street	School Sidewalk Gap	South side
155	Thurman Avenue	210 ft east of E Street	310 ft east of E Street	School Sidewalk Gap	Both sides
156	Avenue 154	Rd 222	Westwood Street	School Sidewalk Gap	Both sides
157	Olive Avenue	Rd 222	Westwood Street	School Sidewalk Gap	Both sides
158	Road 223	Olive Avenue	160 ft south of Thurman Avenue	School Sidewalk Gap	Both sides
159	Road 222	Olive Avenue	150 ft south of Thurman Avenue	School Sidewalk Gap	Both sides
160	Road 223	150 ft south of Thurman Avenue	Thurman Avenue	School Sidewalk Gap	West side
161	Putnam Avenue	Mathew Street	175 ft east of Mathew Street	School Sidewalk Gap	North side
162	Putnam Avenue	175 ft east of Mathew Street	Walch Street	School Sidewalk Gap	Both sides
163	Putnam Avenue	Walch Street	100 ft east of Walch Street	School Sidewalk Gap	South side
164	Putnam Avenue	100 ft east of Walch Street	150 ft east of Walch Street	School Sidewalk Gap	Both sides

Sidewalk #	*Road*	*Start*	*End*	*Project*	*Project Location*
165	Putnam Avenue	150 ft east of Walch Street	210 ft east of Walch Street	School Sidewalk Gap	South side
166	Putnam Avenue	210 ft east of Walch Street	275 ft east of Walch Street	School Sidewalk Gap	Both sides
167	Putnam Avenue	275 ft east of Walch Street	335 ft east of Walch Street	School Sidewalk Gap	South side
168	Putnam Avenue	335 ft east of Walch Street	395 ft east of Walch Street	School Sidewalk Gap	North side
169	Putnam Avenue	360 ft west of Belmont Street	100 ft west of Belmont Street	School Sidewalk Gap	South side
170	Putnam Avenue	Belmont Street	Salisbury Street	School Sidewalk Gap	North side
171	Putnam Avenue	Salisbury Street	85 ft east of Salisbury Street	School Sidewalk Gap	Both sides
172	Putnam Avenue	85 ft east of Salisbury Street	475 ft east of Salisbury Street	School Sidewalk Gap	North side
173	Putnam Avenue	475 ft east of Salisbury Street	York Street	School Sidewalk Gap	Both sides
174	Putnam Avenue	York Street	Newcomb Street	School Sidewalk Gap	South side
175	La Vida Avenue	850 ft west of Villa Street	800 ft west of Villa Street	School Sidewalk Gap	North side
176	La Vida Avenue	640 ft west of Villa Street	300 ft west of Villa Street	School Sidewalk Gap	North side
177	La Vida Avenue	300 ft west of Vila Street	Villa Street	School Sidewalk Gap	South side
178	Mulberry Avenue	Willford Dr	675 ft east of Willford Dr	School Sidewalk Gap	Both sides
179	Willford Dr	Mulberry Avenue	650 ft south of Mulberry Avenue	School Sidewalk Gap	Both sides
180	Willford Dr	650 ft south of Mulberry Avenue	730 ft south of Mulberry Avenue	School Sidewalk Gap	West side
181	Willford Dr	450 ft north of Henderson Avenue	Henderson Avenue	School Sidewalk Gap	West side
182	Henderson Avenue	Plano Street	1500ft east of Plano Street	School Sidewalk Gap	North side
183	Henderson Avenue	1650 ft east of Plano Street	2140 ft east of Plano Street	School Sidewalk Gap	Both sides
184	Henderson Avenue	2200 ft east of Plano Street	2300 ft east of Plano Street	School Sidewalk Gap	South side
185	Henderson Avenue	325 ft west of Leggett Street	Leggett Street	School Sidewalk Gap	Both sides
186	College Avenue	400 ft east of Rd 252	Rd 252	School Sidewalk Gap	Both sides
187	College Avenue	400 ft east of Rd 252	1590 ft east of Main Street	School Sidewalk Gap	North side
188	Yates/Worth Avenue	Main Street	Rd 252	School Sidewalk Gap	Both sides
189	Avenue 162	Plano Street	Esther Street	School Sidewalk Gap	South side
190	Newcomb Street	630 ft north of Morton Avenue	Morton Avenue	School Sidewalk Gap	West side
191	Grand Avenue	180 ft west of Capitola Street	Capitola Street	School Sidewalk Gap	South side
192	Grand Avenue	180 ft west of Capitola Street	Douglas Street	School Sidewalk Gap	Both sides
193	Grand Avenue	Douglas Street	105 ft west of Douglas Street	School Sidewalk Gap	North side
194	Villa Street	Pioneer Avenue	Westfield Avenue	School Sidewalk Gap	Both sides
195	Howland Street	270 ft south of Westfield Avenue	Mulberry Avenue	School Sidewalk Gap	Both sides
196	Jaye Street	Henderson Avenue	550 ft north of Henderson	School Sidewalk Gap	West side
197	Jaye Street	550 ft north of Henderson	670 ft north of Henderson	School Sidewalk Gap	Both sides
198	Jaye Street	670 ft north of Henderson	750 ft north of Henderson	School Sidewalk Gap	East side

Sidewalk #	*Road*	*Start*	*End*	*Project*	*Project Location*
199	Jaye Street	Mulberry Avenue	460 ft south of Mulberry Avenue	School Sidewalk Gap	Both sides
200	Belmont Street	110 ft north of Henderson	370 ft north of Henderson	School Sidewalk Gap	West side
201	Belmont Street	300 ft south of Bel Aire Avenue	100 ft south of Bel Aire Avenue	School Sidewalk Gap	Both sides
202	Belmont Street	100 ft south of Bel Aire Avenue	Bel Aire Avenue	School Sidewalk Gap	West side
203	Maple Avenue	150 ft west of Kessing Street	Kessing Street	School Sidewalk Gap	Both sides
204	Maple Avenue	160 ft west of H Street	H Street	School Sidewalk Gap	Both sides
205	E Street	185 ft north of Willow Street	430 ft north of Willow Street	School Sidewalk Gap	East side
206	Beverly Street	Slaughter Avenue	Roby Avenue	School Sidewalk Gap	Both sides
207	Vandalia Avenue	Main Street	100 ft west of 3rd Pl	School Sidewalk Gap	Both sides
208	Vandalia Avenue	100 ft west of 3rd Pl	100 ft east of 3rd Pl	School Sidewalk Gap	South side
209	Vandalia Avenue	100 ft east of 3rd Pl	420 ft east of 3rd Pl	School Sidewalk Gap	Both sides
210	Vandalia Avenue	420 ft east of 3rd Pl	570 ft east of 3rd Pl	School Sidewalk Gap	North side
211	Vandalia Avenue	240 ft west of Roche Street	50 ft west of Roche Street	School Sidewalk Gap	South side
212	Vandalia Avenue	Roche Street	Roche Street	School Sidewalk Gap	Both sides
213	Vandalia Avenue	600 ft west of Plano Street	370 ft west of Plano Street	School Sidewalk Gap	South side
214	Vandalia Avenue	370 ft west of Plano Street	200 ft west of Plano Street	School Sidewalk Gap	Both sides
215	Vandalia Avenue	200 ft west of Plano Street	Plano Street	School Sidewalk Gap	South side
216	Poplar Avenue	170 ft east of Plano Street	430 ft east of Plano Street	School Sidewalk Gap	North side
217	Poplar Avenue	100 ft east of Esther Street	East end of Poplar Avenue	School Sidewalk Gap	Both sides
218	Thurman Avenue	290 ft east of Plano Street	620 ft east of Plano Street	School Sidewalk Gap	Both sides
219	Thurman Avenue	180 ft West of Larson Street	Larson Street	School Sidewalk Gap	South side
220	Lowery Street	Castle Avenue	Median Avenue	School Sidewalk Gap	East side
221	Lowery Street	150 ft south of Median Avenue	Pioneer Avenue	School Sidewalk Gap	East side
222	Lowery Street	Pioneer Avenue	300 ft south of Pioneer Avenue	School Sidewalk Gap	Both sides
223	Lowery Street	300 ft south of Pioneer Avenue	130 ft north of Atkins Way	School Sidewalk Gap	East side
224	Lowery Street	130 ft north of Atkins Way	Atkins Way	School Sidewalk Gap	Both sides
225	Lowery Street	Atkins Way	Westfield Avenue	School Sidewalk Gap	Both sides
226	Beverly Street	North end of Beverly Street (270 ft north of Agnes Avenue)	N Grand Avenue	School Sidewalk Gap	Both sides
227	Maston Street	Merrill Avenue	N Grand Avenue	School Sidewalk Gap	Both sides
228	Baker Street	Westside Street	Douglas Street	School Sidewalk Gap	Both sides
229	Newcomb Street	N Grand Avenue	1350 ft north of N Grand Avenue	School Sidewalk Gap	Both sides
230	Putnam Avenue	60 ft east of H Street	180 ft west of G Street	School Sidewalk Gap	North side
231	Putnam Avenue	G Street	F Street	School Sidewalk Gap	North side

Table 4 – Pedestrian Crossing Projects

Ped Crossing #	Primary Road	Cross Road	Project
1	Bellview Avenue	E Street	Signage
2	Bellview Avenue	Main Street	High visibility crosswalk, curb extensions, ped median island, RRFB
3	Plano Street	Date Avenue	High visibility crosswalks, LPI
4	Henderson Avenue	Newcomb Street	High visibility crosswalks, LPI
5	Henderson Avenue	Prospect Street	High visibility crosswalks, LPI
6	Henderson Avenue	SR 65	High visibility crosswalks, LPI
7	Morton Avenue	Westwood Street	High visibility crosswalks, add crosswalk to south leg LPI
8	Morton Avenue	Villa Street	High visibility crosswalks, LPI
9	Morton Avenue	El Granito Street/E Street	High visibility crosswalk, curb extensions, ped median island, RRFB
10	Newcomb Street	Mulberry Avenue	High visibility crosswalk, curb extensions, ped median island, RRFB
11	Olive Avenue	Howland Street/Carmelita Street	Curb extensions, pedestrian median island
12	Olive Avenue	Main Street	High visibility crosswalks, LPI
13	Olive Avenue	2nd Street	High visibility crosswalks, LPI
14	Olive Avenue	F Street	RRFB (overhead arm), signage, pedestrian median island
15	Olive Avenue	D Street	Controlled left turns (each leg)
16	Olive Avenue	Hockett Street	Right turn only
17	Orange Avenue	Jaye Street	High visibility crosswalks, LPI
18	Pioneer Avenue	Prospect Street	High visibility crosswalks, add crosswalk on north leg, curb extensions
19	Putnam Avenue	Jaye Street	Controlled left turns (one leg)
20	Putnam Avenue	Newcomb Street	Signal
21	Putnam Avenue	Indiana Street	High visibility crosswalks, LPI
22	Putnam Avenue	D Street	High visibility crosswalks, LPI
23	Putnam Avenue	Main Street	High visibility crosswalks, LPI
24	W Grand Avenue	Prospect Street	High visibility crosswalks, LPI
25	Westfield Avenue	Mathew Street	High visibility crosswalks, curb extensions
26	Westfield Avenue	Prospect Street	High visibility crosswalks, LPI
27	Newcomb Street	Tomah Ave	Right in, right out (all legs)

Notes:

LPI = leading pedestrian intervals; RRFB = rectangular rapid flashing beacon

Appendix F

Project Prioritization

Appendix F: Project Prioritization

Table 1 – Prioritization Measures

Prioritization Measure		***Points***
DAC	Projects located in a disadvantaged community (DAC), as defined by the Healthy Places Index (i.e., census track in the 25th percentile or less)	5
Safety	Projects located within 500 feet of a location with a fatal or severe injury bicycle or pedestrian collision	5
Gap Closure	Projects that close a gap between existing bicycle or pedestrian facilities	4
Low Stress Network	Bikeway projects that reduce the bike level of traffic stress (LTS) score to LTS 1 or 2, and sidewalk projects	3
Safe Routes to School (SRTS)	Projects located within 0.25 miles of a school	4
Community Input	Projects that address a challenge or include an improvement identified by the community during public engagement	2
Activity Generator	Projects located within 0.50-mile of an activity generator such as parks, civic facilities (library, community center, City Hall), grocery stores, or medical services	1
Transit Mobility	Projects located within 0.25-mile of transit stops	1
Total		**25**

Table 2 – Priority Bikeway Projects

Bikeway #	***Road***	***Start***	***End***	***Project***	***DAC***	***Safety***	***Gap Closure***	***Low Stress Network***	***SRTS***	***Community Input***	***Activity Generator***	***Transit Mobility***	***Total***
10	Henderson Avenue	Indiana Street	Plano Street	Bicycle Lane (Class II)	5	5	4	0	4	2	1	1	22
26	Olive Avenue	Westwood Street	Plano Street	Protected Bikeway (Class IV)	5	5	0	3	4	2	1	1	21
44	Westwood Street	Northern City Limits	Olive Avenue	Protected Bikeway (Class IV)	5	5	0	3	4	0	1	1	19
11	Indiana Street	Westfield Avenue	North of Olive Avenue	Buffered Bicycle Lane (Class II)	5	5	0	0	4	2	1	1	18
9	Henderson Avenue	Newcomb Street	Indiana Street	Buffered Bicycle Lane (Class II)	5	5	0	0	4	2	1	1	18

Table 3 – Priority Bicycle Crossing Projects

Bike Crossing #	Primary Road	Cross Road	Project	DAC	Safety	Gap Closure	Low Stress Network	SRTS	Community Input	Activity Generator	Transit Mobility	Total
22	Olive Avenue	Mathew Street	Two-Stage Turn Queue Boxes, Mixing Zones, Conflict markings	5	5	0	0	4	0	1	1	16
29	Olive Avenue	E Street	Two-Stage Turn Queue Boxes, Mixing Zones, Conflict markings	5	5	0	0	4	0	1	1	16
30	Olive Avenue	Butterfield Stage Corridor	RRFB or Pedestrian Median Island	5	5	0	0	4	0	1	1	16
31	Olive Avenue	D Street	Bike Boxes, Mixing Zones, Conflict markings	5	5	0	0	4	0	1	1	16
34	Olive Avenue	Santa Fe By Way	RRFB or Pedestrian Median Island	5	5	0	0	4	0	1	1	16

Table 4 – Priority Sidewalk Projects

Sidewalk #	Road	Start	End	Project	DAC	Safety	Gap Closure	Low Stress Network	SRTS	Community Input	Activity Generator	Transit Mobility	Total
35	Olive Avenue	About 130 ft west of the Highway 65 ramps intersection	Highway 65 ramps intersection	School Sidewalk Gap	5	5	4	3	4	2	1	1	25
36	Prospect Street	Morton Avenue	About 398 ft south of Morton Avenue	School Sidewalk Gap	5	5	4	3	4	2	1	1	25
37	Prospect Street	About 435 ft south of Morton Avenue	About 605 ft south of Morton Avenue	School Sidewalk Gap	5	5	4	3	4	2	1	1	25
24	Westfield Avenue	Beverly Street	Prospect Street	School Sidewalk Gap	5	5	4	3	4	0	1	1	23
27	Henderson Avenue	About 340 ft east of G Street	About 691 ft east of G Street	School Sidewalk Gap	5	5	4	3	4	0	1	1	23
29	W Morton Avenue	About 144 ft west of Johnson Pl	About 212 ft west of Johnson Pl	School Sidewalk Gap	5	5	4	3	4	0	1	1	23
58	Villa Street	About 270 ft north of Morton Avenue	About 188 ft north of Morton Avenue	School Sidewalk Gap	5	5	4	3	4	0	1	1	23
59	Villa Street	About 128 ft south of Morton Avenue	About 357 ft south of Morton Avenue	School Sidewalk Gap	5	5	4	3	4	0	1	1	23
69	Plano Street	Locust Avenue	Date Avenue	School Sidewalk Gap	5	5	4	3	4	0	1	1	23
80	Date Avenue	Plano Street	Park Street	School Sidewalk Gap	5	5	4	3	4	0	1	1	23
96	Putnam Street	Newcomb Street	300 ft east of Newcomb Street	School Sidewalk Gap	5	5	4	3	4	0	1	1	23
97	Putnam Avenue	300 ft east of Newcomb Street	90 ft east of Lotas Street	School Sidewalk Gap	5	5	4	3	4	0	1	1	23
147	Villa Street	250 ft south of Olive Avenue	380 ft south of Olive Avenue	School Sidewalk Gap	5	5	4	3	4	0	1	1	23

Sidewalk #	Road	Start	End	Project	DAC	Safety	Gap Closure	Low Stress Network	SRTS	Community Input	Activity Generator	Transit Mobility	Total
154	Belleview Avenue	200 ft east of E Street	300ft east of E Street	School Sidewalk Gap	5	5	4	3	4	0	1	1	23
190	Newcomb Street	630 ft north of Morton Avenue	Morton Avenue	School Sidewalk Gap	5	5	4	3	4	0	1	1	23

Table 5 – Priority Pedestrian Crossing Projects

Ped Crossing #	Primary Road	Cross Road	Project	DAC	Safety	Gap Closure	Low Stress Network	SRTS	Community Input	Activity Generator	Transit Mobility	Total
1	Bellview Avenue	E Street	Signage	5	5	0	0	4	2	1	1	18
9	Morton Avenue	El Granito Street/E Street	High visibility crosswalk, curb extensions, ped median island, RRFB	5	5	0	0	4	2	1	1	18
3	Plano Street	Date Avenue	High visibility crosswalks, LPI	5	5	0	0	4	0	1	1	16
5	Henderson Avenue	Prospect Street	High visibility crosswalks, LPI	5	5	0	0	4	0	1	1	16
11	Olive Avenue	Howland Street/Carmelita Street	Curb extensions, pedestrian median island	5	5	0	0	4	0	1	1	16
14	Olive Avenue	F Street	RRFB (overhead arm), signage, pedestrian median island	5	5	0	0	4	0	1	1	16
15	Olive Avenue	D Street	Controlled left turns (each leg)	5	5	0	0	4	0	1	1	16
16	Olive Avenue	Hockett Street	Right turn only	5	5	0	0	4	0	1	1	16
24	W Grand Avenue	Prospect Street	High visibility crosswalks, LPI	5	5	0	0	4	0	1	1	16

Table 6 – Bikeway Projects, Prioritization Scoring

Bikeway #	Road	Start	End	Project	DAC	Safety	Gap Closure	Low Stress Network	SRTS	Community Input	Activity Generator	Transit Mobility	Total
10	Henderson Avenue	Indiana Street	Plano Street	Bicycle Lane (Class II)	5	5	4	0	4	2	1	1	22
26	Olive Avenue	Westwood Street	Plano Street	Protected Bikeway (Class IV)	5	5	0	3	4	2	1	1	21
44	Westwood Street	Northern City Limits	Olive Avenue	Protected Bikeway (Class IV)	5	5	0	3	4	0	1	1	19
9	Henderson Avenue	Newcomb Street	Indiana Street	Buffered Bicycle Lane (Class II)	5	5	0	0	4	2	1	1	18
11	Indiana Street	Westfield Avenue	North of Olive Avenue	Buffered Bicycle Lane (Class II)	5	5	0	0	4	2	1	1	18
20	Mathew Street	Della Avenue	Clare Avenue	Bicycle Lane (Class II)	5	5	0	0	4	0	1	1	16
21	Morton Avenue	Westwood Street	Plano Street	Buffered Bicycle Lane (Class II)	5	0	0	3	4	2	1	1	16
22	Morton Avenue	Plano Street	Conner Street	Bicycle Lane (Class II)	5	0	0	3	4	2	1	1	16
23	Morton Avenue	Newcomb Street	Prospect Street	Shared-use Path (Class I)	5	0	0	3	4	2	1	1	16
36	Tule River Parkway	SR 65	Westwood Street	Shared-use Path (Class I)	5	0	0	3	4	2	1	0	15
37	Tule River Parkway	Westwood Street	Friant Kern Canal	Shared-use Path (Class I)	5	0	0	3	4	2	0	0	14
45	Westwood Street	Olive Avenue	Tule River Parkway	Bicycle Lane (Class II)	5	5	0	0	0	2	1	1	14
5	Conner Street	Morton Avenue	Olive Avenue	Shared-use Path (Class I)	5	0	0	3	4	0	0	1	13
7	Friant Kern Canal	Avenue 178	Avenue 128	Shared-use Path (Class I)	5	0	0	3	4	0	0	1	13
8	Henderson Avenue	Westwood Street	Newcomb Street	Buffered Bicycle Lane (Class II)	5	0	0	0	4	2	1	1	13
15	Jaye Street	Putnam Avenue	Orange Avenue	Protected Bikeway (Class IV)	5	0	0	0	4	2	1	1	13
24	Newcomb Street	W North Grand Avenue	Tule River Parkway	Bicycle Lane (Class II)	5	0	0	0	4	2	1	1	13
25	Newcomb Street	Henderson Avenue	Morton Avenue	Shared-use Path (Class I)	5	0	0	0	4	2	1	1	13
28	Orange Street	E Street	Butterfield Stage Corridor	Bicycle Lane (Class II)	5	0	0	3	4	0	1	0	13
30	Plano Street	Reid Avenue	Morton Avenue	Bicycle Lane (Class II)	5	0	0	3	4	0	1	0	13
34	Reid Avenue	Plano Street	Butterfield Stage Corridor	Bicycle Lane (Class II)	5	0	0	3	4	0	1	0	13
12	Indiana Street	North of Olive Avenue	Devon Avenue	Bicycle Lane (Class II)	5	0	0	3	0	2	1	1	12
13	Indiana Street	Devon Avenue	Tule River Parkway	Bicycle Boulevard (Class III)	5	0	0	3	0	2	1	1	12
27	Orange Street	Jaye Street	E Street	Bicycle Boulevard (Class III)	5	0	0	0	4	2	1	0	12
38	W Grand Avenue	Indiana Street	Jaye Street	Bicycle Lane (Class II)	5	5	0	0	0	0	1	1	12
48	Butterfield Stage Corridor	W North Grand Avenue	Strathmore (Avenue 196)	Shared-use Path (Class I)	5	0	4	3	0	0	0	0	12
16	Kessing Street	Morton Avenue	Putnam Avenue	Protected Bikeway (Class	5	0	0	0	4	0	1	1	11

Bikeway #	Road	Start	End	Project	DAC	Safety	Gap Closure	Low Stress Network	SRTS	Community Input	Activity Generator	Transit Mobility	Total
				IV)									
18	Lowery Street	Morton Avenue	Putnam Avenue	Bicycle Boulevard (Class III)	5	0	0	0	4	0	1	1	11
29	Palm Street	Grand Avenue	Morton Avenue	Protected Bikeway (Class IV)	5	0	0	0	4	0	1	1	11
41	Walnut Avenue	Butterfield Stage Corridor	Santa Fe Byway	Bicycle Boulevard (Class III)	5	0	0	0	4	0	1	1	11
46	Westwood Street	Tule River Parkway	City Limit (Scranton Avenue)	Bicycle Lane (Class II)	5	0	0	3	0	2	1	0	11
32	Prospect Street	W North Grand Avenue	Pioneer Avenue	Bicycle Lane (Class II)	0	0	0	3	4	2	1	0	10
33	Putnam Avenue	Conner Street	Tulsa Street	Bicycle Boulevard (Class III)	5	0	0	0	4	0	0	1	10
35	Scranton Avenue	West Street	Westwood Street	Shared-use Path (Class I)	5	0	0	3	0	0	1	0	9
1	Avenue 128	Friant Kern Canal	Butterfield Stage Corridor	Shared-use Path (Class I)	5	0	0	3	0	0	0	0	8
3	Butterfield Stage Corridor	College Avenue	City Limit (Gibbons Avenue)	Shared-use Path (Class I)	5	0	0	3	0	0	0	0	8
47	West Street	Scranton Avenue	Avenue 128	Shared-use Path (Class I)	5	0	0	3	0	0	0	0	8
2	Brian Street	Westwood Street	Lombardi Street	Shared-use Path (Class I)	0	0	0	3	4	0	0	0	7
14	Jaye Street	Henderson Avenue	Grand Avenue	Bicycle Boulevard (Class III)	5	0	0	0	0	0	1	1	7
19	Mathew Street	Castle Avenue	Henderson Avenue	Bicycle Boulevard (Class III)	0	0	0	0	4	0	1	1	6
42	Westfield Avenue	Indiana Street	Butterfield Stage Corridor	Bicycle Boulevard (Class III)	0	0	0	0	4	0	1	1	6
43	Westfield Avenue	Elderwood Street	Mathew Street	Bicycle Boulevard (Class III)	0	0	0	0	4	0	1	1	6
6	Elderwood Street	Westfield Avenue	Porter Creek Avenue	Bicycle Boulevard (Class III)	0	0	0	0	4	0	0	1	5
31	Porter Creek Avenue	Elderwood Street	Westwood Street	Bicycle Boulevard (Class III)	0	0	0	0	4	0	0	1	5
40	W North Grand Avenue	West of Newcomb Street	Butterfield Stage Corridor	Bicycle Lane (Class II)	0	0	0	0	4	0	1	0	5
4	Castle Avenue	Lombardi Street	Newcomb Street	Bicycle Boulevard (Class III)	0	0	0	0	4	0	0	0	4
17	Lombardi Street	Castle Avenue	Brian Street	Bicycle Boulevard (Class III)	0	0	0	0	4	0	0	0	4
39	W North Grand Avenue	Friant Kern Canal	West of Newcomb Street	Bicycle Lane (Class II)	0	0	0	0	0	0	0	0	0

Table 7 – Bike Crossing Projects, Prioritization Scoring

Bike Crossing #	Primary Road	Cross Road	Project	DAC	Safety	Gap Closure	Low Stress Network	SRTS	Community Input	Activity Generator	Transit Mobility	Total
22	Olive Avenue	Mathew Street	Two-Stage Turn Queue Boxes, Mixing Zones, Conflict markings	5	5	0	0	4	0	1	1	16
29	Olive Avenue	E Street	Two-Stage Turn Queue Boxes, Mixing Zones, Conflict markings	5	5	0	0	4	0	1	1	16
30	Olive Avenue	Butterfield Stage Corridor	RRFB or Pedestrian Median Island	5	5	0	0	4	0	1	1	16
31	Olive Avenue	D Street	Bike Boxes, Mixing Zones, Conflict markings	5	5	0	0	4	0	1	1	16
34	Olive Avenue	Santa Fe By Way	RRFB or Pedestrian Median Island	5	5	0	0	4	0	1	1	16
6	Henderson Avenue	Indiana Street	Two-Stage Turn Queue Boxes, Mixing Zones, Conflict markings	5	5	0	0	0	0	1	1	12
8	Henderson Avenue	Butterfield Stage Corridor	RRFB or Pedestrian Median Island	5	5	0	0	0	0	1	1	12
21	Westwood Street	Olive Avenue	Protected intersection	5	5	0	0	0	0	1	1	12
2	Henderson Avenue	Mathew Street	RRFB	5	0	0	0	4	0	1	1	11
3	Henderson Avenue	Newcomb Street	Two-Stage Turn Queue Boxes, Mixing Zones, Conflict markings	5	0	0	0	4	0	1	1	11
4	Henderson Avenue	Prospect Street	Bike Boxes, Mixing Zones, Conflict markings	5	0	0	0	4	0	1	1	11
11	Westwood Street	Morton Avenue	Protected intersection	5	0	0	0	4	0	1	1	11
13	Morton Avenue	Prospect Street	Bike Boxes, Mixing Zones, Conflict markings	5	0	0	0	4	0	1	1	11
17	Morton Avenue	Palm Street/Kessing Street	RRFB (Overhead Arm)	5	0	0	0	4	0	1	1	11
18	Morton Avenue	Butterfield Stage Corridor	RRFB or Pedestrian Median Island	5	0	0	0	4	0	1	1	11
19	Morton Avenue	Santa Fe By Way	RRFB or Pedestrian Median Island	5	0	0	0	4	0	1	1	11
23	Olive Avenue	Newcomb Street	Two-Stage Turn Queue Boxes, Mixing Zones, Conflict markings	5	0	0	0	4	0	1	1	11
26	Olive Avenue	Villa Street	Bike Boxes, Mixing Zones, Conflict markings	5	0	0	0	4	0	1	1	11
27	Olive Avenue	Jaye Street	Protected intersection	5	0	0	0	4	0	1	1	11
28	Olive Avenue	G Street	Bike Boxes, Mixing Zones, Conflict markings	5	0	0	0	4	0	1	1	11
9	Henderson Avenue	Santa Fe Byway	Pedestrian Median Island	5	0	0	0	4	0	1	0	10
10	Butterfield Stage Corridor	Locust Street (w/o Butterfield Stage Corridor)	Trail Crossing	5	0	0	0	4	0	1	0	10
20	Morton Avenue	Plano Street	Two-Stage Turn Queue Boxes, Mixing Zones, Conflict markings	5	0	0	0	4	0	1	0	10

Bike Crossing #	Primary Road	Cross Road	Project	DAC	Safety	Gap Closure	Low Stress Network	SRTS	Community Input	Activity Generator	Transit Mobility	Total
39	W North Grand Avenue	Butterfield Stage Corridor	RRFB or Pedestrian Median Island	5	0	0	0	4	0	1	0	10
5	Henderson Avenue	SR 65	Green/White Paint, Mixing Zones, Conflict	5	0	0	0	0	0	1	1	7
7	Henderson Avenue	Villa Street	Bike Boxes, Mixing Zones, Conflict markings	5	0	0	0	0	0	1	1	7
12	Morton Avenue	Newcomb Street	Two-Stage Turn Queue Boxes, Mixing Zones, Conflict markings	5	0	0	0	0	0	1	1	7
14	Morton Avenue	Porter Road	Bike Boxes, Mixing Zones, Conflict markings	5	0	0	0	0	0	1	1	7
15	Morton Avenue	Indiana Street	Two-Stage Turn Queue Boxes, Mixing Zones, Conflict markings	5	0	0	0	0	0	1	1	7
16	Morton Avenue	Villa Street	Bike Boxes, Mixing Zones, Conflict markings	5	0	0	0	0	0	1	1	7
24	Olive Avenue	SR 65	Green/White Paint, Mixing Zones, Conflict	5	0	0	0	0	0	1	1	7
25	Olive Avenue	Indiana Street	Two-Stage Turn Queue Boxes, Mixing Zones, Conflict markings,	5	0	0	0	0	0	1	1	7
32	Olive Avenue	Main Street	Bike Boxes, Mixing Zones, Conflict markings	5	0	0	0	0	0	1	1	7
33	Olive Avenue	2nd Street	Bike Boxes, Mixing Zones, Conflict markings	5	0	0	0	0	0	1	1	7
36	Palm Street	W Grand Avenue	Green/White Paint, Mixing Zones, Conflict	5	0	0	0	0	0	1	1	7
1	Westwood Street	Henderson Avenue	Protected intersection	5	0	0	0	0	0	0	1	6
38	W North Grand Avenue	SR 65	Green/White Paint, Mixing Zones, Conflict, Signage	5	0	0	0	0	0	1	0	6
35	Tule River Parkway	Westwood Street	RRFB or Pedestrian Median Island	5	0	0	0	0	0	0	0	5
37	Friant Kern Canal	W North Grand Avenue	Trail Crossing	0	0	0	0	4	0	0	0	4

Table 8 – Sidewalk Projects, Prioritization Scoring

Sidewalk #	Road	Start	End	Project	DAC	Safety	Gap Closure	Low Stress Network	SRTS	Community Input	Activity Generator	Transit Mobility	Total
35	W Olive Avenue	About 130 ft west of the Highway 65 ramps intersection	Highway 65 ramps intersection	School Sidewalk Gap	5	5	4	3	4	2	1	1	25
36	N Prospect Street	Morton Avenue	About 398 ft south of Morton Avenue	School Sidewalk Gap	5	5	4	3	4	2	1	1	25
37	N Prospect Street	About 435 ft south of Morton Avenue	About 605 ft south of Morton Avenue	School Sidewalk Gap	5	5	4	3	4	2	1	1	25
27	W Henderson Avenue	About 340 ft east of G Street	About 691 ft east of G Street	School Sidewalk Gap	5	5	4	3	4	0	1	1	23
29	W Morton Avenue	About 144 ft west of Johnson Pl	About 212 ft west of Johnson Pl	School Sidewalk Gap	5	5	4	3	4	0	1	1	23
34	W Olive Avenue	About 372 ft east of Maston Street	About 451 ft east of Maston Street	School Sidewalk Gap	5	5	4	3	4	0	1	1	23
58	N Villa Street	About 270 ft north of Morton Avenue	About 188 ft north of Morton Avenue	School Sidewalk Gap	5	5	4	3	4	0	1	1	23
59	N Villa Street	About 128 ft south of Morton Avenue	About 357 ft south of Morton Avenue	School Sidewalk Gap	5	5	4	3	4	0	1	1	23
69	S Plano Street	Locust Avenue	Date Avenue	School Sidewalk Gap	5	5	4	3	4	0	1	1	23
80	E Date Avenue	Plano Street	Park Street	School Sidewalk Gap	5	5	4	3	4	0	1	1	23
96	Putnam Avenue	Newcomb Street	300 ft east of Newcomb Street	School Sidewalk Gap	5	5	4	3	4	0	1	1	23
97	Putnam Avenue	300 ft east of Newcomb Street	90 ft east of Lotas Street	School Sidewalk Gap	5	5	4	3	4	0	1	1	23
147	Villa Street	250 ft south of Olive Avenue	380 ft south of Olive Avenue	School Sidewalk Gap	5	5	4	3	4	0	1	1	23
154	Belleview Avenue	200 ft east of E Street	300ft east of E Street	School Sidewalk Gap	5	5	4	3	4	0	1	1	23
190	Newcomb Street	630 ft north of Morton Avenue	Morton Avenue	School Sidewalk Gap	5	5	4	3	4	0	1	1	23
78	W Date Avenue	West end of Date Avenue (near old railroad tracks)	Hockett Street	School Sidewalk Gap	5	5	4	3	4	0	1	0	22
79	W Date Avenue	Hockett Street	Main Street	School Sidewalk Gap	5	5	4	3	4	0	1	0	22
173	Putnam Avenue	475 ft east of Salisbury Street	York Street	School Sidewalk Gap	5	5	4	3	4	0	1	0	22

Sidewalk #	Road	Start	End	Project	DAC	Safety	Gap Closure	Low Stress Network	SRTS	Community Input	Activity Generator	Transit Mobility	Total
174	Putnam Avenue	York Street	Newcomb Street	School Sidewalk Gap	5	5	4	3	4	0	1	0	22
214	Vandalia Avenue	370 ft west of Plano Street	200 ft west of Plano Street	School Sidewalk Gap	5	5	4	3	4	0	1	0	22
215	Vandalia Avenue	200 ft west of Plano Street	Plano Street	School Sidewalk Gap	5	5	4	3	4	0	1	0	22
216	Poplar Avenue	170 ft east of Plano Street	430 ft east of Plano Street	School Sidewalk Gap	5	5	4	3	4	0	1	0	22
13	S Westwood Street	W Olive Avenue	Vine Avenue/Westwood Street	School Sidewalk Gap	5	0	4	3	4	2	1	1	20
26	W Henderson Avenue	Jaye Street	About 483 ft east of Jaye Street	School Sidewalk Gap	5	0	4	3	4	2	1	1	20
38	N Prospect Street	About 697 ft south of Morton Avenue	About 834 ft south of Morton Avenue	School Sidewalk Gap	5	0	4	3	4	2	1	1	20
129	Beverly Street	Morton Avenue	75 ft south of Morton Avenue	School Sidewalk Gap	5	0	4	3	4	2	1	1	20
130	Beverly Street	75 ft south of Morton Avenue	420 ft south of Morton Avenue	School Sidewalk Gap	5	0	4	3	4	2	1	1	20
131	Beverly Street	420 ft south of Morton Avenue	305 ft south of Thurman Avenue	School Sidewalk Gap	5	0	4	3	4	2	1	1	20
157	Olive Avenue	Rd 222	Westwood Street	School Sidewalk Gap	5	0	4	3	4	2	1	1	20
9	W Henderson Avenue	About 407 ft west of Westwood Street	Westwood Street	School Sidewalk Gap	5	0	4	3	4	2	0	1	19
14	S Westwood Street	Forest Ct	W Orange Avenue	School Sidewalk Gap	5	0	4	3	4	2	1	0	19
85	Pioneer Avenue	Lowery Street	Prospect Street	School Sidewalk Gap	0	5	4	3	4	2	1	0	19
156	Avenue 154	Rd 222	Westwood Street	School Sidewalk Gap	5	0	4	3	4	2	0	1	19
230	Putnam Avenue	60 ft east of H Street	180 ft west of G Street	School Sidewalk Gap	5	0	4	3	4	2	0	1	19
231	Putnam Avenue	G Street	F Street	School Sidewalk Gap	5	0	4	3	4	2	0	1	19
10	N Mathew Street	About 804 ft north of Henderson Avenue	Henderson Avenue	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
25	W Westfield Avenue	About 303 ft west of Villa Street	Main Street	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
28	W Morton Avenue	About 141 ft west of Ohio Cir	Cottage Street	School Sidewalk Gap	5	0	4	3	4	0	1	1	18

Sidewalk #	Road	Start	End	Project	DAC	Safety	Gap Closure	Low Stress Network	SRTS	Community Input	Activity Generator	Transit Mobility	Total
30	W Morton Avenue	About 197 ft west of El Granito Street	El Granito Street	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
31	W Morton Avenue	About 326 ft east of Plano Street	Park Street	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
32	W Morton Avenue	Park Street	Leggett Street	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
33	W Olive Avenue	About 172 ft west of Atkins Street	Atkins Street	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
39	N Prospect Street	About 527 north of Putnam Avenue	About 456 ft north of Putnam Avenue	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
40	N Prospect Street	About 456 ft north of Putnam Avenue	About 399 ft north of Putnam Avenue	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
41	N Prospect Avenue	About 399 ft north of Putnam Avenue	About 264 ft north of Putnam Avenue	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
42	N Prospect Avenue	About 264 ft north of Putnam Avenue	Putnam Avenue	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
43	N Prospect Avenue	Putnam Avenue	About 99 ft south of Putnam Avenue	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
44	N Prospect Avenue	about 99 ft south of Putnam Avenue	About 221 ft south of Putnam Avenue	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
45	N Prospect Avenue	About 221 ft south of Putnam Avenue	About 275 ft south of Putnam Avenue	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
46	N Prospect Avenue	About 275 ft south of Putnam Avenue	About 324 ft south of Putnam Avenue	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
47	N Prospect Avenue	About 335 ft north of Tomah Avenue	About 190 ft north of Tomah Avenue	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
48	N Prospect Avenue	About 94 ft north of Tomah Avenue	Tomah Avenue	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
49	N Prospect Avenue	Olive Avenue	About 304 ft south of Olive Avenue	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
50	N Prospect Avenue	About 304 ft south of Olive Avenue	About 398 ft south of Olive Avenue	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
51	N Prospect Avenue	About 398 ft south of Olive Avenue	About 621 ft south of Olive Avenue	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
52	N Prospect Avenue	About 435 ft north of Roby Avenue	About 359 ft north of Roby Avenue	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
53	N Prospect Avenue	About 301 ft north of Roby Avenue	Roby Avenue	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
54	N Prospect Avenue	Roby Avenue	About 243 ft south of Roby Avenue	School Sidewalk Gap	5	0	4	3	4	0	1	1	18

Sidewalk #	*Road*	*Start*	*End*	*Project*	*DAC*	*Safety*	*Gap Closure*	*Low Stress Network*	*SRTS*	*Community Input*	*Activity Generator*	*Transit Mobility*	*Total*
56	N Indiana Street	About 190 ft south of Mulberry Avenue	About 645 ft south of Mulberry Avenue	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
57	N Villa Street	Mulberry Avenue	About 267 ft south of Mulberry Avenue	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
60	N Villa Street	About 528 ft south of Morton Avenue	About 962 ft south of Morton Avenue	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
61	N Villa Street	About 669 ft north of Putnam Avenue	About 371 ft north of Putnam Avenue	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
62	N Villa Street	Putnam Avenue	About 136 ft south of Putnam Avenue	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
63	N Main Street	About 193 ft north of Danner Avenue	Danner Avenue	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
81	Prospect Street	Castle Street	Pioneer Avenue	School Sidewalk Gap	0	5	4	3	4	0	1	1	18
82	Prospect Street	Pioneer Avenue	Westfield Avenue	School Sidewalk Gap	0	5	4	3	4	0	1	1	18
98	Putnam Avenue	90 ft east of Lotas Street	220 ft east of Lotas Street	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
102	Putnam Avenue	Beverly Street	Mankins Cir	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
104	Putnam Avenue	105 ft east of Lowery Street	236 ft east of Lowery Street	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
105	Putnam Avenue	236 ft east of Lowery Street	Westside Street	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
106	Putnam Avenue	Westside Street	170 ft east of Westside Street	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
107	Putnam Avenue	170 ft east of Westside Street	250 ft east of Westside Street	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
108	Putnam Avenue	250 ft east of Westside Street	Prospect Street	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
111	Putnam Avenue	60 ft east of Maston Street	130 ft east of Maston Street	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
112	Putnam Avenue	130 ft east of Maston Street	210 ft east of Maston Street	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
114	Tomah Avenue	120 ft east of Newcomb Street	205 ft east of Newcomb Street	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
115	Tomah Avenue	Lotas Street	550 ft east of Lotas Street	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
116	Tomah Avenue	550 ft east of Lotas Street	Beverly Street	School Sidewalk Gap	5	0	4	3	4	0	1	1	18

Sidewalk #	*Road*	*Start*	*End*	*Project*	*DAC*	*Safety*	*Gap Closure*	*Low Stress Network*	*SRTS*	*Community Input*	*Activity Generator*	*Transit Mobility*	*Total*
117	Tomah Avenue	165 ft west of Beverly Street	700 ft east of Beverly Street	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
118	Tomah Avenue	700 ft east of Beverly Street	790 ft east of Beverly Street	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
119	Tomah Avenue	790 ft east of Beverly Street	160 ft east of Waukesha Street	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
120	Tomah Avenue	150 ft west of Dameron Street	40 ft west of Dameron Street	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
121	Tomah Avenue	Dameron Street	75 ft east of Dameron Street	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
122	Tomah Avenue	170 ft west of Prospect Street	Prospect Street	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
123	Tomah Avenue	Prospect Street	165 ft east of Prospect Street	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
124	Tomah Avenue	85 ft east of Maston Street	145 ft east of Maston Street	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
125	Tomah Avenue	145 ft east of Maston Street	265 ft east of Maston Street	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
126	Tomah Avenue	265 ft east of Maston Street	355 ft east of Maston Street	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
127	Tomah Avenue	355 ft east of Maston Street	495 ft east of Maston Street	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
128	Tomah Avenue	130 ft west of Cobb Street	Cobb Street	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
132	Beverly Street	305 ft south of Thurman Avenue	430 ft south of Thurman Avenue	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
133	Beverly Street	165 ft north of Putnam Avenue	95 ft north of Putnam Avenue	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
134	Beverly Street	95 ft north of Putnam Avenue	Putnam Avenue	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
135	Beverly Street	Putnam Avenue	100 ft north of Tomah Avenue	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
136	Beverly Street	100ft north of Tomah Avenue	Tomah Avenue	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
137	Waukesha Street	Putnam Avenue	230 ft south of Putnam Avenue	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
138	Waukesha Street	230 ft south of Putnam Avenue	290 ft south of Putnam Avenue	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
139	Waukesha Street	290 ft south of Putnam Avenue	440 ft south of Putnam Avenue	School Sidewalk Gap	5	0	4	3	4	0	1	1	18

Sidewalk #	*Road*	*Start*	*End*	*Project*	*DAC*	*Safety*	*Gap Closure*	*Low Stress Network*	*SRTS*	*Community Input*	*Activity Generator*	*Transit Mobility*	*Total*
140	Waukesha Street	160 ft north of Tomah Avenue	110 ft north of Tomah Avenue	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
141	Waukesha Street	110 ft north of Tomah Avenue	Tomah Avenue	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
142	Hawaii Street	Belleview Avenue	135 ft south of Belleview Avenue	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
143	Hawaii Street	135 ft south of Belleview Avenue	School Avenue	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
144	Hawaii Street	School Avenue	90 ft south of School Avenue	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
145	Hawaii Street	145 ft north of Morton Avenue	90 ft north of Morton Avenue	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
146	Hawaii Street	50 ft north of Morton Avenue	Morton Avenue	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
148	Villa Street	145 ft north of Vine Avenue	Vine Avenue	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
149	Villa Street	460 ft south of Vine Avenue	660 ft south of Vine Avenue	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
153	Belleview Avenue	300 ft east of E Street	400 ft east of E Street	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
155	Thurman Avenue	210 ft east of E Street	310 ft east of E Street	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
169	Putnam Avenue	360 ft west of Belmont Street	100 ft west of Belmont Street	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
170	Putnam Avenue	Belmont Street	Salisbury Street	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
171	Putnam Avenue	Salisbury Street	85 ft east of Salisbury Street	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
191	Grand Avenue	180 ft west of Capitola Street	Capitola Street	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
192	Grand Avenue	180 ft west of Capitola Street	Douglas Street	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
193	Grand Avenue	Douglas Street	105 ft west of Douglas Street	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
194	Villa Street	Pioneer Avenue	Westfield Avenue	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
195	Howland Street	270 ft south of Westfield Avenue	Mulberry Avenue	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
196	Jaye Street	Henderson Avenue	550 ft north of Henderson	School Sidewalk Gap	5	0	4	3	4	0	1	1	18

Sidewalk #	Road	Start	End	Project	DAC	Safety	Gap Closure	Low Stress Network	SRTS	Community Input	Activity Generator	Transit Mobility	Total
197	Jaye Street	550 ft north of Henderson	670 ft north of Henderson	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
198	Jaye Street	670 ft north of Henderson	750 ft north of Henderson	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
199	Jaye Street	Mulberry Avenue	460 ft south of Mulberry Avenue	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
200	Belmont Street	110 ft north of Henderson	370 ft north of Henderson	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
203	Maple Avenue	150 ft west of Kessing Street	Kessing Street	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
204	Maple Avenue	160 ft west of H Street	H Street	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
205	E Street	185 ft north of Willow Street	430 ft north of Willow Street	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
206	Beverly Street	Slaughter Avenue	Roby Avenue	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
218	Thurman Avenue	290 ft east of Plano Street	620 ft east of Plano Street	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
219	Thurman Avenue	180 ft West of Larson Street	Larson Street	School Sidewalk Gap	5	0	4	3	4	0	1	1	18
6	N Westwood Street	About 393 ft south of Porter Creek Avenue	W Henderson Avenue	School Sidewalk Gap	5	0	4	3	4	0	0	1	17
18	W N Grand Avenue	Highway 65	N Main Street	School Sidewalk Gap	5	0	4	3	4	0	1	0	17
55	N Prospect Avenue	About 121 ft north of Forest Avenue	End of Prospect Street	School Sidewalk Gap	5	0	4	3	4	0	1	0	17
66	N Plano Street	Prosperity Cir	About 162 ft south of Prosperity Cir	School Sidewalk Gap	5	0	4	3	4	0	1	0	17
67	N Plano Street	About 162 ft south of Prosperity Cir	About 234 ft south of Prosperity Cir	School Sidewalk Gap	5	0	4	3	4	0	1	0	17
68	N Plano Street	About 164 ft north of Henderson Avenue	Henderson Avenue	School Sidewalk Gap	5	0	4	3	4	0	1	0	17
70	S Plano Street	About 313 ft north of Poplar Avenue	Poplar Avenue	School Sidewalk Gap	5	0	4	3	4	0	1	0	17
71	S Plano Street	Poplar Avenue	City limit (about 503 ft south of Worth Avenue)	School Sidewalk Gap	5	0	4	3	4	0	1	0	17
73	W Date Avenue	West end of Date Avenue	Jaye Street	School Sidewalk Gap	5	0	4	3	4	0	1	0	17
74	W Date Avenue	Jaye Street	Kessing Street	School Sidewalk Gap	5	0	4	3	4	0	1	0	17

Sidewalk #	Road	Start	End	Project	DAC	Safety	Gap Closure	Low Stress Network	SRTS	Community Input	Activity Generator	Transit Mobility	Total
75	W Date Avenue	Kessing Street	H Street	School Sidewalk Gap	5	0	4	3	4	0	1	0	17
76	W Date Avenue	H Street	G Street	School Sidewalk Gap	5	0	4	3	4	0	1	0	17
77	W Date Avenue	About 252 ft west of E Street	About 110 ft west of E Street	School Sidewalk Gap	5	0	4	3	4	0	1	0	17
99	Putnam Avenue	220 ft east of Lotas Street	325 ft east of Lotas Street	School Sidewalk Gap	5	0	4	3	4	0	1	0	17
100	Putnam Avenue	325 ft east of Lotas Street	425 ft east of Lotas Street	School Sidewalk Gap	5	0	4	3	4	0	1	0	17
101	Putnam Avenue	285 ft west of Beverly Street	Beverly Street	School Sidewalk Gap	5	0	4	3	4	0	1	0	17
103	Putnam Avenue	Lowery Street	105 ft east of Lowery Street	School Sidewalk Gap	5	0	4	3	4	0	1	0	17
109	Putnam Avenue	Prospect Street	300 ft east of Prospect Street	School Sidewalk Gap	5	0	4	3	4	0	1	0	17
110	Putnam Avenue	90 ft west of Maston Street	Maston Street	School Sidewalk Gap	5	0	4	3	4	0	1	0	17
113	Putnam Avenue	100 ft west of Capitola Street	Capitola Street	School Sidewalk Gap	5	0	4	3	4	0	1	0	17
150	Villa Street	660 ft south of Vine Avenue	820 ft south of Vine Avenue	School Sidewalk Gap	5	0	4	3	4	0	1	0	17
151	Villa Street	820 ft south of Vine Avenue	900 ft south of Vine Avenue	School Sidewalk Gap	5	0	4	3	4	0	1	0	17
152	Villa Street	510 ft north of Union Avenue	310 ft north of Union Avenue	School Sidewalk Gap	5	0	4	3	4	0	1	0	17
161	Putnam Avenue	Mathew Street	175 ft east of Mathew Street	School Sidewalk Gap	5	0	4	3	4	0	1	0	17
162	Putnam Avenue	175 ft east of Mathew Street	Walch Street	School Sidewalk Gap	5	0	4	3	4	0	1	0	17
163	Putnam Avenue	Walch Street	100 ft east of Walch Street	School Sidewalk Gap	5	0	4	3	4	0	1	0	17
164	Putnam Avenue	100 ft east of Walch Street	150 ft east of Walch Street	School Sidewalk Gap	5	0	4	3	4	0	1	0	17
165	Putnam Avenue	150 ft east of Walch Street	210 ft east of Walch Street	School Sidewalk Gap	5	0	4	3	4	0	1	0	17
166	Putnam Avenue	210 ft east of Walch Street	275 ft east of Walch Street	School Sidewalk Gap	5	0	4	3	4	0	1	0	17
167	Putnam Avenue	275 ft east of Walch Street	335 ft east of Walch Street	School	5	0	4	3	4	0	1	0	17

Sidewalk #	Road	Start	End	Project	DAC	Safety	Gap Closure	Low Stress Network	SRTS	Community Input	Activity Generator	Transit Mobility	Total
				Sidewalk Gap									
168	Putnam Avenue	335 ft east of Walch Street	395 ft east of Walch Street	School Sidewalk Gap	5	0	4	3	4	0	1	0	17
172	Putnam Avenue	85 ft east of Salisbury Street	475 ft east of Salisbury Street	School Sidewalk Gap	5	0	4	3	4	0	1	0	17
179	Willford Dr	Mulberry Avenue	650 ft south of Mulberry Avenue	School Sidewalk Gap	5	0	4	3	4	0	1	0	17
180	Willford Dr	650 ft south of Mulberry Avenue	730 ft south of Mulberry Avenue	School Sidewalk Gap	5	0	4	3	4	0	1	0	17
181	Willford Dr	450 ft north of Henderson Avenue	Henderson Avenue	School Sidewalk Gap	5	0	4	3	4	0	1	0	17
182	Henderson Avenue	Plano Street	1500ft east of Plano Street	School Sidewalk Gap	5	0	4	3	4	0	1	0	17
186	College Avenue	400 ft east of Rd 252	Rd 252	School Sidewalk Gap	5	0	4	3	4	0	1	0	17
187	College Avenue	400 ft east of Rd 252	1590 ft east of Main Street	School Sidewalk Gap	5	0	4	3	4	0	1	0	17
207	Vandalia Avenue	Main Street	100 ft west of 3rd Pl	School Sidewalk Gap	5	0	4	3	4	0	1	0	17
208	Vandalia Avenue	100 ft west of 3rd Pl	100 ft east of 3rd Pl	School Sidewalk Gap	5	0	4	3	4	0	1	0	17
209	Vandalia Avenue	100 ft east of 3rd Pl	420 ft east of 3rd Pl	School Sidewalk Gap	5	0	4	3	4	0	1	0	17
210	Vandalia Avenue	420 ft east of 3rd Pl	570 ft east of 3rd Pl	School Sidewalk Gap	5	0	4	3	4	0	1	0	17
211	Vandalia Avenue	240 ft west of Roche Street	50 ft west of Roche Street	School Sidewalk Gap	5	0	4	3	4	0	1	0	17
212	Vandalia Avenue	Roche Street	Roche Street	School Sidewalk Gap	5	0	4	3	4	0	1	0	17
213	Vandalia Avenue	600 ft west of Plano Street	370 ft west of Plano Street	School Sidewalk Gap	5	0	4	3	4	0	1	0	17
217	Poplar Avenue	100 ft east of Esther Street	East end of Poplar Avenue	School Sidewalk Gap	5	0	4	3	4	0	1	0	17
64	N Plano Street	City limit (about 1313 ft north of Westfield Avenue	Mulberry Avenue	School Sidewalk Gap	5	0	4	3	4	0	0	0	16
65	N Plano Street	Mulberry Avenue	About 665 ft south of Mulberry Avenue	School Sidewalk Gap	5	0	4	3	4	0	0	0	16
72	W Reid Avenue	Main Street	Scenic Dr	School Sidewalk Gap	5	0	4	3	4	0	0	0	16
178	Mulberry Avenue	Willford Dr	675 ft east of Willford Dr	School Sidewalk Gap	5	0	4	3	4	0	0	0	16

Sidewalk #	*Road*	*Start*	*End*	*Project*	*DAC*	*Safety*	*Gap Closure*	*Low Stress Network*	*SRTS*	*Community Input*	*Activity Generator*	*Transit Mobility*	*Total*
183	Henderson Avenue	1650 ft east of Plano Street	2140 ft east of Plano Street	School Sidewalk Gap	5	0	4	3	4	0	0	0	16
184	Henderson Avenue	2200 ft east of Plano Street	2300 ft east of Plano Street	School Sidewalk Gap	5	0	4	3	4	0	0	0	16
185	Henderson Avenue	325 ft west of Leggett Street	Leggett Street	School Sidewalk Gap	5	0	4	3	4	0	0	0	16
188	Yates/Worth Avenue	Main Street	Rd 252	School Sidewalk Gap	5	0	4	3	4	0	0	0	16
189	Avenue 162	Plano Street	Esther Street	School Sidewalk Gap	5	0	4	3	4	0	0	0	16
11	N Mathew Street	W Westfield Avenue	About 517 ft south of Mulberry Avenue	School Sidewalk Gap	0	0	4	3	4	2	1	1	15
12	W Westfield Avenue	Lombardi Street	N Mathew Street	School Sidewalk Gap	0	0	4	3	4	2	1	1	15
22	N Newcomb Street	About 393 ft north of Westfield Avenue	Westfield Avenue	School Sidewalk Gap	0	0	4	3	4	2	1	1	15
23	W Westfield Avenue	Newcomb Street	About 349 ft east of Newcomb Street	School Sidewalk Gap	0	0	4	3	4	2	1	1	15
1	N Westwood Street	City boundary (about 463 ft north of W Nancy Avenue)	W Westfield Avenue	School Sidewalk Gap	0	0	4	3	4	2	0	1	14
2	W Westfield Avenue	N Westwood Avenue	Lombardi Street	School Sidewalk Gap	0	0	4	3	4	2	0	1	14
3	N Westwood Street	W Westfield Avenue	About 171 ft south of Westfield Avenue	School Sidewalk Gap	0	0	4	3	4	2	0	1	14
158	Rd 223	Olive Avenue	160 ft south of Thurman Avenue	School Sidewalk Gap	0	0	4	3	4	2	0	1	14
159	Rd 222	Olive Avenue	150 ft south of Thurman Avenue	School Sidewalk Gap	0	0	4	3	4	2	0	1	14
160	Rd 222	150 ft south of Thurman Avenue	Thurman Avenue	School Sidewalk Gap	0	0	4	3	4	2	0	1	14
19	N Newcomb Street	About 273 ft north of Lotas Street	About 140 ft south of Lotas Street	School Sidewalk Gap	0	0	4	3	4	2	0	0	13
24	W Westfield Avenue	Beverly Street	Prospect Street	School Sidewalk Gap	0	0	4	3	4	0	1	1	13
86	Pioneer Avenue	220 ft west of Cobb Street	Cobb Street	School Sidewalk Gap	0	0	4	3	4	0	1	1	13
94	Pioneer Avenue	330 ft west of Villa Street	206 ft west of Villa Street	School Sidewalk Gap	0	0	4	3	4	0	1	1	13
95	Pioneer Avenue	2066 ft west of Villa Street	Villa Street	School Sidewalk Gap	0	0	4	3	4	0	1	1	13

Sidewalk #	Road	Start	End	Project	DAC	Safety	Gap Closure	Low Stress Network	SRTS	Community Input	Activity Generator	Transit Mobility	Total
175	La Vida Avenue	850 ft west of Villa Street	800 ft west of Villa Street	School Sidewalk Gap	0	0	4	3	4	0	1	1	13
176	La Vida Avenue	640 ft west of Villa Street	300 ft west of Villa Street	School Sidewalk Gap	0	0	4	3	4	0	1	1	13
177	La Vida Avenue	300 ft west of Vila Street	Villa Street	School Sidewalk Gap	0	0	4	3	4	0	1	1	13
201	Belmont Street	300 ft south of Bel Aire Avenue	100 ft south of Bel Aire Avenue	School Sidewalk Gap	0	0	4	3	4	0	1	1	13
202	Belmont Street	100 ft south of Bel Aire Avenue	Bel Aire Avenue	School Sidewalk Gap	0	0	4	3	4	0	1	1	13
222	Lowery Street	Pioneer Avenue	300 ft south of Pioneer Avenue	School Sidewalk Gap	0	0	4	3	4	0	1	1	13
223	Lowery Street	300 ft south of Pioneer Avenue	130 ft north of Atkins Way	School Sidewalk Gap	0	0	4	3	4	0	1	1	13
224	Lowery Street	130 ft north of Atkins Way	Atkins Way	School Sidewalk Gap	0	0	4	3	4	0	1	1	13
225	Lowery Street	Atkins Way	Westfield Avenue	School Sidewalk Gap	0	0	4	3	4	0	1	1	13
4	N Westwood Street	About 464 ft north of Bel Aire Ct	About 102 ft north of Bel Aire Ct	School Sidewalk Gap	0	0	4	3	4	0	0	1	12
5	N Westwood Street	W Porter Creek Avenue	About 393 ft south of Porter Creek Avenue	School Sidewalk Gap	0	0	4	3	4	0	0	1	12
8	W Henderson Avenue	N Elderwood Street	About 86 ft west of Brandy Way	School Sidewalk Gap	0	0	4	3	4	0	0	1	12
17	W N Grand Avenue	N Prospect Street	Highway 65	School Sidewalk Gap	0	0	4	3	4	0	1	0	12
21	N Newcomb Street	About 76 ft north of Brian Ln	Pioneer Avenue	School Sidewalk Gap	0	0	4	3	4	0	1	0	12
83	Pioneer Avenue	Beverly Street	Atkins Way	School Sidewalk Gap	0	0	4	3	4	0	1	0	12
84	Pioneer Avenue	195 ft west of Lowery Street	Lowery Street	School Sidewalk Gap	0	0	4	3	4	0	1	0	12
87	Pioneer Avenue	Cobb Street	110 ft east of Cobb Street	School Sidewalk Gap	0	0	4	3	4	0	1	0	12
88	Pioneer Avenue	110 ft east of Cobb Street	300 ft east of Cobb Street	School Sidewalk Gap	0	0	4	3	4	0	1	0	12
89	Beverly Street	W N Grand	480 ft north of Castle Avenue	School Sidewalk Gap	0	0	4	3	4	0	1	0	12
90	Beverly Street	480 ft north of Castle Avenue	W Median Avenue	School Sidewalk Gap	0	0	4	3	4	0	1	0	12

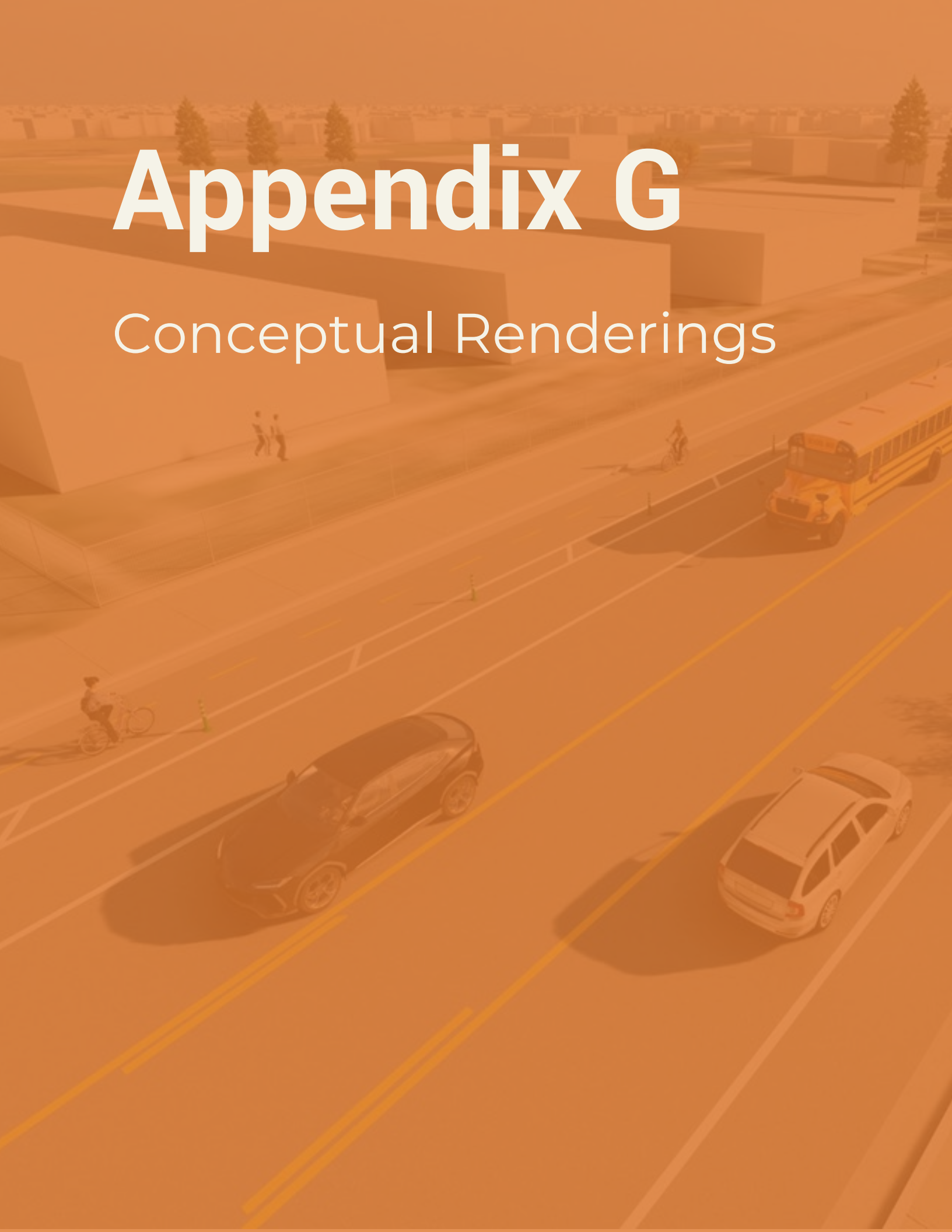
Sidewalk #	Road	Start	End	Project	DAC	Safety	Gap Closure	Low Stress Network	SRTS	Community Input	Activity Generator	Transit Mobility	Total
91	Pioneer Avenue	330 ft east of Milo	460 ft east of Milo	School Sidewalk Gap	0	0	4	3	4	0	1	0	12
92	Pioneer Avenue	46660 ft east of Milo	Ohio Street	School Sidewalk Gap	0	0	4	3	4	0	1	0	12
93	Pioneer Avenue	120 ft west of Cottage Pl	50 ft west of Cottage Pl	School Sidewalk Gap	0	0	4	3	4	0	1	0	12
220	Lowery Street	Castle Avenue	Median Avenue	School Sidewalk Gap	0	0	4	3	4	0	1	0	12
221	Lowery Street	150 ft south of Median Avenue	Pioneer Avenue	School Sidewalk Gap	0	0	4	3	4	0	1	0	12
226	Beverly Street	North end of Beverly Street (270 ft north of Agnes Avenue)	N Grand Avenue	School Sidewalk Gap	0	0	4	3	4	0	1	0	12
227	Maston Street	Merrill Avenue	N Grand Avenue	School Sidewalk Gap	0	0	4	3	4	0	1	0	12
228	Baker Street	Westside Street	Douglas Street	School Sidewalk Gap	0	0	4	3	4	0	1	0	12
7	W Henderson Avenue	N Creekview Street	N Elderwood Street	School Sidewalk Gap	0	0	4	3	4	0	0	0	11
15	W N Grand Avenue	About 665 ft west of Rose Street	About 331 ft west of Rose Street	School Sidewalk Gap	0	0	4	3	4	0	0	0	11
16	W N Grand Avenue	About 331 ft west of Rose Street	Rose Street	School Sidewalk Gap	0	0	4	3	4	0	0	0	11
20	N Newcomb Street	About 322 ft north of Castle Avenue	Castle Avenue	School Sidewalk Gap	0	0	4	3	4	0	0	0	11
229	Newcomb Street	N Grand Avenue	1350 ft north of N Grand Avenue	School Sidewalk Gap	0	0	4	3	4	0	0	0	11

Table 9 – Pedestrian Crossing Projects, Prioritization Scoring

Ped Crossing #	Primary Road	Cross Road	Project	DAC	Safety	Gap Closure	Low Stress Network	SRTS	Community Input	Activity Generator	Transit Mobility	Total
1	Bellview Avenue	E Street	Signage	5	5	0	0	4	2	1	1	18
9	Morton Avenue	El Granito Street/E Street	High visibility crosswalk, curb extensions, ped median island, RRFB	5	5	0	0	4	2	1	1	18
3	Plano Street	Date Avenue	High visibility crosswalks, LPI	5	5	0	0	4	0	1	1	16
5	Henderson Avenue	Prospect Street	High visibility crosswalks, LPI	5	5	0	0	4	0	1	1	16
11	Olive Avenue	Howland Street/Carmelita Street	Curb extensions, pedestrian median island	5	5	0	0	4	0	1	1	16
14	Olive Avenue	F Street	RRFB (overhead arm), signage, pedestrian median island	5	5	0	0	4	0	1	1	16
15	Olive Avenue	D Street	Controlled left turns (each leg)	5	5	0	0	4	0	1	1	16
16	Olive Avenue	Hockett Street	Right turn only	5	5	0	0	4	0	1	1	16
24	W Grand Avenue	Prospect Street	High visibility crosswalks, LPI	5	5	0	0	4	0	1	1	16
8	Morton Avenue	Villa Street	High visibility crosswalks, LPI	5	5	0	0	0	0	1	1	12
12	Olive Avenue	Main Street	High visibility crosswalks, LPI	5	5	0	0	0	0	1	1	12
13	Olive Avenue	2nd Street	High visibility crosswalks, LPI	5	5	0	0	0	0	1	1	12
18	Pioneer Avenue	Prospect Street	High visibility crosswalks, add crosswalk on north leg, curb extensions	0	5	0	0	4	2	1	0	12
23	Putnam Avenue	Main Street	High visibility crosswalks, LPI	5	5	0	0	0	0	1	1	12
2	Bellview Avenue	Main Street	High visibility crosswalk, curb extensions, ped median island, RRFB	5	0	0	0	4	0	1	1	11
4	Henderson Avenue	Newcomb Street	High visibility crosswalks, LPI	5	0	0	0	4	0	1	1	11
7	Morton Avenue	Westwood Street	High visibility crosswalks, add crosswalk to south leg LPI	5	0	0	0	4	0	1	1	11
19	Putnam Avenue	Jaye Street	Controlled left turns (one leg)	5	0	0	0	4	0	1	1	11
20	Putnam Avenue	Newcomb Street	Signal	5	5	0	0	0	0	1	0	11
22	Putnam Avenue	D Street	High visibility crosswalks, LPI	5	0	0	0	4	0	1	1	11
27	Newcomb Street	Tomah Avenue	Right in, right out (all legs)	5	0	0	0	4	0	1	1	11
17	Orange Avenue	Jaye Street	High visibility crosswalks, LPI	5	0	0	0	4	0	1	0	10
6	Henderson Avenue	SR 65	High visibility crosswalks, LPI	5	0	0	0	0	0	1	1	7
21	Putnam Avenue	Indiana Street	High visibility crosswalks, LPI	5	0	0	0	0	0	1	1	7
10	Newcomb Street	Mulberry Avenue	High visibility crosswalk, curb extensions, ped median island, RRFB	0	0	0	0	4	0	1	1	6
26	Westfield Avenue	Prospect Street	High visibility crosswalks, LPI	0	0	0	0	4	0	1	1	6
25	Westfield Avenue	Mathew Street	High visibility crosswalks, curb extensions	0	0	0	0	0	0	1	1	2

Appendix G

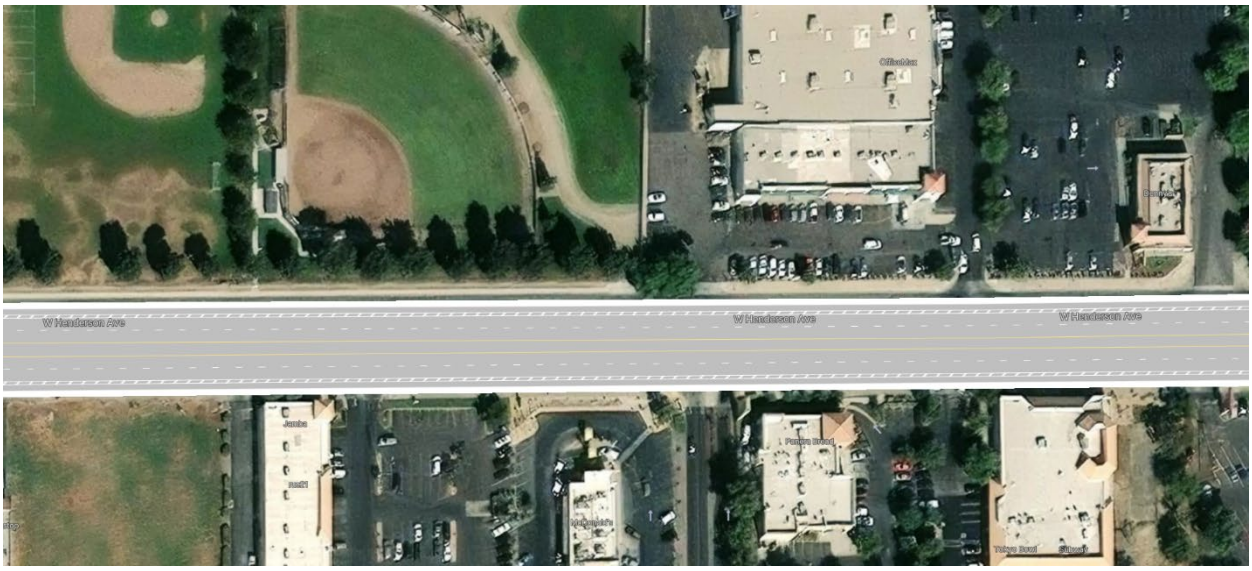
Conceptual Renderings



Appendix G: Conceptual Renderings

Henderson Avenue Bicycle Lanes

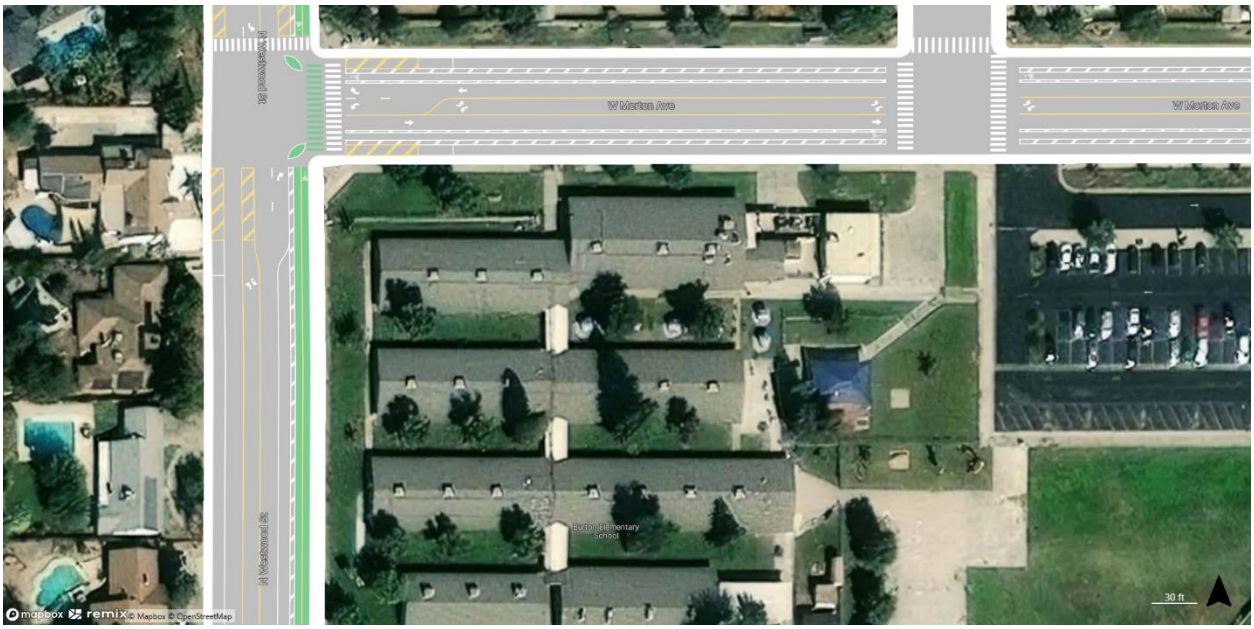
Henderson Avenue at Monache High School



Henderson Avenue (facing east)

Westwood Street Protected Bikeway

Westwood Street at Morton Avenue



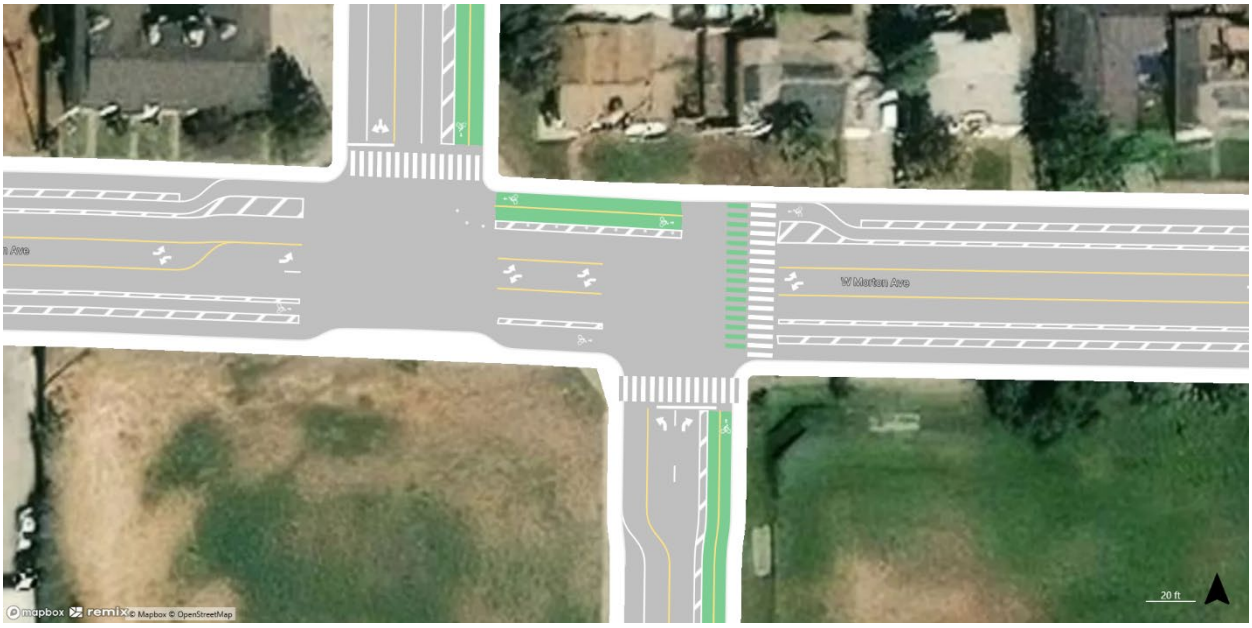
Westwood Avenue (facing south-east)

Palm Street / Kessing Street / Jaye Street Bikeway

Palm Street at W School Avenue

Palm Street (facing south-east)

Palm Street / Kessing Street at Morton Avenue Intersection



Kessing Street

Kessing Street (facing south-east)

Jaye Street Alternative 1: East Side Two-Way Bicycle Lane

Jaye Street Alternative 1 (facing south)

Jaye Street Alternative 2: One-way Bicycle Lanes on Both Sides

RESOLUTION NO. ____ - 2026

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PORTERVILLE ADOPTING THE CITY OF PORTERVILLE ACTIVE TRANSPORTATION PLAN

WHEREAS, the City of Porterville and the Tulare County Association of Governments (TCAG) recognized the need for an Active Transportation Plan to guide the non-motorized transportation needs within the City of Porterville; and

WHEREAS, at its meeting on September 4, 2024, the City Council of the City of Porterville authorized staff to enter into an agreement with GHD, Inc. for the development of the City's first Active Transportation Plan; and

WHEREAS, the Active Transportation Plan is a strategic planning document that describes existing conditions within the City and identifies improvements designed to maintain and enhance the City's active transportation network; and

WHEREAS, the Active Transportation Plan identifies opportunities to increase the use of active modes of transportation such as walking and bicycling by improving safety, closing network gaps, prioritizing future active transportation projects, enhancing public health, and supporting greenhouse gas reduction goals; and

WHEREAS, adoption of the Active Transportation Plan will also improve the City's competitiveness in applying for future funding opportunities for active transportation improvements.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Porterville hereby adopts the City of Porterville Active Transportation Plan to serve as a guiding document for future planning, funding, and implementation of active transportation improvements within the City of Porterville.

PASSED, APPROVED AND ADOPTED this 17th day of March, 2026.

_____
Greg Meister, Mayor

ATTEST:
Rich Tree, City Clerk

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

SUBJECT: Approve Consolidation of the Community Development and Engineering & Project Management Departments

SOURCE: City Manager's Office

COMMENT: As part of the City's ongoing effort to improve development services and support economic growth in the community, staff conducted an organizational review of the Community Development Department and the Engineering and Project Management Department to evaluate opportunities to improve coordination, streamline development services, and better align City operations with the priorities established by the City Council.

Based on this review, staff is proposing to consolidate these functions into a new Planning and Engineering Department. This reorganization is intended to streamline development review, improve coordination between land use planning and infrastructure planning, and better position the City to support economic development opportunities and capital project delivery.

Currently, development-related services are divided between the Community Development Department and the Engineering and Project Management Department. While both departments perform essential functions, projects often move between departments at various stages of the development review process. Consolidating these functions into a single department will allow planning, engineering, and project management staff to work more closely together and provide a more coordinated approach to development review, infrastructure planning, and capital project delivery.

Many municipalities have adopted organizational models that integrate planning and engineering functions to improve coordination and streamline development services while emphasizing effective collaboration between the public and private sectors. These approaches help streamline the development process, support economic investment, and facilitate the delivery of new housing opportunities. In addition to organizational integration, many municipalities also utilize a service delivery model that combines internal management with specialized consultant services to perform technical development functions.

Under the proposed structure, the City will rely primarily on consultant services to perform most technical planning and engineering functions, including plan review, inspections, and other development-related services that were previously performed in-house. This approach allows the City to maintain service levels, respond efficiently to development activity, and align staffing resources with fluctuating workloads while maintaining oversight and coordination through the City's Planning and Engineering Department.

As part of the proposed reorganization, several positions will be eliminated as responsibilities are realigned and certain technical planning and engineering functions transition to consultant-provided services under the new operational model. The attached organizational chart identifies the positions that will remain following the restructuring. In total, 19 positions across the two departments are proposed to be eliminated as part of the consolidation. The consolidation will also reduce the number of department-level leadership positions from two department directors to one director, creating a unified leadership structure responsible for coordinating planning, engineering, and development services.

Consistent with the City's labor obligations, staff has initiated the meet-and-confer process regarding the proposed restructuring. On March 11, 2026, staff met with representatives of the affected bargaining units to present the proposed organizational changes and discuss potential impacts. Staff reductions associated with the reorganization will be conducted in accordance with the City's personnel policies and applicable labor agreements, with staff reduction decisions based on seniority, experience, and qualifications within the affected departments. As part of this process, staff will also evaluate whether limited opportunities may exist for some impacted employees to transition into available positions within the City, consistent with applicable personnel policies and operational needs.

The proposed reorganization is expected to be implemented with a net-zero fiscal impact to the City's budget through the realignment of existing resources. While immediate cost savings are not anticipated, staff expects that efficiencies created by the consolidated structure, together with future updates to developer fees to better reflect the cost of providing development services, will position the City to realize long-term operational efficiencies while maintaining service quality.

Staff believes the proposed structure will improve coordination across development services and better position the City to support responsible growth and future investment in the Porterville community. If approved, staff will begin implementing the new organizational structure immediately, with full transition anticipated by July 1, 2026. Staff will also evaluate the department annually to ensure the organizational structure continues to operate efficiently and remains aligned with City Council priorities and the

City's long-term economic development goals.

RECOMMENDATION: That the City Council:
1. Approve the proposed reorganization consolidating the Community Development Department and the Engineering and Project Management Department into a single Planning and Engineering Department;
2. Authorize staff to implement the organizational and staffing changes necessary to carry out the new departmental structure; and
3. Direct staff to complete the meet-and-confer process with the affected bargaining units and implement the reorganization consistent with the City's personnel policies and applicable labor agreements.

ATTACHMENTS:
1. Proposed Organizational Chart - Planning & Engineering Department

Appropriated/Funded:

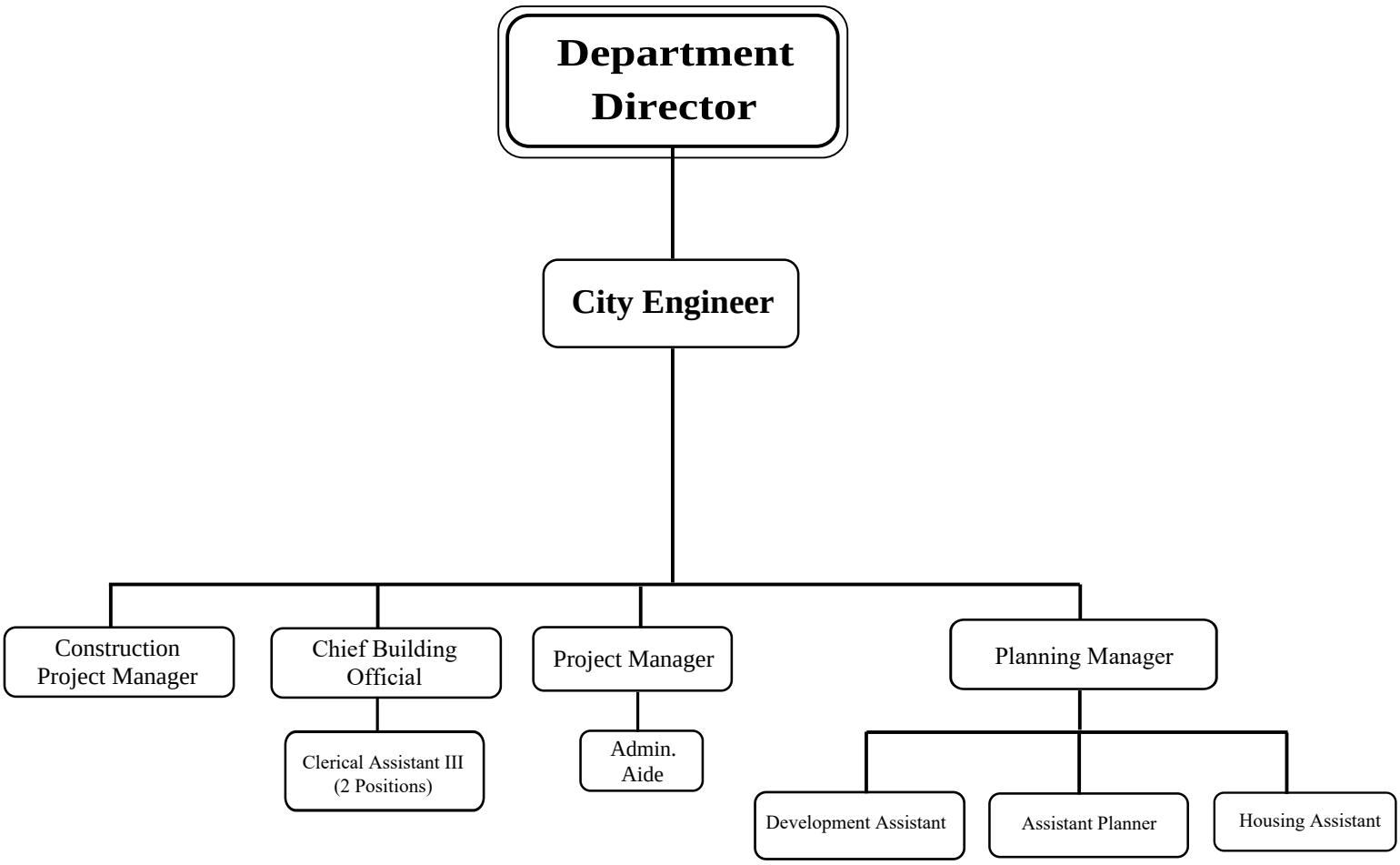
Review By:

Department Director:
Richard Tree, City Manager

Final Approver: Fernando Gabriel-Moraga, Chief Deputy City Clerk

City of Porterville

Planning & Engineering Department
Organizational Chart



Total Positions = 12

SUBJECT: Ramirez Residential Subdivision Project

SOURCE: Community Development

COMMENT: The Ramirez Residential Subdivision Project (PRC 2024-026-S) was initially reviewed by the Project Review Committee (PRC) at a publicly noticed meeting on August 7, 2024. The applicant is requesting approval of environmental review, a tentative subdivision map, and authorization to initiate annexation proceedings associated with the project.

The project site consists of approximately 11.47 acres located at the southwest corner of N. Newcomb Street and W. Linda Vista Avenue (APN 243-130-042). The site is currently located within the unincorporated area of Tulare County but is adjacent to the Porterville city limits and within the City's Sphere of Influence. The property is prezoned RS-2 (Low Density Residential) and has a Low Density Residential General Plan Land Use designation.

The project proposes the subdivision of the site into 30 single-family residential lots, ranging from approximately 10,762 square feet to 17,011 square feet, with an average lot size of approximately 12,630 square feet. The proposed density of 2.61 units per gross acre is substantially below the maximum density permitted by the General Plan and zoning designation.

Circulation within the subdivision will be provided through an internal street network with connections to N. Newcomb Street and W. Linda Vista Avenue, along with a future street stub to the south to accommodate potential future development. Improvements will include sidewalks, streetlights, parkway landscaping, and other required infrastructure.

Because the property is located outside the City limits, the project cannot be served by urban services unless it is annexed into the City of Porterville. While the City may approve the tentative subdivision map at this time, the final subdivision map cannot be recorded until annexation is approved by the Tulare County Local Agency Formation Commission (LAFCo).

The proposed subdivision is consistent with the Porterville 2030 General Plan and would contribute additional housing units toward meeting the City's

Regional Housing Needs Allocation (RHNA).

Analysis

The project's gross density of 2.61 units per acre falls below the maximum density of 6.0 units per acre allowed by the Low Density Residential General Plan land use designation and the 7.5 units per acre permitted within the RS-2 zoning district. The Porterville 2030 General Plan describes the Low Density Residential designation as "typical for single-family subdivisions." The purpose of the RS-2 zoning district is to provide areas for attached or detached single-family homes.

The proposed project is consistent with these land use designations and would contribute additional housing units toward the City's efforts to meet its Regional Housing Needs Allocation (RHNA). The Project Site is surrounded by orchards and single-family residences to the north, rural single-family residences to the east, and single-family residences to the west. The proposed subdivision density falls within the range permitted by the City's General Plan.

Pursuant to PDO Section 400.04, the City Council must deny approval of a tentative subdivision map if any of the following findings can be made:

1. The proposed map is not consistent with applicable general or specific plans.

The Project Site is designated Low Density Residential in the General Plan, which allows up to 6.0 units per acre. The tentative map proposes 30 single-family residential lots on 11.47 acres for a density of 2.61 units per acre and is therefore consistent with the General Plan. There is no applicable specific plan.

2. The design or improvement of the proposed subdivision is not consistent with applicable general or specific plans.

The design and improvement of the subdivision are consistent with the Circulation Element of the General Plan and the development standards contained within the Porterville Development Ordinance, which implements the General Plan. There is no applicable specific plan.

3. The site is not physically suitable for the type of development.

The site is generally flat and level, making it physically suitable for the proposed residential development.

4. The site is not physically suitable for the proposed density of development.

The site is generally flat and level and is physically suitable for the proposed residential development.

5. The design of the subdivision or proposed improvements is likely to cause substantial environmental damage or substantially and unavoidably injure

fish or wildlife or their habitat.
An Initial Study and Mitigated Negative Declaration was prepared for the project. With implementation of mitigation measures, the project will not result in significant impacts to the environment or to fish or wildlife or their habitat.

6. The design of the subdivision or type of improvements is likely to cause serious public health problems.
The environmental analysis concluded that with mitigation incorporated, the project will not result in significant impacts related to public health.

7. The design of the subdivision or the type of improvements will conflict with easements acquired by the public for access through or use of property within the proposed subdivision.
With the exception of public street rights-of-way that will be dedicated and improved as part of the subdivision, there are no known easements that would conflict with the proposed subdivision design.

Based on the information contained in the record, staff did not identify evidence supporting any of the findings that would require denial of the tentative map.

Annexation
The project site is located outside the City limits. However, Government Code Section 66454 allows the City to approve a tentative map on land outside city limits provided that the final map cannot be approved until annexation is complete.

Annexation would require approval by the Tulare County Local Agency Formation Commission (LAFCo). The applicant has submitted the required applications and information necessary to proceed with annexation.

If the tentative map is approved, staff will coordinate with LAFCo and the applicant to proceed with the annexation process.

As part of the annexation review, LAFCo requires information regarding the City's ability to provide services to the proposed development. The environmental analysis indicates that development of 30 residential units would represent less than a one percent increase above the City's 2020 water demand and can be accommodated by existing groundwater resources during a normal water supply year.

Environmental Review
During review of the project, the City retained Precision Civil Engineering to prepare an Initial Study (IS) to evaluate potential environmental effects.

Based on the results of technical studies prepared in conjunction with the Initial Study, the City determined that with mitigation incorporated the project would not have a significant effect on the environment and that adoption of a Mitigated Negative Declaration (IS/MND) is appropriate.

Mitigation measures were identified for the following resource areas:

- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Tribal Cultural Resources

Implementation of these mitigation measures would reduce all potentially significant impacts to less-than-significant levels.

Following completion of the Draft IS/MND, a Notice of Availability and Notice of Completion were filed in accordance with CEQA requirements. The document was circulated through the State Clearinghouse (SCH No. 2026010607) for a 30-day review period beginning January 20, 2026 and ending February 20, 2026. The local public review period began January 15, 2026 and ended February 15, 2026.

The City received comments from the San Joaquin Valley Air Pollution Control District dated January 3, 2026 and from the California Department of Fish and Wildlife dated February 19, 2026. These agencies provided recommendations related to potential air quality and biological resource considerations. The comments and associated recommendations have been incorporated into the environmental review record for the project.

Public notice of this hearing was provided in accordance with Government Code Sections 65090 and 65091 and PDO Section 609.06.

RECOMMENDATION: That the City Council:

1. Conduct a public hearing to receive public comments regarding the Ramirez Residential Subdivision Project;
2. Adopt a Resolution adopting the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the Ramirez Residential Subdivision Project;
3. Adopt a Resolution approving the Tentative Subdivision Map for the Ramirez Residential Subdivision Project (PRC 2024-026-S); and
4. Adopt a Resolution requesting that the Tulare County Local Agency Formation Commission (LAFCo) initiate proceedings for

annexation of approximately 11.47 acres into the City of Porterville and detachment from County Service Area No. 1.

ATTACHMENTS:

1. Locator Map
2. General Plan Land Use Map
3. Public Review Draft ISMND
4. CEQA Draft Resolution
5. TSM Draft Resolution
6. LAFCo Draft Resolution

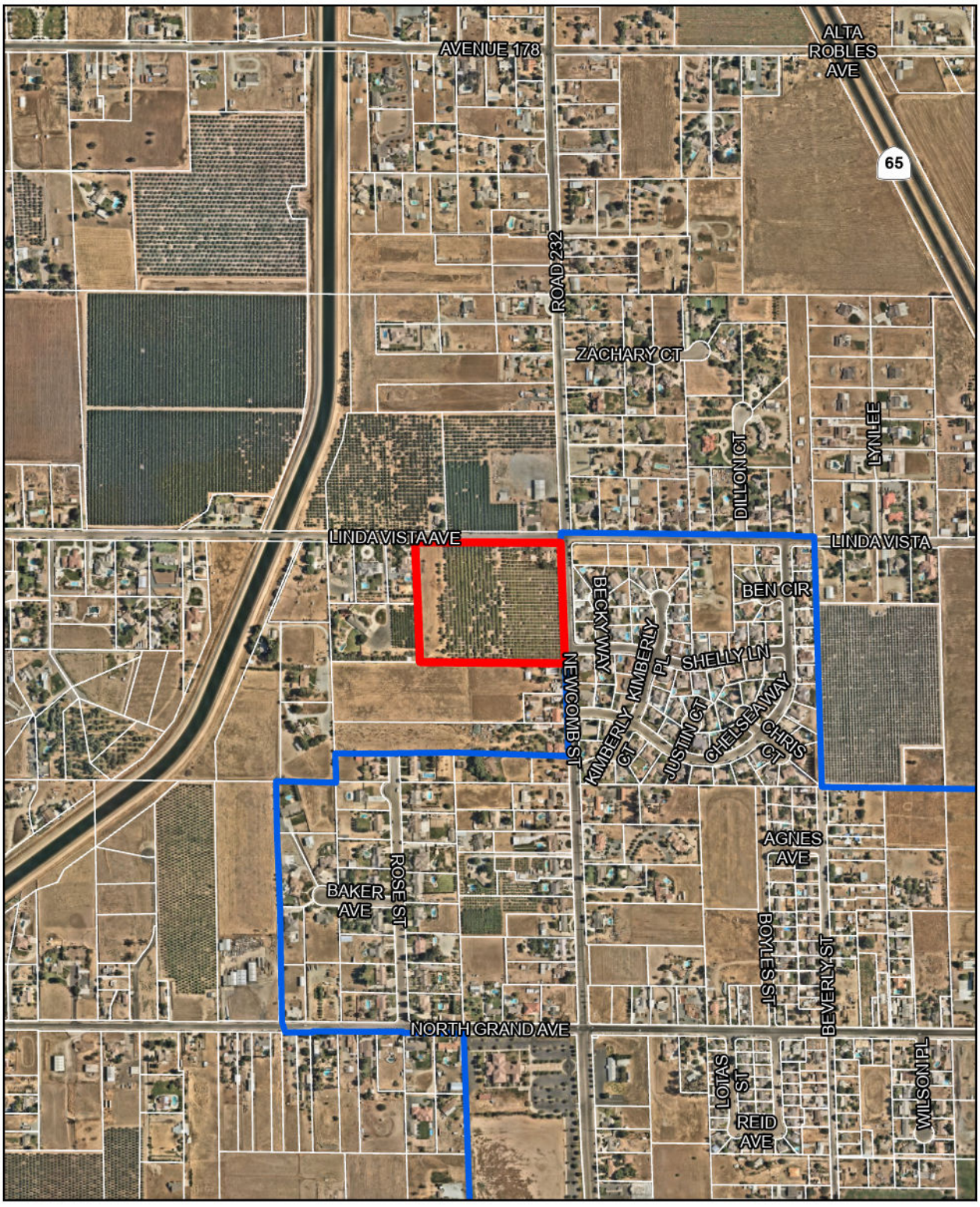
Appropriated/Funded:

Review By:

Department Director:
Claudia Calderon, Community Development Director

Final Approver: Fernando Gabriel-Moraga, Chief Deputy City Clerk

Locator Map
PRC 2024-026



Ramirez Subdivision
@ Linda Vista & Newcomb

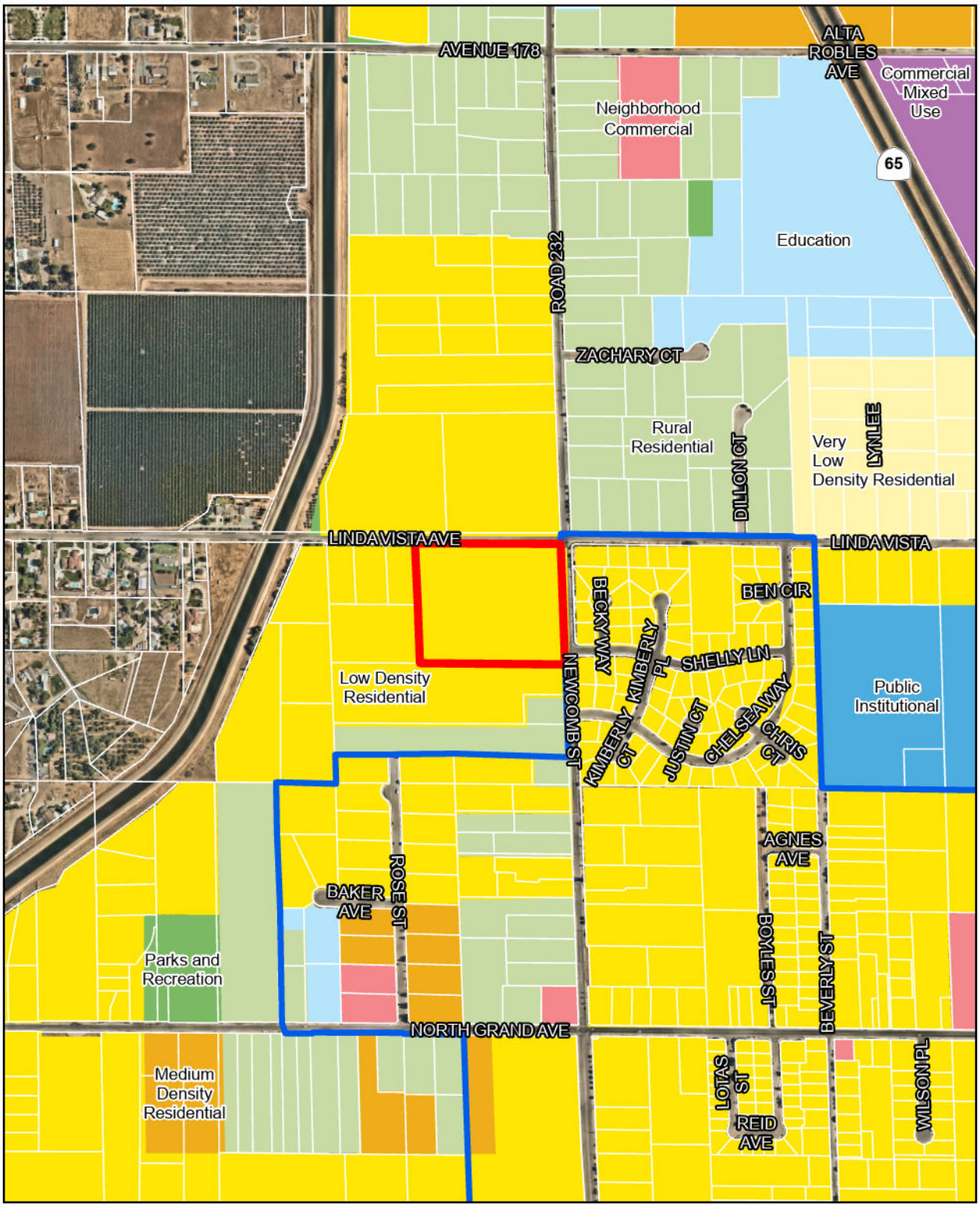
Project Location
City Limits

1 in = 800 feet

N

Date Printed: 7/31/2024 by the Community Development Department

GPLU
PRC 2024-026



Ramirez Subdivision
@ Linda Vista & Newcomb

Project Location
City Limits

1 in = 800 feet

N

Date Printed: 7/31/2024 by the Community Development Department

Ramirez Subdivision (City of Porterville, CA)

(PRC 2024-026-S, ANX 2026-001)

INITIAL STUDY – MITIGATED NEGATIVE DECLARATION

PUBLIC REVIEW DRAFT

January 2026

Prepared for:

City of Porterville
291 N Main Street
Porterville, CA 93257

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1 INTRODUCTION

Precision Civil Engineering, Inc. (PCE) has prepared this Initial Study/Mitigated Negative Declaration (IS/MND) on behalf of the City of Porterville (City) to address the environmental effects of the proposed Ramirez Subdivision ("Project" or "proposed Project"). 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 are 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 Document Format

This IS/MND contains five (5) sections plus appendices. SECTION 1 INTRODUCTION provides the basis of the IS/MND'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 based on the Initial Study, a mitigated negative declaration will be prepared, identifies the environmental factors potentially affected based on the analyses contained in this IS, and includes with the Lead Agency's determination based upon those analyses. 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 IS/MND for the Project. The CalEEMod Results (Appendix A), IPaC and CNDDB Occurrence Report (Appendix B), CHRIS Search Record and NAHC Correspondence (Appendix C) are provided at the end of this document.

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

Ramirez Subdivision (PRC 2024-026-S, Annexation (ANX) 2026-001)

2.2 Lead Agency Name and Address

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

2.3 Contact Person and Phone Number

Lead Agency
City of Porterville
Community Development Department
Claudia Calderon, Director
(559) 782-7460

Applicant
Callison Elite Construction, Inc.
1061 N. Main Street
Porterville, CA 93257
(559) 359-1737
Chuck.ramirez@callisonelite.com

2.4 Study Prepared By

Precision Civil Engineering
1234 O Street
Fresno, CA 93721
(559) 449-4500

2.5 Project Location

The Project Site is located in Tulare County, California. The site is located on the southwest corner of North Newcomb Street and West Linda Vista Avenue (Figure 2-1), consisting of one (1) parcel that totals approximately 11.47 acres (Figure 2-2). The area is identified by the Tulare County Assessor as Assessor's Parcel Numbers (APNs) 243-130-042. The site is a portion of Section 16, Township 21 South, Range 27 East, Mount Diablo Base and Meridian.

2.6 Latitude and Longitude

The centroid of the Project site is 36.104660, -119.054799.

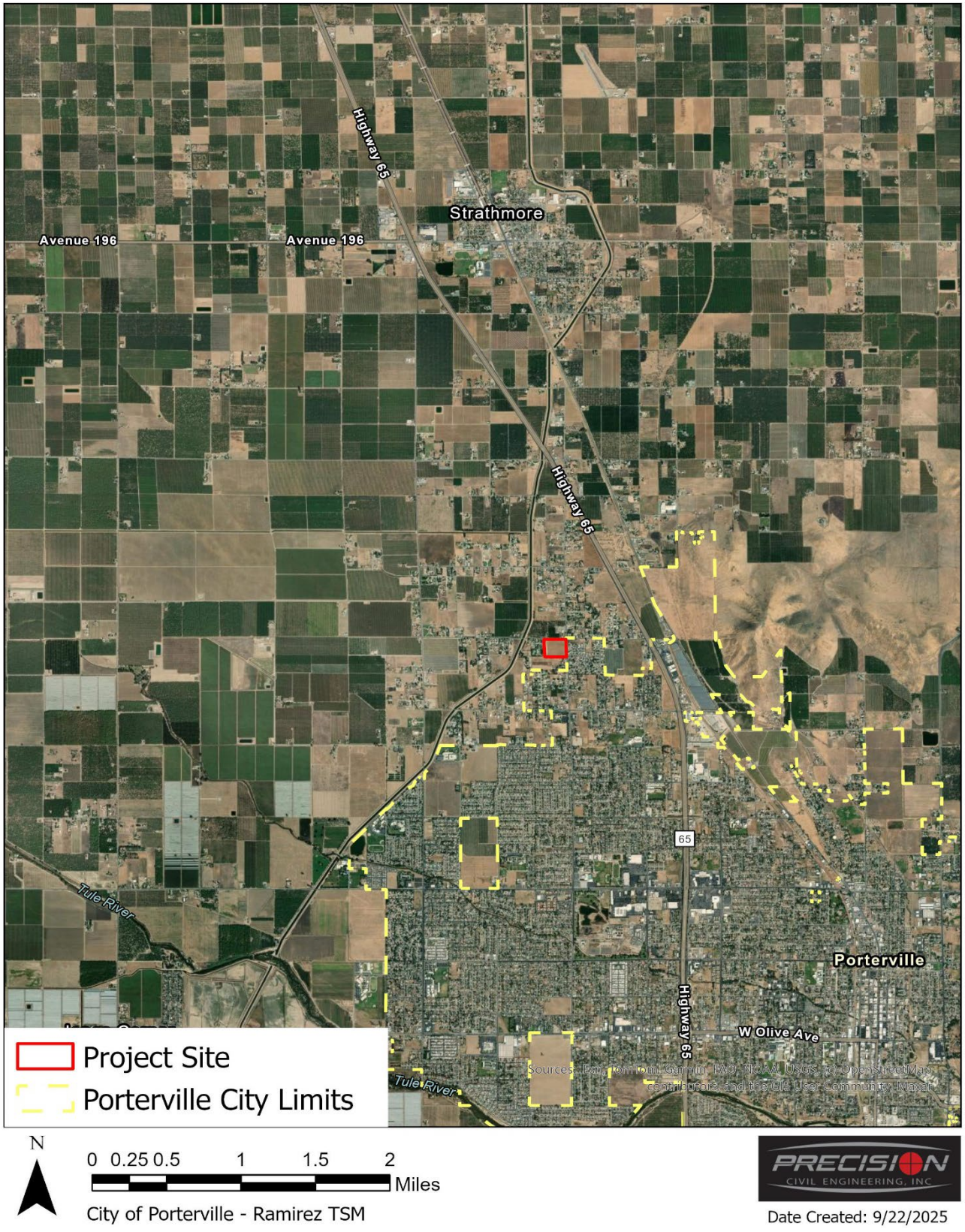


Figure 2-1 Ramirez Subdivision Project Location

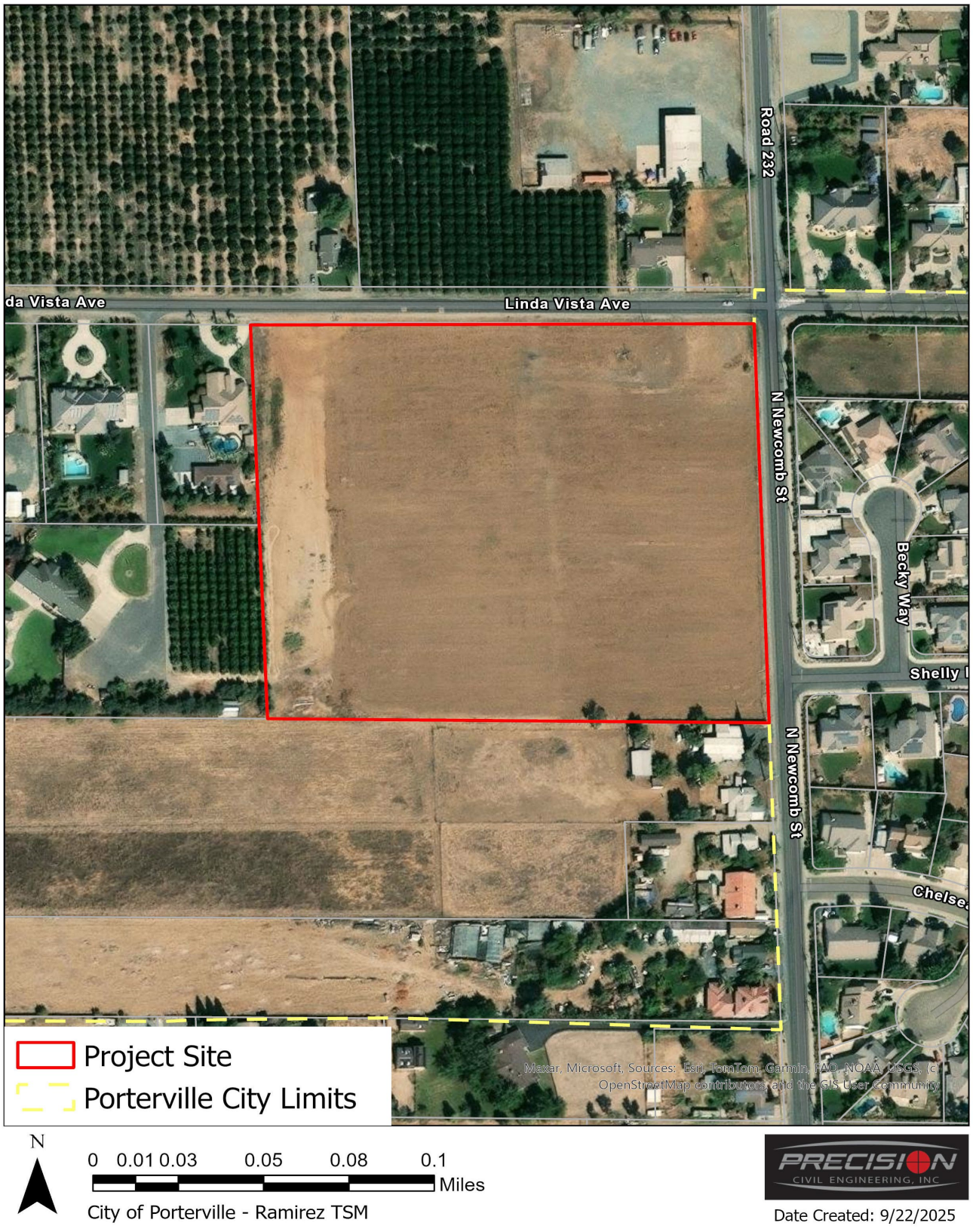


Figure 2-2 Ramirez Subdivision Project Aerial

2.7 General Plan Designation

The City of Porterville 2030 General Plan Land Use Diagram identifies the Project Site as having a land use designation of Low Density Residential (Figure 2-3). According to the General Plan, Low Density Residential "represents typical single-family subdivisions. The maximum residential density is 6.0 units per gross acre."

2.8 Zoning

The Project Site has been prezoned RS-2 Low Density Residential (Figure 2-4). The Porterville Development Ordinance (PDO; Chapter 21 of the Porterville Municipal Code, or PMC) identifies the purpose of the RS-2 district 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."

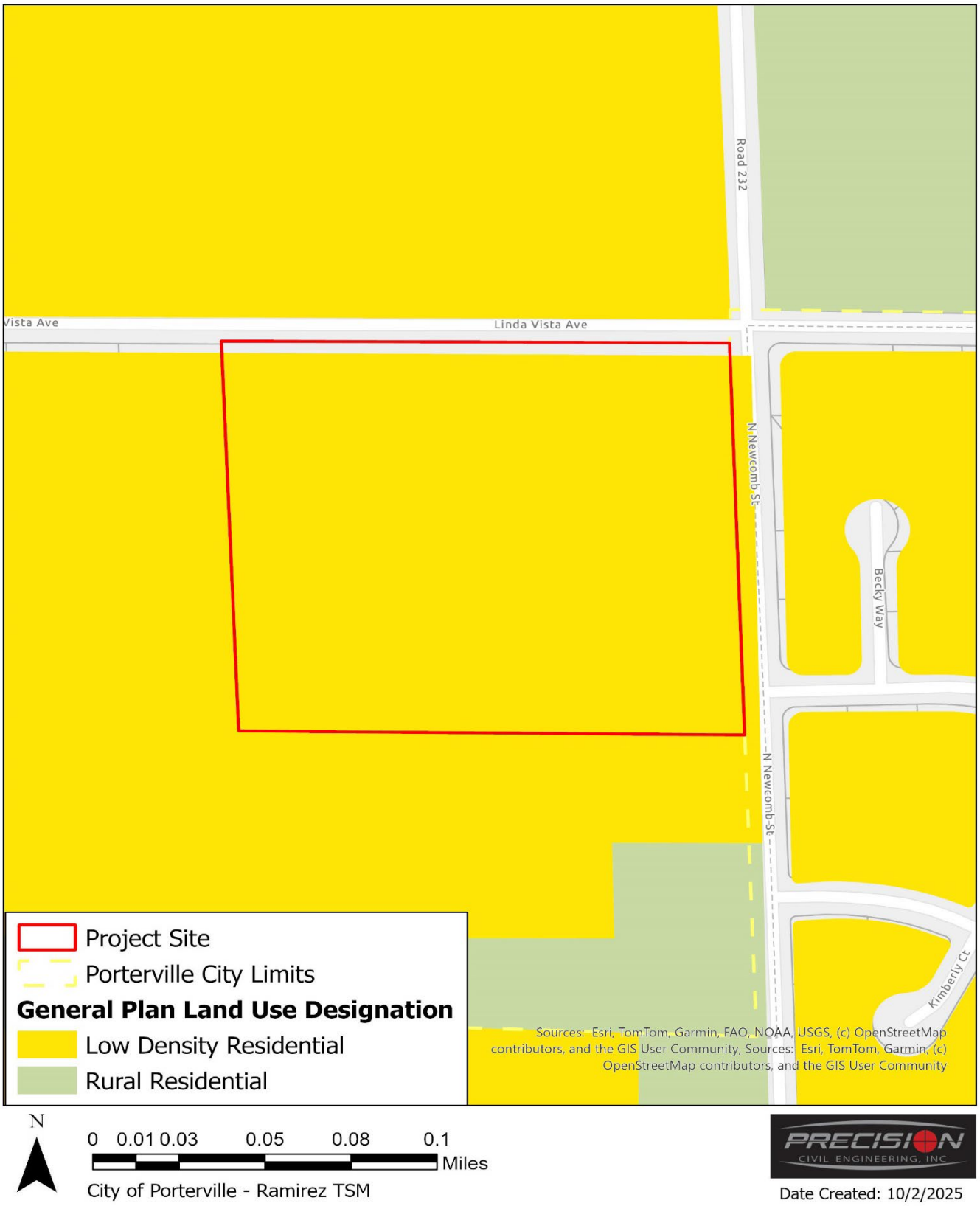


Figure 2-3 General Plan Land Use Designation Map

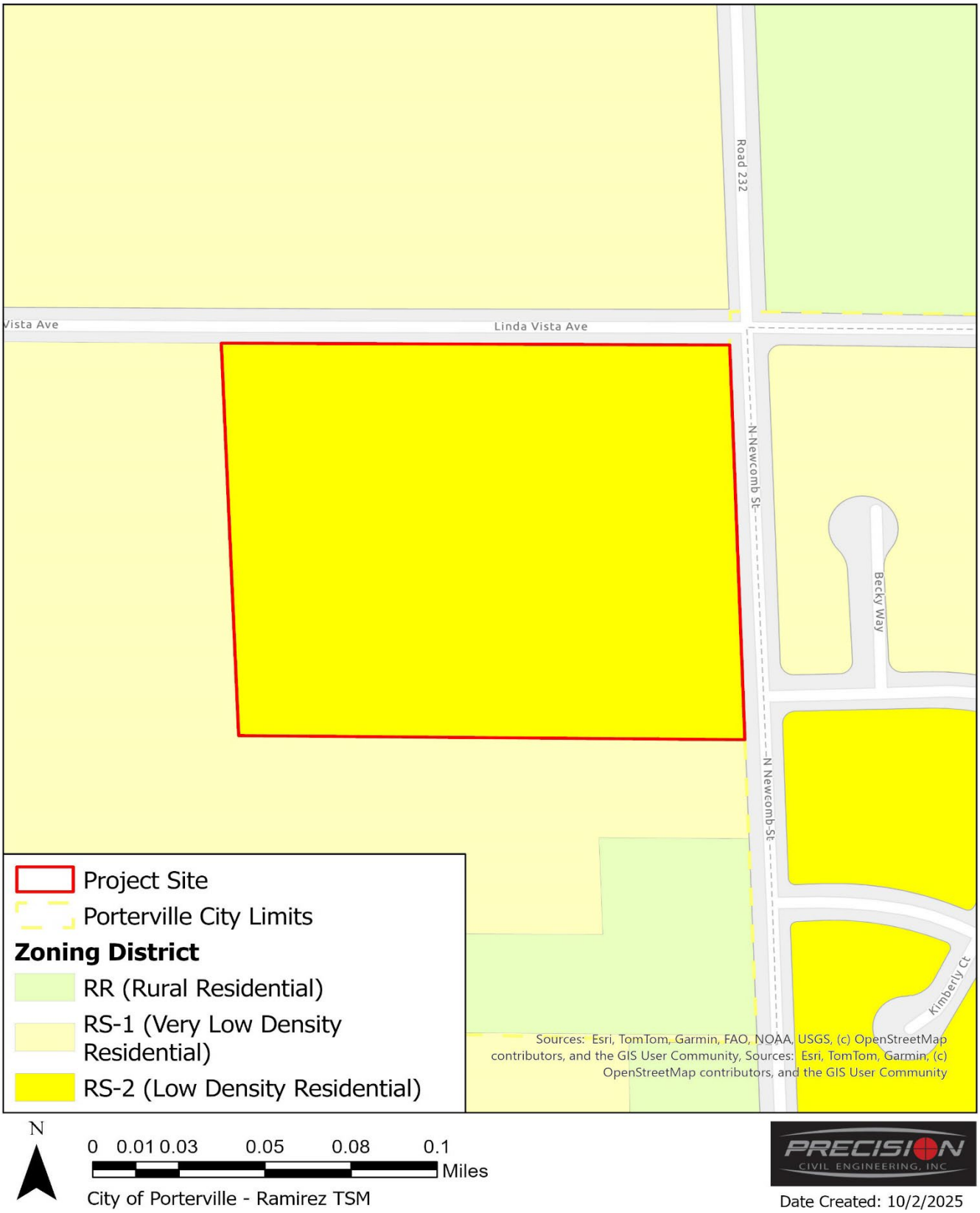


Figure 2-4 Zoning District Map

2.9 Description of Project

To facilitate the future development of the Project Site, the Applicant, Callison Elite Construction, Inc., has requested a Tentative Subdivision Map (PRC 2024-026-S) and Annexation (ANX No. 2026-001). These processes pertain to one (1) approximately 11.47-acre parcel located at the southwest corner of North Newcomb Street and West Linda Vista Avenue in Tulare County, CA (APN 243-130-042). The TSM proposes to subdivide the Project Site into 30 single-family lots (Lots 1 to 30), ranging from 10,762 square feet (sf.) to 17,011 sf., with an average lot size of 12,630 sf. (Figure 2-5). Each lot is proposed to be developed with one unit (2.61 du/ac). The Project proposes an internal network of local streets with one (1) point of ingress/egress on N. Newcomb Street, one (1) point of ingress/egress on W. Linda Vista Avenue, and one (1) street stub to the south in the southwestern portion of the site. All roadways within the proposed subdivision would be designed in accordance with City standards and would have curb, gutter, and sidewalk. In addition, N. Newcomb Street and W. Linda Vista Avenue in proximity to the Project site would be improved to their ultimate rights-of-way, with curb, gutter, and sidewalk, in addition to landscaping. The annexation would annex the one-parcel Project site from the County of Tulare into the City of Porterville.

Though no physical development is proposed at this time, any future development would be built in accordance with all mandatory water use requirements as outlined in the 2022 California Green Building Standards Code, Title 24, Part 11 and verified through the building permit process. As a residential development that would contain plumbing fixtures and fittings, the Project would be required to comply with water-conserving measures for water closets, urinals, showerheads, and faucets. Additionally, as a residential development that would contain landscaping including trees, shrubs, groundcover/annual plants, and lawn, the Project would be required to comply with the updated Model Water Efficient Landscape Ordinance (MWELO) (California Code of Regulations, Title 23, Chapter 2.7, Division 2), as implemented and enforced through the building permit process.

The Project is proposing annexation into City limits and thus, future development would be required to connect to water, wastewater, and stormwater services. Domestic water service would be provided to the site through proposed water mains located throughout the site and would connect to the City system. Sanitary sewer service would be provided though sewer mains located throughout the site and would connect to the City system. Natural gas, electricity, and telecommunications are provided by private companies. In addition, the Project would be subject to fees for the construction, acquisition, and improvements for public services including, but not limited to, fire protection services, police protection services, parks, and schools.

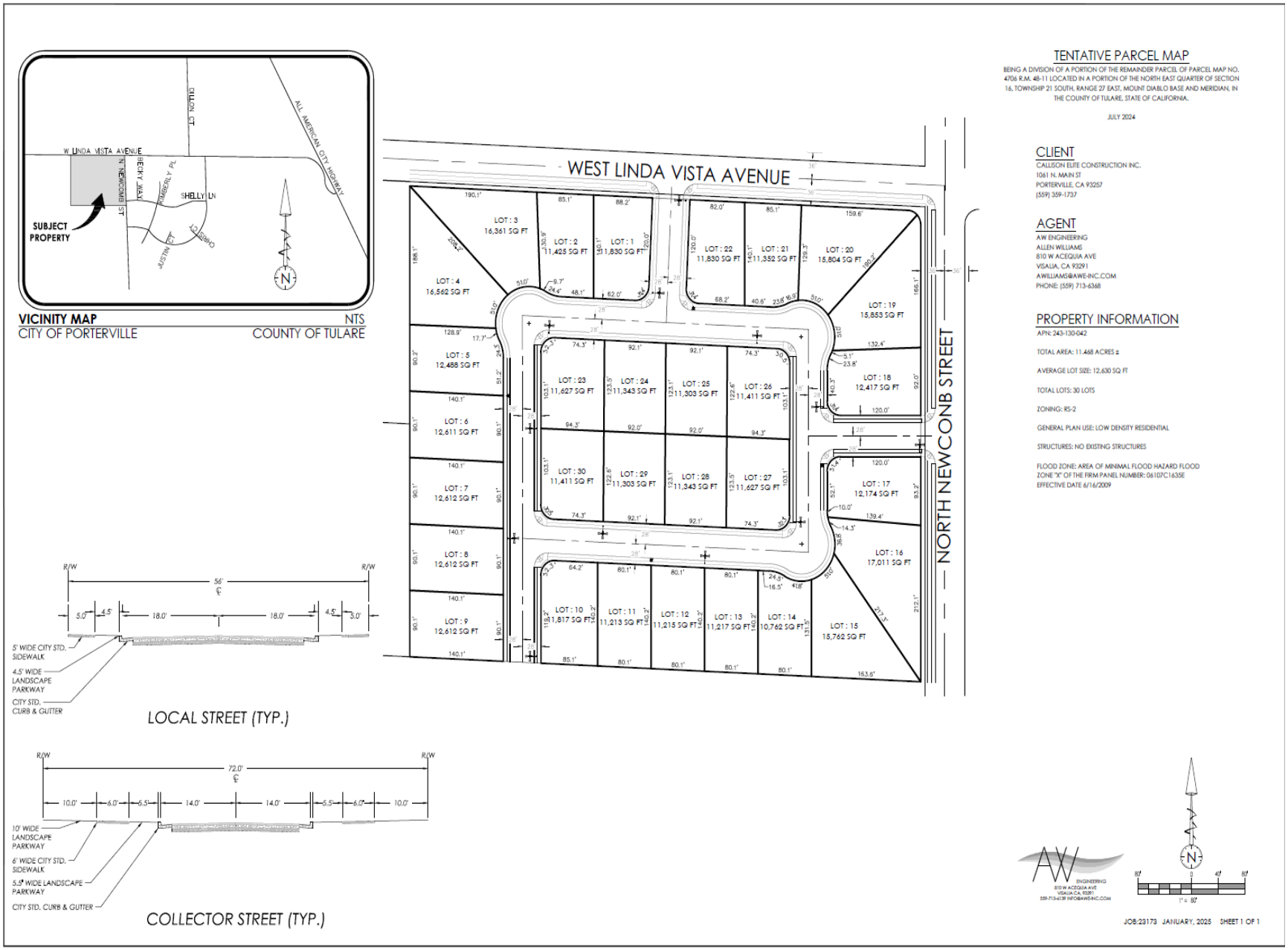


Figure 2-5 Tentative Subdivision Map

2.10 Project Setting and Surrounding Land Uses

Project Setting

The Project site is currently vacant but has historically been utilized for agricultural purposes. The Project site had previously comprised of row-crop orchards and a single-family residence with a detached garage. The existing biotic site conditions and resources of these parcels can be defined primarily as ruderal and are highly disturbed due to annual disking. In addition, there is a power pole and water pump located on the northeastern portion of the Project site.

Surrounding Land Uses

As referenced in Table 2-1, the Project Site is surrounded by orchards and single-family residences to the north, rural single-family residences to the south, single-family residences to the east, and a single-family residence to the west.

Table 2-1 Existing Uses, General Plan Designations, and Zoning Districts of Surrounding Properties

Direction from the Project Site	Existing Land Use	Planned Land Use	Zoning District
North	Orchard/Single-family residences	Low Density Residential	RS-1 Very Low Density Residential
South	Rural Residences	Low Density Residential	RS-1 Very Low Density Residential
East	Single-family residences	Low Density Residential	RS-1 Very Low Density Residential
West	Single-family residence	Low Density Residential	RS-1 Very Low Density Residential

2.11 Site Preparation

Site preparation would include typical grading activities and minor excavation for installation of utility infrastructure for conveyance of water, sewer, stormwater, and irrigation. Site preparation, building, grading, encroachment, and site utilities permits would be subject to review and approval by the appropriate agency and/or department to ensure compliance with applicable codes and regulations. Compliance would be verified through the building permit and inspection process.

2.12 Project Construction and Phasing

No physical development is proposed at this time; however, this IS has been prepared with the assumption that full buildout will occur in one phase over a 24-month period.

2.13 Required Project Approvals

The City of Porterville requires the following review, permits, and/or approvals for the proposed Project. Other approvals not listed below may be required as identified through the entitlement process.

- Tentative Subdivision Map
- Annexation

In addition, other agencies may have the authority to issue permits prior to implementation of the Project including but not limited to: San Joaquin Valley Air Pollution Control District, Southern California Edison, and Regional Water Quality Control Board.

2.14 Consultation with California Native American Tribes

CEQA 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. 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 federally 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 August 12, 2025. The listed tribes include Kitanemuk & Yowlumne Tejon Indians, Table Mountain Rancheria, Tule River Indian Tribe, and Wuksachi Indian Tribe/Eshom Valley Band. The NAHC also conducted a Sacred Lands File (SLF) search which was negative.

The City of Porterville sent formal tribal consultation notices for the proposed Project pursuant to AB 52 (Chapter 532, Statutes 2014) on August 18, 2025. Letters were sent to the tribes identified above. The request for consultation period for AB 52 ended on September 17, 2025. One response was received from Table Mountain Rancheria stating, "we appreciate receiving notice; however, this project site is beyond our area of interest." No other responses were received.

3 DETERMINATION

3.1 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this Project, as indicated by the checklist on the following pages.

- ☐ Aesthetics
- ☐ Agriculture and Forestry Resources
- ☐ Air Quality
- ☒ Biological Resources
- ☒ Cultural Resources
- ☐ Energy
- ☒ Geology and Soils
- ☐ Greenhouse Gas Emissions
- ☒ Hazards and Hazardous Materials
- ☐ Hydrology and Water Quality
- ☐ Land Use Planning
- ☐ Mineral Resources
- ☐ Noise
- ☐ Population and Housing
- ☐ Public Services
- ☐ Recreation
- ☐ Transportation
- ☒ Tribal and Cultural Resources
- ☐ Utilities and Service Systems
- ☐ 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

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, Director Date
City of Porterville, Community Development Department

4 EVALUATION OF ENVIRONMENTAL IMPACTS

4.1 AESTHETICS

Except as provided in Public Resources Code Section 21099, **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

Generally, aesthetic resources may include scenic vistas and scenic resources (e.g. trees, rock outcroppings, historic buildings, highways). Porterville's visual features predominately include urbanized and agricultural land uses. The City of Porterville is nestled at the base of the Sierra Nevada Mountains and foothills, which are located to the east of the City. Depending on conditions, the Sierra Nevada's are prominent and visible from just about anywhere within the City.

The Project Site is approximately 11.47 acres, located at the southwest corner of N. Newcomb Street and W. Linda Vista Avenue. The Project Site is currently vacant and has no on-site structures or improvements (i.e., streets, curb, gutter, sidewalks). The Project site is surrounded by orchards and single-family residences to the north, rural residences to the south, a single-family residential subdivision to the east, and single-family residences to the west.

Porterville 2030 General Plan

According to the Porterville 2030 General Plan, the City identifies its agricultural foundation, topography, landscape, as well as parkland, as a contribution to community identity, aesthetic value, environmental quality, habitat

protection, and recreational activities. However, the General Plan does not identify any specific scenic corridors or scenic vistas within the City's Planning Area.

The City Code of Porterville, California

The City Code of Porterville, California, also known as the Porterville Municipal Code (PMC), outlines enforceable requirements for all new developments to prevent lighting 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 streetlights, 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.

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, however, State Route (SR) 190, east of SR 65, is categorized as an eligible State Scenic Highway. SR 190 is located approximately 3.7 miles southeast of the Project Site. [1]

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 vacant and has no on-site structures or improvements (i.e., streets, curb, gutter, sidewalks). The Project site is surrounded by orchards and single-family residences to the north, rural single-family residences to the south, single-family residences to the east, and a single-family residence

[1] Caltrans. California State Scenic Highway System Map. Accessed on October 2, 2025, https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa

to the west. Mountain ranges and foothills can be seen to the east of the Project site; however, most of this long-range view is blocked by existing development on properties east of the site. While views of the mountain ranges would be further obstructed by the development of the Project site, impacts would be less than significant due to view obstruction by existing development. Additionally, the General Plan does not identify or designate scenic vistas or corridors within the general vicinity of the Project Site. As a result, a less than significant impact would occur.

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

No Impact. According to the California State Scenic Highway Program, there are no officially designated State Scenic Highways in the City of Porterville, inclusive of the Project site. SR 190 is an eligible State Scenic Highway but is located approximately 3.7 miles southeast of the Project site and would not be impacted by the Project due to its distance. Accordingly, the proposed Project would not damage scenic resources, including trees, rock outcroppings, and historic buildings within a state scenic highway and no impact would occur.

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 in an urbanized area surrounded by residential and non-residential uses. Once developed, the Project site will not have a substantially different character from the surrounding area. Further, the proposed use is subject to compliance with applicable zoning and other regulations governing scenic quality, which will ensure the minimization of any visual impact by upholding the visual character or quality of public views of the site and its surroundings. The Project would be subject to compliance with applicable policies and regulations that govern scenic quality including but not limited to the General Plan, Porterville Municipal Code (PMC), and California Building Code (CBC). Compliance would ensure that development of the site would not conflict with applicable zoning and other regulations governing scenic quality. Therefore, the Project would result in a less than significant impact.

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, adjacent vehicle traffic). Development of the Project Site would incrementally increase the amount of light from streetlights, exterior lighting, and vehicular headlights. Such sources could create adverse effects on day or nighttime views in the area.

Project construction would also introduce light and glare resulting from construction activities such as construction equipment traversing the site that could adversely affect day or nighttime views. Although construction activities are anticipated to occur primarily during daylight hours, it is possible that some activities could occur during dusk or early evening hours (PMC Section 18-90.6 permits construction work to take place between 6:00 am and 9:00 pm on any day except Saturday and Sunday, or between 7:00 am and 5:00 pm on Saturday or Sunday). Construction during these time periods could result in light and glare from construction vehicles or equipment. However,

construction would occur primarily during daylight hours and would be temporary in nature. Once construction is completed, any light and glare from these activities would cease to occur.

Once developed, the Project would be required to comply with the applicable General Plan policies and the enforceable requirements and restrictions contained in the PMC intended to prevent light and glare impacts (See Environmental Setting). Further, compliance with Title 24 lighting requirements as verified through the Building Permit process would reduce impacts related to nighttime light. The 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 the Project by the City pursuant to the General Plan, PMC, and Title 24 would result in 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 within the County of Tulare and is planned and zoned for residential use within the City of Porterville. The Project site is currently vacant but has historically been used for agricultural purposes. There are no existing structures or improvements on site (i.e., roads, curb, gutter, sidewalk). The existing biotic conditions and resources of the site can be defined primarily as ruderal and are highly disturbed due to annual disking. The Project site does not contain any agricultural or forestry resources (e.g., 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 on 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.* [2] Maps are updated every two years.

According to the FMMP California Important Farmland Finder, as of 2020, the Project Site is classified as "Farmland of Statewide Importance" and "Rural Residential Land" as defined below. [3] Figure 4-1 shows the farmland type classification within the Project vicinity. Table 4-1 shows the acreage of each farmland type within the Project site.

> *Farmland of Statewide Importance (S): Farmland of Statewide Importance is similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.*
>
> *Rural Residential Land (R): Rural Residential Land includes residential areas of one to five structures per ten acres.*

Table 4-1 Farmland Type by Acreage within Project site

Farmland Type	Acreage
Farmland of Statewide Importance (S)	9.35
Rural Residential Land (R)	2.12

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 for agricultural or open space uses. In return, property tax assessments of the restricted parcels are lower than full market value since the restricted parcels are assessed according to their restricted use rather than their development potential free of such restriction. The minimum length of a Williamson Act contract is 10 years and automatically renews annually upon its anniversary date; as such, the contract length is essentially indefinite unless appropriately cancelled. The Project site is not subject to the Williamson Act.

[2] California Department of Conservation. Important Farmland Categories. Accessed on October 2, 2025, https://www.conservation.ca.gov/dlrp/fmmp/Pages/Important-Farmland-Categories.aspx
[3] California Department of Conservation. (2020). California Important Farmland Finder. Accessed on October 2, 2025, https://maps.conservation.ca.gov/DLRP/CIFF/

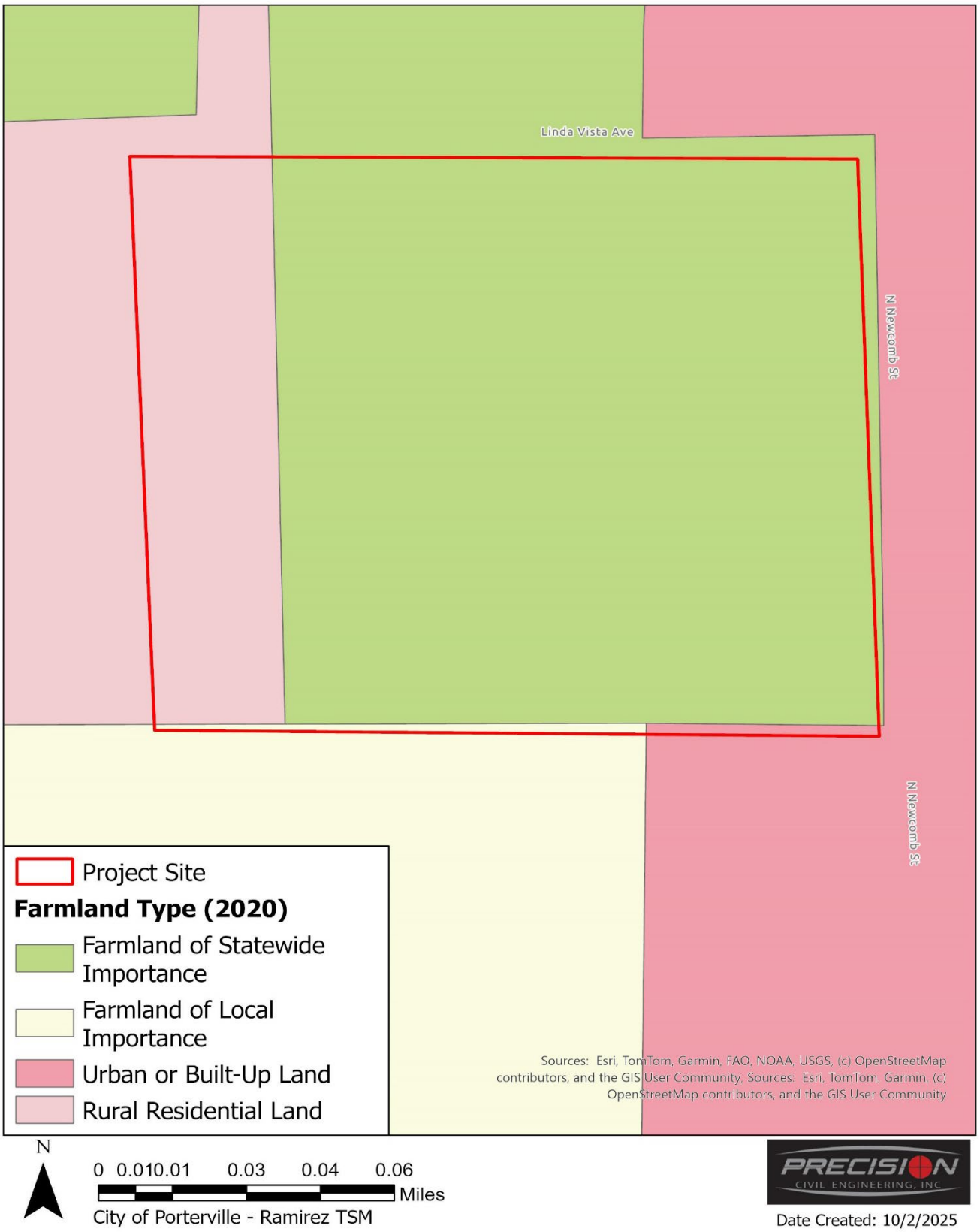


Figure 4-1 Farmland Type

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, California Important Farmland Finder, a portion of the Project site is designated as "Farmland of Statewide Importance." The site is an unincorporated area of Tulare County planned and zoned for residential use within the City of Porterville. Development of the Project site would convert Farmland of Statewide Importance to non-agricultural use.

While the Project would result in the conversion of agricultural lands to a non-agricultural use, this conversion was evaluated under the Porterville General Plan EIR. The EIR states that "although the conversion of these agricultural lands is considered significant, it is important to note that the General Plan has incorporated land use patterns and policies to minimize the amount of overall growth in the Planning Area."

Additionally, the General Plan contains policies intended to provide safeguards for these agricultural lands and encourage the retention of agriculture and open space areas around the City, as listed below.

> *Implementation Policy LU-I-5 Require contiguous development within the UDB unless it can be demonstrated that development of property which is contiguous to urban development is unavailable.*
>
> *Implementation Policy OSC-I-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.*

The Project is compliant with Policy LU-I-5 since the site is located adjacent to development within the city limits. The project would not impede implementation of Policy OSC-I-2 since it does not affect agricultural and open space areas around the City. Compliance with General Plan policies would reduce potential impacts related to the conversion of agricultural lands to non-agricultural use. Therefore, the impacts would be less than significant.

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

No Impact. The Project site and surrounding properties are not zoned for agricultural use and are not under Williamson Act contracts. Therefore, the Project would not conflict with existing zoning for agricultural use or a Williamson Act contract, and no 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 located on land zoned for forest land, timberland, or Timberland Production, as defined by the relevant sections of the Public Resources Code and Government Code. Therefore, the Project would not conflict with existing zoning for these land uses or require any rezoning, and no impacts 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, nor is it designated or zoned for forest uses. Therefore, the project would not result in the loss of forest land or conversion of forest land to non-forest use, and no impacts 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. A majority of the Project site is currently designated as "Farmland of Statewide Importance." As analyzed under criterion a), the Project would have a less than significant impact on the conversion of farmland to non-agricultural use through implementation of policies identified in the General Plan that would provide safeguards for agricultural lands. In addition, the Project site is partially surrounded by non-agricultural uses. Therefore, the proposed development would be generally consistent with the existing environment of the adjacent non-agricultural neighborhood and would follow the pattern of growth as planned in the General Plan. As a result, the Project would not involve additional 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 that is not considered in the General Plan. 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

The City of Porterville lies within the central portion of the San Joaquin Valley Air Basin (SJVAB) that is bounded by the Sierra Nevada Mountain range to the east, Coastal Ranges to the west, and Tehachapi mountains to the south. The San Joaquin Valley Air Pollution Control District (SJVAPCD) regulates air quality in eight (8) counties including: Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare. The SJVAPCD oversees the SJVAB.

Impacts on air quality result from emissions generated during short-term activities (construction) and long-term activities (operations). Construction-related emissions consist mainly of exhaust emissions (NO_X, PM_{10}, and $PM_{2.5}$) from construction equipment and other mobile sources, and fugitive dust (PM_{10} and $PM_{2.5}$) emissions from earth moving activities. Operational emissions are source specific and consist of permitted equipment and activities and non-permitted equipment and activities.

Air pollution in the SJVAB can be attributed to both human-related (anthropogenic) and natural (non-anthropogenic) activities that produce emissions. Air pollution from significant anthropogenic activities in the SJVAB includes a variety of industrial-based sources as well as on- and off-road mobile sources. Four (4) main sources of air pollutant emissions in the SJVAB are motor vehicles, industrial plants, agricultural activities, and construction activities. All four (4) of the major pollutant sources affect ambient air quality throughout the SJVAB. These sources, coupled with geographical and meteorological conditions unique to the area, stimulate the formation of unhealthy air. Air pollutants can remain in the atmosphere for long periods and can build to unhealthful levels when stagnant conditions that are common in the San Joaquin Valley occur. Pollutants are transported downwind from urban areas with many emission sources which are also recirculated back to the urban areas.

Further, the SJVAB is in non-attainment for ozone, PM_{10}, and $PM_{2.5}$, which means that certain pollutants' exposure levels are often higher than the normal air quality requirements. Air quality standards have been set to protect

public health, particularly the health of vulnerable people. Therefore, if the concentration of those contaminants exceeds the norm, some susceptible individuals in the population are likely to experience health effects. Concentration of the pollutant in the air, the length of time exposed and the individual's reaction are factors that affect the extent and nature of the health effects.

San Joaquin Valley Air Pollution Control District

The SJVAPCD is the agency primarily responsible for ensuring that National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) are not exceeded and that air quality conditions are maintained in the SJVAB, within which the Project is located. Responsibilities of the SJVAPCD include, but are not limited to, preparing plans for the attainment of ambient air quality standards, adopting and enforcing rules and regulations concerning sources of air pollution, issuing permits for stationary sources of air pollution, inspecting stationary sources of air pollution and responding to citizen complaints, monitoring ambient air quality and meteorological conditions, and implementing programs and regulations required by the federal Clean Air Act and the California Clean Air Act .

The SJVAPCD rules and regulations that may apply to projects that will occur during buildout of the Project include but are not limited to the following:

> ***Rule 2010 – Permits Required.*** *The purpose of this rule is to require any person constructing, altering, replacing or operating any source operation which emits, may emit, or may reduce emissions to obtain an Authority to Construct or a Permit to Operate. This rule also explains the posting requirements for a Permit to Operate and the illegality of a person willfully altering, defacing, forging, counterfeiting or falsifying any Permit to Operate.*
>
> ***Rule 2201 – New and Modified Stationary Source Review Rule.*** *The purpose of this rule is to provide for the following:*
>
> *The review of new and modified Stationary Sources of air pollution and to provide mechanisms including emission trade-offs by which Authorities to Construct such sources may be granted, without interfering with the attainment or maintenance of Ambient Air Quality Standards; and*
>
> *No net increase in emissions above specified thresholds from new and modified Stationary Sources of all nonattainment pollutants and their precursors.*
>
> ***Rule 4001 – New Source Performance Standards.*** *This rule incorporates the New Source Performance Standards from Part 60, Chapter 1, Title 40, Code of Federal Regulations (CFR).*
>
> ***Rule 4002 – National Emission Standards for Hazardous Air Pollutants.*** *This rule incorporates the National Emission Standards for Hazardous Air Pollutants from Part 61, Chapter I, Subchapter C, Title 40, Code of Federal Regulations (CFR) and the National Emission Standards for Hazardous Air Pollutants for Source Categories from Part 63, Chapter I, Subchapter C, Title 40, Code of Federal Regulations (CFR).*
>
> ***Rule 4102 – Nuisance.*** *The purpose of this rule is to protect the health and safety of the public and applies to any source operation that emits or may emit air contaminants or other materials.*
>
> ***Rule 4601 – Architectural Coatings.*** *The purpose of this rule is to limit VOC emissions from architectural coatings. This rule specifies architectural coatings storage, cleanup, and labeling requirements.*

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. This rule applies to the manufacture and use of cutback asphalt, slow cure asphalt and emulsified asphalt for paving and maintenance operations.*

Regulation VIII – Fugitive PM_{10} Prohibitions. *The purpose of Regulation VIII (Fugitive PM_{10} Prohibitions) is to reduce ambient concentrations of fine particulate matter (PM_{10}) by requiring actions to prevent, reduce or mitigate anthropogenic fugitive dust emissions.*

Rule 9510 – Indirect Source Review. *The purposes of this rule are to:*

1. Fulfill the District's emission reduction commitments in the PM10 and Ozone Attainment Plans.

2. Achieve emission reductions from the construction and use of development projects through design features and on-site measures.

3. Provide a mechanism for reducing emissions from the construction of and use of development projects through off-site measures.

Thresholds of Significance

To assist local jurisdictions in the evaluation of air quality impacts, the SJVAPCD has published the *Guide for Assessing and Mitigating Air Quality Impacts* (GAMAQI). SJVAPCD recommends a three (3)-tiered approach to air quality analysis based on Project size to allow quick screening for CEQA impacts:

1. **Small Project Analysis Level (SPAL):** based on the District's New Source Review, the District pre-quantified emissions and determined values as thresholds of significance for criteria pollutants. Residential, commercial, retail, industrial, educational, and recreational land uses are eligible to use this for screening. The SPAL was published on November 13, 2020, by the SJVAPCD to determine potential impacts in GAMAQI. [4] SPAL is based on a CalEEMod version 2016.3.2.
2. **Cursory Analysis Level (CAL):** CAL is used to determine significance on Projects that exceed the SPAL criteria. Analysis includes using CalEEMod to estimate emissions and air pollutants.
3. **Full Analysis Level (FAL):** this level of analysis is usually required for an EIR. It requires a full air quality report that describes impacts on the public.

GAMAQI also includes recommended thresholds of significance to be used for the evaluation of short-term construction, long-term operational, odor, toxic air contaminant, and cumulative air quality impacts. Accordingly, the SJVAPCD-recommended thresholds of significance are used to determine whether implementation of the proposed Project would result in a significant air quality impact. Projects that exceed these recommended thresholds would be considered to have a potentially significant impact on human health and welfare. The thresholds of significance are summarized, as follows:

[4] San Joaquin Valley Air Pollution Control District. (2020). "Small Project Analysis Levels (SPAL)". Accessed on October 3, 2025, https://www.valleyair.org/transportation/CEQA%20Rules/GAMAQI-SPAL.PDF

Criteria Air Pollutants

SJVAPCD adopted thresholds of significance for criteria air pollutants, as shown in Table 4-2. The thresholds of significance are based on a calendar year basis. For construction emissions, the annual emissions are evaluated on a rolling 12-month period. The following summarizes these thresholds:

Short-Term Emissions of Particulate Matter (PM_{10}): Construction impacts associated with the proposed Project would be considered significant if the feasible control measures for construction in compliance with Regulation VIII as listed in the SJVAPCD guidelines are not incorporated or implemented, or if Project-generated emissions would exceed 15 tons per year (TPY).

Short-Term Emissions of Ozone Precursors (ROG and NO_X): Construction impacts associated with the proposed Project would be considered significant if the Project generates emissions of Reactive Organic Gases (ROG) or NO_X that exceeds 10 TPY.

Long-Term Emissions of Particulate Matter (PM_{10}): Operational impacts associated with the proposed Project would be considered significant if the Project generates emissions of PM_{10} that exceed 15 TPY.

Long-Term Emissions of Ozone Precursors (ROG and NO_X): Operational impacts associated with the proposed Project would be considered significant if the Project generates emissions of ROG or NOX that exceeds 10 TPY.

Table 4-2 SJVAPCD Recommended Air Quality Thresholds of Significance.[5]

Pollutant	Significance Threshold	
	Construction Emissions (tons/year)	Operational Emission (tons/year)
CO	100	100
NO_X	10	10
ROG	10	10
SO_X	27	27
PM_{10}	15	15
$PM_{2.5}$	15	15

Conflict with or Obstruct Implementation of Applicable Air Quality Plan

Air Quality Plans (AQPs) are plans for reaching the attainment of air quality standards. The applicable AQP for the SJVAB is the GAMAQI. Due to the region's nonattainment status for ozone, $PM_{2.5}$, and PM_{10}, if the Project-generated emissions of either of the ozone precursor pollutants (i.e., ROG and NO_x) or PM_{10} would exceed the SJVAPCD's significance thresholds, then the Project would be considered to be conflicting with the AQP. In addition, if the Project would result in a change in land use and corresponding increases in vehicle miles traveled, the Project may result in an increase in vehicle miles traveled that is unaccounted for in regional emissions inventories contained in regional air quality control plans. Vehicle Miles Traveled is analyzed in Section 4.17.

Local Mobile-Source CO Concentrations

[5] SJVAPCD. (2015). Guidance for Assessing and Mitigating Air Quality Impacts. Accessed on October 3, 2025, https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF

Local mobile source impacts associated with the proposed Project would be considered significant if the Project contributes to CO concentrations at receptor locations in excess of the CAAQS (i.e., 9.0 ppm for 8 hours or 20 ppm for 1 hour).

Toxic Air Contaminants

Exposure to toxic air contaminants (TAC) would be considered significant if the probability of contracting cancer for the Maximally Exposed Individual (i.e., maximum individual risk) would exceed 10 in 1 million or would result in a Hazard Index greater than one (1).

As recommended by the SJVAPCD, the latest approved California Air Pollution Control Officer's Association (CAPCOA) methodology was utilized as the TAC screening methodology. According to the CAPCOA Guidance Document titled "Health Risk Assessments for Proposed Land Use Projects," there are two types of land use projects that have the potential to cause long-term public health risk impacts. These project types are as follows:

- Type A: Land use Projects with toxic emissions that impact receptors, and
- Type B: Land use Project that will place receptors in the vicinity of existing toxics sources.

In this Guidance document, Type A projects examples are (project impacts receptors):

- combustion related power plants,
- gasoline dispensing facilities,
- asphalt batch plants,
- warehouse distribution centers,
- quarry operations, and
- other stationary sources that emit toxic substances.

Odor

The intensity of an odor source's operations and its proximity to sensitive receptors influences the potential significance of odor emissions. Specific land uses that are considered sources of undesirable odors include landfills, transfer stations, composting facilities, sewage treatment plants, wastewater pump stations, asphalt batch plants, and rendering plants. The SJVAPCD has identified these common types of facilities that have been known to produce odors in the SJVAB and has prepared screening levels for potential odor sources ranging from one to two miles of distance from the odor-producing facility to sensitive receptors. Odor impacts would be considered significant if the Project has the potential to frequently expose members of the public to objectionable odors.

Ambient Air Quality

The SJVAPCD applies the following guidance in determining whether an ambient air quality analysis should be performed: when assessing the significance of Project-related impacts on air quality, it should be noted that the impacts may be significant when on-site emission increases from construction activities or operational activities exceed the 100 pounds per day screening level of any criteria pollutant after implementation of all enforceable mitigation measures. Under such circumstances, the SJVAPCD recommends that an ambient air quality analysis be performed.

Small Project Analysis Level

The SPAL identifies pre-quantified emissions and determined values related to project type, size, and number of vehicle trips. According to the SPAL, projects that fit specified descriptions are deemed to have a less than significant impact on air quality and as such are excluded from quantifying criteria pollutant emissions for CEQA purposes. The SPAL threshold criteria for residential projects is shown in Table 4-3.

Table 4-3 SPAL Thresholds for Residential Projects

Land Use Type	Size and Unit	Average Daily One-Way Trips for all fleet types (Except HHDT)	Average Daily One-way for HHDT Trips only (50-mile trip length)
Single Family	155 dwelling unit	800	15
Apartment, Low Rise	224 dwelling unit	800	15
Apartment, Mid Rise	225 dwelling unit	800	15
Apartment, High Rise	340 dwelling unit	800	15
Condominiums/Townhouse	352 dwelling unit	800	15

Porterville 2030 General Plan

The Porterville 2030 General Plan Open Space and Conservation Element established policies and actions related to air quality, as listed below.

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.*

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.

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-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.*

4.3.2 Impact Assessment

Would the Project:

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

Less than Significant Impact. Air Quality Plans (AQPs) are designed to achieve and maintain compliance with ambient air quality standards. These plans involve a detailed analysis of factors influencing air quality within a specific air basin, including growth projections, emission sources, pollutant formation processes, and existing and

planned emission controls. The goal of an AQP is to demonstrate how, through a combination of regulations, programs, and other measures, the air basin will attain and maintain the air quality standards.

The applicable AQP for the San Joaquin Valley Air Basin (SJVAB) is the San Joaquin Valley Air Pollution Control District's (SJVAPCD) *Guide for Assessing and Mitigating Air Quality Impacts* (GAMAQI). The GAMAQI indicates that projects that do not exceed SJVAPCD regional criteria pollutant emissions quantitative thresholds identified in the GAMAQI would not conflict with or obstruct the applicable AQP.

The GAMAQI contains the Small Project Analysis Level (SPAL) screening tool that pre-quantifies emissions and significance thresholds below which it is reasonable to conclude that a project would not exceed applicable thresholds of significance for criteria pollutants. Projects below these SPAL thresholds are presumed to have a less than significant impact on air quality and are considered consistent with the AQP. As demonstrated below, the proposed Project would not have any significant effects relating to air quality pursuant to SPAL. The Project is below all thresholds and therefore, the Project is assumed to result in air quality impacts that are below the identified thresholds of significance. Therefore, the proposed Project would not be considered to obstruct implementation of the applicable AQP or be in conflict with the applicable AQP and a less than significant impact would occur.

Table 4-4 SPAL Significance Thresholds

	SPAL Threshold	Proposed Project	Below Threshold?
Size/Unit	155 dwelling units	30 dwelling units	Yes
Average Daily One-way Trips for All Fleet Types (Except Heavy-Heavy Duty Trucks (HHDT))	800	282.9	Yes
Average Daily One-way for HHDT trips only (50-mile trip length)	15	0	Yes
Note: Trip generation and VMT are further described in Section 4.17.			

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?

Less than Significant Impact. The San Joaquin Valley Air Basin (SJVAB) is currently designated as non-attainment for ozone, PM_{10}, and $PM_{2.5}$ under both federal and state ambient air quality standards. This means that existing concentrations of these pollutants frequently exceed established health-based standards, posing a risk to public health, especially for sensitive populations. Because the Project's emissions are below the San Joaquin Valley Air Pollution Control District's (SJVAPCD) Small Project Analysis Level (SPAL) thresholds (criterion a)), the emissions are presumed to have a less than significant impact on air quality and are excluded from further quantification for CEQA purposes. The SPAL thresholds are designed to identify projects that, individually or cumulatively, would not contribute significantly to existing air quality violations. Therefore, the Project's contribution to cumulative increases in these non-attainment pollutants would be considered less than significant and would not result in a cumulatively considerable net increase. Impacts would be less than significant.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact. Sensitive receptors, such as schools, parks, playgrounds, day care centers, nursing homes, hospitals, and residential dwelling units are more susceptible to the adverse effects of air pollution. The

nearest sensitive receptors to the Project site are single-family residences which surround the Project site. As discussed previously, Project emissions are below the San Joaquin Valley Air Pollution Control District's (SJVAPCD) Small Project Analysis Level (SPAL) thresholds for both construction and operation. Projects below these thresholds are presumed to have a less than significant impact on air quality and are not required to perform further analysis. Therefore, the Project's potential to expose nearby sensitive receptors to substantial pollutant concentrations would be considered less than significant.

Furthermore, the Project proposes residential development. Residential development typically does not generate substantial toxic emissions (e.g., Type A uses defined by the California Air Pollution Control Officers Association (CAPCOA) guidelines). While construction activities would generate temporary emissions, primarily from diesel equipment exhaust, these emissions would be limited to the construction period. Moreover, construction activities would be required to comply with all applicable SJVAPCD rules and regulations, including but not limited to Regulation VIII (Fugitive PM_{10} Prohibitions), Rule 2010 (Permits Required), Rule 2201 (New and Modified Stationary Source Review), Rule 4402 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). Compliance with these regulations will further minimize potential impacts to sensitive receptors. Therefore, impacts related to exposure of sensitive receptors to substantial pollutant concentrations are considered less than significant.

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

Less than Significant Impact. Certain land uses, such as landfills, transfer stations, composting facilities, sewage treatment plants, wastewater pump stations, asphalt batch plants, and rendering plants, are known to generate objectionable odors. This Project, which facilitates residential development, does not involve any of these odor-generating uses. Therefore, it is unlikely to produce odors that would adversely affect a substantial number of people. Furthermore, a review of the surrounding area indicates no major odor-generating sources (e.g., sanitary landfill, transfer station, composting facility, food processing facility) in proximity to the Project site. While temporary odors associated with diesel fuel and equipment exhaust may be present during construction activities, these odors will be short-lived and limited to the construction phase. For these reasons, potential odor impacts associated with the Project would be less than significant.

4.3.3 Mitigation Measures

None required.

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

The Project site is currently vacant with no structures or improvements. The existing biotic conditions and resources of the Project site can be defined primarily as ruderal and are highly disturbed due to annual disking. There are no trees, shrubs, or water features present on the Project site.

U.S. Fish and Wildlife – Special-Status Species Database

The U.S. Fish and Wildlife Service (USFWS) operates an "Information for Planning and Consultation" (IPaC) database, which is a Project planning tool for the environmental review process that provides general information on the location of special-status species that are "known" or "expected" to occur (note: the database does not provide occurrences; refer to the California Department of Fish and Wildlife – Natural Diversity Database below). [6] Specifically, the database identifies 10 endangered species, 1 bald & golden eagle, and 14 migratory birds that are potentially affected by activities on the Project Site. The list of species is provided in Appendix B.

U.S. Fish and Wildlife – Critical Habitat Report

Once a species is listed under the federal Endangered Species Act, NOAA Fisheries is required to determine whether there are areas that meet the definition of Critical Habitat. Per NOAA Fisheries, Critical Habitat is defined as:

- Specific areas within the geographical area occupied by the species at the time of listing that contain physical or biological features essential to conservation of the species and that may require special management considerations or protection; and
- Specific areas outside the geographical area occupied by the species if the agency determines that the area itself is essential for conservation. [7]

The process of Critical Habitat designation is complex and involves the consideration of scientific data, public and peer review, economic, national security, and other relevant impacts. According to the Critical Habitat for Threatened & Endangered Species Report updated February 25, 2025, the Project Site and its immediate vicinity (0.5-mile radius from the site) are not located within a federally designated Critical Habitat. [8] The closest federally designated Critical Habitat is located approximately 3.0 miles east of the Project Site for California condor (*Gymnogyps californianus*).

U.S. Fish & Wildlife Service – National Wetlands Inventory

The USFWS provides a National Wetlands Inventory (NWI) with detailed information on the abundance, characteristics, and distribution of U.S. wetlands. A search of the NWI shows no federally protected wetlands

[6] U.S. Fish and Wildlife Service. Information and Planning Consultation Online System. Accessed on October 3, 2025, https://ecos.fws.gov/ipac/

[7] National Oceanic and Atmospheric Administration (NOAA). Critical Habitat. Accessed on October 3, 2025, https://www.fisheries.noaa.gov/national/endangered-species-conservation/critical-habitat#definition-of-critical-habitat

[8] U.S. Fish & Wildlife. (2024). ECOS Environmental Conservation Online System - USFWS Threatened & Endangered Species Active Critical Habitat Report (updated February 25, 2025). Accessed on October 3, 2025, https://ecos.fws.gov/ecp/report/table/critical-habitat.html

(including but not limited to marsh, vernal pool, coastal, etc.) on the Project Site. [9] Additionally, the Project site is not within or adjacent to a riparian area nor does the site contain any water features.

Environmental Protection Agency – WATERS Geoviewer

The U.S. Environmental Protection Agency (EPA) WATERS GeoViewer provides a GeoPlatform based web mapping application of water features by location. According to the WATERS GeoViewer, there are no water features located within the Project site. [10]

California Department of Fish and Wildlife – Natural Diversity Database

The California Department of Fish and Wildlife (CDFW) operates the California Natural Diversity Database (CNDDB), which is an inventory of the status and locations of rare plants and animals in California along with reported occurrences of such species. [11] The Project Site is located within the United States Geological Survey (USGS) Porterville 7.5-minute quadrangle map (Quad). A five (5)-mile radius from the Project site extends into the Cairns Corner, Lindsay, Frazier Valley, Woodville, and Success Dam Quads. According to the CNDDB, there are 34 special-status species that have been observed and reported in the Porterville, Cairns Corner, Lindsay, Frazier Valley, Woodville, and Success Dam Quads. A list of occurrences within these Quads is provided in Appendix B.

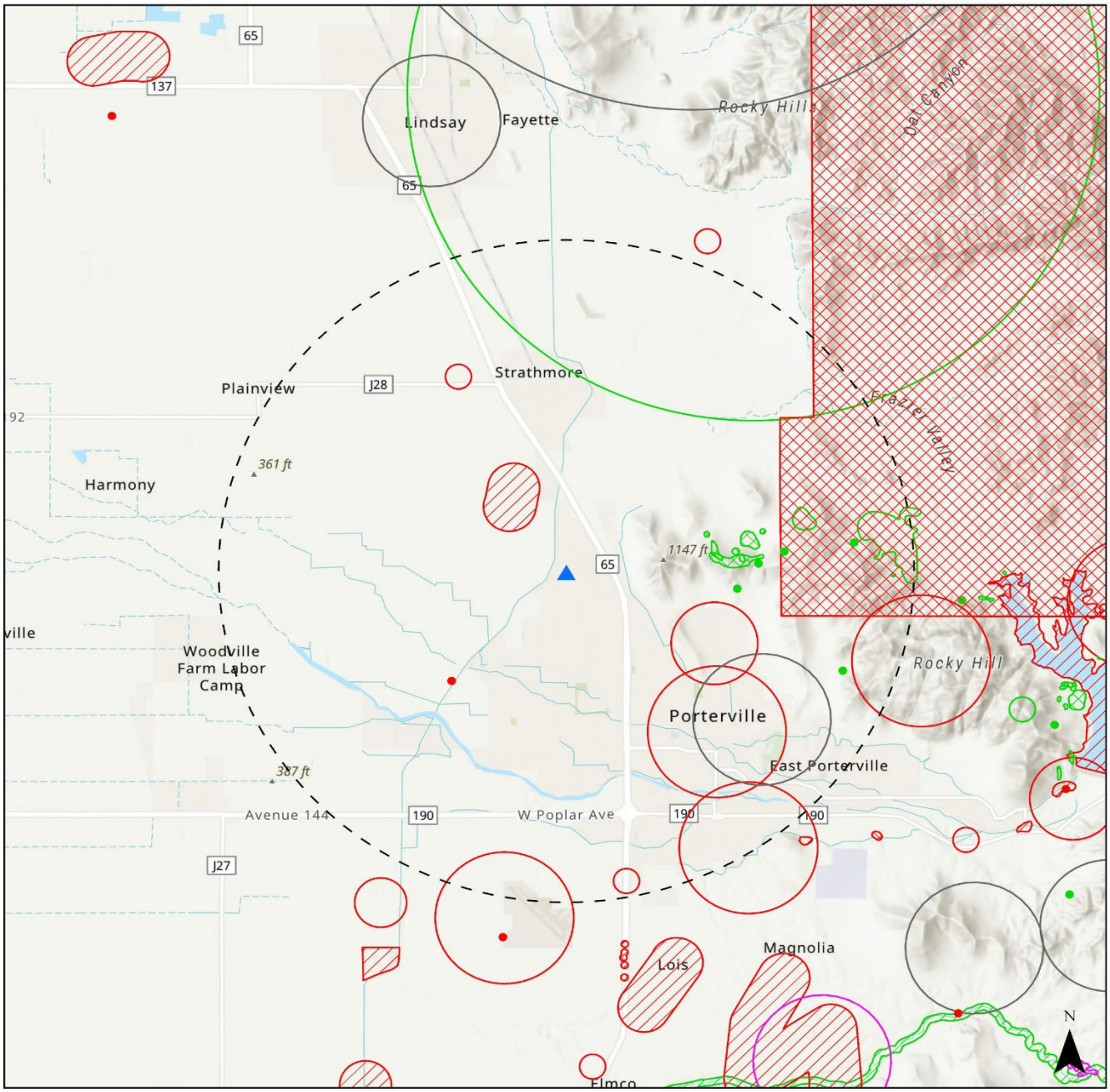
The CNDDB identifies no special status species located within the Project site. Figure 4-2 shows the CNDDB-identified occurrences of animal and plant species within the five (5)-mile radius of the Project site. Table 4-5 lists all federally or state-listed special-status species CNDDB-known occurrences within the five (5)-mile radius of the Project Site, organized by distance to the site. Several occurrences are listed as extirpated or possibly extirpated, meaning that the habitat has been destroyed or that the element has been searched but not seen for many years. Table 4-6 provides an analysis of essential habitats and the potential for the existence of the special-status species to exist on the Project site.

[9] U.S. Fish & Wildlife Service. National Wetlands Inventory. Accessed October 3, 2025, https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/
[10] U.S. Environmental Protection Agency. WATERS GeoViewer 2.0. Accessed October 3, 2025, https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=074cfede236341b6a1e03779c2bd0692
[11] California Department of Fish and Wildlife. California Natural Diversity Database. Accessed October 3, 2025, https://wildlife.ca.gov/Data/CNDDB

Table 4-5 Special-Status Species Occurrences within 5-mile radius of Project Site

Species (Common Name)	Date	Federal Status	State Status	Distance to site
San Joaquin kit fox	1975/07/XX	Endangered	Threatened	0.90 miles
San Joaquin kit fox	1973/XX/XX	Endangered	Threatened	1.77 miles
San Joaquin adobe sunburst	2016/03/18	Threatened	Endangered	2.05 miles
striped adobe-lily	2007/03/01	None	Threatened	2.10 miles
Northern California legless lizard	1940/04/02	None	None	2.26 miles
Swainson's hawk	2017/07/09	None	Threatened	2.29 miles
San Joaquin adobe sunburst	1990/04/12	Threatened	Endangered	2.42 miles
Crotch's bumble bee	1963/06/13	None	Candidate Endangered	2.60 miles
Springville clarkia	2002/04/16	Threatened	Endangered	2.71 miles
striped adobe-lily	1983/XX/XX	None	Threatened	2.76 miles
California condor	1976/09/17	Endangered	Endangered	3.08 miles
San Joaquin adobe sunburst	1988/04/09	Threatened	Endangered	3.09 miles
San Joaquin kit fox	1975/07/XX	Endangered	Threatened	3.14 miles
San Joaquin adobe sunburst	1990/04/12	Threatened	Endangered	3.34 miles
Morrison's blister beetle	1939/05/01	None	None	3.94 miles
striped adobe-lily	1988/04/01	None	Threatened	4.11 miles
San Joaquin adobe sunburst	2010/04/01	Threatened	Endangered	4.11 miles
San Joaquin adobe sunburst	1990/03/22	Threatened	Endangered	4.20 miles
Townsend's big-eared bat	1988/07/27	None	None	4.28 miles
American badger	XXXX/XX/XX	None	None	4.32 miles
vernal pool fairy shrimp	2002/07/22	Threatened	None	4.58 miles

Extirpated or possible extirpated occurrences are not shown on the table.



Plant (80m)
Plant (specific)
Plant (non-specific)
Plant (circular)
Animal (80m)
Animal (specific)
Animal (non-specific)
Animal (circular)

Terrestrial Comm. (specific)
Terrestrial Comm. (circular)
Multiple (circular)
Project Site
5 Mile Radius from Project Site

Note: Data Accuracy
Accuracy represents spatial uncertainty in a relative way on a scale of one to ten (from most accurate to least accurate).

- Specific -specific bounded area (Level 1)
- Non-specific-non-specific bounded area (Level 3)
- 80m-specific bounded area with an 80-meter radius (Level 1)

Note: Extirpated or possible extirpated occurrences are not labeled in the figure.

Source: California Natural Diversity Database (CNDDB) Commercial (ds85)
Accessed Date: 10/03/2025

Figure 4-2 CNDDB Occurrences within 5-miles of the Project Site

Table 4-6 Essential Habitats and Potential Existence of Special-Status Species on Site

Common Name/Type	Habitat	Potential Occurrence in the Project Site
American Badger	Most abundant in drier open stages of most shrub, forest, and herbaceous habitats, with friable soils.	**Potentially Present**. Project site is vacant, with herbaceous habitat and friable soils. Active denning may be limited by annual disking and site disturbance.
California Condor	Require vast expanses of open savannah, grasslands, and foothill chaparral in mountain ranges of moderate altitude.	**Absent**. Found in mountain ranges and large, undisturbed natural areas. The Project site is adjacent urbanized area and does not contain suitable mountain or expansive foraging habitat for condors.
Swainsons hawk	Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, and agricultural or ranch lands with groves or lines of trees.	**Likely Absent.** Nests in mature trees and forages in open grasslands and agricultural fields. There are no mature trees present on the Project site that would provide suitable habitat.
Crotch's bumblebee	Coastal California east to the Sierra-cascade crest and south into Mexico.	**Potentially Present.** Project site is vacant, with ruderal herbaceous vegetation that may provide suitable foraging resources; nesting is less likely in disced areas.
Morrison's blister beetle	Inhabitant of the southern central valley of California.	**Likely Absent.** Prefers sand dune/desert scrub habitat. The Project site does not provide any suitable sand dune or desert scrub habitat.
Northern California legless lizard	Sandy or loose loamy soils under sparse vegetation.	**Potentially Present**. The Project site comprises sandy/loose loamy soils with vegetative cover throughout the entirety of the Project site. Nesting is unlikely due to discing.
San Joaquin Adobe sunburst	Valley and foothill grassland, cismontane woodland.	**Likely Absent.** Present in grassland and oak woodland habitat, with preference for heavy adobe soils. The Project site does not contain any heavy adobe soils. Additionally, the Project site is subject to annual discing which disturbs the soils.
San Joaquin Kit Fox	Annual grasslands or grassy open stages with scattered shrubby vegetation. Need loose-textured sandy soils for burrowing, and suitable prey base.	**Potentially Present.** The Project site comprises vacant grassland with shrubby vegetation and loose, sandy soils which would provide suitable habitat.
Springville Clarkia	Chaparral, cismontane woodland, valley and foothill grassland.	**Likely Absent** The Project site is a vacant, grassland; however, the Project site is disced annually for vegetation control which would preclude the establishment and persistence of this species.
Striped adobe-lily	Cismontane woodland, valley and foothill grassland.	**Likely Absent** The Project site is a vacant, grassland; however, the Project site is disced annually for vegetation control which would preclude the establishment and persistence of this species.

Townsend's big eared bat	Throughout California in a wide variety of habitats. Most common in mesic sites.	**Likely Absent.** The Project site is a vacant, grassland that provides little potential roosting sites (e.g., caves, mines, large buildings).
Vernal pool fairy shrimp	Endemic to the grasslands of the central valley, central coast mountains, and south coast mountains, in astatic rain-filled pools.	**Potentially Present.** The Project site is a vacant grassland with the potential for rain to accumulate in scattered pools.

California Fish and Game Code

Sections 3503, 3503.5, and 3513 of the California Fish and Game Code specifically protect native birds and raptors. Mitigation for avoidance of impacts to nesting birds is typically necessary to comply with these Sections of the Fish and Game Code in CEQA. [12]

Section 3503*: It is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto.*

Section 3503.5*: It is unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto.*

Section 3513: *It is unlawful to take or possess any migratory nongame bird as designated in the Migratory Bird Treaty Act or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the Migratory Treaty Act.*

Porterville 2030 General Plan

According to the Porterville 2030 General Plan, the Project Site is within an area with known or high potential habitat for the striped adobe lily. The General Plan established goals and policies related to biological resources in the Open Space & Conservation Element, as listed below: [13]

Goal OSC-G-7 *Protect habitat for special status species, designated under State and federal law.*

Implementing Policy OSC-I-27 *Protect and enhance the natural habitat features of the Tule River and open space corridors within the Planning Area.*

Implementing Policy OSC-I-28 *Require protection of sensitive habitat areas and special status species in new development site designs in the following order: 1) avoidance; 2) onsite mitigation, 3) offsite mitigation, and 4) purchase of mitigation credits.*

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[12] The California Biologist's Handbook. California Fish and Game Code. Accessed on October 3, 2025, https://biologistshandbook.com/regulations/state-regulations/state-fish-and-game-code/#:~:text=Section%203503,any%20regulation%20made%20pursuant%20thereto.%E2%80%9D

[13] City of Porterville. City of Porterville 2030 General Plan: Open Space & Conservation. Accessed October 3, 2025, https://cms9files.revize.com/PortervilleCA/Document_Center/Department/Community%20Development/General%20Plan%20Update/Chapter6OpenSpaceandConservation_000.pdf

Implementing Policy OSC-I-29 *Require assessments of biological resources prior to approval of any development within 300 feet of any creeks, sensitive habitat areas, or areas of potential sensitive status species.*

The term "special status" species includes species classified as rare and endangered. These priorities are consistent with the California Department of Fish and Game guidelines. When habitat preservation on-site is not feasible (i.e., preserved parcels would be too small to be of any value), then off-site mitigation should occur.

Implementing Policy OSC-I-32 *Identify and protect wildlife movement corridors that serve critical habitats to minimize wildlife-urban conflicts.*

Implementing Policy OSC-I-34 *Continue to require street tree planting in new development and support the City's tree planting fund.*

Implementing Policy OSC-I-35 *Consult with all responsible agencies about wetland and vernal pool habitat potentially affected by development.*

This consultation will occur as part of the environmental review process.

Implementing Policy OSC-I-36 *Establish a "no net loss" policy for wetlands and vernal pools, including credits for land banking and off-site mitigation, and maintain a protection zone around wetlands, riparian corridors, and identified habit areas where development shall not occur, except as part of a parkway enhancement program (e.g., trails and bikeways).*

Protection zones will be determined on case-by-case based on biological studies and field assessment.

The City Code of Porterville, California

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 Impact with Mitigation Incorporated. To assess the potential presence of special-status species, queries were conducted using the CDFW CNDDB and the USFWS IPaC databases. These databases provide information on the status and locations of rare plants and animals. As identified in the Environmental Setting, the queries identified potential special-status species near the Project site. No critical habitat exists within or directly adjacent to the site, as designated by federal agencies. The CNDDB Bios mapping (Figure 4-2), along with Table 4-6, summarize the query results and characterize the site's habitat.

The analysis in Table 4-6 identified several special-status wildlife species with the potential to occur on the site, primarily due to the presence of suitable habitat. These include Swainsons Hawk and other protected birds, American Badger, Northern California Legless Lizard, San Joaquin Kit Fox, Crotch's Bumble Bee, and Vernal Pool Fairy Shrimp. To ensure that the Project does not have a substantial adverse effect on these identified species, either directly or through habitat modifications, the Project shall incorporate ***Mitigation Measures BIO-1*** through ***BIO-6***. These measures address potential impacts through a combination of pre-construction surveys, avoidance, minimization, and other measures to avoid take.

Through incorporation of mitigation measures, potential impacts would be reduced to less than significant with mitigation incorporated and the Project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS.

Mitigation Measure BIO-1 (Protected Birds including Swainson's Hawk): *To mitigate potential impacts on protected birds, including Swainsons Hawk, and to avoid "take" as defined by the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code, the following measures will be implemented.*

1) *Avoidance of Nesting Season: If feasible, all ground-disturbing activities (including grading, grubbing, or mobilization of construction equipment and materials) and vegetation removal will occur outside the typical nesting season for migratory birds in the San Joaquin Valley (generally February 1 through August 31).*
2) *Pre-Construction Survey (If Work During Nesting Season): If ground disturbance or vegetation removal must be initiated or continue during the nesting season (February 1 through August 31), a qualified biologist will conduct a pre-construction survey for nesting birds, including special-status species such as Swainson's Hawk, within the Project footprint and a suitable buffer (e.g., 500 feet for raptors like Swainson's Hawk, 250 feet for other protected birds, or as determined by the biologist based on species and site conditions). The survey will be conducted no more than 14 days prior to the start of any ground disturbance or vegetation removal within the Project footprint. The survey results will be reported by the biologist to the Project proponent, who will then report to the City of Porterville Community Development Department for mitigation monitoring compliance. If no active nests are detected, no further species-specific mitigation for nesting birds is required.*
3) *Minimize Impacts (If Active Nests Found): If active nests are found in or near the construction zone/area, the qualified biologist will establish and implement an appropriate species-specific non-disturbance buffer (as recommended by CDFW). This buffer will be clearly delineated, and no construction activities will occur within this buffer until the qualified biologist determines that the nesting effort has concluded (e.g., young*

have fledged and are no longer reliant on the nest) and the nest is no longer active. The biologist will prepare a plan detailing the avoidance, monitoring, and minimization actions, and the results of these efforts will be reported by the biologist to the California Department of Fish and Wildlife (CDFW), Project proponent, and the City of Porterville Community Development Department for mitigation monitoring compliance.

Mitigation Measure BIO-2 (American Badger): *To mitigate potential impacts on the American badger and avoid "take" under state law, the following measures will be implemented.*

1) *Avoidance of Denning Season: If feasible, ground disturbance (including grading, grubbing, or mobilization of construction equipment and materials) in suitable and identified American badger habitat (e.g., grasslands, shrublands with friable soils, or areas with known burrow complexes) will be scheduled outside their primary denning season (typically February through July) when young may be present. Construction activities will avoid filling or altering known or potential badger dens.*
2) *Pre-Construction Survey (If Work During Denning Season): A qualified biologist will conduct a pre-construction survey for American badgers and their dens within the Project footprint and a suitable buffer (e.g., 50 feet) at least 30 days prior to ground disturbance. The survey results will be reported by the biologist to the Project proponent, CDFW, and the City of Porterville Community Development Department for mitigation monitoring compliance. If no badgers or active dens are detected, no further species-specific mitigation is required.*
3) *Minimize Impacts (If Badgers/Dens Found): If American badgers or their active dens are found and complete avoidance is not feasible, the qualified biologist will prepare a plan that describes proposed avoidance, monitoring, minimization, and/or mitigation actions to reduce impacts to a less than significant level and avoid "take." This plan may include establishing buffer zones around active dens (e.g., 50-foot non-disturbance buffer), installing exclusion fencing, passively relocating to suitable, protected habitat, etc. The plan will be implemented in consultation with the qualified biologist, CDFW, and the Project proponent in accordance with CDFW guidelines related to the species. The plan and results of efforts will be reported by the biologist to the CDFW and the City of Porterville Community Development Department for mitigation monitoring compliance.*

Mitigation Measure BIO-3 (Northern California Legless Lizard): *To mitigate potential impacts on the Northern California legless lizard and avoid "take" under state law, the following measures will be implemented:*

1) *Pre-Construction Survey: A qualified biologist will conduct a pre-construction survey at least 30 days prior to ground disturbance in suitable legless lizard habitat (e.g., areas with loose sandy soils, leaf litter, or dense vegetation cover) to identify the presence/absence of legless lizards. The survey may involve hand-raking through loose soil and leaf litter. The results of efforts will be reported by the biologist to the Project proponent, CDFW, and the City of Porterville Community Development Department for mitigation monitoring compliance. If no legless lizards are detected, no further species-specific mitigation is required.*
2) *Avoidance: If feasible, ground disturbance (including grading, grubbing, or mobilization of construction equipment and materials) in suitable legless lizard habitat will be minimized. Construction activities will avoid filling or altering known or potential legless lizard habitat where feasible.*
3) *Minimize Impacts (If Legless Lizards Found): If legless lizards are found and complete avoidance is not feasible, the qualified biologist will prepare a plan that describes proposed avoidance, monitoring, minimization, and/or mitigation actions to reduce impacts to a less than significant level and avoid "take." This plan may include establishing exclusion fencing, salvaging and relocating to suitable, protected habitat, monitoring, etc. The plan will be implemented in consultation with the qualified biologist, CDFW, and the Project proponent in accordance with CDFW guidelines related to the species. The plan and results of efforts will be reported by the biologist to*

the Project proponent, CDFW, and the City of Porterville Community Development Department for mitigation monitoring compliance.

Mitigation Measure BIO-4 (San Joaquin Kit Fox)*: To mitigate potential impacts on the San Joaquin kit fox and avoid "take" under the Federal Endangered Species Act (ESA) and California Endangered Species Act (CESA), the following measures will be implemented:*

1) *Pre-Construction Survey: Prior to ground disturbance, a qualified biologist will conduct a pre-construction survey for San Joaquin kit fox and their dens within the Project footprint and a suitable buffer (e.g., 200-500 feet, as per agency guidelines) at least 30 days prior to ground disturbance. This survey will strictly follow current U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW) protocols. The survey results will be reported by the biologist to the Project proponent, CDFW, USFWS, and the City of Porterville Community Development Department for mitigation monitoring compliance. If presence is not detected, no further species-specific mitigation is required, but adherence to standard avoidance measures (e.g., pre-activity surveys, speed limits) may still be required by agencies.*
2) *Avoidance of Pupping Season: If feasible, ground disturbance (including grading, grubbing, or mobilization of construction equipment and materials) in suitable San Joaquin kit fox habitat (e.g., arid grasslands, scrublands, and areas with potential dens) will be scheduled outside their primary pupping season (typically February through May) to avoid impacts to vulnerable young. Construction activities will avoid filling or altering known or potential kit fox dens.*
3) *Minimize Impacts (If Kit Foxes/Dens Found): If San Joaquin kit foxes or their dens (natal, pupping, or known active dens) are found and complete avoidance is not feasible, the qualified biologist will prepare a plan that describes proposed avoidance, monitoring, minimization, and mitigation actions, including compensatory mitigation, to reduce impacts to a less than significant level and avoid "take." This plan will be developed in consultation with and approved by USFWS and CDFW. The plan and results of efforts will be reported by the biologist to the USFWS, CDFW, and the City of Porterville Community Development Department for mitigation monitoring compliance.*
4) *Worker Environmental Awareness Program (WEAP): Prior to any ground disturbance, all construction personnel will attend a WEAP conducted by a qualified biologist. The program will include a detailed description of the San Joaquin kit fox and its habitat, legal protection, and the critical importance of avoiding "take." It will also outline specific measures to be implemented during construction, such as speed limits, trash management, and reporting procedures for observations of kit foxes or dens.*
5) *Designated Biologist: A qualified biologist will be available during all ground-disturbing activities to ensure compliance with mitigation measures and agency conditions, and to monitor for the presence of San Joaquin kit fox.*
6) *Compensatory Mitigation: If impacts to San Joaquin kit fox habitat cannot be avoided and are authorized by USFWS and CDFW, compensatory mitigation (e.g., purchase of conservation easements or credits at an approved conservation bank) will be required to offset habitat loss. The amount of compensatory mitigation will be determined in consultation with the agencies.*

Mitigation Measure BIO-5 (Crotch's Bumble Bee): *To mitigate potential impacts on the Crotch's bumble bee and avoid "take" under CESA, the following measures will be implemented:*

1) *Pre-Construction Survey: Prior to ground disturbance, a qualified biologist or entomologist shall conduct a pre-construction survey no more than 30 days prior to ground disturbance to identify sensitive bumble bee species*

and potential foraging or nesting habitat. If presence is not detected, no further species-specific mitigation is required.

2) *Avoidance of Peak Activity Periods: To the extent feasible, large-scale vegetation removal or heavy ground disturbance in areas identified as existing or potential bumble bee foraging or nesting habitat will be scheduled outside of peak bumble bee foraging and nesting periods (typically spring through fall) to avoid direct harm to active bees and nests.*
3) *Minimize Impacts (If Bumble Bees/Habitat Found): If sensitive bumble bee species or active nests are found, or if complete avoidance of foraging or nesting habitat is not feasible, the qualified biologist or entomologist will prepare a plan that describes proposed avoidance, monitoring, minimization, and/or mitigation actions to reduce impacts to a less than significant level and avoid "take." This plan may include establishing buffers, enhancing landscaping with native, pollinator-friendly flowering plants that provide continuous bloom throughout the year, etc. The plan will be implemented in consultation with the qualified biologist, CDFW, and the Project proponent in accordance with CDFW guidelines related to the species. The plan and results of efforts will be reported by the biologist and submitted to the CDFW and the City of Porterville Community Development Department for mitigation monitoring compliance.*

Mitigation Measure BIO-6 (Vernal Pool Fairy Shrimp): To mitigate potential impacts on the Vernal Pool Fairy Shrimp and avoid "take" under the federal ESA, the following measures will be implemented:

1) *Pre-Construction Wet Season Surveys: Prior to any ground disturbance that could impact potential vernal pool habitat, a protocol-level wet season survey will be conducted by a qualified biologist during the appropriate inundation periods (typically December through April) to determine the presence or absence of vernal pool fairy shrimp. These surveys will follow current USFWS guidelines. If presence is not detected, no further mitigation is required.*
2) *Avoidance: Prior to any ground disturbance, a qualified biologist will identify and delineate all vernal pools and other suitable ephemeral wetland habitats within the Project area. All identified vernal pools and suitable ephemeral wetland habitats will be avoided to the maximum extent practicable. A non-disturbance buffer (e.g., 250 feet or as specified by the U.S. Fish and Wildlife Service - USFWS) will be established around all such features. This buffer will be clearly delineated with fencing and signage, and no ground disturbance, vehicle access, or material storage will occur within this zone. No activities that could alter the hydrology of vernal pools (e.g., changes in drainage patterns, increased runoff, introduction of pollutants) will be permitted.*
1) *Minimize Impacts (If Avoidance Not Feasible): If impacts to vernal pool fairy shrimp habitat are unavoidable (and presence is confirmed or assumed based on surveys), minimization and/or compensatory mitigation will be implemented in consultation with and approval from the USFWS to avoid "take." Measures may include reducing the footprint of impact, implementing erosion control measures, ensuring no pollutants enter the habitat, compensatory mitigation etc. The results of efforts will be documented by the biologist and submitted to the USFWS and the City of Porterville Community Development Department for mitigation monitoring compliance.*

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?***

No Impact. According to the General Plan, California Department of Fish and Wildlife, and U.S. Fish and Wildlife Service, there are no known riparian habitats or other sensitive natural communities formally identified on the

Project site or within the immediate vicinity (i.e., within a 0.5-mile radius) of the Project. In addition, the site does not contain any water features that would provide habitat for riparian species. For these reasons, it can be determined that the Project site does not provide any riparian habitat or sensitive natural community habitat and thus, no impact would occur because of the Project.

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?

No Impact. The Project site is not within or adjacent to a riparian habitat area nor does the site contain water features. A search of the NWI shows no federally protected wetlands (including but not limited to marsh, vernal pool, coastal, etc.) on the Project site. As such, the Project site does not contain any state of federally protected wetlands or water features that could become a wetland. As a result, it can be determined that the project would not result in any impact on State or federally protected wetlands and no impact would occur because of the Project.

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 with Mitigation Incorporated. 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, 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.

The Project site, characterized by non-native herbaceous land cover and subject to ongoing human disturbance (discing, agricultural operations, vehicular traffic), offers limited habitat value for large-scale wildlife movement. Despite the overall low habitat value for extensive wildlife movement, the existing mature trees adjacent to the site could provide suitable nesting habitat for native birds protected under the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code. Migratory birds common to the region could establish nests on or near the Project site during their breeding season (typically February 1 through August 31 in the San Joaquin Valley). Construction activities, including vegetation removal, grading, excavation, and heavy equipment operation, occurring during this sensitive period could result in the incidental loss of fertile eggs or nestlings, direct nest destruction, or disturbance leading to nest abandonment. Such actions constitute a 'take' under both the Migratory Bird Treaty Act and the California Fish and Game Code.

Additionally, the herbaceous cover on and adjacent to the Project site could provide nesting and denning habitat for special status species common to the region, such as American Badger, Northern California Legless Lizard, and San Joaquin Kit Fox. Construction activities could result in the incidental loss of active nests and/or dens.

With the incorporation of *Mitigation Measure BIO-1* through *Mitigation Measure BIO-6*, these potential impacts would be reduced to less than significant levels. Mitigation Measure BIO-1 addresses potential impacts to nesting birds. *Mitigation Measures BIO-2* through *BIO-6* provide measures for identification through pre-construction surveys, avoidance of active nesting season or identified nests/dens, and if necessary, minimization of impacts.

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

Less than Significant Impact with Mitigation Incorporated. The General Plan Open Space and Conservation Element outlines policies related to the conservation of biological resources, as detailed in the Environmental Setting. As identified in the analysis for criterion a), queries of databases identified the potential for special-status species and sensitive habitats within or near the Project site.

To ensure the Project's consistency with local policies and ordinances protecting these biological resources, the Project shall incorporate ***Mitigation Measures BIO-1*** through ***BIO-6***. These measures require pre-construction surveys, avoidance, and minimization/compensatory mitigation for potential impacts to protected birds, American badger, Northern California legless lizard, San Joaquin kit fox, Crotch's bumble bee, and Vernal Pool Fairy Shrimp. The implementation of these measures ensures that potential impacts to biological resources identified in local plans are appropriately addressed and mitigated.

Furthermore, the Porterville Municipal Code (PMC) sets forth provisions regarding the removal of trees, which constitute a local ordinance protecting biological resources. The Project would be subject to these standards, requiring adherence to any applicable permitting, replacement, or protection requirements for trees. Compliance with the tree preservation provisions, along with the implementation of ***Mitigation Measures BIO-1*** through ***BIO-6***, would ensure that the Project does not conflict with any local policies or ordinances protecting biological resources. Therefore, impacts would be less than significant with mitigation incorporated.

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 with Mitigation Incorporated. The City of Porterville is located within the geographic scope of certain habitat conservation plans and recovery efforts, including the Recovery Plan for Upland Species of the San Joaquin Valley and the Valley Elderberry Longhorn Beetle (VELB) Habitat Conservation Plan.

While the Project site is not identified within a specific conservation area or preserve designated for the long-term conservation of habitats or special-status species under these plans, the previous analysis above identified the potential for special-status species and their habitats to occur on or near the Project site, including species covered by these plans (e.g., San Joaquin Kit Fox, Vernal Pool Fairy Shrimp).

To ensure the Project's consistency with the provisions and conservation goals of these adopted plans and recovery efforts, the Project shall incorporate ***Mitigation Measures BIO-4*** (San Joaquin Kit Fox) and ***BIO-6*** (Vernal Pool Fairy Shrimp). By incorporation these mitigation measures, the Project would avoid substantial adverse effects on species and habitats that are the focus of these conservation plans. Therefore, the Project would not conflict or interfere with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Impacts would be less than significant with mitigation incorporated.

4.4.3 Mitigation Measures

Mitigation Measure BIO-1 (Protected Birds including Swainson's Hawk): *To mitigate potential impacts on protected birds, including Swainsons Hawk, and to avoid "take" as defined by the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code, the following measures will be implemented.*

1) *Avoidance of Nesting Season: If feasible, all ground-disturbing activities (including grading, grubbing, or mobilization of construction equipment and materials) and vegetation removal will occur outside the typical nesting season for migratory birds in the San Joaquin Valley (generally February 1 through August 31).*
2) *Pre-Construction Survey (If Work During Nesting Season): If ground disturbance or vegetation removal must be initiated or continue during the nesting season (February 1 through August 31), a qualified biologist will conduct a pre-construction survey for nesting birds, including special-status species such as Swainson's Hawk, within the Project footprint and a suitable buffer (e.g., 500 feet for raptors like Swainson's Hawk, 250 feet for other protected birds, or as determined by the biologist based on species and site conditions). The survey will be conducted no more than 14 days prior to the start of any ground disturbance or vegetation removal within the Project footprint. The survey results will be reported by the biologist to the Project proponent, who will then report to the City of Porterville Community Development Department for mitigation monitoring compliance. If no active nests are detected, no further species-specific mitigation for nesting birds is required.*
3) *Minimize Impacts (If Active Nests Found): If active nests are found in or near the construction zone/area, the qualified biologist will establish and implement an appropriate species-specific non-disturbance buffer (as recommended by CDFW). This buffer will be clearly delineated, and no construction activities will occur within this buffer until the qualified biologist determines that the nesting effort has concluded (e.g., young have fledged and are no longer reliant on the nest) and the nest is no longer active. The biologist will prepare a plan detailing the avoidance, monitoring, and minimization actions, and the results of these efforts will be reported by the biologist to the California Department of Fish and Wildlife (CDFW), Project proponent, and the City of Porterville Community Development Department for mitigation monitoring compliance.*

Mitigation Measure BIO-2 (American Badger): *To mitigate potential impacts on the American badger and avoid "take" under state law, the following measures will be implemented.*

1) *Avoidance of Denning Season: If feasible, ground disturbance (including grading, grubbing, or mobilization of construction equipment and materials) in suitable and identified American badger habitat (e.g., grasslands, shrublands with friable soils, or areas with known burrow complexes) will be scheduled outside their primary denning season (typically February through July) when young may be present. Construction activities will avoid filling or altering known or potential badger dens.*
2) *Pre-Construction Survey (If Work During Denning Season): A qualified biologist will conduct a pre-construction survey for American badgers and their dens within the Project footprint and a suitable buffer (e.g., 50 feet) at least 30 days prior to ground disturbance. The survey results will be reported by the biologist to the Project proponent, CDFW, and the City of Porterville Community Development Department for mitigation monitoring compliance. If no badgers or active dens are detected, no further species-specific mitigation is required.*
3) *Minimize Impacts (If Badgers/Dens Found): If American badgers or their active dens are found and complete avoidance is not feasible, the qualified biologist will prepare a plan that describes proposed avoidance, monitoring, minimization, and/or mitigation actions to reduce impacts to a less than significant level and avoid "take." This plan may include establishing buffer zones around active dens (e.g., 50-foot non-disturbance buffer), installing exclusion fencing, passively relocating to suitable, protected habitat, etc. The plan will be implemented in consultation with the qualified biologist, CDFW, and the Project proponent in accordance with CDFW guidelines related to the species. The plan and results of efforts will be reported by the biologist to the CDFW and the City of Porterville Community Development Department for mitigation monitoring compliance.*

Mitigation Measure BIO-3 (Northern California Legless Lizard): *To mitigate potential impacts on the Northern California legless lizard and avoid "take" under state law, the following measures will be implemented:*

1) *Pre-Construction Survey: A qualified biologist will conduct a pre-construction survey at least 30 days prior to ground disturbance in suitable legless lizard habitat (e.g., areas with loose sandy soils, leaf litter, or dense vegetation cover) to identify the presence/absence of legless lizards. The survey may involve hand-raking through loose soil and leaf litter. The results of efforts will be reported by the biologist to the Project proponent, CDFW, and the City of Porterville Community Development Department for mitigation monitoring compliance. If no legless lizards are detected, no further species-specific mitigation is required.*
2) *Avoidance: If feasible, ground disturbance (including grading, grubbing, or mobilization of construction equipment and materials) in suitable legless lizard habitat will be minimized. Construction activities will avoid filling or altering known or potential legless lizard habitat where feasible.*
3) *Minimize Impacts (If Legless Lizards Found): If legless lizards are found and complete avoidance is not feasible, the qualified biologist will prepare a plan that describes proposed avoidance, monitoring, minimization, and/or mitigation actions to reduce impacts to a less than significant level and avoid "take." This plan may include establishing exclusion fencing, salvaging and relocating to suitable, protected habitat, monitoring, etc. The plan will be implemented in consultation with the qualified biologist, CDFW, and the Project proponent in accordance with CDFW guidelines related to the species. The plan and results of efforts will be reported by the biologist to the Project proponent, CDFW, and the City of Porterville Community Development Department for mitigation monitoring compliance.*

Mitigation Measure BIO-4 (San Joaquin Kit Fox): *To mitigate potential impacts on the San Joaquin kit fox and avoid "take" under the Federal Endangered Species Act (ESA) and California Endangered Species Act (CESA), the following measures will be implemented:*

1) *Pre-Construction Survey: Prior to ground disturbance, a qualified biologist will conduct a pre-construction survey for San Joaquin kit fox and their dens within the Project footprint and a suitable buffer (e.g., 200-500 feet, as per agency guidelines) at least 30 days prior to ground disturbance. This survey will strictly follow current U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW) protocols. The survey results will be reported by the biologist to the Project proponent, CDFW, USFWS, and the City of Porterville Community Development Department for mitigation monitoring compliance. If presence is not detected, no further species-specific mitigation is required, but adherence to standard avoidance measures (e.g., pre-activity surveys, speed limits) may still be required by agencies.*
2) *Avoidance of Pupping Season: If feasible, ground disturbance (including grading, grubbing, or mobilization of construction equipment and materials) in suitable San Joaquin kit fox habitat (e.g., arid grasslands, scrublands, and areas with potential dens) will be scheduled outside their primary pupping season (typically February through May) to avoid impacts to vulnerable young. Construction activities will avoid filling or altering known or potential kit fox dens.*
3) *Minimize Impacts (If Kit Foxes/Dens Found): If San Joaquin kit foxes or their dens (natal, pupping, or known active dens) are found and complete avoidance is not feasible, the qualified biologist will prepare a plan that describes proposed avoidance, monitoring, minimization, and mitigation actions, including compensatory mitigation, to reduce impacts to a less than significant level and avoid "take." This plan will be developed in consultation with and approved by USFWS and CDFW. The plan and results of efforts will be reported by the*

biologist to the USFWS, CDFW, and the City of Porterville Community Development Department for mitigation monitoring compliance.

4) *Worker Environmental Awareness Program (WEAP): Prior to any ground disturbance, all construction personnel will attend a WEAP conducted by a qualified biologist. The program will include a detailed description of the San Joaquin kit fox and its habitat, legal protection, and the critical importance of avoiding "take." It will also outline specific measures to be implemented during construction, such as speed limits, trash management, and reporting procedures for observations of kit foxes or dens.*
5) *Designated Biologist: A qualified biologist will be available during all ground-disturbing activities to ensure compliance with mitigation measures and agency conditions, and to monitor for the presence of San Joaquin kit fox.*
6) *Compensatory Mitigation: If impacts to San Joaquin kit fox habitat cannot be avoided and are authorized by USFWS and CDFW, compensatory mitigation (e.g., purchase of conservation easements or credits at an approved conservation bank) will be required to offset habitat loss. The amount of compensatory mitigation will be determined in consultation with the agencies.*

Mitigation Measure BIO-5 (Crotch's Bumble Bee): *To mitigate potential impacts on the Crotch's bumble bee and avoid "take" under CESA, the following measures will be implemented:*

1) *Pre-Construction Survey: Prior to ground disturbance, a qualified biologist or entomologist shall conduct a pre-construction survey no more than 30 days prior to ground disturbance to identify sensitive bumble bee species and potential foraging or nesting habitat. If presence is not detected, no further species-specific mitigation is required.*
2) *Avoidance of Peak Activity Periods: To the extent feasible, large-scale vegetation removal or heavy ground disturbance in areas identified as existing or potential bumble bee foraging or nesting habitat will be scheduled outside of peak bumble bee foraging and nesting periods (typically spring through fall) to avoid direct harm to active bees and nests.*
3) *Minimize Impacts (If Bumble Bees/Habitat Found): If sensitive bumble bee species or active nests are found, or if complete avoidance of foraging or nesting habitat is not feasible, the qualified biologist or entomologist will prepare a plan that describes proposed avoidance, monitoring, minimization, and/or mitigation actions to reduce impacts to a less than significant level and avoid "take." This plan may include establishing buffers, enhancing landscaping with native, pollinator-friendly flowering plants that provide continuous bloom throughout the year, etc. The plan will be implemented in consultation with the qualified biologist, CDFW, and the Project proponent in accordance with CDFW guidelines related to the species. The plan and results of efforts will be reported by the biologist and submitted to the CDFW and the City of Porterville Community Development Department for mitigation monitoring compliance.*

Mitigation Measure BIO-6 (Vernal Pool Fairy Shrimp): *To mitigate potential impacts on the Vernal Pool Fairy Shrimp and avoid "take" under the federal ESA, the following measures will be implemented:*

1) *Pre-Construction Wet Season Surveys: Prior to any ground disturbance that could impact potential vernal pool habitat, a protocol-level wet season survey will be conducted by a qualified biologist during the appropriate inundation periods (typically December through April) to determine the presence or absence of vernal pool fairy shrimp. These surveys will follow current USFWS guidelines. If presence is not detected, no further mitigation is required.*

2) *<u>Avoidance:</u> Prior to any ground disturbance, a qualified biologist will identify and delineate all vernal pools and other suitable ephemeral wetland habitats within the Project area. All identified vernal pools and suitable ephemeral wetland habitats will be avoided to the maximum extent practicable. A non-disturbance buffer (e.g., 250 feet or as specified by the U.S. Fish and Wildlife Service - USFWS) will be established around all such features. This buffer will be clearly delineated with fencing and signage, and no ground disturbance, vehicle access, or material storage will occur within this zone. No activities that could alter the hydrology of vernal pools (e.g., changes in drainage patterns, increased runoff, introduction of pollutants) will be permitted.*
3) *<u>Minimize Impacts (If Avoidance Not Feasible)</u>: If impacts to vernal pool fairy shrimp habitat are unavoidable (and presence is confirmed or assumed based on surveys), minimization and/or compensatory mitigation will be implemented in consultation with and approval from the USFWS to avoid "take." Measures may include reducing the footprint of impact, implementing erosion control measures, ensuring no pollutants enter the habitat, compensatory mitigation etc. The results of efforts will be documented by the biologist and submitted to the USFWS and the City of Porterville Community Development Department for mitigation monitoring compliance.*

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 Section 15064.5?		X		
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?		X		
c)	Disturb any human remains, including those interred outside of formal cemeteries?			X	

4.5.1 Environmental Setting

Generally, the term 'cultural resources' describes property types such as prehistoric and historical archaeological sites, buildings, bridges, roadways, and tribal cultural resources. As defined by CEQA, cultural resources are considered "historical resources" that meet criteria in Section 15064.5(a) of the CEQA Guidelines. If a Lead Agency determines that a Project may have a significant effect on a historical resource, then the Project is determined to have a significant impact on the environment. No further environmental review is required if a cultural resource is not found to be a historical resource.

California Historical Resource Information System Record Search

The Southern San Joaquin Valley Information Center (SSJVIC) was requested to conduct a California Historical Resources Information System (CHRIS) Record Search for the Project Site and surrounding "Cultural Resource Project Area" (0.5-mile radius from perimeter of Project Site). Results of the CHRIS Record Search were provided on October 6, 2025 (Record Search File Number: 25-394). Full results are provided in Appendix C.

The CHRIS Record Searches generally review file information based on results of Class III pedestrian reconnaissance surveys of project sites conducted by qualified individuals or consultant firms which are required to be submitted, along with official state forms properly completed for each identified resource, to the Regional Archaeological Information Center. Guidelines for the format and content of all types of archaeological reports have been developed by the California Office of Historic Preservation, and reports will be reviewed by the regional information centers to determine whether they meet those requirements.

The results of the SJVIC CHRIS Record Search indicate:

a) There has been no previous cultural resource study completed within the Project site.
b) There have been four (4) cultural resource studies conducted within one-half mile radius of the Project site.
c) There are no recorded cultural resource within the Project site.
d) There is one (1) recorded cultural resources within one-half mile radius of the Project Site: P-54-004614, a historic era canal.

e) Resource P-54-004614, the Friant-Kern Canal, has a California Historical Resource Status Code of 2S2, indicating it has been individually determined eligible for listing in the National Register of Historic Places by consensus through the Section 106 process. It is also listed in the California Register of Historical Resources.

f) There are no other recorded cultural resources within the Project site or radius that are listed in the National Register of Historic Places, the California Register of Historical Resources, the California Points of Historical Interest, California Inventory of Historic Resources, or the California State Historic Landmarks.

Further, the SJVIC provided the following comments and recommendations:

(1) Because there has not been a cultural resources study conducted within the Project site, it is not known if any cultural resources exist. As such, it is recommended that, prior to any ground disturbance activities, a qualified, professional consultant conduct a field survey to determine if cultural resources are present.

(2) Contact the Native American Heritage Commission (NAHC) for a list of Native American individuals/organizations that can assist with information regarding traditional, cultural, and religious heritage values that may not be included in the CHRIS Inventory. Consult NAHC's "Sacred Lands Inventory" file to determine what sacred resources, if any, exist within this Project Site and the way in which these resources might be managed.

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 August 12, 2025. The listed tribes include Kitanemuk & Yowlumne Tejon Indians, Table Mountain Rancheria, Tule River Indian Tribe, and Wuksachi Indian Tribe/Eshom Valley Band. The NAHC also conducted a Sacred Lands File (SLF) check which received negative results. Correspondence is provided in Appendix C.

AB 52 and SB 18 Tribal Consultation

The City of Porterville sent formal tribal consultation notices for the proposed Project pursuant to AB 52 (Chapter 532, Statutes 2014) on August 18, 2025. Letters were sent to the tribes identified above. The request for consultation period for AB 52 ended on September 17, 2025. One response was received from Table Mountain Rancheria stating, "we appreciate receiving notice; however, this project site is beyond our area of interest." No other responses were received.

Porterville 2030 General Plan

According to the Porterville 2030 General Plan, 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 within the city limits. None of the resources are within or adjacent to the Project Site.

The Porterville 2030 General Plan Open Space and Conservation Element identifies the following policies related to historic, archeological, and paleontological resources.

Guiding Policy OSC-G-11 *Identify and protect archaeological, paleontological, and historic resources.*

Implementation Policy OSC-I-71 Update the City's inventory of historic resources to determine sites or buildings of federal, State, or local historic significance.

Implementation 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.

Implementation 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. Under CEQA Guidelines Section 15064.5, a historical resource is any building, structure, object, prehistoric or historic archaeological site, or district that is listed in, or eligible for listing in, the California Register of Historical Resources or listed in a local historical resources inventory. It can also be any other resource that the lead agency determines to be historically significant.

A review of the California Historical Resources Information System (CHRIS) records was conducted by the Southern San Joaquin Valley Information Center (SSJVIC) for the Project site and its immediate vicinity. The search, which included a review of Class III pedestrian reconnaissance surveys, archival data, and other records, identified one (1) recorded cultural resource within the Project site, P-54-002208, the Poplar Ditch. The search did not identify any recorded cultural resources within one-half mile radius of the site. Lastly, the search did not identify any recorded cultural resources within the Project site or radius that are listed in the National Register of Historic Places, the California Register of Historical Resources, the California Points of Historical Interest, California Inventory of Historic Resources, or the California State Historic Landmarks.

Tribal consultation notices pursuant to AB 52 were mailed to tribes identified by the NAHC as having traditional lands or cultural places within Tulare County, including Kitanemuk & Yowlumne Tejon Indians, Table Mountain Rancheria, Tule River Indian Tribe, and Wuksachi Indian Tribe/Eshom Valley Band. Notices to the listed tribes were sent on August 18, 2025. Consultation ended on September 17, 2025. One response was received from Table Mountain Rancheria stating, "we appreciate receiving notice; however, this project site is beyond our area of interest." No other responses were received. In addition, the NAHC Sacred Lands File check was negative. A negative SLF check means that the NAHC did not find any records of Native American cultural resources, such as sacred sites, traditional cultural properties, or burial grounds, within the area requested for the search. While there are no

records of Native American cultural resources on the Project site, it is possible that sites exist that have not been formally documented or reported to the NAHC.

As a new development involving ground-disturbing activities, there is potential for encountering unanticipated cultural resources, which may cause an adverse change in the significance of a historical resource pursuant to Section 15064.5 of the CEQA Guidelines. Therefore, the Project shall incorporate ***Mitigation Measure CUL-1***. This measure, which is designed to protect potential, unanticipated cultural resources, directly addresses the concerns raised in Section 15064.5 of the CEQA Guidelines regarding impacts to archaeological resources, including tribal cultural resources and human remains. 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-1: *In order to avoid the potential for impacts to historic and prehistoric archaeological resources, the following measures shall be implemented in conjunction with the construction of each phase of the Project:*

If previously unknown historical, archeological, cultural, or paleontological resources are encountered before or during grading activities, construction shall stop in the immediate vicinity of the find and a qualified archeologist, historical resources specialist, or paleontologist, shall be consulted to determine whether the resource requires further study. Notification of discovery shall be provided to the City of Porterville Community Development Department.

The qualified archeologist, historical resources specialist, or paleontologist shall make recommendations to the project proponent on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines and City's policies and procedures related to historical, cultural, and paleontological resources. Notification of the measures shall be provided to the City of Porterville Community Development Department.

If the resources are determined to be unique historical resources as defined under Section 15064.5 of the CEQA Guidelines, measures shall be identified by the monitor and recommended to the project proponent, who shall notify the City of Porterville Community Development Department. Appropriate measures for significant resources could include avoidance or capping, preservation in-place, recordation, additional archeological resting, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds.

No further grading shall occur in the area of the discovery until the City of Porterville Community Development Department approves the measures to protect these resources. Any historical, archeological, cultural, or paleontological artifacts recovered as a result of mitigation shall be provided to a City-approved institution or person who is capable of providing long-term preservation to allow future scientific study.

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. Under the CEQA Guidelines, specifically Section 15064.5, an archaeological resource is defined as any material evidence of past human life or activities. This encompasses a broad range of physical remains including prehistoric archeological sites, historic archeological sites, and traditional

cultural properties. A "substantial adverse change" generally means that the project would destroy, damage, or alter the resource in a way that diminishes its historical, cultural, or scientific value.

As discussed under criterion a), a CHRIS record search, tribal consultation, and a Sacred Lands File check were conducted for the Project site and surrounding area. The possibility of encountering previously unknown archaeological resources, as defined by CEQA Guidelines Section 15064.5, during ground-disturbing activities cannot be entirely discounted.

To address this possibility, the Project shall incorporate ***Mitigation Measure CUL-1***. This measure, which is designed to protect potential, unanticipated cultural resources, directly addresses the concerns raised in Section 15064.5 of the CEQA Guidelines regarding impacts to archaeological resources, including tribal cultural resources and human remains. 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. While no evidence suggests the presence of human remains on the Project site, the possibility of encountering previously unknown burials during ground-disturbing activities cannot be entirely discounted. Should human remains be discovered during construction, all work in the immediate vicinity would be required to cease, and the County Coroner would be notified immediately, as required by California Health and Safety Code Section 7050.5. If the Coroner determines the remains are of Native American origin, the NAHC would be contacted pursuant to Public Resources Code Section 5097.98. In accordance with CCR Section 15064.5(e), consultation with the NAHC and any Most Likely Descendant (MLD) would be conducted to determine the appropriate treatment and disposition of the remains. Adherence to these regulations, which are designed to protect human remains, including those interred outside formal cemeteries, would ensure that any potential impacts are less than significant.

4.5.3 Mitigation Measures

Mitigation Measure CUL-1: *In order to avoid the potential for impacts to historic and prehistoric archaeological resources, the following measures shall be implemented in conjunction with the construction of each phase of the Project:*

If previously unknown historical, archeological, cultural, or paleontological resources are encountered before or during grading activities, construction shall stop in the immediate vicinity of the find and a qualified archeologist, historical resources specialist, or paleontologist, shall be consulted to determine whether the resource requires further study. Notification of discovery shall be provided to the City of Porterville Community Development Department.

The qualified archeologist, historical resources specialist, or paleontologist shall make recommendations to the project proponent on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines and City's policies and procedures related to historical, cultural, and paleontological resources. Notification of the measures shall be provided to the City of Porterville Community Development Department.

If the resources are determined to be unique historical resources as defined under Section 15064.5 of the CEQA Guidelines, measures shall be identified by the monitor and recommended to the project proponent, who shall notify the City of Porterville Community Development Department. Appropriate measures for significant resources could include avoidance or capping, preservation in-place, recordation, additional archeological resting, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds.

No further grading shall occur in the area of the discovery until the City of Porterville Community Development Department approves the measures to protect these resources. Any historical, archeological, cultural, or paleontological artifacts recovered as a result of mitigation shall be provided to a City-approved institution or person who is capable of providing long-term preservation to allow future scientific study.

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 F of the CEQA Guidelines requires consideration of energy implications in project decisions, focusing on avoiding or reducing inefficient, wasteful, and unnecessary energy consumption (Public Resources Code Section 21100(b)(3)). A project is deemed inefficient, wasteful, or unnecessary if it:

- Violates existing energy standards.
- Negatively impacts local and regional energy supplies, requiring additional capacity.
- Negatively affects peak and base period electricity and other energy demands.
- Adversely affects energy resources.

To assess a project's energy impacts and determine significance, Appendix F outlines the following criteria:

1. **Energy Requirements and Efficiency:** Quantify the project's energy requirements and use efficiencies by amount and fuel type for each stage (construction, operation, maintenance, and removal). Consider the energy intensiveness of materials, where relevant.
2. **Impact on Energy Supplies and Capacity:** Analyze the project's effects on local and regional energy supplies and the need for additional capacity.
3. **Impact on Peak and Base Period Demands:** Evaluate the project's influence on peak and base period demands for electricity and other energy forms.
4. **Compliance with Energy Standards:** Determine the project's compliance with existing energy efficiency standards.
5. **Impact on Energy Resources:** Assess the project's effects on overall energy resources.
6. **Transportation Energy Use:** Analyze the project's projected transportation energy use requirements and its incorporation of efficient transportation alternatives.

Building Energy Efficiency Standards – Title 24

The California Energy Commission updates the Building Energy Efficiency Standards (Title 24, Parts 6 and 11) every three years as part of the California Code of Regulations. The standards were established in 1978 in an effort to reduce the state's energy consumption. They apply for new construction of, and additions and alterations to, residential and nonresidential buildings and relate to various energy efficiencies including but not limited to ventilation, air conditioning, and lighting. The California Green Building Standards Code (CALGreen), Part 11, Title 24, California Code of Regulations, was developed in 2007 to meet the state goals for reducing Greenhouse Gas emissions pursuant to AB32. CALGreen covers five (5) categories: planning and design, energy efficiency, water efficiency and conservation, material and resource efficiency, and indoor environmental quality. [14] The 2022 Building Energy Efficiency Standards went into effect on January 1, 2023. Additionally, the California Air Resources Board (CARB) oversees air pollution control efforts, regulations, and programs that contribute to reduction of energy consumption. Compliance with these energy efficiency regulations and programs ensures that development will not result in wasteful, inefficient, or unnecessary consumption of energy sources.

California Energy Action Plan

The Energy Action Plan (EAP) for California was approved in 2003 and updated in 2008. The California Public Utilities Commission (PUC) approved the Energy Action Plan (EAP) for California in 2003, with an update in 2008. The 2008 EAP established goals and next steps to integrate and coordinate energy efficiency demand and response programs and actions. [15]

Methodology

CalEEMod is a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions from land use projects. The model quantifies direct emissions from construction and operation (including vehicle use), as well as indirect emissions, such as emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. The model also identifies mitigation measures to reduce criteria pollutant and GHG emissions.

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. The Project proposes 30 single-family lots. Energy would be consumed through Project construction and operations. Energy outputs for short-term construction and long-term operations were estimated using CalEEMod (Appendix A). Traffic impacts related to vehicle trips were considered through a Vehicle Miles Traveled (VMT) analysis contained in Section 4.17. Results are summarized in Table 4-7. Based on the data, the

[14] California Department of General Services. (2020). 2019 California Green Building Standards Code. Accessed on October 3, 2025, https://codes.iccsafe.org/content/CGBC2019P3
[15] State of California. (2008). Energy Action Plan 2008 Update. Accessed on October 3, 2025, https://docs.cpuc.ca.gov/word_pdf/REPORT/28715.pdf

energy demand associated with the proposed Project would be less than one (1) percent of Tulare County's total demand (*Criterion 1*).

Table 4-7 Project Energy Consumption

Energy Type[1]	Project Annual Energy Consumption	Tulare County Annual Energy Consumption	Project Percentage of County Consumption
Electricity[2]	0.266594 GWh	4,957.696254 GWh	0.0053773%
Natural Gas[2]	1,095.330 MMBTu	16,462,910.9 MMBTu	0.0066533%

Notes:

1. *Southern California Edison (SCE) would serve the site for electricity.*
2. *Southern California Gas Company (SoCalGas) would serve the site for natural gas.*
3. *Energy consumption data for Tulare County (2022) is provided by the California Energy Commission, "Electricity Consumption by County" accessed on October 16, 2025, http://ecdms.energy.ca.gov/elecbycounty.aspx and "Gas Consumption by County" accessed on October 16, 2025, https://ecdms.energy.ca.gov/gasbycounty.aspx*

Construction

Construction would be short-term and temporary. There are no unusual project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities. Construction activities would include removal/demolition of all on-site trees and existing structures/improvements, typical site preparation, grading, paving, architectural coating, and trenching – all of which would require the transportation of building materials and equipment. Therefore, the primary source of energy for construction activities would be diesel and gasoline (i.e., petroleum fuels). All construction equipment shall conform to current emissions standards and related fuel efficiencies including applicable CARB regulations (Airborne Toxic Control Measure), California Code of Regulations (Title 13, Motor Vehicles), and Title 24 standards. Compliance with existing regulations would ensure that the short-term, temporary construction activities would not result in wasteful, inefficient, or unnecessary consumption of energy resources consistent with *Criterion 4*.

Operations

Operations would involve heating, cooling, equipment, and vehicle trips. Energy consumption related to operations would be associated with natural gas, electricity, and fuel. As for new construction, the Project would also be required to meet all mandatory requirements for residential buildings as outlined in the 2022 Energy Code. Mandatory requirements apply to building envelopes, ventilation and indoor air quality, space conditioning systems, water heating systems, outdoor and indoor lighting, electric power distribution, covered process for pools, solar ready buildings, and electric ready buildings. Compliance would be verified through the building permit process. Therefore, the Project would meet mandatory state building energy codes, which are designed to reduce wasteful, inefficient, or unnecessary consumption of energy sources, consistent with *Criterion 4*.

Energy consumption and peak demand for the state are forecasted in *Volume IV – California Energy Demand Forecast* of the CEC's Integrated Energy Policy Report. As shown in Figure 10 and Figure 4 of the Volume IV Report, the CEC forecasts a 1.3 to 2.3 percent annual average growth rate for electricity and a 0.1 to 0.9 percent annual average growth rate for natural gas between 2021 and 2030. The Project's anticipated operational energy consumption for electricity and natural gas are shown in Table 4-7. The anticipated consumption of electricity and natural gas would represent 0.0054 percent and 0.0066 percent based on Countywide usage, which would be

significantly below CEC's forecast. Therefore, the Project would not require additional energy capacity or supplies in accordance with *Criterion 2*. In addition, as a residential development, energy consumption can be expected to peak in the day similar to other residential developments. Through compliance with energy conservation requirements under the 2022 Energy Code, the Project would not result in unique or more intensive peak or base period electricity demand in accordance with *Criterion 3*.

Furthermore, Southern California Edison, the city's electricity provider, is subject to the state's Renewable Portfolio Standard (RPS) which requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable resources to 33 percent of total procurement by 2020 to 60 percent of total procurement by 2030. The increase in reliance of renewable resources further ensures that the Project would not result in wasteful, inefficient, or unnecessary consumption of energy sources, consistent with *Criterion 5*.

Development of the Project site would also result in fuel consumption through vehicle trips. The Project would generate an estimated 283 average daily trips, which is below significance thresholds for VMT. Therefore, energy usage associated with vehicle trips for the proposed Project would be minimal in comparison to the gasoline and diesel fuel consumption for the County. In addition, the Project does not propose any unusual features that would result in excessive long-term operational fuel consumption (*Criterion 2*). Further, annual energy use related to vehicles is expected to decrease over time as a result of vehicle fuel efficiency standards.

Therefore, the Project would not cause wasteful, inefficient, and unnecessary consumption of building energy during Project operation, or preempt future energy development or future energy conservation. A less than significant impact would occur.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less than Significant Impact. As discussed under criterion a), the construction and operations of the Project would be subject to compliance with applicable energy efficiency regulations including CALGreen, Title 24, and CARB. Additionally, the General Plan Open Space and Conservation Element established policies to reduce and conserve energy use in existing and new development, including adopting incentives for green building standards and ensuring City code allow for green building techniques. Since the General Plan energy conservation policies are implemented at the city level, the Project would not conflict with said policies. In addition, state law ensures construction vehicle idling will be limited. Therefore, through compliance, the Project would not conflict with or obstruct any state or local plan for energy efficiency and a less than significant impact would occur as a result of the Project.

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. [16] A brief discussion of the likelihood of seismic activities occurring in the City's Planning Area, inclusive of the Project Site, is provided below. The discussion is based on the 2023 Tulare County Multi-Jurisdictional Local Hazard Mitigation Plan (HMP) as well as the Porterville 2030 General Plan Environmental Impact Report (EIR). [17]

Faulting

There are no known active faults in the City's Planning Area. [18] 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. [19] 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, ground shaking is of low significance in the City.

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. In addition to necessary soil conditions, liquefaction is induced by intense and prolonged ground shaking, usually above a ground acceleration of 0.3g before liquefaction occurs within sandy soil with relative densities typical of the San Joaquin alluvial deposits. Based on historic aerial imagery and search of the National Wetlands Inventory (Section 4.10), the Project site does not include former or current waters (streams,

[16] City of Porterville. (2007). Draft Environmental Impact Report 2023 General Plan (SCH No. 2006011033).
[17] Tulare County Office of Emergency Services. (2023). Tulare County Multi-Jurisdictional Local Hazard Mitigation Plan. Accessed on October 3, 2025, https://tularecounty.ca.gov/rma/rma-documents/planning-documents/tulare-county-2023-multi-jurisdictional-local-hazard-mitigation-plan-mjlhmp/
[18] 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."*
[19] California Department of Conservation. "CGS Seismic Hazard Program: Alquist-Priolo Fault Hazard Zones." Accessed on October 3, 2025, https://gis.data.ca.gov/maps/ee92a5f9f4ee4ec5aa731d3245ed9f53/explore?location=37.213952%2C-117.946341%2C7.19

drainages, wetlands) that have been drained, filled, and developed. Additionally, the city is far from faults and consists of stable geological formation. As such, the city is in an area with low susceptibility to liquefaction.

Erosion

Wind and flowing water are the primary agents of erosion in the San Joaquin Valley. The primary types of erosion identified by the HMP are erosion and slumping of soils that can occur along bluffs along the Kaweah, Kern, and Tule Rivers.

Ground Subsidence

Ground subsidence is the settling or sinking of surface soil deposits with little or no horizontal motion, typically caused by the pumping of underground water, oil, or natural gas. Soils with high silt or clay content are particularly subject to subsidence. The Planning Area, particularly areas with soils high in silt or clay content, is susceptible to subsidence.

Subsurface Soils

A search of the Web Soil Survey by the USDA Natural Resources Conservation Service indicates that the Project Site comprises the two (2) following soil types. Figure 4-3 shows the location of these soils.[20]

135 - San Joaquin loam: slopes 0-2 percent, moderately well drained. The depth to the water table is more than 80 inches with no ponding and flooding being very rare. The 135 San Joaquin loam soil type accounts for 97.8% of the Project site.

154 – San Joaquin loam: slopes 0-2 percent, moderately well drained. The depth to the water table is more than 80 inches with no ponding or flooding. The 154 San Joaquin loam soil type accounts for 2.2% of the Project site.

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 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.

Porterville 2030 General Plan

The Porterville 2030 General Plan includes policies relevant to natural hazards in the Public Health and Safety Element since minimizing risks from geologic and seismic hazards, as listed below.

Guiding Policy PHS-G-1 *Minimize risks of property damage and personal injury posed by geologic and seismic hazards.*

[20] United States Department of Agriculture Natural Resources Conservation Service. "Web Soil Survey." Accessed on October 3, 2025, https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx

Implementation 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.

Implementation 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.

Implementation Policy PHS-I-3 Provide information and incentives for property owners to rehabilitate existing buildings using construction techniques to protect against seismic hazards.

Implementation 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.

Implementation 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.

Implementation 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.

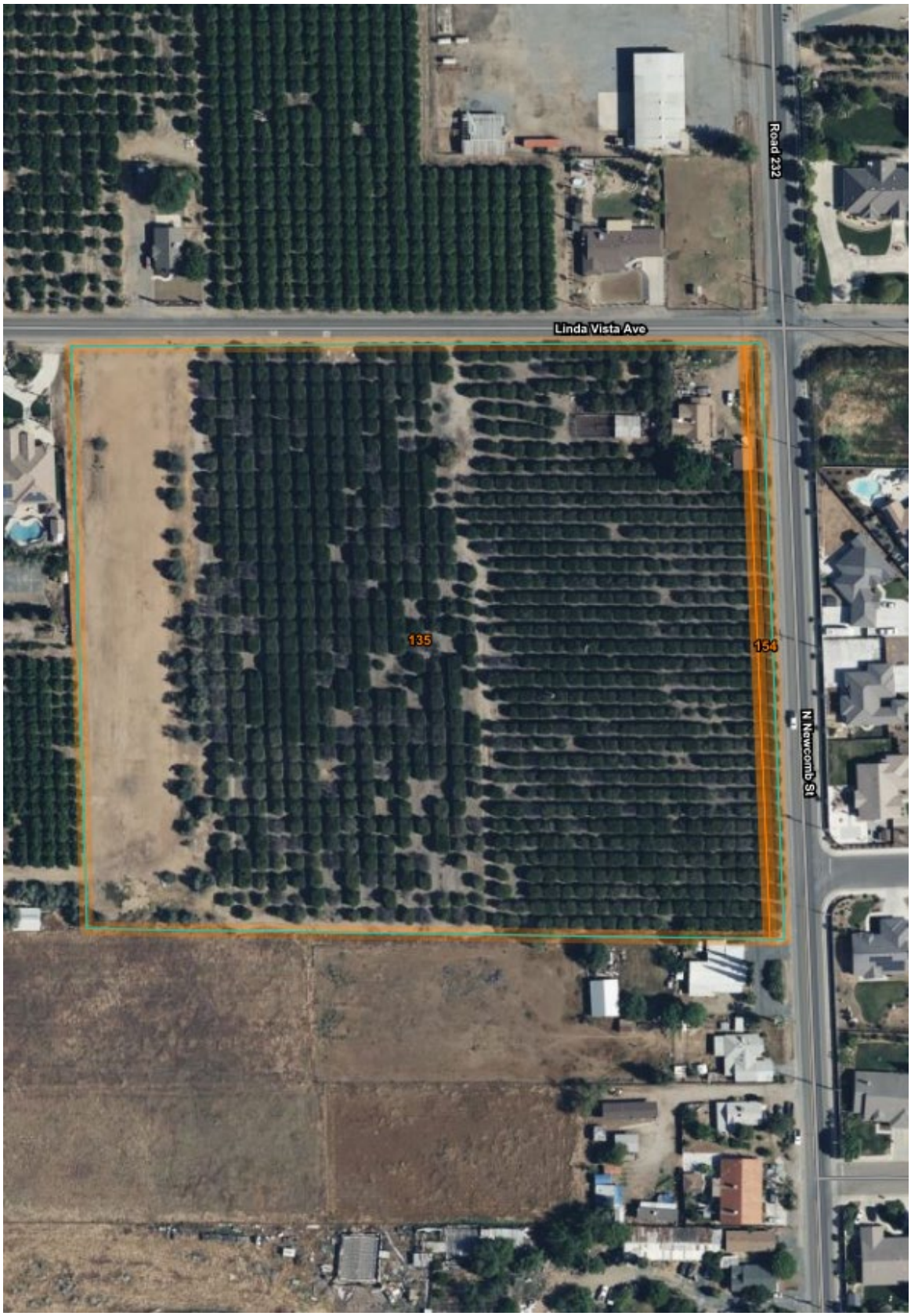

Figure 4-3 Soils Map

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.

No Impact. The Project site is not located within an Alquist-Priolo Earthquake Fault Zone, nor is there any other evidence of a known fault on or adjacent to the site. Therefore, the risk of fault rupture is considered negligible, and no impact would occur.

ii. Strong seismic ground shaking?

Less than Significant Impact. The Project Site is within Seismic Risk Zone III, which is a zone expected to experience moderate effects from earthquakes. The Project would be required to comply with the current seismic design and construction standards of the California Building Code (CBC). These standards incorporate numerous provisions specifically designed to mitigate the effects of strong ground shaking, including requirements for reinforced foundations, shear walls, and ductile connections, for example. In addition, according to the General Plan *Implementation Policy PHS-I-2*, the Project would be reviewed to ensure compliance with 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. Compliance with the CBC and General Plan would significantly reduce the potential for structural damage and collapse, thereby minimizing the risk of loss, injury, or death associated with ground shaking. Therefore, while the potential for strong ground shaking exists in the region, adherence to the CBC's stringent seismic standards and General Plan policies would reduce the risk of substantial adverse effects, including loss, injury, or death, to a less than significant level. Impacts would be less than significant.

iii. Seismic-related ground failure, including liquefaction?

Less than Significant Impact. The city of Porterville is characterized by a low potential for seismic-related ground failure. There are no known active earthquake faults within the city, and no Alquist-Priolo Earthquake Fault Zones have been established for the area. The nearest active faults are 40 to 56 miles away, resulting in low potential for ground rupture at the Project site. Further, the city is in Seismic Risk Zone III which anticipates moderate seismic effects; however, the overall hazard ranking for ground shaking in the city is considered to be of low significance.

Regarding liquefaction, liquefaction primarily occurs in loose, saturated granular soils like sands and silty sands with a high groundwater table and sufficient seismic shaking. While the Project site entirely comprises loamy soil types, both soils have a deep water table, extending more than 80 inches below the surface. This deep water table significantly reduces their susceptibility to liquefaction. Furthermore, the Project site is not located in areas of former or current wetlands that have been drained, filled, and developed, which are typically more prone to liquefaction.

Although the General Plan and HMP identify moderate liquefaction risks near the Tule River, the Project site is approximately 3.5 miles north of the river, removing it from these higher-risk areas. Additionally, the dominant San

Joaquin loam soil type is a well-drained loam, which is generally less susceptible to liquefaction than silts or sands. The Project site exhibits no known geologic hazards or unstable soil conditions. Therefore, the overall hazard ranking for liquefaction is considered to be low.

All future development on the Project site would be required to comply with provisions of the CBC which incorporate specific amendments for California's earthquake conditions. Additionally, the Project would adhere to the City's grading and drainage standards, and any specific requirements addressing liquefaction or other seismic hazards as determined during the design and permitting phases. Therefore, compliance with the CBC's seismic design standards and adherence to the City's grading and drainage requirements would reduce the risk of seismic-related ground failure, including liquefaction, to a less than significant level. Impacts would be less than significant.

iv. Landslides?

Less than Significant Impact. Landslides, encompassing rockfalls, slope failures, and mud/debris flows, are primarily triggered by a combination of factors, including steep slopes, unstable geological formations, inadequate drainage, and sometimes vegetation removal. The Project site's flat topography eliminates the most significant of these risk factors. In addition, the site consists of stable, native soils and is not located near any rivers, creeks, or other features that would increase the risk of landslides. Therefore, the potential for landslides at the Project site is considered negligible. Impacts would be less than significant.

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

Less than Significant Impact. Soil erosion and topsoil loss could occur due to both natural processes (wind, water) and human activities, such as construction. The Project would involve typical site preparation activities like grading and trenching, which have the potential to cause short-term soil disturbance and erosion during construction. Water use during construction could also contribute to this potential. Because the Project site is larger than one (1) acre, a Storm Water Pollution Prevention Plan (SWPPP) is required to be developed and implemented by a certified Qualified SWPPP Developer (QSD). The SWPPP would include a detailed assessment of potential erosion risks associated with construction activities and would specify a range of Best Management Practices (BMPs) to control erosion and sediment runoff. BMPs would be implemented throughout the construction process to minimize soil erosion and topsoil loss. In addition to short-term construction-related erosion, the Project's design would also incorporate measures to prevent ongoing erosion after construction is complete. These measures include permanent landscaping and engineered drainage systems. Therefore, through the implementation of a comprehensive SWPPP with appropriate BMPs during construction, and the incorporation of long-term erosion control measures in the Project design, the potential for substantial soil erosion or topsoil loss will be minimized to a less than significant level. Impacts would be 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. Due to the site's flat topography, stable, native soils and distance to rivers, creeks, or other features that would increase the risk of landslide, the potential for landslides is considered negligible.

Lateral spreading is typically associated with liquefaction in loose, saturated sands. The Project site comprises well-drained, loamy soils which minimizes the potential for prolonged saturation, a key factor in liquefaction.

The depth to the water table is also relatively deep (more than 80 inches), which lessens the likelihood of saturation necessary for liquefaction. Historical aerial imagery and the National Wetlands Inventory also indicate no evidence of filled former or current water bodies (streams, drainages, wetlands) on the Project site, which are often associated with increased liquefaction risk. Therefore, the potential for lateral spreading is considered low.

Subsidence is often associated with areas of groundwater withdrawal or oil/gas extraction. There is no history of such activity on or near the Project site, and the soil type lacks the high silt or clay content that makes soils susceptible to significant subsidence. The risk of subsidence is therefore considered low.

As discussed previously, the potential for liquefaction is considered low due to the well-drained soils, relatively deep (more than 80 inches) depth to water table, and lack of evidence of filled former or current water bodies (streams, drainage, wetlands) which are often associated with increased liquefaction risk. In addition, the Project would be required to comply with the CBC, which includes stringent seismic design and construction standards to mitigate the effects of ground shaking and potential liquefaction, such as requirements for foundation design in liquefiable soils and soil stabilization techniques. Further, the Project would be required to adhere to the City of Porterville's grading and drainage standards, which would further minimize the risk of saturation and instability. Therefore, compliance with the CBC's seismic design standards and adherence to the City's grading and drainage requirements would reduce the risk of seismic-related ground failure, including liquefaction, to a less than significant level.

Soil collapse can occur in areas with expansive clays or highly compressible. The soils on the Project site are not expansive clays and have been shown to have adequate bearing capacity. The risk of collapse is therefore considered low.

Therefore, considering the site's soil characteristics, flat topography, and compliance with the CBC and grading and drainage requirements, the potential for unstable soil conditions or geologic hazards is less than significant. Impacts would be less than significant.

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. Table 18-1-B of the Uniform Building Code (UBC) classifies soils based on their expansion potential, typically using parameters such as the plasticity index or expansion index. Soils with a high clay content and a high plasticity index are classified as expansive, as they exhibit significant shrink-swell behavior. The Project site comprises San Joaquin loam. San Joaquin loam is a soil mixture containing sand, silt, and a relatively small amount of clay; because its characterized as well drained, there is low potential for water retention that would lead to significant swelling. Therefore, based on its general characteristics, these soils are not expected to be expansive. Impacts would be less than significant.

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 would be required to connect to the municipal sewer system for wastewater disposal. Therefore, 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. There are no known paleontological resources or unique geological features known to the City on the Project site or in the Project Area. 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. However, ***Mitigation Measure CUL-1*** requires that if unknown paleontological resources are discovered during construction activities, work would cease until a qualified paleontologist determined the appropriate course of action. With implementation of ***Mitigation Measure CUL-1***, the Project would have a less-than-significant impact.

4.7.3 Mitigation Measures

Mitigation Measure CUL-1: *In order to avoid the potential for impacts to historic and prehistoric archaeological resources, the following measures shall be implemented in conjunction with the construction of each phase of the Project:*

If previously unknown historical, archeological, cultural, or paleontological resources are encountered before or during grading activities, construction shall stop in the immediate vicinity of the find and a qualified archeologist, historical resources specialist, or paleontologist, shall be consulted to determine whether the resource requires further study. Notification of discovery shall be provided to the City of Porterville Community Development Department.

The qualified archeologist, historical resources specialist, or paleontologist shall make recommendations to the project proponent on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines and City's policies and procedures related to historical, cultural, and paleontological resources. Notification of the measures shall be provided to the City of Porterville Community Development Department.

If the resources are determined to be unique historical resources as defined under Section 15064.5 of the CEQA Guidelines, measures shall be identified by the monitor and recommended to the project proponent, who shall notify the City of Porterville Community Development Department. Appropriate measures for significant resources could include avoidance or capping, preservation in-place, recordation, additional archeological resting, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds.

No further grading shall occur in the area of the discovery until the City of Porterville Community Development Department approves the measures to protect these resources. Any historical, archeological, cultural, or paleontological artifacts recovered as a result of mitigation shall be provided to a City-approved institution or person who is capable of providing long-term preservation to allow future scientific study.

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

In assessing the significance of impacts from GHG emissions, Section 15064.4(b) of the CEQA Guidelines states that a lead agency may consider the following:

- The extent to which the project may increase or reduce GHG emissions as compared to the environmental setting;
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project;
- 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.

The California Air Resources Board (CARB) 2022 Climate Change Scoping Plan and guidance from the SJVAPCD are discussed below and are utilized as thresholds of significance.

2022 Climate Change Scoping Plan

The CARB 2022 Climate Change Scoping Plan is the adopted statewide plan for reduction and mitigation of GHGs to implement Assembly Bill (AB) 1279. AB 1279 was issued on August 12, 2022, to require California to achieve "net zero greenhouse gas emissions" as soon as possible and to further reduce anthropogenic GHG emissions thereafter. It sets a statewide goal to reduce emissions 85% below 1990 levels no later than 2045.

Consequently, the Scoping Plan involves several measures for cost-effective reduction of GHG emissions, including continuing existing programs such as Renewable Portfolio Standard, Advanced Clean Cars, Low Carbon Fuel Standard, etc., and achieving new mandates to decarbonize several sectors. Along with reducing emissions, environmental justice policies are included to address the ongoing air quality disparities.

Appendix D of the 2022 Scoping Plan include recommendations to build momentum for local government actions to align with State goals, including through CEQA review. The Appendix outlines the priority GHG reduction

strategies for local governments, including transportation electrification, VMT reduction, and building decarbonization. [21]

SJVAPCD CEQA Air Quality Guidelines

The SJVAPCD's Guidance for Valley Land Use Agencies in Addressing GHG Impacts for New Projects Under CEQA (2009) provides screening criteria for climate change analyses, as well as draft guidance for the determination of significance. [22, 23] These criteria are used to evaluate whether a project would result in a significant climate change impact (see below). Projects that meet one of these criteria would have less than significant impact on the global climate.

- Does the project comply with an adopted statewide, regional, or local plan for reduction or mitigation of GHG emissions? If no, then:
- Does the project achieve 29% GHG reductions by using approved Best Performance Standards (BPS)? If no, then
- Does the project achieve AB 32 targeted 29% GHG emission reductions compared with Business As Usual (BAU)?

Assembly Bill (AB) 32 was enacted by the California State legislature in 2006 with the aim to reduce GHG emissions to levels of 1990 by 2020. Recommended actions to achieve these aims were adopted by the California Air Resources Board (CARB) in 2008 (i.e., the Climate Change Scoping Plan). However, the 29% GHG emission reductions compared to BAU threshold is outdated since it is aimed to meet AB 32's 2020 goals, thus this threshold would not be used for analysis.

San Joaquin Valley Air Pollution Control District

SJVAPCD 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* in 2009. It recognized that project-specific emissions are cumulative and could be considered cumulatively considerable without mitigation. SJVAPCD suggested that the requirement to reduce GHG emissions for all projects is the best method to address this cumulative impact.

The SJVAPCD requires quantification of GHG emissions for all projects which the lead agency has determined that an EIR is required. Although an EIR is not required for the Project, the GHG emissions are quantified below. Short-term construction and long-term operational GHG emissions for project buildout were estimated using CalEEMod™ (version 2022.1.1.30). (See Appendix A). CalEEMod is a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify GHG emissions from land use projects. The model quantifies direct GHG emissions from construction and operation (including vehicle use), as well as indirect GHG emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting

[21] California Air Resources Board. (2022). 2022 Scoping Plan Appendix D. Accessed on October 3, 2025, https://ww2.arb.ca.gov/sites/default/files/2022-11/2022-sp-appendix-d-local-actions.pdf
[22] San Joaquin Valley Air Pollution Control District. (2009). Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA. Accessed October 3, 2025, http://www.valleyair.org/Programs/CCAP/12-17-09/3%20CCAP%20-%20FINAL%20LU%20Guidance%20-%20Dec%2017%202009.pdf.
[23] San Joaquin Valley Air Pollution Control District. (2000). Environmental Review Guidelines: Procedures for Implementing the California Environmental Quality Act. Accessed October 3, 2025, http://www.valleyair.org/transportation/CEQA%20Rules/ERG%20Adopted%20_August%202000_.pdf

and/or removal, and water use. Emissions are expressed in annual metric tons of CO_2 equivalent units of measure (i.e., $MTCO_2e$), based on the global warming potential of the individual pollutants.

4.8.2 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. The 2024 CEQA Guidelines do not establish a quantitative threshold of significance for GHG impacts, leaving lead agencies the discretion to establish such thresholds for their respective jurisdictions. The City of Porterville does not have an adopted climate action plan (CAP) that establishes thresholds for GHG emissions. Since the SJVAPCD and the City of Porterville do not have established GHG significance emissions thresholds, the Project is assessed based on its consistency with the CARB's latest adopted Scoping Plan, including the Project's compliance with relevant Scoping Plan measures, in addition to the latest RTP/SCS for the region.

Of note, the Scoping Plan is consistent with AB 1276 GHG reduction targets toward achieving carbon neutrality by 2045 and reducing anthropogenic emissions to 85% below 1990 levels by 2045. Therefore, consistency with CARB's Scoping Plan would also demonstrate consistency with carbon neutrality requirements of AB 1279. This analysis provides a qualitative assessment of the Project's compliance with the applicable plans, policies, and regulations for the purpose of reducing GHGs to determine whether the project would have a significant impact on the environment relative to GHGs.

Short-term construction and long-term operational GHG emissions for project buildout were estimated using CalEEMod™ (version 2022.1.1.30). See Appendix A for output files. The Project's estimated construction and operation-related GHG emissions are provided for the purposes of disclosure.

Construction Emissions

In regard to construction, the SJVAPCD does not recommend assessing pollution associated with construction, as pollution-related construction will be temporary. These construction GHG emissions are a one-time release. As such, it can be anticipated that these construction emissions would not generate a significant contribution to global climate change over the lifetime of the Project. The overall annual unmitigated construction GHG emissions associated with buildout of the Project is 509.8 MT CO2e based on the CalEEMod run.

Operational Emissions

Regarding the long-term operational related GHG emissions, the estimated operational emissions for buildout of the Project incorporates the potential area source and vehicle emissions, and emissions associated with utility and water usage, and wastewater and solid waste generation. The annual unmitigated operational GHG emissions associated with buildout of the Project is 157 MT CO2e based on the CalEEMod run.

Further, the Project would not exceed the thresholds of significance for construction or operational emissions as discussed in Section 4.3. Additionally, as discussed in more detail below, the Project would be generally consistent with the applicable goals and policies related to GHG reduction measures, including CARB's 2022 Scoping Plan and SJVAPCD guidelines, and the Porterville 2030 General Plan goals and policies that aim to reduce air emissions and improve air quality, which reduces GHG emissions as a result. Cumulatively, these emissions would not generate a

significant contribution to global climate change over the lifetime of the proposed Project. As such, it can be determined that the Project would not occur at a scale or scope with potential to contribute substantially or cumulatively to the generation of GHG emissions and therefore the impact would be less than significant.

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 compatibility of the Project with the 2022 Scoping Plan and the Porterville 2030 General Plan.

Consistency with the 2022 Climate Change Scoping Plan

Based on the evaluation shown in Table 4-8, the Project is consistent with the reduction measures identified in the 2022 Scoping Plan. The reduction measures are derived from the 2022 Scoping Plan *Table 1 – Priority GHG Reduction Strategies*, which provides three (3) priority areas to assist jurisdictions with developing local climate action plans.

Table 4-8 Scoping Plan Priority GHG Reduction Strategies Consistency Analysis

Priority Areas	Priority GHG Reduction Strategies	Consistency/Applicability Determination
Transportation Electrification	Convert local government fleets to ZEVs and provide EV charging at public sites.	**Not Applicable.** The Project proposes residential units and is thus not intended to be accessible to the public.
	Create a jurisdiction-specific ZEV ecosystem to support deployment of ZEVs statewide (such as building standards that exceed state building codes, permit streamlining, infrastructure siting, consumer education, preferential parking policies, and ZEV readiness plans).	**Not Applicable.** This is a city-wide strategy thus is not applicable to the Project.
VMT Reduction	Reduce or eliminate minimum parking standards.	**Not Applicable.** This is a city-wide strategy thus is not applicable to the Project.
	Implement Complete Streets policies and investments, consistent with General Glan Circulation Element requirements.	**Consistent.** Road frontages and internal roads proposed within the subdivision are designed to include curb, gutter, and sidewalks.
	Increase access to public transit by increasing density of development near transit, improving transit service by increasing service frequency, creating bus priority lanes, reducing or eliminating fares, microtransit, etc.	**Consistent.** The nearest public transit stop is more than one (1) mile south of the Project site at the intersection of Newcomb Street and Westfield Avenue. The Project would develop a vacant site, planned for residential uses, with residential uses, thereby increasing the density of development within the Project area.
	Increase public access to clean mobility options by planning for and investing in electric shuttles, bike share, car share, and walking.	**Consistent.** The Project proposes pedestrian facilities (i.e., sidewalks) within the site.

	Implement parking pricing or transportation demand management pricing strategies.	**Not Applicable.** The Project proposes residential development; thus, parking spaces and garages are provided at no additional cost for residents.
	Amend zoning or development codes to enable mixed-use, walkable, transit-oriented, and compact infill development (such as increasing the allowable density of a neighborhood)	**Not Applicable.** This is a city-wide strategy thus is not applicable to the Project.
	Preserve natural and working lands by implementing land use policies that guide development toward infill areas and do not convert "greenfield" land to urban uses (e.g., green belts, strategic conservation easements)	**Consistent.** The Project site is adjacent to urbanized areas and is planned for urbanized uses. Additionally, the General Plan contains policies intended to provide safeguards for agricultural lands and encourage the retention of agriculture and open space areas around the City. As such, while the Project would convert "greenfield" land to urban uses, the site is contiguous with existing urban development, and the conversion is compliant with the General Plan.
Building Decarbonization	Adopt all-electric new construction reach codes for residential and commercial uses.	**Not Applicable.** This is a city-wide strategy thus is not applicable to the Project.
	Adopt policies and incentive programs to implement energy efficiency retrofits for existing buildings, such as weatherization, lighting upgrades, and replacing energy-intensive appliances and equipment with more efficient systems (such as Energy Star-rated equipment and equipment controllers).	**Not Applicable.** This is a city-wide strategy thus is not applicable to the Project. In addition, the Project does not include retrofits for existing buildings.
	Adopt policies and incentive programs to electrify all appliances and equipment in existing buildings such as appliance rebates, existing building reach codes, or time of sale electrification ordinances	**Not Applicable.** This is a city-wide strategy thus is not applicable to the Project. In addition, the Project does not include retrofits for existing buildings.
	Facilitate deployment of renewable energy production and distribution and energy storage on privately owned land uses (e.g., permit streamlining, information sharing)	**Not Applicable.** This is a city-wide strategy thus is not applicable to the Project.
	Deploy renewable energy production and energy storage directly in new public projects and on existing public facilities (e.g., solar photovoltaic systems on rooftops of municipal buildings and on canopies in public parking lots, battery storage systems in municipal buildings)	**Not Applicable.** This is a city-wide strategy pertaining to public facilities. The Project is a private development.

Consistency with the Porterville 2030 General Plan

The Porterville 2030 General Plan established several policies to reduce air emissions, as listed below. These policies are mostly implemented at the city level. The Project would be subject to energy efficient regulations including CalGreen, Title 24, and CARB, as discussed in Section 4.6. As such, the Project would be generally consistent with the policies identified in the General Plan.

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-69 *Establish regulations to allow flexibility in site planning, solar orientation, roof design, and landscaping to decrease summer cooling and winter heating needs.*

Implementation Policy OSC-I-70 *Ensure City codes allow for environmentally acceptable alternative forms of energy production and green building techniques.*

In conclusion, the Project contains features that would reduce GHG emissions in compliance with CARB 2022 Climate Change Scoping Plan and the Porterville 2030 General Plan. As such, the Project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and therefore the impact would be less than significant.

4.8.3 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." A 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), established in 1991, plays a key role in environmental protection. CalEPA oversees the Unified Program, implemented locally by Certified Unified Program Agencies (CUPAs), which consolidates six environmental programs to regulate the handling of hazardous waste and materials. In Tulare County, the Environmental Health Department (TCEHD) serves as the local CUPA. [24]

The TCEHD has several responsibilities related to hazardous materials and waste, including:

- Inspecting facilities that handle hazardous materials, generate or treat hazardous waste, or operate underground or aboveground storage tanks (including petroleum tanks).
- Overseeing facilities subject to the California Accidental Release Program.

[24] San Joaquin County Environmental Health Department. Certified Unified Program Agency (CUPA). Accessed on October 3, 2025, https://www.sjgov.org/department/envhealth/programs/certified-unified-program-agency-(cupa)

- Enforcing the Hazardous Waste Control Act through its Hazardous Waste Generator Program.
- Issuing permits to businesses that handle hazardous materials or waste above specific quantity thresholds (55 gallons, 500 pounds, or 200 cubic feet of compressed gas, whichever is greater).

Businesses that meet these quantity thresholds are required to develop and implement a Hazardous Materials Management Plan (HMMP). The HMMP must include a detailed inventory of hazardous materials and waste, and outline emergency response procedures for incidents involving these substances.

The Department of Toxic Substances Control (DTSC) is a key California agency responsible for regulating hazardous waste, conducting inspections, providing emergency response for hazardous materials incidents, protecting water resources from contamination, and overseeing waste removal. The DTSC operates under the authority of the federal Resource Conservation and Recovery Act (RCRA) and the California Health and Safety Code, implementing regulations found in California Code of Regulations (CCR) Title 22, Division 4.5.

Government Code Section 65962.5 mandates that the DTSC compile and annually update a comprehensive list of hazardous waste sites in California. This list, known as the Cortese List, includes:

1. Hazardous waste facilities subject to corrective action (HSC Section 25187.5).
2. Land designated as hazardous waste property or border zone property (HSC Division 20, Chapter 6.5, Article 11, commencing with Section 25220).
3. Information on hazardous waste disposals on public land (HSC Section 25242).
4. Sites listed pursuant to HSC Section 25356.
5. Sites included in the Abandoned Site Assessment Program.

The DTSC distributes the Cortese List to all cities and counties in California. CCR Title 22 stipulates that soils excavated from a site containing hazardous materials are considered hazardous waste and must be handled accordingly. Cleanup requirements for contaminated soil are determined on a case-by-case basis by the relevant jurisdiction.

Record Search

The United States Environmental Protection Agency (EPA) Superfund National Priorities List (NPL)[25], California Department of Toxic Substance Control's EnviroStor database [26], and the State Water Resources Control Board's GeoTracker database [27] include hazardous release and contamination sites. A search of each database was conducted on October 3, 2025. A search of the GeoTracker database revealed a former leaking underground storage tank (LUST) cleanup located within the Project site. According to GeoTracker, a diesel leak was discovered

[25] United States Environmental Protection Agency. Superfund National Priorities List. Accessed October 3, 2025, 2https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=33cebcdfdd1b4c3a8b51d416956c41f1
[26]California Department of Toxic Substances Control. Envirostor. Accessed October 3, 2025, https://www.envirostor.dtsc.ca.gov/public/
[27] California State Water Resources Control Board. GeoTracker. Accessed October 3, 2025, https://geotracker.waterboards.ca.gov/

and stopped on August 24, 1990, and reported shortly thereafter on September 19, 1990. According to GeoTracker, the cleanup status is currently completed, with the case closed as of December 18, 1991.

Porterville 2030 General Plan

The Porterville 2030 General Plan Public Health and Safety Element includes policies to protect soils, surface water, and groundwater from contamination from hazardous materials, as listed below.

Implementation Policy PHS-I-17 *Require remediation and cleanup of sites contaminated with hazardous substances.*

Implementation Policy PHS-I-19 *Ensure that all specified hazardous facilities conform to the Tulare County Hazardous Waste Management Plan.*

Implementation 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.*

Implementation 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 Heath, Department of Toxic Substances Control, or Regional Water Quality Control Board.*

Implementation 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 General Plan also includes policies to reduce the potential impact on adopted emergency response plans and emergency evacuation plans, as listed below.

Implementation 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.*

Implementation 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.*

Implementation Policy PHS-I-31 *Maintain multi-jurisdictional communication systems and cooperation for emergency training, planning and management.*

Implementation 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.

Implementation 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.

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. The Project proposes residential development, and the hazardous materials associated with its operation would be typical of residential uses, such as household cleaning supplies, landscaping chemicals, and HVAC refrigerants. While these materials are potentially hazardous, the quantities involved are generally small and do not pose a significant risk to the public or the environment under normal conditions of use and storage.

Certain appliances and electronics used by residents may contain hazardous components (e.g., refrigerants, oils). However, the handling and disposal of these components are strictly regulated by the EPA under the Toxic Substances Control Act (TSCA) and Clean Air Act (CAA), the U.S. Department of Transportation, Office of Hazardous Materials Safety, for transport regulations, as implemented in California by Title 13 of the California Code of Regulations (CCR), and the California Building Code and Uniform Fire Code, as adopted by the City of Porterville. Compliance with these regulations would ensure that the use, storage, and disposal of such items within the residences do not create a significant hazard.

During Project construction, the use of fuels, lubricants, and other potentially hazardous materials associated with construction equipment is anticipated. These potential impacts will be short-term and temporary and would be reduced through compliance with a comprehensive set of regulations, including EPA's oil spill prevention and preparedness regulations (e.g., Spill Prevention, Control, and Countermeasure plans), California Office of Emergency Services regulations related to hazardous materials accident prevention, California Department of Toxic Substances Control permitting and regulations for hazardous waste generation and handling, Tulare County's environmental health regulations related to hazardous materials, and standard equipment operating practices and best management practices (BMPs) as specified in operator manuals and construction management plans.

Therefore, because the hazardous materials associated with the Project's operation are typical of residential uses and are subject to extensive federal and state regulations, and because construction-related hazardous materials would be managed according to a comprehensive regulatory framework, the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Impacts would be less than significant.

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. The Project's operational activities would involve only small quantities of hazardous materials typical of residential use (e.g., household cleaning supplies, landscaping chemicals). Given the limited quantities and nature of these materials, the risk of a significant hazard to the public or the environment from reasonably foreseeable upset and accident conditions is considered low. Construction activities would involve the temporary use of limited quantities of potentially hazardous materials, such as fuels, lubricants, and cleaning solvents. Standard construction safety practices and BMPs would be implemented through compliance with local, state, and federal regulations to prevent spills and releases. Given the limited quantities and temporary nature of these materials, the risk of a significant hazard to the public or the environment from reasonably foreseeable upset and accident conditions during construction is considered low. Impacts would be less than significant.

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 schools within one-quarter mile of the Project site. The nearest school to the Project site is Sequoia Middle School located approximately 0.7 miles southeast of the Project site. As described under criteria a) and b) above, the Project is not anticipated to emit hazard emissions or handle hazardous materials, substances, or waste that would pose a risk or threat to the schools or surrounding area. Impacts would be less than significant.

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?

Less than Significant Impact with Mitigation Incorporated. The Project site has been checked against the hazardous materials site lists compiled pursuant to Government Code Section 65962.5, commonly known as the Cortese List. This check included a review of the following databases: National Priorities List (NPL), EnviroStor (DTSC's database of hazardous waste sites), and GeoTracker (SWRCB's database of leaking underground storage tanks and other sites).

According to the GeoTracker database, the Project site includes one (1) Leaking Underground Storage Tank (LUST) cleanup site, the "Landeros Property". The database lists diesel fuel as the potential contaminant of concern and soil as the potential media of concern. According to the database, the leak was discovered and stopped on August 24, 1990, and reported to the water board on September 19, 1990. Site remediation began on June 18, 1991, and was completed and the case closed on December 18, 1991.

Additionally, due to the historic agricultural activities that occurred on the site, there is the possibility of an unreported release of hazardous materials (e.g., agricultural chemicals) and potential soil contamination that could create a hazard to the public or environment. Mitigation Measures HAZ-1 and HAZ-2 establishe further assessment

to ensure that these potential issues are addressed. As such, the Project would not create a significant hazard to the public or environment with mitigation measures incorporated. Impacts would be less than significant.

MM HAZ-1: Prior to the issuance of a grading permit, the project proponent shall complete a Phase I ESA (performed in accordance with the current ASTM Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process [E 1527]) to ascertain the presence or absence of Recognized Environmental Conditions (RECs), Historical Recognized Environmental Condition (HRECs), and Potential Environmental Concerns (PECs). The findings and conclusions of the Phase I ESA shall become the basis for potential recommendations for follow-up investigation, including Phase II ESA, site characterization, and/or remedial activities if found to be warranted. Regulatory concurrence shall be provided by a State of California environmental regulatory agency such as California Department of Toxic Substances Control, Regional Water Quality Control Board, Tulare County Environmental Health Division, or a local agency that meets the requirements of Assembly Bill AB 304. Concurrence shall indicate the site is safe for construction and the proposed use.

MM HAZ-2: In order to minimize the potential of introducing contaminated fill material onto a site, it is necessary to verify through documentation that the fill source is appropriate and/or to have the fill material analyzed for potential contaminants based on the location and history of the source area. Fill 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. Any such documentation must be signed by an appropriately licensed (CA-registered) individual. If such documentation is not available or is inadequate, samples of the fill material should be chemically analyzed. Analysis of the fill material should be based on the source of the fill and knowledge of the prior land use. Detectable amounts of compounds of concern within the fill material should be evaluated for risk in accordance with the Department of Toxic Substances Control Preliminary Endangerment Assessment (PEA) Guidance Manual, in addition to Regional Water Quality Control Board guidelines for reuse of non-hazardous petroleum hydrocarbon contaminated soil. If metal analyses are performed, only those metals (CAM 17 / Title 22) to which risk levels have been assigned need to be evaluated. The findings and conclusions of the documentation and analysis shall become the basis for potential recommendations for follow-up investigation, including Phase I ESA, II ESA, site characterization, and/or remedial activities if found to be warranted. Regulatory concurrence shall be provided by a State of California environmental regulatory agency such as California Department of Toxic Substances Control, Regional Water Quality Control Board, Tulare County Environmental Health Division, or a local agency that meets the requirements of Assembly Bill AB 304. Concurrence shall indicate the site is safe for construction and the proposed use.

e) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area?

No Impact. The nearest public airport or public use airport is the Porterville Municipal Airport located approximately 5 miles southwest of the Project site. The Project site is not located within any land use plan or within two (2) miles of a public airport or public use airport. As such, the project would not result in a safety hazard for people residing or working in the Project area and no impact would occur.

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

Less than Significant Impact. The Project would not involve any new or altered infrastructure associated with evacuation, emergency response, and emergency access routes within the City of Porterville or Tulare County. Construction may require lane closure; however, these activities would be short-term and access would be maintained through standard traffic control. Following construction, these roadways would continue to provide access to the site. Furthermore, the Project would be subject to compliance with applicable standards for on-site emergency access including turn radii and fire access. Therefore, through compliance, the 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 located on a relatively flat, highly disturbed property with minimal slope. The site is not situated in a wildland or a Cal Fire-designated Fire Hazard Severity Zone (FHSZ). Furthermore, the site is within an "area of local responsibility." The flat terrain, lack of wildland vegetation, absence of prevailing winds that would exacerbate fire risk, and location outside a FHSZ reduces wildfire risk and the potential to expose people or structures to wildland fires. In addition, the development itself would be constructed in compliance with the CBC and local fire safety regulations, including the Wildland Urban Interface Codes and Standards of the CBC Chapter 7A, which include measures to minimize fire risk. The transition from a vacant site to a developed site with impervious surfaces (e.g., pavement, roofs) would also reduce the potential for wildfire to spread compared to existing conditions. Therefore, impacts are less than significant.

4.9.3 Mitigation Measures

MM HAZ-1: Prior to the issuance of a grading permit, the project proponent shall complete a Phase I ESA (performed in accordance with the current ASTM Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process [E 1527]) to ascertain the presence or absence of Recognized Environmental Conditions (RECs), Historical Recognized Environmental Condition (HRECs), and Potential Environmental Concerns (PECs). The findings and conclusions of the Phase I ESA shall become the basis for potential recommendations for follow-up investigation, including Phase II ESA, site characterization, and/or remedial activities if found to be warranted. Regulatory concurrence shall be provided by a State of California environmental regulatory agency such as California Department of Toxic Substances Control, Regional Water Quality Control Board, Tulare County Environmental Health Division, or a local agency that meets the requirements of Assembly Bill AB 304. Concurrence shall indicate the site is safe for construction and the proposed use.

MM HAZ-2: In order to minimize the potential of introducing contaminated fill material onto a site, it is necessary to verify through documentation that the fill source is appropriate and/or to have the fill material analyzed for potential contaminants based on the location and history of the source area. Fill 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. Any such documentation must be signed by an appropriately licensed (CA-registered) individual. If such documentation is not available or is inadequate, samples of the fill material should be chemically analyzed. Analysis of the fill material should be based on the source of the fill and knowledge of the prior land use. Detectable amounts of compounds of concern within the fill material

should be evaluated for risk in accordance with the Department of Toxic Substances Control Preliminary Endangerment Assessment (PEA) Guidance Manual, in addition to Regional Water Quality Control Board guidelines for reuse of non-hazardous petroleum hydrocarbon contaminated soil. If metal analyses are performed, only those metals (CAM 17 / Title 22) to which risk levels have been assigned need to be evaluated. The findings and conclusions of the documentation and analysis shall become the basis for potential recommendations for follow-up investigation, including Phase I ESA, II ESA, site characterization, and/or remedial activities if found to be warranted. Regulatory concurrence shall be provided by a State of California environmental regulatory agency such as California Department of Toxic Substances Control, Regional Water Quality Control Board, Tulare County Environmental Health Division, or a local agency that meets the requirements of Assembly Bill AB 304. Concurrence shall indicate the site is safe for construction and the proposed use.

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 would be annexed into Porterville's city limits and would be required to connect to the City's water and stormwater services. The City's water and stormwater services are described as follows.

Water

The City of Porterville Public Works Department maintains and operates the City's water system. The City's water system consists of approximately 276 miles of distribution pipeline ranging from four (4)-inches to 18-inches in diameter, 36 active municipal wells, and seven (7) hillside reservoirs with a total of 11,350,000 gallons of capacity. According to the 2020 UWMP, the City provides potable water services to approximately 17,063 metered connections and supplies 3,647 million gallons (MG) within its service area as of 2020. [28]

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.

The Porterville 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 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.*

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.*

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[28] City of Porterville. (2022). 2020 Urban Water Management Plan. Accessed October 3, 2025, https://cms9files.revize.com/PortervilleCA/Draft%202020%20Urban%20Water%20Management%20Plan.pdf

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.

Implementation Policy PU-I-8: 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.

Implementation Policy PU-I-9: Work cooperatively toward a program of conjunctive surface water use with local water purveyors and irrigation districts to retain surface water rights and supply following annexation and urban development so as to protect against aquifer overdrafts and water quality degradation.

Implementation Policy PU-I-10: Encourage private sector use of alternative water sources to achieve a water balance, including reclaimed water for irrigation and landscaping purposes.

Implementation Policy PU-I-11: Promote the continued use of surface water for agriculture to reduce groundwater table reductions.

Implementation Policy PU-I-12: Establish a comprehensive program for water conservation.

Implementation Policy PU-I-13: Undertake a program to retrofit public buildings with water conservation features.

Stormwater

The City's Public Works Department manages drainage facilities on City-owned property such as public right-of-way or public easements. Drainage on private property or within privately held easements are typically managed by the underlying property owner. The stormwater system consists of a system of natural water channels, drains, and ponding basins located throughout the City. The system operates by conveying captured runoff to recharge basins or directly to flood channels throughout the City. The City owns approximately 38 stormwater basins that provide groundwater recharge and are currently sized to accept floodwater and surface water recharge.

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. The Project's construction activities, including grading, excavation, and loading, could temporarily increase runoff, erosion, and sedimentation. Potential stormwater pollutants may originate from construction materials, equipment maintenance, and earthmoving. Project operations could also generate potential pollutants, such as fertilizers and pesticides from landscaping, pet waste, vehicle fluids from driveways and parking areas, and household chemicals. However, a required SWPPP, compliant with the Construction General Permit, and City approved grading/drainage plans would significantly minimize these risks. The SWPPP will assess sediment risk and incorporate BMPs for erosion, sediment, tracking, and waste management. Implementing the SWPPP would minimize soil erosion and topsoil loss, preventing violations of waste discharge requirements and substantial degradation of surface or groundwater quality. Furthermore, Project runoff would be managed by the City, complying with the Storm Drainage Master Plan and approved grading/drainage plans. Therefore, adherence

to existing regulations, including the Construction General Permit, BMPs, and the Storm Drainage Master Plan, ensures that potential water quality and waste discharge impacts would be less than significant.

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). The City's sole source of water supply is the underlying groundwater basin, the east side of the Tule Subbasin. The City currently has 36 active wells throughout the community that pump directly into the water distribution system and surrounding above ground water storage tanks. As population and development within the City increases, the UWMP planned 3 new wells to be installed, 12 new wells to be added to the water system in 2040, and the implementation of a surface water exchange program to increase water supply.

The City's existing and projected potable water demands by land use type are shown in Table 4-9 per the 2020 UWMP. Single-family users make up the largest demand for potable water, accounting for 56% of potable water use citywide in 2020. According to the UWMP, the City's per capita water usage is expected to increase with population growth and favorable hydrologic conditions. However, while the City utilizes 179 gallons per capita per day (gpcd) as a conservative approach to projecting water demand, the actual water consumption was only 133 gpcd in 2020 and 130 gpcd in 2015.

Table 4-9 City of Porterville Existing and Projected Potable Water Demands by Use Type, 2020 - 2040

Use Type	2020 *	2025	2030	2035	2040
Single Family Residential	2,025	3,182	3,607	4,074	4,621
Multi-Family Residential	390	612	694	784	889
Commercial and Institutional	448	704	798	901	1,022
Industrial	10	16	18	20	23
Landscape	223	351	398	449	509
Losses	403	232	263	297	337
Other	148	634	719	811	920
Total	**3,647**	**5,731**	**6,497**	**7,337**	**8,322**

Source: City of Porterville, 2020 UWMP, Table 4.1 Retail: Demands for Potable and Non-Potable Water-Actual, Table 4.2 Retail: Use for Potable and Non-Potable Water-Projected
**actual use.*

To determine the estimated water use for the Project, the UWMP calculation methods were used. According to the UWMP, the average household size in Porterville is 4.39 people per household. Applying a 4.39 average would equal approximately 132 people (4.39 people per household x 30 units = 132 people). At 179 gpcd, the Project would require approximately 8.6MG per year of potable water per year (132 residents x 179 gpcd x 365 days = 8,624,220 gallons of potable water per year) or 26.47 acre/feet per year (AFY) (8,624,220 gallons per year / 325,851 gallons = 26.47 acre/feet). Development of the Project site as proposed would account for a less than one percent increase above the City's 2020 water demand of 3,647 AFY in 2020. In addition, the minimal increase in demand would not exceed available groundwater supplies during a normal year water supply estimate of 5,655 AFY. Therefore, the Project would be accommodated by existing groundwater supplies and impacts would be less than significant.

In addition, development of the Project Site would increase impervious surfaces which could increase stormwater runoff and reduce groundwater recharge. According to the UWMP, the City maintains stormwater facilities that convey captured runoff to retention/recharge basins or directly to flood channels that run throughout the City.

Runoff resulting from the Project would be managed in compliance with the Storm Water Management Program in addition to approved grading and drainage plans. Thus, compliance would ensure potential impacts related to groundwater recharge are less than significant.

Furthermore, adherence to connection requirements and recommendations pursuant to the City's water conservation efforts (e.g., compliance with California Plumbing Code, efficient appliances, efficient landscaping, etc.) should not negatively impact water supply or impede water management. In particular, the Project would be built accordance with all mandatory outdoor water use requirements as outlined in the applicable California Green Building Standards Code, Title 24, Part 11, Section 4.304 – Outdoor Water Use and verified through the building permit process. As a residential development that would contain landscaping pursuant to PMC regulations, the Project shall comply with the updated Model Water Efficient Landscape Ordinance (MWELO) (California Code of Regulations, Title 23, Chapter 2.7, Division 2), as implemented and enforced through the building permit process. Therefore, through compliance, the potential for the Project to substantially decrease groundwater supplies is limited and impacts would be less than significant.

Overall, based on the information collected from the UWMP and the City of Porterville, the proposed Project would not generate significant water demand. 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. While construction activities on the primarily undeveloped site could temporarily increase runoff, erosion, and sedimentation, the Project would implement erosion controls and BMPs as required by the SWPPP. These BMPs, such as covering/binding soil surfaces and using barriers like straw bales and sandbags, would minimize soil detachment and transportation. Post-construction, the increase in impervious surfaces could increase the runoff volume. However, this is balanced by a significant reduction in exposed soil, which minimizes long-term erosion and siltation potential. Furthermore, the Project will maintain the existing site drainage pattern in accordance with an approved grading and drainage plan. Therefore, compliance with these requirements will prevent substantial alteration of the drainage pattern that could lead to substantial erosion or siltation, resulting in a less than significant impact.

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. Construction activities would disturb vegetation and soil, potentially altering the Project site's natural hydrology and increasing runoff volume and velocity, which could increase the risk of flooding. However, compliance with the SWPPP, approved grading and drainage plan, and implementation of BMPs would

control and direct runoff. These measures would reduce potential for increased runoff leading to on- or off-site flooding during construction, resulting in a less than significant impact.

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. Construction activities would temporarily disturb vegetation and soil, altering the Project site's natural hydrology. However, compliance with the SWPPP, approved grading and drainage plan, and BMP implementation would control and direct runoff, reducing construction-related impacts on runoff volume and pollution, and preventing exceedance of existing or planned stormwater drainage systems. Post-construction, the increase in impervious surfaces would increase runoff. However, compliance with approved grading and drainage plans would reduce the potential for substantial additional polluted runoff or runoff exceeding the capacity of existing or planned drainage systems. Therefore, both construction and operational impacts are considered less than significant.

iv. Impede or redirect flood flows?

Less than Significant Impact. While the Project would increase impervious surfaces, it would be required to maintain the existing site drainage pattern through City-reviewed and approved project-specific grading and drainage plans. This compliance would minimize or eliminate the potential to impede or redirect flood flows, resulting in a less than significant impact.

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

Less than Significant Impact. As shown in Figure 4-4, the Project site is in FEMA Flood Zone X, per the most recent Flood Insurance Rate Map (FIRM) No. 06107C1635E effective June 16, 2009. According to FEMA, Zone X is a minimal flood hazard area with a 0.2% annual chance of flooding and a 1% annual chance flood with shallow depths or small drainage areas. In addition, 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.

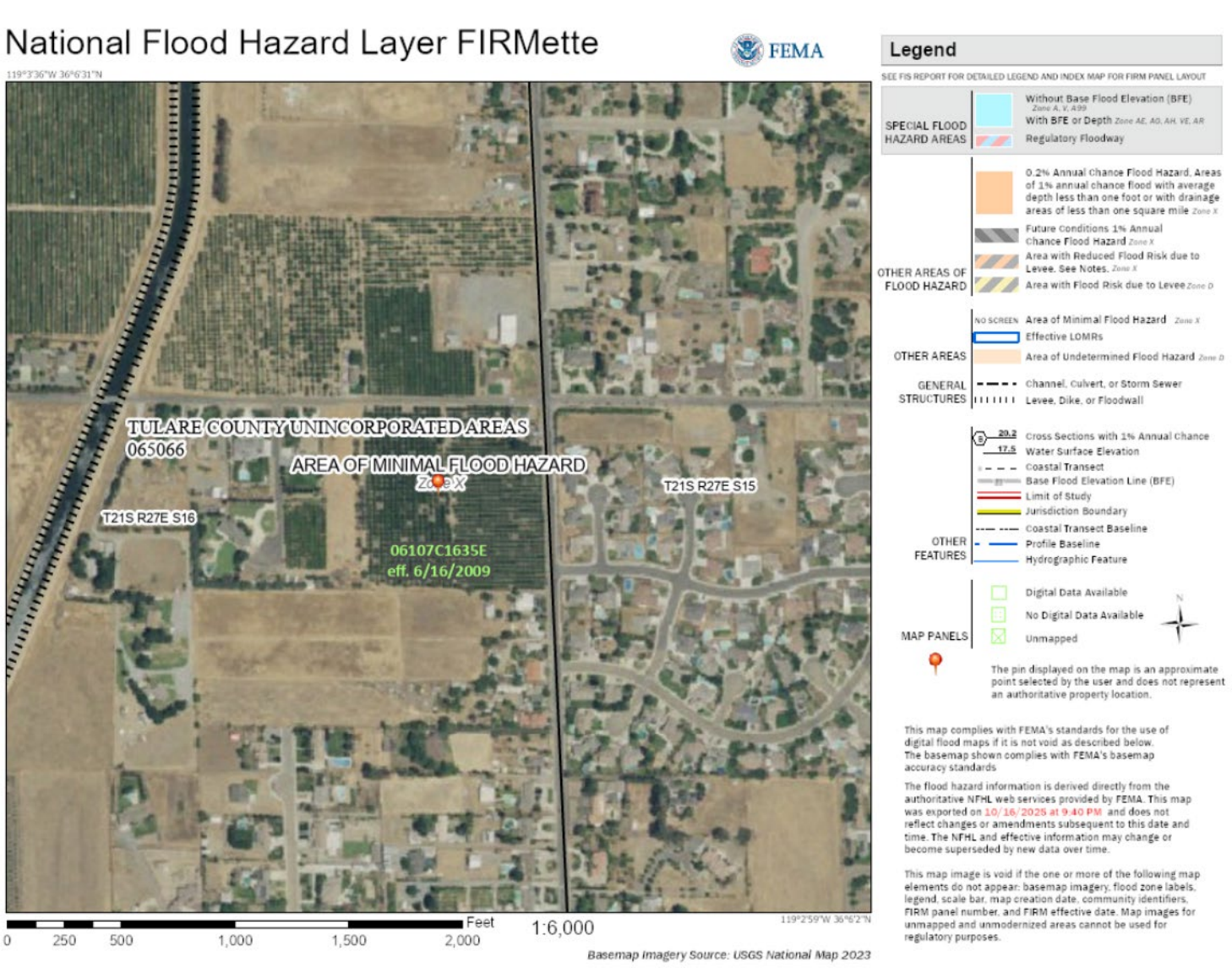


Figure 4-4 Flood Zone Map

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

Less than Significant Impact. A revised groundwater sustainability plan was adopted for the Tule Groundwater Sub-basin in July of 2024 by the Eastern Tule Groundwater Sustainability Agency (ETGSA), of which the City of Porterville is a member. [29] The goal of the Tule subbasin and ETGSA is to ensure that the subbasin maintains a reliable water supply for current and future beneficial uses without experiencing undesirable results through 2040. The proposed Project is required to comply with the adopted plan to meet the 2040 sustainability deadline for the basin. During the preparation of the City's 2020 UWMP, the City coordinated with the Eastern Tule Groundwater Sustainability Agency, Porterville Irrigation District, and County of Tulare to ensure that the city's UWMP is in compliance with the goals of these agencies. As such, compliance with the City's 2020 UWMP would ensure that the Project does not conflict or obstruct the implementation of the ETGSA plan. In addition, the City has largely attained the balanced use of groundwater supplies well ahead of the legislative requirement of 2040, thus making the City compliant with the Eastern Tule Groundwater Sustainability Plan goals. As mentioned above, impacts to groundwater supplies from the proposed Project will not be beyond those analyzed in the General Plan, PEIR, or UWMP. For these reasons, a less than significant impact would occur because of the Project.

4.10.3 Mitigation Measures

None required.

[29] Eastern Tule Groundwater Sustainability Agency (2024). Groundwater Sustainability Plan. Accessed October 16, 2025, https://easterntulegsa.com/gsp/

4.11 LAND USE 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 site is currently outside of Porterville city limits but is within the City's Urban Development Boundary. The Project proposes annexing the Project site into the city limits of Porterville. The Project site is located at the southwest corner of N. Newcomb Street and W. Linda Vista Avenue. The Project site is currently vacant with no on-site improvements (i.e., road, curb, gutter, sidewalk). The Project site is surrounded by orchards and single-family residences to the north, rural, single-family residences to the south, single-family residences to the east, and a single-family residence to the west.

The Project site has a City of Porterville General Plan Land Use designation of Low Density Residential (LDR). According to the General Plan, the purpose of the LDR designation is to accommodate "typical single-family subdivisions" with a maximum density of 6.0 units per gross acre.

The Project site is currently within the City's RS-2 Low Density Residential zone district. According to the Porterville Development Ordinance (PDO; Chapter 21 of the Porterville Municipal Code, or PMC), the purpose of the RS-2 district is 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."

4.11.2 Impact Assessment

Would the Project:

a) Physically divide an established community?

Less than Significant Impact. The physical division of an established community typically involves the construction of a barrier, such as a highway or railroad tracks, or the removal of a crucial access point, thereby impairing community connectivity. This Project, a single-family residential development on a vacant site, does not involve any such division. It will not construct a dividing feature, nor will it remove an essential access route. Instead, the Project would be designed in accordance with the General Plan, PMC, and other applicable standards to ensure a cohesive site and circulation plan that integrates with the surrounding community. Therefore, this Project would not physically divide an established community, and the impact is less than significant.

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. The Project proposes a 30-lot residential development with the approval of the associated tentative subdivision map and annexation. No land use or zoning changes are required. Generally, policy conflicts have 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. A discussion of general plan land use policies that are applicable to the Project are included in Table 4-10. As discussed, the Project is generally consistent with the General Plan.

Table 4-10 Discussion on Land Use Policies in the General Plan for Residential Development

General Plan Policy	Project Consistency
Guiding Policy L-G-6 *Provide for residential development with strong community identities, appropriate and compatible scales of development, identifiable centers and edges and well-defined public spaces for recreation and civic activities.*	**Consistent.** The Project proposes a residential development with would create a cohesive neighborhood.
Guiding Policy LU-G-9 *Provide sufficient land with appropriate parcel sizes to support a full range of housing types and prices.*	**Consistent.** The Project proposes 30 lots with sizes ranging from 10,762 square feet to 17,011 square feet that would provide a range of home sizes and prices.
Guiding Policy LU-I-18 *Protect existing residential neighborhoods from the encroachment of incompatible activities and land uses, and environmental hazards.*	**Consistent.** The Project Site is generally surrounded by existing single-family residential development. The Project also proposes residential development, which is compatible with the existing character of the area.
Implementation Policy LU-I-11 *Only allow gated communities in very low density, planned development areas, and Resort Residential areas.*	**Consistent.** The Project does not propose a gated community.
Implementation Policy LU-I-12 *Require residential development on slopes over six percent to comply with the Hillside Development Ordinance.* *This ordinance establishes a Hillside Development zoning district with standards and review procedures tailored to the City's needs and expectation for hillside development.*	**Not Applicable.** The Project site is not within the Hillside Development zoning district.
Implementation 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.*	**Consistent.** The Project site is not within the airport influence area of the Porterville Municipal Airport, nor is it within a safety zone.
Implementation Policy LU-I-15 *Adopt community design standards for new residential development.* *These could include but are not limited to:* • *Maximum block length;* • *Maximum ratio of block length to width;*	**Consistent.** The Project is generally consistent since there are limited dead-end streets, structures would be oriented towards internal roadways, and connectivity is provided to street frontages via two (2) access points. The maximum block length and

• *Limited use of dead-end streets;* • *Orientation of residential building; and* • *Required connectivity* *Exceptions may be provided for infill sites and projects in the Hillside Development Zone.*	ratio of block length and width are reviewed by the Planning, Engineering, and Fire Departments to ensure that they do not pose a hazard to the community.
Implementation Policy LU-I-16 *Require that all new subdivisions preserve natural, cultural, and biological resources, including stands of large trees and rock outcroppings, to the maximum extent feasible.*	**Consistent.** A discussion of the Project's impacts on cultural and biological resources are discussed in Section 4.4 and Section 4.5.

Further, through the entitlement process, the Project would be reviewed for compliance with applicable regulations 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

Mineral resources include commercially viable oil and gas deposits, and nonfuel mineral resources deposits. Nonfuel mineral resources include metals such as gold, silver, iron, and copper; industrial metals such as boron compounds, rare-earth elements, clays, limestone, gypsum, salt, and dimension stone; and construction aggregate, including sand, gravel, and crushed stone. California is the largest producer of sand and gravel in the nation.

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 shows that the Project is not within a mineral resource zone. [30]

The Geologic Energy Management Division's (CalGEM) online mapping application, Well Finder, 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. [31]

Porterville 2030 General Plan

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. The General Plan established the following policies to protect mineral resources in the City's Planning Area.

[30] California Department of Conservation. (1997). Mineral Lands Classification. Accessed on October 3, 2025, https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc
[31] California Department of Conservation Geologic Energy Management Division. Well Finder. Accessed on October 3, 2025, https://maps.conservation.ca.gov/doggr/wellfinder/

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 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.

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?*

No Impact. There are no identified mineral deposits of significance or active mine operations on the Project site. Therefore, 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, no impact would occur.

b) *Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?*

No Impact. There are no identified mineral deposits of significance or active mine operations on the Project site. 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. Further, 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, no impact would occur.

4.12.3 Mitigation Measures

None required.

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

In general, there are two (2) types of noise sources: 1) mobile sources and 2) stationary sources. Mobile source noises are typically associated with transportation including automobiles, trucks, trains, and aircraft. Stationary sounds are sources that do not move such as machinery or construction sites. Stationary sources can also include events, recreational uses, amplified systems, automotive repair facilities, building mechanical systems, and landscape maintenance. These sources can vary based on factors such as site conditions, equipment operated, and specific activities conducted. Noises generated are also directional but can vary based on site and operational characteristics.

Nosie-related impacts typically affect sensitive receptors, and land uses such as residential, schools, churches, nursing homes, hospitals, and open space/recreation areas. Commercial, farmland, and industrial areas are not considered noise sensitive and generally have higher tolerances for exterior and interior noise levels. Noise levels for noise-sensitive receptors will vary depending on location, distance from the source, shielding by terrain and structures, and ground attenuation rates.

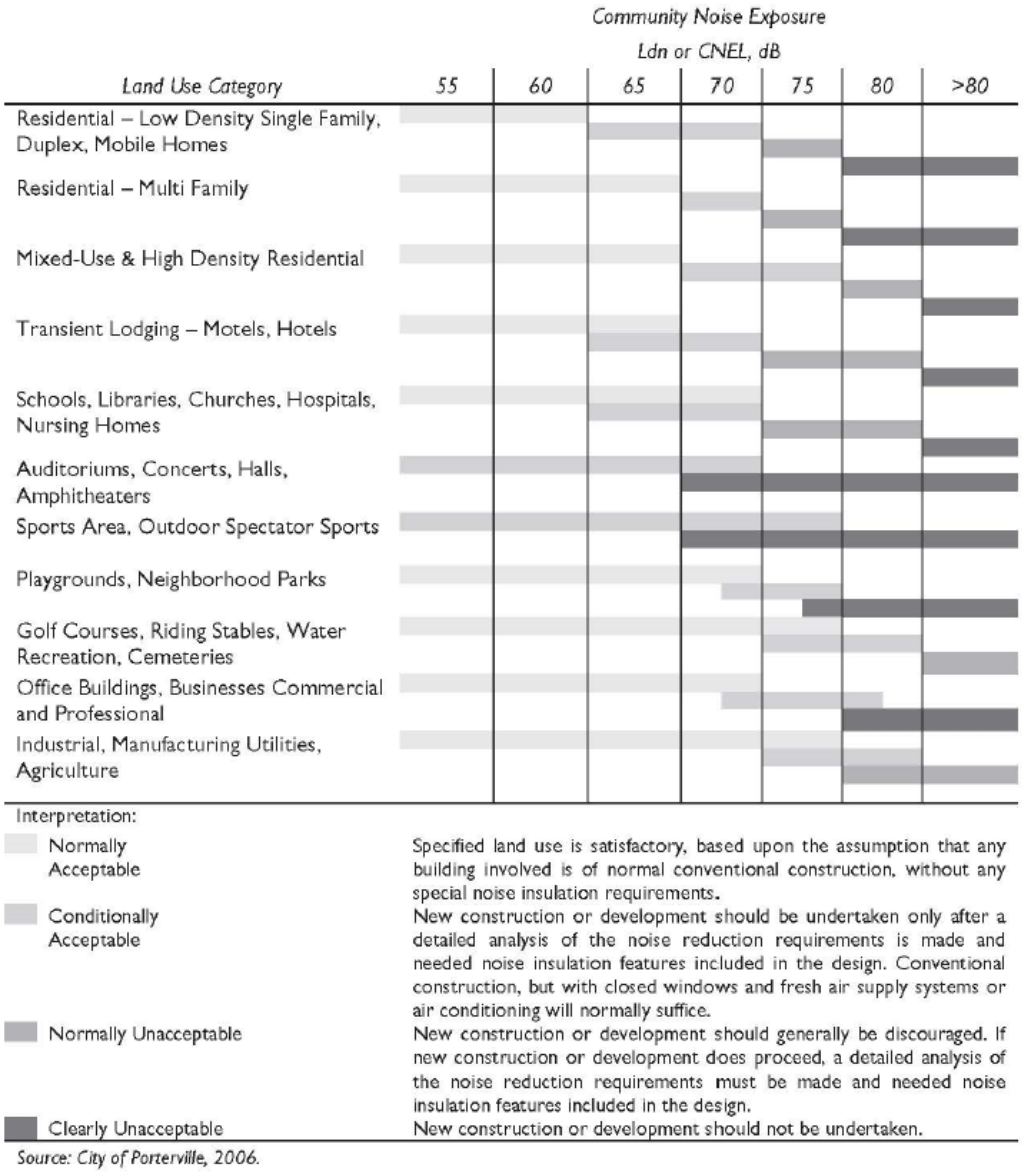
Porterville 2030 General Plan

The Porterville 2030 General Plan Noise Element 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 Noise Element also provides land use compatibility guidelines for community noise exposure levels. Figure 4-5 (Table 9-1 in the General Plan Nosie Element) summarizes 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.

Figure 4-5 Land Use Compatibility for Community Noise Environments



Source: City of Porterville, 2006.

The City Code of Porterville, California

The PMC, Chapter 18, Article IX, provides standards for noise levels, as discussed below.

Section 18-90.4 – Exterior Noise Standards provides thresholds of the creation of noise when measured at any affected residence, school, hospital, church or public library, as listed in Table 4-11. Additionally, each noise level shall be further reduced by five (5) dBA for pure tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises.

Table 4-11 Exterior Noise Level Standards, dBA

Category	Daytime 7:00 A.M. To 10:00 P.M.	Nighttime 10:00 P.M. To 7:00 A.M.
Hourly L_{eq}	50	45
Maximum sound level (L_{MAX})	70	65

Section 18-90.5 – Residential Interior Noise Standards provides thresholds of noise measured inside a dwelling unit. The maximum sound level allowed is 55 dBA L_{MAX} during the daytime and 45 dBA L_{MAX} during the nighttime. Similarly, each noise level shall be further reduced by five (5) dBA for pure tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises.

Section 18-90.6 – Noise Source Exemptions provides a list of activities exempted from the provisions of Article IX. Some activities associated with Project construction and residential activities are listed below:

> *B. Noises resulting from any authorized emergency vehicle, when responding to an emergency call or acting in time of emergency.*
>
> *E. Any mechanical device, apparatus or equipment used, related to, or connected with emergency activities or emergency work.*
>
> *F. 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.*
>
> *G. Noise sources associated with the maintenance of residential property provided such activities take place between the hours of six o'clock (6:00) A.M. and nine o'clock (9:00) P.M. on any day except Saturday or Sunday, or between the hours of seven o'clock (7:00) A.M. and nine o'clock (9:00) P.M. on Saturday or Sunday.*
>
> *I. Noise sources associated with the collection of waste or garbage.*

Existing Ambient Noise Environment

The Project Site's existing noise environment is impacted by various noise sources. As previously discussed, the Project site is largely surrounded by residential uses, with agricultural orchards to the north. Associated noise from residential uses includes vehicles and typical neighborhood noise (i.e. talking, car doors shutting, dogs barking, etc.), which are usually minimized by trees and landscaping. Associated noise from agricultural orchard activities can include large trucks, tractors, and equipment, as well as automobiles from workers. Noise associated with

agricultural activities would be generally seasonal. Other sources of noise include the vehicular traffic on N. Newcomb Street.

Caltrans Transportation and Construction Vibrance Guidance Manual

Some additional vibration 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 4-12 (Acoustical Analysis Table III) and Table 4-11 (Acoustical Analysis Table IV), and are presented in terms of peak particle velocity (PPV) in inches per second (in/sec).

Table 4-12 Guideline Vibration Annoyance Potential Criteria (Acoustical Analysis Table III)

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	0.90	0.10
Severe	2.0	0.4

Source: *Caltrans*

Table 4-13 Guideline Vibration Damage Potential Threshold Criteria (Acoustical Analysis Table IV)

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	0.20	0.10
Historic and some old buildings	0.50	0.25
Older residential structures	0.50	0.30
New residential structures	1.0	0.50
Modern industrial/commercial buildings	2.0	0.50

Source: *Caltrans*

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 Impact. Noise generating activities of the Project would include traffic noise and stationery-source noise, such as operations and construction as described below. It is not anticipated that the Project would 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 in other applicable local, state, or federal standards, given the type of development proposed (i.e., residential).

Traffic Noise Exposure

Mobile source noises are typically associated with transportation including automobiles, trains, and aircraft. Sensitive land uses include residential, schools, churches, nursing homes, hospitals, and open space-recreation areas. Commercial, farmland, and industrial areas are not considered noise sensitive and generally have higher

tolerances for exterior and interior noise levels. The nearest sensitive land uses are single-family residences to the west and east of the Project site. The primary source of exterior, on-going noise from buildout of the Project would be from vehicles traveling to and from the site. Future build-out of the Project site would generate an increase in traffic on roadways in the Project vicinity. However, the number of new trips (i.e., 282.9 ADTs) associated with buildout of the Project site is not likely to increase the ambient noise levels by a significant amount as the area is active with vehicles. Additionally, increased traffic noise levels on adjacent roadways due to buildout of the Project is expected to be minimal since the trips generated do not include trucks. Accordingly, it is expected that the traffic noise levels will increase minimally and will not have a significant impact. Impacts would be less than significant.

Operational Noise Exposure

The proposed residential use is expected to generate typical neighborhood noise (i.e. talking, car doors shutting, dogs barking, etc.). These noises are expected to be minimal due to the relatively low number of units proposed (i.e., 30 units), and will not introduce a new significant source of noise that isn't already occurring in the area. In addition, household machinery sounds (e.g., HVAC systems, refrigerators, etc.) will be confined within the interior of the buildings. As such, it is expected that the operational noise generated by the Project will be minimal and most likely not cause significant impact to existing uses. Impacts would be less than significant.

Construction Noise Exposure

Construction noise will result from construction activities through the use of construction equipment for grading the site and building the proposed structures. Construction phases would include demolition, site preparation, grading, building construction, architectural coating, and paving. Of all construction phases, it is anticipated that grading would produce the loudest noise.

Construction noise was estimated using the FHWA Roadway Construction Noise Model (RCNM) Version 1.0. For the purpose of this noise assessment, general construction equipment, including air compressors, mixers, cranes, forklifts, generator sets, graders, pavers, paving equipment, rollers, dozers, tractors, and welders, are included in the construction noise modeling. According to existing and anticipated land use within and around the Project site, the baseline and receptors that are analyzed in the RCNM are shown in Table 4-14.

Table 4-14 Receptors and Baseline Analyzed in the RCNM

Location	Land Use	Total dB Lmax *	Total dB Leq **
50 feet from the site (south, west)	Residential	89.5	88.3

** Total Lmax is the value for the loudest piece of equipment.*

*** This number estimates noise when all equipment is used at the same time.*

Short-term construction noises include traffic noise generated from transporting construction equipment and materials and construction worker commuting. These activities would raise noise levels near the site. According to modeling of the FHWA RCNM Version 1.0, construction noise generated from the offroad equipment is estimated to be 88.3 dB Leq if all equipment was used at the same time. Ambient noise from construction activities would cease upon completion of construction.

Although the nearby residential uses would experience elevated noise levels from construction, these activities would be temporary and would generally take place in accordance with PMC Section 18-90.6, which regulates permissible hours of construction between the hours of 6:00 am and 9:00 pm on weekdays and 7:00 am and 9:00

pm on weekends. According to the FHWA Highway Construction Noise Handbook, noise exceeding 90 Lmax in the daytime (7 am to 6 pm) and 85 Lmax in the evening (6 pm to 10 pm) is considered significant. It is not expected that the construction of the Project would exceed the construction noise thresholds of the FHWA since 1) not all construction equipment is expected to be used at the same time and 2) trees between the site and nearby residences, as well as windows and walls of the residences would provide noise reduction.

Overall, Project construction is not expected to result in a significant impact because the noise would be regulated by the PMC. Noise would thereby be generated during daylight hours and not during evening or more noise-sensitive time periods; and the increase in noise would cease upon complete build-out of the Project. For these reasons, a less than significant impact would occur.

Although the Project would result in increased ambient noise levels at the Project site, compliance with the General Plan policies and PMC requirements would result in the Project's compliance with applicable standards. Overall, the Project would result in a less than significant impact in regard to noise.

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

Less than Significant Impact. Ground borne vibration may result from operations and/or construction, depending on the use of equipment (e.g., pile drivers, bulldozers, jackhammers, etc.), distance to affected structures, and soil type. Depending on the method, equipment-generated vibrations could spread through the ground and affect nearby buildings. The dominant sources of man-made vibration are sonic booms, blasting, pile driving, pavement breaking, demolition, diesel locomotives, and rail-car coupling. None of these activities are anticipated to occur with construction or operation of the proposed Project.

The existing single-family residences located to the west of the Project site were built in 2007 and can be categorized as "new residential structures. The existing single-family residences located to the south of the Project sire were built circa 1945 and can be categorized as "older residential structures." Typical vibration levels at distances of 25 feet to 300 feet are summarized by Table 4-15. Most of these levels are barely perceptible at 25 feet according to the vibration annoyance potential thresholds shown in Table 4-12 and Table 4-13. The vibration levels are also not expected to cause damage to the older residential structures located south of the Project site, according to the damage potential thresholds shown in Table 4-13.

Table 4-15 Typical Vibration Levels During Construction

Equipment	PPV (in/sec)			
	At 25 feet	At 50 feet	At 100 feet	At 300 feet
Bulldozer (Large)	0.089	0.0415	0.011	0.006
Bulldozer (Small)	0.003	0.0014	0.0004	0.00019
Loaded Truck	0.076	0.0355	0.01	0.005
Jackhammer	0.035	0.0163	0.005	0.002
Vibratory Roller	0.210	0.098	0.03	0.013
Caisson Drilling	0.089	0.0415	0.01	0.006

Source: California Department of Transportation

As a result, it is not expected that construction activities would exceed any significant threshold levels for annoyance or damage. Additionally, operational activities related to residential uses are non-perceptible (i.e., vibration from HVAC, refrigerators, etc.) thus would not create any vibration impacts. As such, 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?

No Impact. The Project site is located approximately 7 miles north of Porterville Municipal Airport and is not within the airport influence area. Per the General Plan Noise Element, the Project site is not within the airport noise contour and is more than 7 miles north of the closest noise contour of the airport. Therefore, the Project would not expose people residing or working in the Project area to excessive noise levels. No impact would occur.

4.13.3 Mitigation Measures

None required.

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 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."

Porterville 2030 General Plan

Development under the 2030 General Plan is discussed in the Introduction chapter of the General Plan. Full development under the General Plan is referred to as "buildout." The total housing units expected under General Plan buildout is 34,250 units, with a buildout population of 107,300.

Porterville 2023-2031 Housing Element

Recent trends in population and housing for the City of Porterville discussed in the 2023-2031 Housing Element. According to the Housing Element, the City's population per the American Community Survey 2016-2020 5-Year Estimates is 62,623, with 18,654 housing units.

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 proposes the development of a 30-lot single-family residential development. The Project would also include off-site improvements (e.g., curb, gutter, sidewalk) and connections to existing utilities (e.g., water, sewer, power, stormwater drainage). These improvements are limited in scope and would connect to and improve the existing street and utility network. No further extension of roads or other infrastructure that could cause unplanned population growth would occur.

Based on an average household size of 4.39 per the 2020 UWMP (See Section 4.10 Hydrology and Water Quality), 30 units could generate approximately 131 new residents, thereby increasing the city's population from 62,623 to 62,754. The 30 units would also increase the total number of housing units from 18,654 to 18,684. Overall, the population and housing units generated by the proposed Project would be within the General Plan buildout. Therefore, the Project's contribution to population growth is minimal and would not induce substantial unplanned population growth, either directly or indirectly. Impacts are considered less than significant.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Less than Significant Impact. There are no residential buildings currently onsite. Therefore, the Project would not displace any existing people or housing and would not necessitate the construction of replacement housing elsewhere. Impacts would be less than significant.

4.14.3 Mitigation Measures

None required.

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 site would be annexed into Porterville city limits and thus, would be subject to fees for the construction, acquisition, and improvements for public services and facilities. Public services and facilities are further described below.

Fire Protection Services

Fire protection services in the City are provided by the Porterville Fire Department (PFD). The PFD operates a total of three (3) fire stations that serve the city, with Fire Station 72 closest to the Project site at 500 N Newcomb Street, Porterville, CA 93257. Fire Station 72 is located approximately 2.0 miles south of the Project site. The total staffing for PFD includes 61 personnel, 53 sworn firefighters, 1 Fire Marshall, 4 code enforcement officers, and 3 administrative staff. In 2024, PFD responded to 6,280 calls for service and 456 calls for fires. The response time goal for fire protection and emergency services is to provide service within five (5) minutes and twenty (20) seconds of the dispatch 90% of the time.[32]

[32] Porterville Fire Department (2024). 2024 Annual Report. Accessed on October 6, 2025. https://cms9files.revize.com/PortervilleCA/departments/Fire/2024%20Annual%20Report.pdf

Porterville 2030 General Plan

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 3.0 miles southeast 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.

Schools

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 three (3) 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 10 elementary schools, four (4) middle schools, eight (8) high schools, adult school, preschool programs, and a community day school. The nearest school is Sequoia Middle School located approximately 0.7 miles southeast of the site.

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. Funding for schools and school facilities impacts is outlined in Education Code Section 17620 and Government Code Section 65995 *et. seq.* (State statutes) which govern the amount of fees that can be levied against new development. These fees are used to construct new or expanded school facilities. Payment of fees authorized by the statute is deemed "full and complete mitigation." A School District Developer Fee would be assessed for development based on the rates in place at the time payment is due.

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.

Porterville 2030 General Plan

The General Plan Parks, Schools, and 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.*

Implementation 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.*

Implementation 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.

Implementation 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.

Implementation 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.*

Implementation Policy PSCF-I-11 *Combine use of park, recreation, and open space lands with drainage facilities and school facilities, where feasible.*

Implementation Policy PSCF-I-14 *Develop a safe and efficient trail network throughout the City that links parks and other key City destinations.*

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. Once annexed, the Project site would be served by the Porterville Fire Department (PFD). The nearest Fire Station to the Project site is PFD Fire Station 72, which is located approximately 2.0 miles south of the Project site. The Project's proximity to the existing fire station would support adequate service ratios, response times, and other performance objectives for fire protection services. Additionally, through the entitlement and building permit process, the Project would be required to comply with the CBC and Uniform Fire Code to ensure fire safety elements are incorporated into Project design. Proposed interior streets would be required to provide appropriate widths and turning radii to safely accommodate emergency response and the transport of emergency/public safety vehicles. The Project would also be designed to meet City requirements regarding water flow, water storage requirements, hydrant spacing, infrastructure sizing, and emergency access. Through compliance, impacts would be less than significant.

ii. Police protection?

Less than Significant Impact. The Project Site would be served by the Porterville Police Department (PPD). The PPD is located at 350 North D Street, Porterville, CA 93257, which is approximately 3.0 miles southeast of the Project site. The Project's proximity to the existing station would support adequate service ratios, response times, and other performance objectives for police protection services. 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 Porterville Unified School District (PUSD). The nearest school is Sequoia Middle School located approximately 0.7 miles southeast of the site. Since residential development is proposed, the Project would introduce residents to the area and therefore could generate new students that would increase the school districts' enrollment. To offset impacts of the development, a School District Developer Fee would be assessed for the Project based on the rates in place at the time payment is due. As stated in Government Code Section 65995 *et seq*., payment of a school impact fee is deemed full and complete mitigation for potential impacts to schools caused by development. Therefore, payment of the assessed School District Developer 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. The Project proposes residential development that would introduce residents to the area and therefore could increase the demand for and use of existing public parks or other recreational facilities. The

City aims to maintain a standard of five (5) acres of combined park and open space land per 1,000 residents. The Project would be required to pay in-lieu fees to mitigate any potential remaining impacts to the City's existing park and recreation facilities generated by the incremental population increase. The payment of in-lieu fees would reduce any impacts resulting from increased residential demand for park and recreational facilities so as to not cause substantial physical deterioration of the public facilities. For these reasons, the Project would have a less than significant impact.

v. Other public facilities?

Less than Significant Impact. The Project would introduce new residents to the area, which could incrementally increase demand for various public facilities such as courts, libraries, and hospitals. However, the Project's contribution to this increased demand is not expected to result in a substantial need for new or physically altered public facilities. The City and surrounding region are served by existing courts, libraries, and hospitals. These facilities are designed to accommodate a certain level of population growth, and the Project's contribution to that growth is relatively small in the context of the overall service area. While the Project would add new residents, the increase in demand for these public services is expected to be incremental and within the capacity of existing facilities. The Project's impact on these services would be dispersed among the broader population served by these facilities. If such facilities are proposed for future expansion, the expansion would be subject to CEQA and further environmental review. The Project may also contribute impact fees that support the provision of public services, helping to ensure that service levels are maintained as the city grows. Impacts would be less than significant.

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. Public Facilities.

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. The Project proposes residential development that would introduce residents to the area and therefore could increase the demand for and use of existing public parks or other recreational facilities. The City aims to maintain a standard of five (5) acres of combined park and open space land per 1,000 residents. The Project would be required to pay in-lieu fees to mitigate any potential remaining impacts to the City's existing park and recreation facilities generated by the incremental population increase. The payment of in-lieu fees would reduce any impacts from increased demand for park and recreational facilities to not cause substantial physical deterioration of the public facilities. Impacts would be less than significant.

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. The Project proposes a single-family residential development consisting of single-family lots with typical yard space as required per the PMC. The Project would not require the construction or expansion of off-site recreational facilities. 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

The Project site is currently vacant with no structures or on-site improvements (i.e., roads, curb, gutter, sidewalk). The Project site has street frontage along N. Newcomb Street on the western edge and along W. Linda Vista Avenue along the northern edge. Both N. Newcomb Street and W. Linda Vista Avenue are designated as Collectors in the Porterville 2030 General Plan Circulation Network.

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 include:

[33] Tulare County Association of Governments. (2022). 2022 Regional Active Transportation Plan for the Tulare County Region. Accessed October 6, 2025, https://tularecog.org/sites/tcag/assets/File/TCAG%202022%20RATP_.pdf

1. Morton Avenue crosswalk warning lights
2. Orange Avenue crosswalk warning lights
3. Main Street crosswalk warning lights
4. Tule River Parkway multi-use trail, Phase IV
5. Porterville citywide bikeway network
6. Putnam and Elderwood Pedestrian Corridor
7. Butterfield Stage Corridor

Porterville 2030 General Plan

The Circulation Element of the Porterville 2030 General Plan established policies to maintain the operations of existing roadway systems as new development occurs. These policies aim to prevent negative impacts caused by new developments and ensure that adequate transportation system is provided. The following goals and policies are generally applicable to the proposed Project.

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.*

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.*

Implementing Policy C-I-5 *Install traffic calming devices, such as signage and bulbs, as needed and appropriate in existing neighborhoods.*

Implementing Policy C-I-6 *Require the installation of landscaping in center medians and at major intersections to minimize summer heat and enhance the character of the streetscapes.*

For small-lot subdivisions (with an average lot size of 6,000 square feet or less), the planter strip for a local street may be omitted if:

- *A five-foot sidewalk is provided on both sides of the street and trees are provided in the front yards of private lots parallel with the sidewalk at the minimum frequency required for street trees; and/or*
- *Street trees are provided in landscaped bulb-outs into the parking lane at intersections.*

Alternatively, where a planter strip is provided along a local street, the front setback for buildings may be reduced an additional two feet from the normally required setback.

Implementing Policy C-I-7 *Require street tree planting as part of an urban forestry program.*

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.

No new development will be approved unless it can be shown that required level of service can be maintained on the affected roadways or there are specific benefits that justify accepting a lower level of service.

Implementing Policy C-I-9 Develop and manage local residential streets (i.e., streets with direct driveway access to homes) to limit average daily vehicle traffic volumes to 2,500 or less and 85th percentile speeds to 25 miles per hour or less.

Neighborhood traffic control measures to be considered include: regulatory devices, such as right-of-way controls, speed limits, and parking regulations; as well as geometric fixtures such as roundabouts, semi-diverters, and diagonal diverters.

Implementing Policy C-I-10 Require traffic impact studies for all General Plan amendments that will generate more than 100 peak hour trips.

Exceptions may be granted where traffic studies have been completed for adjacent development. The City's new traffic model developed for the 2030 General Plan will facilitate this analysis.

Guiding Policy C-G-7 Ensure that new development pays its fair share of the costs of transportation facilities.

Implementing Policy C-I-12 Continue to require that new development pay a fair share of the costs of street and other traffic and local transportation improvements based on traffic generated and impacts on traffic service levels.

Implementing Policy C-I-14 Require new development that will have an impact on regional transportation facilities to pay a regional transportation impact fee.

Implementing Policy C-I-16 Ensure that new development is designed to make transit a viable choice for residents. Design options include:

- *Have neighborhood focal points with sheltered bus stops;*
- *Locate medium-high density development whenever feasible near streets served by transit; and*
- *Link neighborhoods to bus stops by continuous sidewalks or pedestrian paths.*

The General Plan Circulation Element also planned bikeway networks within the City. Within the vicinity of the Project Site, there are no existing or proposed bicycle facilities.

Implementing Policy C-I-17 Establish bicycle lanes, bike routes and bike paths consistent with the General Plan.

Implementing Policy C-I-19 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' 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; and*
- *Work with the school districts to promote classes on bicycle safety in the schools.*

Implementing Policy C-I-20 *Give bikes equal treatment in terms of provisions for safety and comfort on arterials and collectors as motor vehicles.*

Implementing Policy C-I-21 *Develop a series of continuous walkways within new office parks, commercial districts, and residential neighborhoods so they connect to one another.*

SB 743 Technical Advisory

In April 2018, the Governor's Office of Planning and Research (OPR) issued the Technical Advisory on Evaluating Transportation Impacts in CEQA (Technical Advisory) (revised December 2018) to provide technical recommendations regarding VMT, thresholds of significance, and mitigation measures for a variety of land use Project types.

The Technical Advisory includes screening thresholds for agencies to use in order to identify when a Project should be expected to cause a less-than-significant impact without conducting a detailed study.

- *Screening Thresholds for Small Project.* Absent substantial evidence indicating that a Project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, Projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than significant transportation impact. This threshold is based on a CEQA categorical exemption for existing facilities, including additions to existing structures of up to 10,00 square feet, so long as the Project is in an area where public infrastructure is available to allow for maximum planned development and the Project is not in an environmentally sensitive area.
- *Map-Based Screening Threshold for Residential and Office Projects.* Residential and office Projects that locate in areas with low VMT, and that incorporate similar features (i.e., density, mix of uses, transit accessibility), will tend to exhibit similarly low VMT. Maps created with VMT data, for example from a travel survey or a travel demand model, can illustrate areas that are currently below threshold VMT. Because new development in such locations would likely result in a similar level of VMT, such maps can be used to screen out residential and office Projects from needing to prepare a detailed VMT analysis.
- *Presumption of Less Than Significant Impact Near Transit Thresholds.* Proposed CEQA Guideline Section 15064.3, subdivision (b)(1), states that lead agencies generally should presume that certain Projects (including residential, retail, and office Projects, as well as Projects that are a mix of these uses) proposed within ½ mile of an existing major transit stop or an existing stop along a high quality transit corridor will have a less-than-significant impact on VMT. This presumption would not apply, however, if Project-specific or location-specific information indicates that the Project will still generate significant levels of VMT.
- *Presumption of Less Than Significant Impact for Affordable Residential Development.* Adding affordable housing to infill locations generally improves jobs-housing match, in turn shortening commutes and reducing VMT. Therefore, a Project consisting of a high percentage of affordable housing may be a basis for the lead agency to find a less-than-significant impact on VMT.

According to the Technical Advisory, lead agencies, using more location-specific information, may develop their own more specific thresholds, which may include other land use types. The City of Porterville has not developed their own specific thresholds; however, the City does use Tulare County's SB 743 Guidelines.

County of Tulare SB 743 Guidelines

In June of 2020, the County of Tulare published their own specific thresholds and guidelines related to VMT and SB 743 titled "County of Tulare SB 743 Guidelines," which were adopted by the City of Porterville on September 21, 2021. The Guidelines are based on statewide guidance provided by OPR, but include clarifications and details tailored for and specific to local conditions in Tulare County. The Guidelines provide guidance for land development projects on screening criteria, VMT analysis, significance thresholds and potential mitigation.

The Guidelines outline screening criteria for projects that would have a less than significant transportation impact due to project size or project type. If a project meets at least one of the screening criteria, it would not require a detailed VMT analysis. The screening criteria most relevant to the proposed Project is "Small Projects." For Tulare County, projects that generate less than 500 trips per day can be presumed to have a less than significant impact.

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?

Less Than Significant Impact. The Project would be required to comply with all project-level requirements implemented by a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Compliance is further discussed below. Overall, the Project would not conflict with a program plan, ordinance, or policy addressing the circulation system. Impacts would be less than significant.

Roadway Facilities

The Project proposes an internal network of local streets with one (1) point of ingress/egress on N. Newcomb Street, one (1) point of ingress/egress on W. Linda Vista Avenue, and one (1) street stub to the south in the southwestern portion of the site. All roadways within the proposed subdivision would be designed in accordance with City standards and would have curb, gutter, and sidewalk. In addition, N. Newcomb Street and W. Linda Vista Avenue in proximity to the Project site would be improved to their ultimate rights-of-way, with curb, gutter, and sidewalk, in addition to landscaping. The Project would be required to submit public improvement plans for off-site improvements through the building permit process, for review and approval by the City to ensure improvements would be consistent with adopted standards, specifications, and approved street plans. Through compliance, the Project would result in improvements to the roadway network consistent with the goals, objectives, and policies of the General Plan as shown on the Circulation Diagram and described in the Circulation Element.

Pedestrian and Bicycle Facilities

There are no existing pedestrian or bicycle facilities along the street frontages in proximity to the Project Site. The General Plan Circulation Element does not identify any future facilities in this area. However, the Project would result in public street improvements, including concrete curb, gutter, sidewalk, and paving per City of Porterville Standard Plans and Specifications. Off-site improvements would be verified and ensured through the Building

Permit process. Provision of the pedestrian facilities would be ensured through the Building Permit process. The Project would be consistent with the General Plan and thereby would not conflict with a program, plan, ordinance, or policy addressing bicycle and pedestrian facilities.

Transit Facilities

There are no existing or planned transit facilities adjacent to the Project Site as identified by the General Plan. The closest bus stop to the Project is more than one (1) mile southeast of the Project site at Westfield and Atkins. The Project would not conflict with a program, plan, ordinance, or policy addressing transit facilities.

b) Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less than Significant Impact. The Project proposes 30 single-family lots. Using the 11th Edition Institute of Transportation Engineers (ITE) Trip Generation Manual, 30 single-family lots are expected to generate 282.9 average daily trips (ADTs) (9.43 average rate x 30 dwelling units = 282.9 ADTs). Per the Tulare County VMT Guidelines, projects that generate less than 500 trips per day can be presumed to have a less than significant impact. Because the Project would generate less than 500 trips, it can be presumed to have a less than significant impact. Therefore, the Project would not conflict or be inconsistent with CEQA Guidelines section 15064.3(b) and impacts would be less than significant.

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. The Project design does not contain any geometric design features that would create hazards. Implementation of the Project would not require the improvement and expansion of the roadway network serving the Project site, other than improvements of the ultimate right of way. All roadways within the proposed subdivision would be designed in accordance with City standards and would have curb, gutter, and sidewalk. The Project would be required to submit public improvement plans through the Building Permit process for review and approval by the City to ensure offsite improvements would be consistent with adopted City Standards, Specifications, and the approved street plans. Compliance with such standards, specifications, and plans would ensure that any traffic hazards are minimized. Lastly, the Project proposes a residential development of a site that is within an area comprising existing and planned residential uses. Therefore, the Project does not propose an incompatible use because it is consistent with the existing development in the area and is similar in nature to the surrounding uses. As a result, implementation of the Project would result in a less than significant impact related to hazards due to roadway design features or incompatible uses.

d) Result in inadequate emergency access?

Less than Significant Impact. The Project site would be accessible via the existing roadway network, with proposed ingress/egress on adjacent streets. The Project would not alter or impede any primary evacuation routes. While temporary lane closures may occur during construction, these would be managed through approved traffic control plans and encroachment permits to maintain emergency vehicle access. Post-construction, the Project would maintain adequate emergency access, including appropriate turning radii for emergency vehicles, clearly marked fire lanes, and sufficient hydrant access. The City's review and approval process would ensure compliance with all applicable codes and regulations related to emergency access and evacuation. Therefore, the Project would not impair emergency response or evacuation plans, and the impact is considered less than significant.

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 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:	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 Section 5020.1(k), 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 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.		X		

4.18.1 Environmental Setting

See Section 4.5. Cultural Resources.

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. Public Resources Code Section 21074 defines a "tribal cultural resource" as a site, feature, place, cultural 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 listed in a local register of historical resources. Public Resources Code (PRC) Section 5020.1(k) further clarifies that a local register of historical resources is a list of properties officially designated as historically significant by a city or county through a local ordinance or resolution.

As discussed in Section 4.5 Cultural Resources, a CHRIS record search, tribal consultation notices, and a Sacred Lands File check were conducted for the Project site and surrounding area. These efforts, which specifically sought to identify known tribal cultural resources, did not identify any such resources within the Project boundaries. Therefore, the Project would not impact any known tribal cultural resources listed or eligible for listing in the California Register or a local register.

However, recognizing the possibility of encountering undiscovered tribal cultural resources during ground-disturbing activities, the Project would incorporate ***Mitigation Measure CUL-1***. This measure would protect any inadvertently discovered cultural resources, including tribal cultural resources as defined in PRC Section 21074. Specifically, this measure outlines a stop-work and assess procedure during the construction phases of the project including stop work, expert consultation, City notification, resource evaluation and protection, and long-term preservation to avoid or minimize potential impacts. This measure directly addresses potential impacts to undiscovered tribal cultural resources that might meet the criteria of PRC Section 21074.

Therefore, considering the negative findings of the record search and no comments received from tribal consultation regarding known resources, and the implementation of ***Mitigation Measure CUL-1*** to address potential impacts to undiscovered resources, the Project is not anticipated to cause a substantial adverse change in the significance of a tribal cultural resource. Potential impacts to unknown resources, if any, will be reduced to a less than significant level through the procedures outlined in ***Mitigation Measure CUL-1***. Impacts would be less than significant.

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. Public Resources Code (PRC) Section 5024.1 outlines criteria for determining the historical significance of a resource. While the Project site has not been formally designated as a historical resource by the City of Porterville under this section, undiscovered tribal cultural resources, potentially meeting the criteria of PRC 5024.1, could be encountered during ground-disturbing activities.

As discussed previously, a CHRIS record search, tribal consultation notices, and a Sacred Lands File check were conducted. These efforts did not identify any known tribal cultural resources on the Project site. However, the possibility of encountering undiscovered resources, potentially meeting the significance criteria of PRC Section 5024.1, remains.

To address this possibility, the Project would incorporate ***Mitigation Measure CUL-1***. This measure would protect any inadvertently discovered cultural resources, including tribal cultural resources as defined in PRC Section 21074. Specifically, this measure outlines a stop-work and assess procedure during the construction phases of the project including stop work, expert consultation, City notification, resource evaluation and protection, and long-term preservation to avoid or minimize potential impacts.

Therefore, considering the negative findings of the record search and no comments received from tribal consultation regarding known resources, and the implementation of ***Mitigation Measure CUL-1*** to address potential impacts to undiscovered resources that might meet the criteria of PRC Section 5024.1, the Project is not anticipated to cause a substantial adverse change in the significance of a tribal cultural resource. Potential impacts to unknown

resources, if any, will be reduced to a less than significant level through incorporation of ***Mitigation Measure CUL-1***. Impacts would be less than significant.

4.18.3 Mitigation Measures

Mitigation Measure CUL-1: *In order to avoid the potential for impacts to historic and prehistoric archaeological resources, the following measures shall be implemented in conjunction with the construction of each phase of the Project:*

If previously unknown historical, archeological, cultural, or paleontological resources are encountered before or during grading activities, construction shall stop in the immediate vicinity of the find and a qualified archeologist, historical resources specialist, or paleontologist, shall be consulted to determine whether the resource requires further study. Notification of discovery shall be provided to the City of Porterville Community Development Department.

The qualified archeologist, historical resources specialist, or paleontologist shall make recommendations to the project proponent on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines and City's policies and procedures related to historical, cultural, and paleontological resources. Notification of the measures shall be provided to the City of Porterville Community Development Department.

If the resources are determined to be unique historical resources as defined under Section 15064.5 of the CEQA Guidelines, measures shall be identified by the monitor and recommended to the project proponent, who shall notify the City of Porterville Community Development Department. Appropriate measures for significant resources could include avoidance or capping, preservation in-place, recordation, additional archeological resting, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds.

No further grading shall occur in the area of the discovery until the City of Porterville Community Development Department approves the measures to protect these resources. Any historical, archeological, cultural, or paleontological artifacts recovered as a result of mitigation shall be provided to a City-approved institution or person who is capable of providing long-term preservation to allow future scientific study.

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 and thus would be required to connect to the city's water, wastewater, and stormwater services. 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 are approximately 150 miles of sewer pipe with diameters between six (6) inches to 36 inches; the majority of the sewer pipe is 12-inch. The primary existing trunk line adjacent to the Project Site is located within N.

Newcomb Street. This sewer system services the entire General Plan Planning Area, which includes approximately 75.2% of the City's Urban Area Boundary and all of the City's Urban Development Boundary. The remaining area that is within the Urban Area Boundary but outside the Urban Development Boundary is supported by on-site private septic systems. [34]

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 sewer flows are conveyed via 18 different lift stations throughout the City.

Solid Waste

The City of Porterville Public Works department provides solid waste collection services for residential, commercial, and industrial developments in the City. The City provides self-hauled waste services, and contracts with Pena's disposal for the transfer of recyclables and organic waste. The City hauls regular waste to the Woodville Landfill. This landfill is permitted to receive a maximum of 1,070 Tons Per Day. The remaining capacity is 9,331,760 Cubic Yards. Teapot Dome Landfill is now closed. [35]

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

Telecommunications providers in the area incrementally expand and update their service systems in response to usage and demand. Upon request, the site would 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?***

Less than Significant Impact. The Project would connect to existing municipal water mains in the adjacent roadways. The existing mains would not require upsizing or relocation to facilitate the proposed development. The water system improvements for the Project would be designed and constructed in accordance with City standards and

[34] 2030 Porterville General Plan Public Utilities Element, Accessed October 6, 2025, http://www.ci.porterville.ca.us/depts/communitydevelopment/documents/Chapter8PublicUtilities_000.pdf
[35] 2030 Porterville General Plan Public Utilities Element, Accessed October 6, 2025, http://www.ci.porterville.ca.us/depts/communitydevelopment/documents/Chapter8PublicUtilities_000.pdf

requirements, as verified through the building permit process. As discussed in criterion b), the Project's estimated water demand would be 26.26 AFY which would fall within the projected supplies for all normal years and dry years. Further, the Project's adherence to regulatory requirements, implementation of water conservation measures, and payment of capacity and connection fees would ensure its water demand remains within acceptable limits, thus minimizing its impact on groundwater supplies and resulting in a less than significant impact.

The Project would also connect to existing municipal sanitary sewer mains in the adjacent roadways. The existing mains would not require upsizing or relocation to facilitate the proposed development. The sewer system improvements for the Project would be designed and constructed in accordance with City standards and requirements, as verified through the building permit process. As discussed in criterion c), the Project's estimated wastewater demand would be 23,449 gpd. The estimated generation for the Project represents less than one (1) percent of Porterville's allocated capacity and falls within the wastewater treatment facility's existing capacity to treat the Project's wastewater. Further, the Project's would be required to pay sewer facilities development fees and connection fees, contributing to the funding of adequate sewer facilities. For these reasons, impacts would be less than significant.

The Project would connect to existing storm drain facilities in adjacent roadways. The Project would incorporate storm water drainage infrastructure designed in compliance with all applicable codes and standards to manage stormwater runoff effectively, as ensured through City reviewed and approved grading and drainage plans. As discussed in Section 4.10, the Project's compliance with the SWPPP, approved grading and drainage plan, and implementation of BMPs would control and direct runoff. The existing facilities would not require relocation or expansion of new facilities to facilitate the proposed development. Impacts would be less than significant.

Southern California Gas Company (SoCalGas) would provide natural gas and Southern California Edison (SCE) would provide electricity, and a telecommunications provider would serve the site. The Project would relocate and underground the utilities on the site. The construction and operations of the Project would be subject to compliance with applicable energy efficiency regulations including CALGreen, Title 24, and CARB. No new expanded facilities would be required for electric, gas, or telecommunications facilities. Impacts 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. Water supply reliability is assessed in the City's 2020 Urban Water Management Plan (UWMP) based on the characteristics of the City's water supplies during various water year types, including Normal Year, Single Dry Year, and Multiple Dry Years (or Five-Consecutive-Year Drought). The supply, demand, and surplus for the three hydrologic conditions are shown in Table 4-16. As shown, water supply is assumed to be 100 percent reliable through the three (3) hydrologic conditions over the timeframe.

Table 4-16 City of Porterville Water Supply and Demand Comparison, Hydrologic Conditions, 2025 - 2040

	2025	2030	2035	2040
Normal Year				
Total Supply	8,542	8,834	9,166	9,539
Total Demand	5,731	6,497	7,337	8,322
Surplus	**2,812**	**2,337**	**1,829**	**1,217**
Single Dry Year				
Total Supply	8,345	8,589	8,862	9,168
Total Demand	4,789	5,364	6,007	6,728

Surplus	**3,556**	**3,225**	**2,855**	**2,440**
Multiple Dry Year				
Year 1				
Total Supply	8,542	8,834	9,166	9,539
Total Demand	4,430	4,961	5,556	6,223
Surplus	**4,113**	**3,873**	**3,610**	**3,316**
Year 2				
Total Supply	8,012	8,245	8,511	8,809
Total Demand	4,726	5,294	5,929	6,640
Surplus	**3,285**	**2,952**	**2,582**	**2,168**
Year 3				
Total Supply	7,879	8,098	8,347	8,626
Total Demand	4,789	5,364	6,007	6,728
Surplus	**3,090**	**2,734**	**2,340**	**1,898**
Year 4				
Total Supply	7,215	7,361	7,528	7,714
Total Demand	4,342	4,863	5,447	6,101
Surplus	**2,873**	**2,498**	**2,081**	**1,613**
Year 5				
Total Supply	7,215	7,361	7,528	7,714
Total Demand	3,491	3,910	4,379	4,905
Surplus	**3,724**	**3,451**	**3,148**	**2,809**

Source: City of Porterville 2020 Urban Water Management Plan

To determine the estimated water use for the Project, the UWMP calculation methods were used. According to the UWMP, the average household size in Porterville is 4.39 people per household. Applying a 4.39 average would equal approximately 131 people (4.39 people per household x 30 units = 131.7 people). At 179 gpcd, the Project would require approximately 9.1MG per year of potable water per year (131 residents x 179 gpcd x 365 days = 8,558,885 gallons of potable water per year) or 26.26 acre/feet per year (AFY) (8,558,885 gallons per year / 325,851 gallons = 26.26 acre/feet). Project demands would fall within the projected supplies for all normal years and dry years. Therefore, the City would have sufficient water supplies to serve the Project and planned future demands, and impacts would be less than significant.

Furthermore, as discussed under Section 4.10, adherence to connection requirements and recommendations pursuant to the City's conservation efforts (e.g., compliance with California Plumbing Code, efficient appliances, efficient landscaping, etc.) should not negatively impact water supply or impede water management. In particular, the proposed Project would be required to be built accordance with all mandatory outdoor water use requirements as outlined in the applicable California Green Building Standards Code, Title 24, Part 11, Section 4.304 – Outdoor Water Use and verified through the building permit process. As a residential development that would contain landscaping pursuant to SMC regulations, future development shall comply with the updated Model Water Efficient Landscape Ordinance (MWELO) (California Code of Regulations, Title 23, Chapter 2.7, Division 2), as implemented and enforced through the building permit process. Therefore, through compliance, the potential for the Project to substantially decrease groundwater supplies is limited and impacts would be less than significant.

Overall, based on the information collected from the UWMP, the Project would not generate significantly greater water demand that would substantially decrease groundwater supplies. Additionally, adherence to connection requirements and recommendations pursuant to water conservation efforts as well as compliance with applicable

California Green Building Standards Code and MWELO would reduce water demand and reduce the potential for the Project to substantially decrease water supply available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years. For these reasons, the Project would have a less than significant impact.

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. According to the 2020 UWMP, the City owns and operates a citywide wastewater collection and treatment system. The City's existing sewer collection system consists of 2,728 manholes, 24 lift stations, 9,880 feet of force mains, and 48.4 miles of gravity sewer pipes. The City owns and operates the existing wastewater treatment facility (WWTF) under the current Waste Discharge Requirements (WDRs) Order No. R5-2008-304. The WWTF is located on the corner of N. Prospect Street and W. Morton Avenue near Veterans Park. The WWTF was originally designed with a hydraulic capacity of approximately 1.8 mgd. It was upgraded to 4.0 mgd in 1978 and again in 1994 to 8.0 mgd. The City's Waste Discharge Requirements Order restricts the monthly average daily discharge to 5.3 mgd. According to the City's 2020 UWMP the City contributed a total of 1,712 MG (4.69 mgd) of wastewater flow into the WWTF.

Sanitary sewer service would be provided to the site by the City through connections in adjacent roadways. If wastewater generation accounts for approximately 100 percent of water use, maximum buildout of the Project site would result in an estimated wastewater generation of approximately 23,449 gpd. This would account for less than one percent of the WWTF capacity. Therefore, the wastewater treatment plant would have the capacity to meet the wastewater generated from maximum buildout of the site and the Project's impacts on wastewater facilities would be less than significant.

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. The Porterville 2030 General Plan Public Utilities Element contains Guiding *Policy PU-G-5* which requires the City to achieve and maintain the State's solid waste management goals. Solid waste services are subject to the California Integrated Waste Management Act of 1989 (AB 939), which requires each jurisdiction in California to divert at least 50% of its waste stream away from landfills either through waste reduction, recycling, or other means.

The City of Porterville provides solid waste, recycling, and composting services. The City disposes solid waste at the Teapot Dome Landfill (SWIS Number 55-AA-0004). 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 (SWIS Number 54-AA-0008). Woodville Landfill is

permitted to receive a maximum of 1,078 tons per day and has a remaining capacity of 7,093,145 cubic yards and is expected to cease operations in 2043.[36]

Construction

CALGreen mandates locally permitted new residential building construction and demolition to recycle and/or salvage for reuse a minimum 65% of the nonhazardous construction and demolition debris generated during the Project. Further, the recycling of construction and demolition materials is required for any City-issued building or demolition permit that generates at least eight cubic yards of material by volume. Therefore, the Project would be required to implement techniques to reduce and recycle waste during construction activities in accordance with mandatory requirements under CALGreen as implemented through the building permit process. Compliance would be ensured through the building permit process. Therefore, through compliance, solid waste generated through construction activities is not anticipated to generate solid waste in excess of state or local standards, in excess of the capacity of the local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Therefore, the Project would have a less than significant impact.

Operations

The Project is anticipated to generate approximately 30.1 tons of solid waste per year as estimated by CalEEMod (Appendix A). The estimation accounts for compliance with AB 939. Solid waste generated through Project operations would account for less than 0.1 percent of the daily permitted throughput capacity of the landfill. As such, Project operations are not anticipated to generate solid waste in excess of state or local standards, in excess of the capacity of the local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Therefore, 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), Project construction and operational activities that generate solid waste would be handled, transported, and disposed of in accordance with AB 939 and CALGreen regulations related to solid waste. Compliance would be ensured through the building permit process. Therefore, through compliance, the Project would comply with laws and regulations that would ensure impacts related to solid waste are reduced to less than significant levels.

4.19.3 Mitigation Measures

None required.

[36] California Department of Resources Recycling and Recovery (2023). "SWIS Facility/Site Search." Accessed on October 14, 2025, https://www2.calrecycle.ca.gov/SolidWaste/Site/Search

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, 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" and in 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).

[37] California Department of Forestry and Fire Protection. Fire Hazard Severity Zone Viewer. Accessed on October 6, 2025, https://experience.arcgis.com/experience/6a9cb66bb1824cd98756812af41292a0

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:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact. The Project site would be accessible via the existing roadway network, with proposed ingress/egress on adjacent roadways. The Project would not alter or impede any primary excavation routes identified by the City's adopted emergency response plan or emergency evacuation plan. While construction activities may require temporary lane closures, these would be short-term and managed through approved traffic control plans and encroachment permits to ensure that emergency vehicle access is always maintained. Post-construction, the Project would maintain emergency access that support emergency response, such as adequate turning radii for emergency vehicles, clearly marked fire lanes, and sufficient hydrant access. The Project has been reviewed and conditioned by the City for compliance with all applicable codes and regulations, including those related to emergency access and evacuation, to ensure that the Project would not conflict with or impair emergency response plans or emergency evacuation plans. Therefore, impacts would be less than significant.

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?

Less than Significant Impact. The Project site is located on a relatively flat, highly disturbed property with minimal slope. The site is not situated in a wildland or a Cal Fire-designated Fire Hazard Severity Zone (FHSZ). Furthermore, the site is within an "area of local responsibility." The flat terrain, lack of wildland vegetation, absence of prevailing winds that would exacerbate fire risk, and location outside a FHSZ reduces wildfire risk and the potential to expose occupants to significant pollutant concentrations from a wildfire or contribute to the uncontrolled spread of a wildfire. In addition, the development itself would be constructed in compliance with the CBC and local fire safety regulations, which include measures to minimize fire risk, such as sprinkler systems and fire hydrants. The transition from a vacant site to a developed site with impervious surfaces (e.g., pavement, roofs) would also reduce the potential for wildfire to spread compared to existing conditions. Therefore, impacts are less than significant.

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. The Project site is served by existing, maintained infrastructure, including roads and utilities. The Project itself would include off-site improvements (e.g., curb, gutter, sidewalk) and connections to existing utilities (e.g., water, sewer, power, stormwater drainage). These improvements are limited in scope and would connect to and improve the existing street and utility network. The addition of curb, gutter, and sidewalk and connection to existing utilities are not anticipated to exacerbate fire risk. These improvements would not introduce new ignition sources. The design and construction of these improvements would be required to comply with all applicable City codes and regulations, including those related to fire safety, environmental protection, and traffic management. Through compliance, such infrastructure would not exacerbate fire risk or result in temporary or ongoing impacts to the environment and impacts would be less than significant.

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

Less than Significant Impact. The Project site is located on relatively flat terrain with stable, native soil and is not in or near state responsibility areas or areas classified as Fire Hazard Severity Zones, or rivers or creeks that would be more susceptible to landslides. The Project would incorporate drainage infrastructure designed in compliance with all applicable codes and standards to manage stormwater runoff effectively, as ensured through City reviewed and approved grading and drainage plans. Therefore, the Project is not anticipated to expose people or structures to significant risks, including downslope or downstream flooding or landslides because of runoff, post-fire slop instability, or drainage changes. Impacts would be less than significant.

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 the environment or on any resources identified in the Initial Study. 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, including ***Mitigation Measures BIO-1, BIO-2, BIO-3, BIO-4, BIO-5, BIO-6, CUL-1, HAZ-1,*** *and* ***HAZ-2***.. Therefore, the Project would have a less than significant impact with mitigation incorporated.

b) Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a Project are considerable when viewed in connection with the effects of past Projects, the effects of other current Projects, and the effects of probable future Projects.)

Less than Significant Impact with Mitigation Incorporated. 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. 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, including ***Mitigation Measures BIO-1, BIO-2, BIO-3, BIO-4, BIO-5, BIO-6, CUL-1, HAZ-1,*** *and* ***HAZ-2***. The Project would not contribute substantially to adverse cumulative conditions, or create any substantial indirect impacts (i.e., increase in population could lead to an increased need for housing, increase in traffic, air pollutants, etc.). As such, Project impacts are not considered to be cumulatively considerable given the insignificance of project induced impacts. The impact is therefore less than significant with mitigation incorporated.

c) Does the Project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

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 human beings, either directly or indirectly. 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, including ***Mitigation Measures BIO-1, BIO-2, BIO-3, BIO-4, BIO-5, BIO-6, CUL-1, HAZ-1,*** *and* ***HAZ-2***. Therefore, the Project would have a less than significant impact with mitigation incorporated.

5 MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM FOR RAMIREZ RESIDENTIAL SUBDIVISION

PRC 2024-026-S AND ANNEXATION (ANX) 2026-001

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	Party Responsible for Implementing Mitigation	Timing of Verification	Responsible for Monitoring Verification	Verification of Completion	
				Date	Initials
Biological Resources					
Mitigation Measure BIO-1 (Protected Birds including Swainson's Hawk): *To mitigate potential impacts on protected birds, including Swainsons Hawk, and to avoid "take" as defined by the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code, the following measures will be implemented.* *1) <u>Avoidance of Nesting Season:</u> If feasible, all ground-disturbing activities (including grading, grubbing, or mobilization of construction equipment and materials) and vegetation removal will occur outside the typical nesting season for migratory birds in the San Joaquin Valley (generally February 1 through August 31).* *2) <u>Pre-Construction Survey (If Work During Nesting Season):</u> If ground disturbance or vegetation removal must be initiated or continue during the nesting season (February 1 through*	Project Applicant	Prior to construction	City of Porterville		

	August 31), a qualified biologist will conduct a pre-construction survey for nesting birds, including special-status species such as Swainson's Hawk, within the Project footprint and a suitable buffer (e.g., 500 feet for raptors like Swainson's Hawk, 250 feet for other protected birds, or as determined by the biologist based on species and site conditions). The survey will be conducted no more than 14 days prior to the start of any ground disturbance or vegetation removal within the Project footprint. The survey results will be reported by the biologist to the Project proponent, who will then report to the City of Porterville Community Development Department for mitigation monitoring compliance. If no active nests are detected, no further species-specific mitigation for nesting birds is required. *3) <u>Minimize Impacts (If Active Nests Found):</u> If active nests are found in or near the construction zone/area, the qualified biologist will establish and implement an appropriate species-specific non-disturbance buffer (as recommended by CDFW). This buffer will be clearly delineated, and no construction activities will occur within this buffer until the qualified biologist determines that the nesting effort has concluded (e.g., young have fledged and are no longer reliant on the nest) and the nest is no longer active. The biologist will prepare a plan detailing the avoidance, monitoring, and minimization actions, and the results of these efforts will be reported by the biologist to the California Department of Fish and Wildlife (CDFW), Project proponent, and the City of Porterville Community Development Department for mitigation monitoring compliance.*					

Mitigation Measure BIO-2 (American Badger): *To mitigate potential impacts on the American badger and avoid "take" under state law, the following measures will be implemented.* 1) *Avoidance of Denning Season: If feasible, ground disturbance (including grading, grubbing, or mobilization of construction equipment and materials) in suitable and identified American badger habitat (e.g., grasslands, shrublands with friable soils, or areas with known burrow complexes) will be scheduled outside their primary denning season (typically February through July) when young may be present. Construction activities will avoid filling or altering known or potential badger dens.* 2) *Pre-Construction Survey (If Work During Denning Season): A qualified biologist will conduct a pre-construction survey for American badgers and their dens within the Project footprint and a suitable buffer (e.g., 50 feet) at least 30 days prior to ground disturbance. The survey results will be reported by the biologist to the Project proponent, CDFW, and the City of Porterville Community Development Department for mitigation monitoring compliance. If no badgers or active dens are detected, no further species-specific mitigation is required.* 3) *Minimize Impacts (If Badgers/Dens Found): If American badgers or their active dens are found and complete avoidance is not feasible, the qualified biologist will prepare a plan that describes proposed avoidance, monitoring, minimization, and/or mitigation actions to reduce impacts to a less than significant level and avoid "take." This plan may include establishing buffer zones around active dens (e.g., 50-foot non-disturbance buffer), installing exclusion fencing, passively relocating to suitable, protected habitat, etc. The plan will be implemented in consultation with the qualified biologist, CDFW, and the Project proponent in accordance with CDFW guidelines related to the species. The plan and results of efforts will be reported by the biologist to the CDFW and the City of Porterville Community*	Project Applicant	Prior to construction	City of Porterville		

Development Department for mitigation monitoring compliance.					
Mitigation Measure BIO-3 (Northern California Legless Lizard): *To mitigate potential impacts on the Northern California legless lizard and avoid "take" under state law, the following measures will be implemented:* *1) <u>Pre-Construction Survey:</u> A qualified biologist will conduct a pre-construction survey at least 30 days prior to ground disturbance in suitable legless lizard habitat (e.g., areas with loose sandy soils, leaf litter, or dense vegetation cover) to identify the presence/absence of legless lizards. The survey may involve hand-raking through loose soil and leaf litter. The results of efforts will be reported by the biologist to the Project proponent, CDFW, and the City of Porterville Community Development Department for mitigation monitoring compliance. If no legless lizards are detected, no further species-specific mitigation is required.* *2) <u>Avoidance:</u> If feasible, ground disturbance (including grading, grubbing, or mobilization of construction equipment and materials) in suitable legless lizard habitat will be minimized. Construction activities will avoid filling or altering known or potential legless lizard habitat where feasible.* *3) <u>Minimize Impacts (If Legless Lizards Found):</u> If legless lizards are found and complete avoidance is not feasible, the qualified biologist will prepare a plan that describes proposed avoidance, monitoring, minimization, and/or mitigation actions to reduce impacts to a less than significant level and avoid "take." This plan may include establishing exclusion fencing, salvaging and relocating to suitable, protected habitat, monitoring, etc. The plan will be implemented in consultation with the qualified biologist, CDFW, and the Project proponent in accordance with CDFW guidelines related to the species. The plan and results of efforts will be reported by the biologist to the Project proponent,*	Project Applicant	Prior to construction	City of Porterville		

CDFW, and the City of Porterville Community Development Department for mitigation monitoring compliance.					
***Mitigation Measure BIO-4 (San Joaquin Kit Fox)**: To mitigate potential impacts on the San Joaquin kit fox and avoid "take" under the Federal Endangered Species Act (ESA) and California Endangered Species Act (CESA), the following measures will be implemented:* *1) <u>Pre-Construction Survey:</u> Prior to ground disturbance, a qualified biologist will conduct a pre-construction survey for San Joaquin kit fox and their dens within the Project footprint and a suitable buffer (e.g., 200-500 feet, as per agency guidelines) at least 30 days prior to ground disturbance. This survey will strictly follow current U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW) protocols. The survey results will be reported by the biologist to the Project proponent, CDFW, USFWS, and the City of Porterville Community Development Department for mitigation monitoring compliance. If presence is not detected, no further species-specific mitigation is required, but adherence to standard avoidance measures (e.g., pre-activity surveys, speed limits) may still be required by agencies.* *2) <u>Avoidance of Pupping Season:</u> If feasible, ground disturbance (including grading, grubbing, or mobilization of construction equipment and materials) in suitable San Joaquin kit fox habitat (e.g., arid grasslands, scrublands, and areas with potential dens) will be scheduled outside their primary pupping season (typically February through May) to avoid impacts to vulnerable young. Construction activities will avoid filling or altering known or potential kit fox dens.* *3) <u>Minimize Impacts (If Kit Foxes/Dens Found):</u> If San Joaquin kit foxes or their dens (natal, pupping, or known active dens) are found and complete avoidance is not feasible, the qualified biologist will prepare a plan that describes proposed avoidance, monitoring, minimization, and mitigation actions, including*	Project Applicant	Prior to construction	City of Porterville		

compensatory mitigation, to reduce impacts to a less than significant level and avoid "take." This plan will be developed in consultation with and approved by USFWS and CDFW. The plan and results of efforts will be reported by the biologist to the USFWS, CDFW, and the City of Porterville Community Development Department for mitigation monitoring compliance. *4) <u>Worker Environmental Awareness Program (WEAP):</u> Prior to any ground disturbance, all construction personnel will attend a WEAP conducted by a qualified biologist. The program will include a detailed description of the San Joaquin kit fox and its habitat, legal protection, and the critical importance of avoiding "take." It will also outline specific measures to be implemented during construction, such as speed limits, trash management, and reporting procedures for observations of kit foxes or dens.* *5) <u>Designated Biologist:</u> A qualified biologist will be available during all ground-disturbing activities to ensure compliance with mitigation measures and agency conditions, and to monitor for the presence of San Joaquin kit fox.* *6) <u>Compensatory Mitigation:</u> If impacts to San Joaquin kit fox habitat cannot be avoided and are authorized by USFWS and CDFW, compensatory mitigation (e.g., purchase of conservation easements or credits at an approved conservation bank) will be required to offset habitat loss. The amount of compensatory mitigation will be determined in consultation with the agencies.*					
Mitigation Measure BIO-5 (Crotch's Bumble Bee): *To mitigate potential impacts on the Crotch's bumble bee and avoid "take" under CESA, the following measures will be implemented:* *1) <u>Pre-Construction Survey</u>: Prior to ground disturbance, a qualified biologist or entomologist shall conduct a pre-construction survey no more than 30 days prior to ground disturbance to identify sensitive bumble bee species and*	Project Applicant	Prior to construction	City of Porterville		

potential foraging or nesting habitat. If presence is not detected, no further species-specific mitigation is required. *2) <u>Avoidance of Peak Activity Periods:</u> To the extent feasible, large-scale vegetation removal or heavy ground disturbance in areas identified as existing or potential bumble bee foraging or nesting habitat will be scheduled outside of peak bumble bee foraging and nesting periods (typically spring through fall) to avoid direct harm to active bees and nests.* *3) <u>Minimize Impacts (If Bumble Bees/Habitat Found):</u> If sensitive bumble bee species or active nests are found, or if complete avoidance of foraging or nesting habitat is not feasible, the qualified biologist or entomologist will prepare a plan that describes proposed avoidance, monitoring, minimization, and/or mitigation actions to reduce impacts to a less than significant level and avoid "take." This plan may include establishing buffers, enhancing landscaping with native, pollinator-friendly flowering plants that provide continuous bloom throughout the year, etc. The plan will be implemented in consultation with the qualified biologist, CDFW, and the Project proponent in accordance with CDFW guidelines related to the species. The plan and results of efforts will be reported by the biologist and submitted to the CDFW and the City of Porterville Community Development Department for mitigation monitoring compliance.*					
Mitigation Measure BIO-6 (Vernal Pool Fairy Shrimp): To mitigate potential impacts on the Vernal Pool Fairy Shrimp and avoid "take" under the federal ESA, the following measures will be implemented: *1) <u>Pre-Construction Wet Season Surveys:</u> Prior to any ground disturbance that could impact potential vernal pool habitat, a protocol-level wet season survey will be conducted by a qualified biologist during the appropriate inundation periods (typically December through April) to determine the presence or absence of vernal pool fairy shrimp. These surveys will follow*	Project Applicant	Prior to construction	City of Porterville		

current USFWS guidelines. If presence is not detected, no further mitigation is required. 2) *<u>Avoidance:</u> Prior to any ground disturbance, a qualified biologist will identify and delineate all vernal pools and other suitable ephemeral wetland habitats within the Project area. All identified vernal pools and suitable ephemeral wetland habitats will be avoided to the maximum extent practicable. A non-disturbance buffer (e.g., 250 feet or as specified by the U.S. Fish and Wildlife Service - USFWS) will be established around all such features. This buffer will be clearly delineated with fencing and signage, and no ground disturbance, vehicle access, or material storage will occur within this zone. No activities that could alter the hydrology of vernal pools (e.g., changes in drainage patterns, increased runoff, introduction of pollutants) will be permitted.* 3) *<u>Minimize Impacts (If Avoidance Not Feasible)</u>: If impacts to vernal pool fairy shrimp habitat are unavoidable (and presence is confirmed or assumed based on surveys), minimization and/or compensatory mitigation will be implemented in consultation with and approval from the USFWS to avoid "take." Measures may include reducing the footprint of impact, implementing erosion control measures, ensuring no pollutants enter the habitat, compensatory mitigation etc. The results of efforts will be documented by the biologist and submitted to the USFWS and the City of Porterville Community Development Department for mitigation monitoring compliance*					
Cultural Resources					
Mitigation Measure CUL-1: *In order to avoid the potential for impacts to historic and prehistoric archaeological resources, the following measures shall be implemented in conjunction with the construction of each phase of the Project:*	Project Applicant	Prior to construction	City of Porterville		

If previously unknown historical, archeological, cultural, or paleontological resources are encountered before or during grading activities, construction shall stop in the immediate vicinity of the find and a qualified archeologist, historical resources specialist, or paleontologist, shall be consulted to determine whether the resource requires further study. Notification of discovery shall be provided to the City of Porterville Community Development Department. *The qualified archeologist, historical resources specialist, or paleontologist shall make recommendations to the project proponent on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines and City's policies and procedures related to historical, cultural, and paleontological resources. Notification of the measures shall be provided to the City of Porterville Community Development Department.* *If the resources are determined to be unique historical resources as defined under Section 15064.5 of the CEQA Guidelines, measures shall be identified by the monitor and recommended to the project proponent, who shall notify the City of Porterville Community Development Department. Appropriate measures for significant resources could include avoidance or capping, preservation in-place, recordation, additional archeological resting, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds.* *No further grading shall occur in the area of the discovery until the City of Porterville Community Development Department approves the measures to protect these resources. Any historical,*					

archeological, cultural, or paleontological artifacts recovered as a result of mitigation shall be provided to a City-approved institution or person who is capable of providing long-term preservation to allow future scientific study.					
Geology and Soils					
*See **Cultural Resources***					
Hazards and Hazardous Materials					
***MM HAZ-1**: Prior to the issuance of a grading permit, the project proponent shall complete a Phase I ESA (performed in accordance with the current ASTM Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process [E 1527]) to ascertain the presence or absence of Recognized Environmental Conditions (RECs), Historical Recognized Environmental Condition (HRECs), and Potential Environmental Concerns (PECs). The findings and conclusions of the Phase I ESA shall become the basis for potential recommendations for follow-up investigation, including Phase II ESA, site characterization, and/or remedial activities if found to be warranted. Regulatory concurrence shall be provided by a State of California environmental regulatory agency such as California Department of Toxic Substances Control, Regional Water Quality Control Board, Tulare County Environmental Health Division, or a local agency that meets the requirements of Assembly Bill AB 304. Concurrence shall indicate the site is safe for construction and the proposed use.*	Project Applicant	Prior to Construction	City of Porterville		

MM HAZ-2: *In order to minimize the potential of introducing contaminated fill material onto a site, it is necessary to verify through documentation that the fill source is appropriate and/or to have the fill material analyzed for potential contaminants based on the location and history of the source area. Fill 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. Any such documentation must be signed by an appropriately licensed (CA-registered) individual. If such documentation is not available or is inadequate, samples of the fill material should be chemically analyzed. Analysis of the fill material should be based on the source of the fill and knowledge of the prior land use. Detectable amounts of compounds of concern within the fill material should be evaluated for risk in accordance with the Department of Toxic Substances Control Preliminary Endangerment Assessment (PEA) Guidance Manual, in addition to Regional Water Quality Control Board guidelines for reuse of non-hazardous petroleum hydrocarbon contaminated soil. If metal analyses are performed, only those metals (CAM 17 / Title 22) to which risk levels have been assigned need to be evaluated. The findings and conclusions of the documentation and analysis shall become the basis for potential recommendations for follow-up investigation, including Phase I ESA, II ESA, site characterization, and/or remedial activities if found to be warranted. Regulatory concurrence shall be provided by a State of California environmental regulatory agency such as California Department of Toxic Substances Control, Regional Water Quality Control Board, Tulare County Environmental Health Division, or a local agency that meets the requirements of Assembly*	Project Applicant	Prior to Construction	City of Porterville		

Bill AB 304. Concurrence shall indicate the site is safe for construction and the proposed use.					
Tribal Cultural Resources					
*See **Cultural Resources***					

6 REPORT PREPARATION

Names of Persons Who Prepared or Participated in the Initial Study:

Lead Agency		
Lead Agency	City of Porterville Community Development Department (559) 782-7460	Caludia Calderon, Community Development Director

Initial Study Consultant		
Initial Study	Precision Civil Engineering 1234 O Street Fresno, CA 93721 (559) 449-4500	Bonique Emerson, AICP, VP of Planning Jenna Chilingerian, AICP, Senior Planner Isaiah Medina, Associate Planner

7 APPENDICES

7.1 Appendix A: Air Quality/Energy/Greenhouse Gas Emissions Reference Materials

CalEEMod Results

Ramirez Subdivision Custom Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Ramirez Subdivision
Construction Start Date	7/1/2026
Operational Year	2028
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.10
Precipitation (days)	25.6
Location	36.10471546255016, -119.05515034345898
County	Tulare
City	Unincorporated
Air District	San Joaquin Valley APCD
Air Basin	San Joaquin Valley
TAZ	2728
EDFZ	9
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.30

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	30.0	Dwelling Unit	11.5	58,500	351,386	—	101	—

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	3.83	3.23	29.2	29.6	0.06	1.24	19.8	21.0	1.14	10.1	11.3	—	6,717	6,717	0.28	0.06	0.42	6,741
2027	1.29	1.08	9.51	13.4	0.02	0.34	0.08	0.41	0.31	0.02	0.33	—	2,526	2,526	0.10	0.03	0.35	2,538
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	1.33	1.12	9.99	13.4	0.02	0.38	0.08	0.46	0.35	0.02	0.37	—	2,521	2,521	0.10	0.03	0.01	2,534
2027	18.5	18.4	9.52	13.3	0.02	0.34	0.08	0.41	0.31	0.02	0.33	—	2,519	2,519	0.10	0.03	0.01	2,531
2028	18.4	18.4	0.81	1.18	< 0.005	0.02	0.01	0.03	0.01	< 0.005	0.02	—	144	144	0.01	< 0.005	< 0.005	145
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.82	0.69	6.07	6.74	0.01	0.24	1.33	1.57	0.22	0.58	0.81	—	1,370	1,370	0.06	0.01	0.06	1,376
2027	1.30	1.16	6.44	9.05	0.02	0.23	0.05	0.28	0.21	0.01	0.23	—	1,689	1,689	0.07	0.02	0.10	1,697
2028	0.61	0.61	0.03	0.04	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.82	4.82	< 0.005	< 0.005	< 0.005	4.84
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.15	0.13	1.11	1.23	< 0.005	0.04	0.24	0.29	0.04	0.11	0.15	—	227	227	0.01	< 0.005	0.01	228
2027	0.24	0.21	1.17	1.65	< 0.005	0.04	0.01	0.05	0.04	< 0.005	0.04	—	280	280	0.01	< 0.005	0.02	281
2028	0.11	0.11	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.80	0.80	< 0.005	< 0.005	< 0.005	0.80

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Area	2.89	2.11	0.36	6.88	0.02	0.99	—	0.99	0.95	—	0.95	163	316	479	0.77	< 0.005	—	498
Energy	0.03	0.02	0.28	0.12	< 0.005	0.02	—	0.02	0.02	—	0.02	—	740	740	0.06	< 0.005	—	742
Water	—	—	—	—	—	—	—	—	—	—	—	2.45	29.2	31.6	0.25	0.01	—	39.8
Waste	—	—	—	—	—	—	—	—	—	—	—	16.2	0.00	16.2	1.62	0.00	—	56.8
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.42	0.42
Total	2.92	2.13	0.64	6.99	0.03	1.01	0.00	1.01	0.97	0.00	0.97	182	1,085	1,266	2.70	0.01	0.42	1,337
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Area	2.89	2.11	0.36	6.88	0.02	0.99	—	0.99	0.95	—	0.95	163	316	479	0.77	< 0.005	—	498
Energy	0.03	0.02	0.28	0.12	< 0.005	0.02	—	0.02	0.02	—	0.02	—	740	740	0.06	< 0.005	—	742
Water	—	—	—	—	—	—	—	—	—	—	—	2.45	29.2	31.6	0.25	0.01	—	39.8
Waste	—	—	—	—	—	—	—	—	—	—	—	16.2	0.00	16.2	1.62	0.00	—	56.8
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.42	0.42
Total	2.92	2.13	0.64	6.99	0.03	1.01	0.00	1.01	0.97	0.00	0.97	182	1,085	1,266	2.70	0.01	0.42	1,337
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Area	1.70	1.52	0.08	1.54	0.01	0.22	—	0.22	0.21	—	0.21	36.6	71.0	108	0.17	< 0.005	—	112
Energy	0.03	0.02	0.28	0.12	< 0.005	0.02	—	0.02	0.02	—	0.02	—	740	740	0.06	< 0.005	—	742
Water	—	—	—	—	—	—	—	—	—	—	—	2.45	29.2	31.6	0.25	0.01	—	39.8
Waste	—	—	—	—	—	—	—	—	—	—	—	16.2	0.00	16.2	1.62	0.00	—	56.8
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.42	0.42

Total	1.73	1.54	0.36	1.66	0.01	0.24	0.00	0.24	0.24	0.00	0.24	55.3	840	895	2.10	0.01	0.42	951
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Area	0.31	0.28	0.01	0.28	< 0.005	0.04	—	0.04	0.04	—	0.04	6.06	11.7	17.8	0.03	< 0.005	—	18.5
Energy	0.01	< 0.005	0.05	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	122	122	0.01	< 0.005	—	123
Water	—	—	—	—	—	—	—	—	—	—	—	0.41	4.83	5.24	0.04	< 0.005	—	6.59
Waste	—	—	—	—	—	—	—	—	—	—	—	2.69	0.00	2.69	0.27	0.00	—	9.41
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.07	0.07
Total	0.32	0.28	0.07	0.30	< 0.005	0.04	0.00	0.04	0.04	0.00	0.04	9.16	139	148	0.35	< 0.005	0.07	157

5. Activity Data

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
Total all Land Uses	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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	266,594	532	0.0330	0.0040	1,095,330

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Single Family Housing	1,276,880	6,198,137

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Single Family Housing	30.1	—

7.2 Appendix B: Biological Resources Database Results

IPaC and CNDDB Occurrences reports

Multiple Occurrences per Page

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (Porterville (3611911) OR Cairns Corner (3611922) OR Lindsay (3611921) OR Frazier Valley (3611828) OR Woodville (3611912) OR Success Dam (3611818))

Spea hammondii **Element Code:** AAABF02020

western spadefoot

Listing Status:	**Federal:**	Proposed Threatened	**CNDDB Element Ranks:**	**Global:**	G2G3
	State:	None		**State:**	S3S4
	Other:	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_NT-Near Threatened			
Habitat:	**General:**	OCCURS PRIMARILY IN GRASSLAND HABITATS, BUT CAN BE FOUND IN VALLEY-FOOTHILL HARDWOOD WOODLANDS.			
	Micro:	VERNAL POOLS ARE ESSENTIAL FOR BREEDING AND EGG-LAYING.			

Occurrence No.	881	**Map Index:** B2638	**EO Index:** 114572	**Element Last Seen:**	2010-03-16
Occ. Rank:	Fair		**Presence:** Presumed Extant	**Site Last Seen:**	2010-03-16
Occ. Type:	Natural/Native occurrence		**Trend:** Unknown	**Record Last Updated:**	2019-03-19

Quad Summary: Cairns Corner (3611922)

County Summary: Tulare

Lat/Long:	36.1524 / -119.2415	**Accuracy:**	80 meters
UTM:	Zone-11 N4003180 E298353	**Elevation (ft):**	304
PLSS:	T20S, R25E, Sec. 35, NW (M)	**Acres:**	5.0

Location: ABOUT 0.5 MI W OF ROAD 152 AT AVENUE 200, 1.1 MI NNW OF AVENUE 192 AT ROAD 152, SE OF TULARE.

Detailed Location: MAPPED TO THE PROVIDED COORDINATES. TULARE COUNTY WOODVILE LANDFILL CONSERVATION AREA.

Ecological: POOL IS HEAVILY VEGETATED WITH A MAXIMUM DEPTH OF 9 IN. SURROUNDING AREA USED FOR AGRICULTURE AND LANDFILL. PROPERTY IS A CONSERVATION AREA, THOUGH LACK OF GRAZING IS CREATING DENSE VEGETATION AND THATCH. NO LISTED FAIRY SHRIMP OBSERVED.

General: 1 LARVAE OBSERVED ON 16 MAR 2010. CAPTURED IN A DIP NET DURING BRANCHIOPOD SAMPLING.

Owner/Manager: TUL COUNTY

Gymnogyps californianus

Element Code: ABNKA03010

California condor

Listing Status:	**Federal:**	Endangered	**CNDDB Element Ranks:**	**Global:**	G1
	State:	Endangered		**State:**	S2
	Other:	CDF_S-Sensitive, CDFW_FP-Fully Protected, IUCN_CR-Critically Endangered			
Habitat:	**General:**	REQUIRE VAST EXPANSES OF OPEN SAVANNAH, GRASSLANDS, AND FOOTHILL CHAPARRAL IN MOUNTAIN RANGES OF MODERATE ALTITUDE.			
	Micro:	DEEP CANYONS CONTAINING CLEFTS IN THE ROCKY WALLS PROVIDE NESTING SITES. FORAGES UP TO 100 MILES FROM ROOST/NEST.			

Occurrence No.	5	**Map Index:** 00136	**EO Index:**	14754	**Element Last Seen:** 1976-09-17
Occ. Rank:	Unknown		**Presence:**	Presumed Extant	**Site Last Seen:** 1976-09-17
Occ. Type:	Natural/Native occurrence		**Trend:**	Unknown	**Record Last Updated:** 1989-08-10

Quad Summary: Globe (3611817), Success Dam (3611818), Springville (3611827), Frazier Valley (3611828), Dennison Peak (3611837), Chickencoop Canyon (3611838), Kaweah (3611848)

County Summary: Tulare

Lat/Long:	36.24720 / -118.88806	**Accuracy:**	specific area
UTM:	Zone-11 N4013020 E330356	**Elevation (ft):**	1000
PLSS:	T19S, R28E, Sec. 25, SE (M)	**Acres:**	124200.5

Location: BLUE RIDGE CONDOR AREA.

Detailed Location:

Ecological:

General: ROOSTING AREA, APRIL THROUGH SEPTEMBER.

Owner/Manager: BLM, PVT

Buteo swainsoni

Element Code: ABNKC19070

Swainson's hawk

Listing Status:	**Federal:**	None	**CNDDB Element Ranks:**	**Global:**	G5
	State:	Threatened		**State:**	S4
	Other:	BLM_S-Sensitive, IUCN_LC-Least Concern			
Habitat:	**General:**	BREEDS IN GRASSLANDS WITH SCATTERED TREES, JUNIPER-SAGE FLATS, RIPARIAN AREAS, SAVANNAHS, AND AGRICULTURAL OR RANCH LANDS WITH GROVES OR LINES OF TREES.			
	Micro:	REQUIRES ADJACENT SUITABLE FORAGING AREAS SUCH AS GRASSLANDS, OR ALFALFA OR GRAIN FIELDS SUPPORTING RODENT POPULATIONS.			

Occurrence No.	777	**Map Index:**	41944	**EO Index:**	41944	**Element Last Seen:**	2000-05-21
Occ. Rank:	Fair			**Presence:**	Presumed Extant	**Site Last Seen:**	2000-05-21
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2000-07-28

Quad Summary:	Cairns Corner (3611922)
County Summary:	Tulare

Lat/Long:	36.21310 / -119.20828	**Accuracy:**	80 meters
UTM:	Zone-11 N4009845 E301494	**Elevation (ft):**	320
PLSS:	T20S, R25E, Sec. 01, SW (M)	**Acres:**	0.0

Location:	ALONG OUTSIDE CREEK, 0.5 MILE WNW OF THE INTERSECTION OF FARMERSVILLE ROAD AND HIGHWAY 137, 12 MILES SOUTH OF VISALIA.
Detailed Location:	NEST WAS LOCATED IN THE NE SIDE OF AN OAK, ON THE NORTH SIDE OF OUTSIDE CREEK/CANAL.
Ecological:	NEST TREE IS AN OAK; SURROUNDED BY GRAINFIELDS IN ALL DIRECTIONS, WITH SOME AG FURTHER NORTH AND ORCHARDS FURTHER SOUTH.
General:	1 LIGHT/1 DARK ADULT OBSERVED NESTING ON 22 APR 1999. 1 LIGHT/1 DARK ADULT AND 2 NESTLINGS OBSERVED IN THE NEST ON 21 MAY 2000.
Owner/Manager:	UNKNOWN

Occurrence No.	2516	**Map Index:**	90298	**EO Index:**	91336	**Element Last Seen:**	2016-03-22
Occ. Rank:	Good			**Presence:**	Presumed Extant	**Site Last Seen:**	2016-03-22
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2019-07-10

Quad Summary:	Cairns Corner (3611922)
County Summary:	Tulare

Lat/Long:	36.21044 / -119.22168	**Accuracy:**	specific area
UTM:	Zone-11 N4009578 E300283	**Elevation (ft):**	313
PLSS:	T20S, R25E, Sec. 12, NW (M)	**Acres:**	10.0

Location:	ALONG HWY 137 ABOUT 0.6-0.7 MILE EAST OF THE RD 152 (=J15/BLISS AVE), ABOUT 4.5 MILES EAST OF TULARE.
Detailed Location:	2008: NEST SITE SOUTH OF HWY 137, MAPPED TO POINT DRAWN ON TOPO PROVIDED WITH FIELD SURVEY FORM; LESS THAN A MILE WEST OF JAMES K HERBERT WETLAND PRAIRIE PRESERVE. 2016: NEST SITE N OF HWY 137, MAPPED TO COORDINATES PROVIDED ON FSF.
Ecological:	2008 NEST IN EUCALYPTUS SURROUNDED BY ORCHARDS; NEST TREE ABOUT 30 M FROM CANAL (INSIDE CREEK); SURVEYOR NOTED THE POSSIBILITY THAT THE 2008 HAWKS WERE THE SAME PAIR THAT NESTED AT OCC #777 IN 2000. DISTURBANCE FROM FARMING, TRAFFIC.
General:	1 ADULT SITTING LOW IN NEST, 2ND ADULT PERCHED IN OAK TREE ACROSS THE STREET OBSERVED ON 17 APR 2008. 1 ADULT REPORTEDLY OBSERVED SITTING IN "HISTORIC NEST" ON 22 MAR 2016.
Owner/Manager:	UNKNOWN, PVT

Occurrence No.	2796	**Map Index:**	B3407	**EO Index:**	115322	**Element Last Seen:**	2017-07-01
Occ. Rank:	Unknown			**Presence:**	Presumed Extant	**Site Last Seen:**	2017-07-01
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2019-07-09

Quad Summary:	Cairns Corner (3611922)
County Summary:	Tulare

Lat/Long:	36.2042 / -119.17202	**Accuracy:**	80 meters
UTM:	Zone-11 N4008784 E304733	**Elevation (ft):**	331
PLSS:	T20S, R26E, Sec. 8, NE (M)	**Acres:**	5.0

Location:	W SIDE OF ROAD 180 (T AVE) ABOUT 0.5 MI S OF THE CA-137 (AVE 232) INTERSECTION & 5.2 MI WSW OF TODDS HILL IN LINDSAY.
Detailed Location:	MAPPED TO PROVIDED COORDINATES. COLBURN RANCH PROPERTY.
Ecological:	NEST IN ROADSIDE SYCAMORE ON RANCH USED FOR EVENTS, SURROUNDED BY AGRICULTURE. DISTURBANCE FROM AMPLIFIED EVENT WAS NOTED.
General:	NESTING PAIR WITH 1 YOUNG IN NEST REPORTEDLY OBSERVED ON 1 JUL 2017.
Owner/Manager:	PVT

Occurrence No.	2798	**Map Index:**	B3411	**EO Index:**	115326	**Element Last Seen:**	2017-07-09
Occ. Rank:	Unknown			**Presence:**	Presumed Extant	**Site Last Seen:**	2017-07-09
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2019-07-09

Quad Summary:	Porterville (3611911)
County Summary:	Tulare

Lat/Long:	36.08059 / -119.08444	**Accuracy:**	80 meters
UTM:	Zone-11 N3994898 E312313	**Elevation (ft):**	412
PLSS:	T21S, R27E, Sec. 20, SW (M)	**Acres:**	5.0

Location:	N SIDE OF W HENDERSON ST (AVE 160) JUST W OF FRIANT-KERN CANAL & 0.9 MI NW OF N WESTWOOD ST & W MORTON AVE, PORTERVILLE.
Detailed Location:	MAPPED TO PROVIDED COORDINATES.
Ecological:	NEST IN CORK OAK ON EDGE OF CANAL, NEAR TULE RIVER, ON THE EDGE OF TOWN. HARVESTED GRAIN FIELD ON EAST BANK OF CANAL.
General:	ADULT PAIR & 1 FLEDGLING OBSERVED PERCHING ON UTILITY POLES & VALLEY OAK NEAR NEST ON 9 JUL 2017.
Owner/Manager:	UNKNOWN

Agelaius tricolor

Element Code: ABPBXB0020

tricolored blackbird

Listing Status:	**Federal:**	None	**CNDDB Element Ranks:**	**Global:**	G1G2
	State:	Threatened		**State:**	S2
	Other:	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_EN-Endangered, USFWS_BCC-Birds of Conservation Concern			
Habitat:	**General:**	HIGHLY COLONIAL SPECIES, MOST NUMEROUS IN CENTRAL VALLEY AND VICINITY. LARGELY ENDEMIC TO CALIFORNIA.			
	Micro:	REQUIRES OPEN WATER, PROTECTED NESTING SUBSTRATE, AND FORAGING AREA WITH INSECT PREY WITHIN A FEW KM OF THE COLONY.			

Occurrence No.	684	**Map Index:**	97594	**EO Index:**	98918	**Element Last Seen:**	1971-05-05
Occ. Rank:	Unknown			**Presence:**	Presumed Extant	**Site Last Seen:**	1971-05-05
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2015-09-22

Quad Summary:	Success Dam (3611818)
County Summary:	Tulare

Lat/Long:	36.05480 / -118.92480	**Accuracy:**	3/5 mile
UTM:	Zone-11 N3991741 E326631	**Elevation (ft):**	545
PLSS:	T21S, R28E, Sec. 35 (M)	**Acres:**	0.0

Location:	VICINITY OF SUCCESS LAKE DAM, ABOUT 0.8 MI NE OF HWY 190 & ROAD 284 INTERSECTION, 5.2 MI ESE OF PORTERVILLE POST OFFICE.
Detailed Location:	LOCATION DESCRIBED ONLY AS "SUCCESS DAM, 8 MILES EAST OF PORTERVILLE." MAPPED AS BEST GUESS BY CNDDB TO JUST BELOW SUCCESS LAKE DAM.
Ecological:	
General:	ABOUT 1500 BIRDS OBSERVED ON 5 MAY 1971 (DEHAVEN); BIRDS OBSERVED CARRYING INSECTS TO NESTLINGS IN AN INACCESSIBLE AREA.
Owner/Manager:	TUL COUNTY-BARTLETT PARK

Occurrence No.	685	**Map Index:**	97596	**EO Index:**	98921	**Element Last Seen:**	2012-04-20
Occ. Rank:	Unknown			**Presence:**	Presumed Extant	**Site Last Seen:**	2014-04-19
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2015-12-09

Quad Summary:	Success Dam (3611818)
County Summary:	Tulare

Lat/Long:	36.09780 / -118.90840	**Accuracy:**	1 mile
UTM:	Zone-11 N3996482 E328202	**Elevation (ft):**	655
PLSS:	T21S, R28E, Sec. 13 (M)	**Acres:**	0.0

Location:	S OF AVENUE 176, ~1.3 MI SE OF RD 288 INTERSECTION, 1.5 MI SW OF HOLDRIDGE DR INTERSECTION, 5.3 MI SW OF SPRINGVILLE PO.
Detailed Location:	TRICOLORED BLACKBIRDS MAY HAVE OCCUPIED SEVERAL DIFFERENT LOCATIONS WITHIN CLOSE PROXIMITY. COLONY DATA STORED IN UC DAVIS TRICOLORED BLACKBIRD PORTAL; SITE NAME "LAKE SUCCESS." COORDINATES PROVIDED FOR 2012 OBSERVATION.
Ecological:	FORAGE SUBSTRATE WAS GRASSLAND (2005). NESTING IN MILK THISTLE ALONG "HOLBROOKE RD" (2011). MUGWORT, NETTLE, & MUSTARD (2012). SITE COULD BE ACCESSED FROM HOLDRIDGE RD & US ACOE GILL UNIT GATE OR FROM AVE 175 TO RS 292 W/ PERMISSION.
General:	PRESENT 1993. ~12K BIRDS ON 23 APR, 1K BY 3 JUN 2005. ~150 BIRDS ON 25 APR 2008; SINGING, CARRYING NEST MATERIAL. ~300 ON 16 APR 2011; SINGING. ~3K ON 20 APR 2012; COLONY QUIET, INCUBATION INFERRED. 59 OBS ON 19 APR 2014; FLY OVER.
Owner/Manager:	DOD-COE

Occurrence No.	687	**Map Index:**	97599	**EO Index:**	98925	**Element Last Seen:**	1935-05-13
Occ. Rank:	None			**Presence:**	Possibly Extirpated	**Site Last Seen:**	1935-05-13
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2015-12-09

Quad Summary:	Sausalito School (3511982), Pixley (3511983), Alpaugh (3511984), Woodville (3611912), Tipton (3611913)
County Summary:	Tulare

Lat/Long:	35.96858 / -119.29177	**Accuracy:**	5 miles
UTM:	Zone-11 N3982891 E293349	**Elevation (ft):**	271
PLSS:	T22S, R25E, Sec. 32 (M)	**Acres:**	49683.0

Location:	PIXLEY.
Detailed Location:	LOCATION DESCRIBED ONLY AS "NEAR PIXLEY."
Ecological:	HABITAT DESCRIBED AS CATTAIL MARSH. COLONY PRESUMED EXTIRPATED BY BEEDY (1991). SLOUGHS IN THE VICINITY THAT LIKELY HAD CATTAILS ARE NO LONGER VISIBLE IN AERIAL IMAGERY.
General:	A BREEDING COLONY COMPOSED OF ABOUT 1500 NESTS OBSERVED ON 13 MAY 1935 (NEFF 1937).
Owner/Manager:	UNKNOWN

Corynorhinus townsendii **Element Code:** AMACC08010

Townsend's big-eared bat

Listing Status:	**Federal:**	None	**CNDDB Element Ranks:**	**Global:**	G4
	State:	None		**State:**	S2
	Other:	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern, USFS_S-Sensitive			
Habitat:	**General:**	THROUGHOUT CALIFORNIA IN A WIDE VARIETY OF HABITATS. MOST COMMON IN MESIC SITES.			
	Micro:	ROOSTS IN THE OPEN, HANGING FROM WALLS AND CEILINGS. ROOSTING SITES LIMITING. EXTREMELY SENSITIVE TO HUMAN DISTURBANCE.			

Occurrence No.	349	**Map Index:**	66634	**EO Index:**	93266	**Element Last Seen:**	1941-04-04
Occ. Rank:	Unknown			**Presence:**	Presumed Extant	**Site Last Seen:**	1941-04-04
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2014-04-29

Quad Summary: Success Dam (3611818)

County Summary: Tulare

Lat/Long:	36.02702 / -118.91546	**Accuracy:**	1 mile
UTM:	Zone-11 N3988642 E327412	**Elevation (ft):**	900
PLSS:	T22S, R28E, Sec. 11 (M)	**Acres:**	0.0

Location: ABOUT 2.4 MI SSW OF MINE HILL AND ABOUT 5 MI ESE OF PORTERVILLE.

Detailed Location: EXACT LOCATION UNKNOWN. MAPPED APPROXIMATELY TO LOCALITY OF "5 MI ESE OF PORTERVILLE" USING COORDINATES GIVEN IN VERTNET, WITH UNCERTAINTY OF 2011.68 METERS.

Ecological:

General: 1 FEMALE COLLECTED ON 4 APR 1941 BY W. RICHARDSON (MVZ #189937).

Owner/Manager: UNKNOWN

Occurrence No.	515	**Map Index:**	92956	**EO Index:**	94111	**Element Last Seen:**	1988-07-27
Occ. Rank:	Unknown			**Presence:**	Presumed Extant	**Site Last Seen:**	1988-07-27
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2014-06-30

Quad Summary: Success Dam (3611818)

County Summary: Tulare

Lat/Long:	36.08500 / -118.96380	**Accuracy:**	1 mile
UTM:	Zone-11 N3995161 E323186	**Elevation (ft):**	1760
PLSS:	T21S, R28E, Sec. 21 (M)	**Acres:**	0.0

Location: ABOUT 4.8 MI NE OF ALL AMERICA CITY HWY AT W POPLAR AVE AND ABOUT 8.7 MI SW OF HATCHET PEAK.

Detailed Location: EXACT LOCATION UNKNOWN. GIVEN TRS T19S R27E SEC 7 FOR "PORTERVILLE MINE" POINTS TO ROCKY HILL, BUT LOCATION WAS QUESTIONABLE DUE TO MINES BEING 15.5 MI NNW OF PORTERVILLE. MAPPED TO ROCKY HILL 2-3 MI NE OF PORTERVILLE.

Ecological:

General: 2 BATS OBSERVED ON 27 JUL 1988 IN PORTERVILLE MINE #1 AND #2.

Owner/Manager: UNKNOWN

Antrozous pallidus **Element Code:** AMACC10010

pallid bat

Listing Status:	**Federal:**	None	**CNDDB Element Ranks:**	**Global:**	G4
	State:	None		**State:**	S3
	Other:	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern, USFS_S-Sensitive			
Habitat:	**General:**	DESERTS, GRASSLANDS, SHRUBLANDS, WOODLANDS AND FORESTS. MOST COMMON IN OPEN, DRY HABITATS WITH ROCKY AREAS FOR ROOSTING.			
	Micro:	ROOSTS MUST PROTECT BATS FROM HIGH TEMPERATURES. VERY SENSITIVE TO DISTURBANCE OF ROOSTING SITES.			

Occurrence No.	304	**Map Index:** 66634	**EO Index:** 66777	**Element Last Seen:**	1946-07-13
Occ. Rank:	Unknown		**Presence:** Presumed Extant	**Site Last Seen:**	1946-07-13
Occ. Type:	Natural/Native occurrence		**Trend:** Unknown	**Record Last Updated:**	2006-10-05

Quad Summary: Success Dam (3611818)

County Summary: Tulare

Lat/Long:	36.02702 / -118.91546	**Accuracy:**	1 mile
UTM:	Zone-11 N3988642 E327412	**Elevation (ft):**	900
PLSS:	T22S, R28E, Sec. 11 (M)	**Acres:**	0.0

Location: 5 MI ESE OF PORTERVILLE.

Detailed Location: MAPPED ACCORDING TO LAT/LONG COORDINATES GIVEN IN MANIS, WITH UNCERTAINTY OF 2011.68 M.

Ecological:

General: 7 FEMALES AND 1 MALE COLLECTED BY WILLIAM B. RICHARDSON ON 28 & 30 MAR AND 5 APR, 1941, MVZ #189921-189928. 1 FEMALE AND 1 MALE COLLECTED BY CARL B. KOFORD AND MARY C. RAMAGE ON 13 JUL 1946, MVZ #105205-105206.

Owner/Manager: UNKNOWN

Eumops perotis californicus **Element Code:** AMACD02011

western mastiff bat

Listing Status:	**Federal:**	None	**CNDDB Element Ranks:**	**Global:**	G4G5T4
	State:	None		**State:**	S3S4
	Other:	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern			
Habitat:	**General:**	MANY OPEN, SEMI-ARID TO ARID HABITATS, INCLUDING CONIFER AND DECIDUOUS WOODLANDS, COASTAL SCRUB, GRASSLANDS, CHAPARRAL, ETC.			
	Micro:	ROOSTS IN CREVICES IN CLIFF FACES, HIGH BUILDINGS, TREES AND TUNNELS.			

Occurrence No.	150	**Map Index:** 66408	**EO Index:** 66503	**Element Last Seen:**	1994-10-11
Occ. Rank:	Unknown		**Presence:** Presumed Extant	**Site Last Seen:**	1994-10-11
Occ. Type:	Natural/Native occurrence		**Trend:** Unknown	**Record Last Updated:**	2006-09-25

Quad Summary: Success Dam (3611818)

County Summary: Tulare

Lat/Long:	36.08216 / -118.91225	**Accuracy:**	non-specific area
UTM:	Zone-11 N3994754 E327821	**Elevation (ft):**	
PLSS:	T21S, R28E, Sec. 23 (M)	**Acres:**	2507.0

Location: LAKE SUCCESS.

Detailed Location: MAPPED ACCORDING TO LOCALITY DESCRIPTION, AS A LARGE NONSPECIFIC POLYGON AROUND LAKE SUCCESS, BECAUSE LAT/LONG COORDINATES GIVEN IN SOURCE ARE IN SHASTA COUNTY.

Ecological:

General: MULTIPLE INDIVIDUALS DETECTED 11 OCT 1994.

Owner/Manager: UNKNOWN

Dipodomys nitratoides nitratoides

Element Code: AMAFD03152

Tipton kangaroo rat

Listing Status:	**Federal:**	Endangered	**CNDDB Element Ranks:**	**Global:**	G2T1T2
	State:	Endangered		**State:**	S2
	Other:	IUCN_VU-Vulnerable			
Habitat:	**General:**	SALTBRUSH SCRUB AND SINK SCRUB COMMUNITIES IN THE TULARE LAKE BASIN OF THE SOUTHERN SAN JOAQUIN VALLEY.			
	Micro:	NEEDS SOFT FRIABLE SOILS WHICH ESCAPE SEASONAL FLOODING. DIGS BURROWS IN ELEVATED SOIL MOUNDS AT BASES OF SHRUBS.			

Occurrence No.	101	**Map Index:** 65358	**EO Index:**	65437	**Element Last Seen:** 1943-10-25
Occ. Rank:	Unknown		**Presence:**	Presumed Extant	**Site Last Seen:** 1943-10-25
Occ. Type:	Natural/Native occurrence		**Trend:**	Unknown	**Record Last Updated:** 2006-07-24

Quad Summary: Woodville (3611912), Cairns Corner (3611922)

County Summary: Tulare

Lat/Long:	36.12399 / -119.22034	**Accuracy:**	1 mile
UTM:	Zone-11 N3999984 E300183	**Elevation (ft):**	320
PLSS:	T21S, R25E, Sec. 01 (M)	**Acres:**	0.0

Location: 7 MI NE OF TIPTON.

Detailed Location: HISTORICAL MUSEUM RECORD; EXACT LOCATION UNKNOWN. MAPPED AS BEST GUESS ABOUT 2.43 AIR MI NNW OF WOODVILLE, JUST SOUTHWEST OF INTERSECTION OF BLISS LANE AND STRATHMORE RD.

Ecological:

General: 1 FEMALE SPECIMEN COLLECTED ON 25 OCT 1943 AT "7 MI NE OF TIPTON" BY SETH B. BENSON AND DONALD T. TAPPE. MVZ #101160.

Owner/Manager: UNKNOWN

Vulpes macrotis mutica

Element Code: AMAJA03041

San Joaquin kit fox

Listing Status:	**Federal:**	Endangered	**CNDDB Element Ranks:**	**Global:**	G4T2
	State:	Threatened		**State:**	S3
	Other:				
Habitat:	**General:**	ANNUAL GRASSLANDS OR GRASSY OPEN STAGES WITH SCATTERED SHRUBBY VEGETATION.			
	Micro:	NEED LOOSE-TEXTURED SANDY SOILS FOR BURROWING, AND SUITABLE PREY BASE.			

Occurrence No.	31	**Map Index:**	46031	**EO Index:**	46031	**Element Last Seen:**	2001-07-09
Occ. Rank:	Fair			**Presence:**	Presumed Extant	**Site Last Seen:**	2001-07-09
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2001-10-03

Quad Summary: Lindsay (3611921)

County Summary: Tulare

Lat/Long:	36.23289 / -119.11826	**Accuracy:**	80 meters
UTM:	Zone-11 N4011860 E309635	**Elevation (ft):**	350
PLSS:	T19S, R26E, Sec. 36, NE (M)	**Acres:**	0.0

Location: EAST SIDE OF SPRUCE AVE, 0.10 MILES NORTH OF THE INTERSECTION OF SPRUCE AVE AND ACACIA AVE. 2.6 MILES NW OF LINDSAY.

Detailed Location:

Ecological: HABITAT CONSISTS OF AN ORANGE GROVE AND VINEYARD. AREA HEAVILY CULTIVATED WITH CITRUS AND OLIVE TREE GROVES AND VINEYARDS.

General: 1 ADULT FOUND DEAD (HIT BY CAR) ALONG ROAD.

Owner/Manager: CALTRANS

Occurrence No.	193	**Map Index:**	55678	**EO Index:**	55678	**Element Last Seen:**	1992-04-21
Occ. Rank:	Unknown			**Presence:**	Presumed Extant	**Site Last Seen:**	1992-04-21
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2004-05-28

Quad Summary: Porterville (3611911)

County Summary: Tulare

Lat/Long:	36.01926 / -119.10308	**Accuracy:**	non-specific area
UTM:	Zone-11 N3988131 E310487	**Elevation (ft):**	400
PLSS:	T22S, R27E, Sec. 18, NW (M)	**Acres:**	128.8

Location: TULARE CO LANDFILL - TEAPOT DOME. ON AVE 128 (AKA TEAPORT DOME AVE) EAST OF ROAD 208 & WEST OF FRIANT-KERN CANAL.

Detailed Location:

Ecological: BARE GROUND; SCATTERED WEEDS. LANDFILL. SURROUNDING AREA IS ORCHARDS AND ROW CROPS.

General: 4/21/1992: FOUR INDIVIDUALS OF UNKNOWN AGE WERE SIGHTED.

Owner/Manager: UNKNOWN

Occurrence No.	608	**Map Index:**	67365	**EO Index:**	67529	**Element Last Seen:**	1989-04-09
Occ. Rank:	Poor			**Presence:**	Presumed Extant	**Site Last Seen:**	1989-04-09
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2006-12-12

Quad Summary: Porterville (3611911)

County Summary: Tulare

Lat/Long:	36.02449 / -119.07122	**Accuracy:**	80 meters
UTM:	Zone-11 N3988649 E313370	**Elevation (ft):**	430
PLSS:	T22S, R27E, Sec. 08, SE (M)	**Acres:**	0.0

Location: N OF TEAPOT DOME AVE, SW CORNER OF THE PORTERVILLE MUNICIPAL AIRPORT.

Detailed Location: MAPPED IN SE 1/4 OF SE 1/4 OF SECTION 8 ACCORDING TO MAP PROVIDED BY SOURCE.

Ecological: FALLOW FIELD ADJACENT TO WHEAT AND CITRUS FIELDS.

General: FORAGING SITE. 1 ADULT OBSERVED ON 9 APR 1989.

Owner/Manager: CITY OF PORTERVILLE

Occurrence No.	623	**Map Index:**	67383	**EO Index:**	67551	**Element Last Seen:**	1975-07-XX
Occ. Rank:	Unknown			**Presence:**	Presumed Extant	**Site Last Seen:**	1975-07-XX
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2007-01-17

Quad Summary: Cairns Corner (3611922), Exeter (3611932)
County Summary: Tulare

Lat/Long:	36.25021 / -119.14925	**Accuracy:**	2/5 mile
UTM:	Zone-11 N4013844 E306892	**Elevation (ft):**	350
PLSS:	T19S, R26E, Sec. 27 (M)	**Acres:**	0.0

Location: ABOUT 4.5 MI NW OF LINDSAY, SE OF INTERSECTION OF BELMONT AVE AND SYCAMORE AVE (AVE 256).
Detailed Location:
Ecological:
General: KIT FOX OBSERVATION(S) IN 1973. DEN OBSERVED SOMETIME FROM 1972 THROUGH JUL 1975.
Owner/Manager: UNKNOWN

Occurrence No.	624	**Map Index:**	67384	**EO Index:**	67552	**Element Last Seen:**	1975-07-XX
Occ. Rank:	Unknown			**Presence:**	Presumed Extant	**Site Last Seen:**	1975-07-XX
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2007-01-17

Quad Summary: Cairns Corner (3611922)
County Summary: Tulare

Lat/Long:	36.23600 / -119.13944	**Accuracy:**	2/5 mile
UTM:	Zone-11 N4012248 E307739	**Elevation (ft):**	340
PLSS:	T19S, R26E, Sec. 34 (M)	**Acres:**	0.0

Location: ABOUT 3.6 MI NW OF LINDSAY, NW OF INTERSECTION OF ACACIA AND CAIRNS AVE.
Detailed Location:
Ecological:
General: KIT FOX OBSERVATION(S) IN 1973. OBSERVATION SOMETIME FROM 1972 THROUGH JUL 1975.
Owner/Manager: UNKNOWN

Occurrence No.	625	**Map Index:**	67385	**EO Index:**	67553	**Element Last Seen:**	1975-07-XX
Occ. Rank:	Unknown			**Presence:**	Presumed Extant	**Site Last Seen:**	1975-07-XX
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2007-01-23

Quad Summary: Cairns Corner (3611922)
County Summary: Tulare

Lat/Long:	36.21748 / -119.16833	**Accuracy:**	non-specific area
UTM:	Zone-11 N4010250 E305097	**Elevation (ft):**	323
PLSS:	T20S, R26E, Sec. 04 (M)	**Acres:**	631.0

Location: ABOUT 4.9 MI WNW OF LINDSAY, 1.2 MI W OF INTERSECTION OF HWY 137 AND BELMONT RD.
Detailed Location:
Ecological:
General: KIT FOX OBSERVATION(S) IN 1972. SIGHTING AT DEN FROM 1972 THROUGH JUL 1975.
Owner/Manager: UNKNOWN

Occurrence No.	626	**Map Index:**	67386	**EO Index:**	67554	**Element Last Seen:**	1975-07-XX
Occ. Rank:	Unknown			**Presence:**	Presumed Extant	**Site Last Seen:**	1975-07-XX
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2007-01-17

Quad Summary: Cairns Corner (3611922)
County Summary: Tulare

Lat/Long:	36.13544 / -119.23227	**Accuracy:**	1/5 mile
UTM:	Zone-11 N4001279 E299138	**Elevation (ft):**	310
PLSS:	T21S, R25E, Sec. 01 (M)	**Acres:**	0.0

Location: ABOUT 3.4 MI NW OF WOODVILLE, S OF INTERSECTION OF STRATHMORE RD (AVE 192) AND BLISS LANE (RD 152).
Detailed Location:
Ecological:
General: KIT FOX OBSERVATION(S) IN 1973. ROAD KILL FROM 1972 THROUGH JUL 1975.
Owner/Manager: UNKNOWN

Occurrence No.	627	**Map Index:**	67387	**EO Index:**	67555	**Element Last Seen:**	1973-XX-XX
Occ. Rank:	Unknown			**Presence:**	Presumed Extant	**Site Last Seen:**	1973-XX-XX
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2007-01-17

Quad Summary: Woodville (3611912), Tipton (3611913), Cairns Corner (3611922), Tulare (3611923)
County Summary: Tulare

Lat/Long:	36.11984 / -119.25002	**Accuracy:**	2/5 mile
UTM:	Zone-11 N3999585 E297501	**Elevation (ft):**	300
PLSS:	T21S, R25E, Sec. 11 (M)	**Acres:**	0.0

Location: ABOUT 3.3 MI NW OF WOODVILLE, S OF INTERSECTION OF AVE 184 & ROAD 144.
Detailed Location:
Ecological:
General: SIGHTING, ROAD KILL OR DEN PRIOR TO 1972. KIT FOX OBSERVATION(S) IN 1973.
Owner/Manager: UNKNOWN

Occurrence No.	629	**Map Index:**	67390	**EO Index:**	67561	**Element Last Seen:**	1972-XX-XX
Occ. Rank:	Unknown			**Presence:**	Presumed Extant	**Site Last Seen:**	1972-XX-XX
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2007-01-17

Quad Summary: Woodville (3611912)
County Summary: Tulare

Lat/Long:	36.07606 / -119.22343	**Accuracy:**	2/5 mile
UTM:	Zone-11 N3994673 E299784	**Elevation (ft):**	320
PLSS:	T21S, R25E, Sec. 25 (M)	**Acres:**	0.0

Location: ABOUT 1.7 MI SW OF WOODVILLE, SE OF INTERSECTION OF ROAD 152 AND AVE 160.
Detailed Location:
Ecological:
General: 1 ACTIVE DEN OBSERVED IN 1970. SIGHTING, ROAD KILL OR DEN PRIOR TO 1972.
Owner/Manager: UNKNOWN

Occurrence No.	639	**Map Index:**	67408	**EO Index:**	67574	**Element Last Seen:**	1975-07-XX
Occ. Rank:	Unknown			**Presence:**	Presumed Extant	**Site Last Seen:**	1975-07-XX
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2007-01-16

Quad Summary: Fountain Springs (3511888), Ducor (3511981), Success Dam (3611818), Porterville (3611911)

County Summary: Tulare

Lat/Long:	35.99978 / -118.99607	**Accuracy:**	non-specific area
UTM:	Zone-11 N3985767 E320086	**Elevation (ft):**	510
PLSS:	T22S, R28E, Sec. 19 (M)	**Acres:**	1979.0

Location: ABOUT 3.1 MILES NE OF TERRA BELLA, NEAR DEER CREEK.

Detailed Location:

Ecological:

General: ROAD KILL OBSERVED IN 1972 AND SIGHTING IN 1973. 3 ROAD KILLS AND 1 SIGHTING FROM 1972 THROUGH JUL 1975.

Owner/Manager: UNKNOWN

Occurrence No.	641	**Map Index:**	67410	**EO Index:**	67578	**Element Last Seen:**	1973-XX-XX
Occ. Rank:	Unknown			**Presence:**	Presumed Extant	**Site Last Seen:**	1973-XX-XX
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2006-12-13

Quad Summary: Porterville (3611911)

County Summary: Tulare

Lat/Long:	36.08884 / -119.01691	**Accuracy:**	3/5 mile
UTM:	Zone-11 N3995686 E318412	**Elevation (ft):**	460
PLSS:	T21S, R27E, Sec. 24 (M)	**Acres:**	0.0

Location: JUST N OF PORTERVILLE, IN VICINITY OF SCENIC HEIGHTS.

Detailed Location:

Ecological:

General: ROAD KILL OBSERVED IN 1973.

Owner/Manager: UNKNOWN

Occurrence No.	642	**Map Index:**	67412	**EO Index:**	67580	**Element Last Seen:**	1975-07-XX
Occ. Rank:	Unknown			**Presence:**	Presumed Extant	**Site Last Seen:**	1975-07-XX
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2007-01-17

Quad Summary: Lindsay (3611921)

County Summary: Tulare

Lat/Long:	36.14720 / -119.08277	**Accuracy:**	1/5 mile
UTM:	Zone-11 N4002285 E312620	**Elevation (ft):**	390
PLSS:	T20S, R27E, Sec. 31 (M)	**Acres:**	0.0

Location: ABOUT 1.2 MI W OF STRATHMORE ON STRATHMORE HWY.

Detailed Location:

Ecological:

General: ACTIVE DENS OBSERVED IN 1973. DEN OBSERVED SOMETIME FROM 1972 THROUGH JUL 1975.

Owner/Manager: UNKNOWN

Occurrence No.	815	**Map Index:**	67670	**EO Index:**	67825	**Element Last Seen:**	1975-07-XX
Occ. Rank:	Unknown			**Presence:**	Presumed Extant	**Site Last Seen:**	1975-07-XX
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2007-01-11

Quad Summary: Porterville (3611911)
County Summary: Tulare

Lat/Long:	36.03203 / -119.10262	**Accuracy:**	2/5 mile
UTM:	Zone-11 N3989546 E310558	**Elevation (ft):**	400
PLSS:	T22S, R27E, Sec. 07 (M)	**Acres:**	0.0

Location: ABOUT 2.8 MI SE OF POPLAR, BETWEEN ROCKFORD RD AND FRIANT KERN CANAL.
Detailed Location:
Ecological:
General: DEN OBSERVED SOMETIME FROM 1972 THROUGH JUL 1975.
Owner/Manager: UNKNOWN

Occurrence No.	816	**Map Index:**	67671	**EO Index:**	67826	**Element Last Seen:**	1975-07-XX
Occ. Rank:	Unknown			**Presence:**	Presumed Extant	**Site Last Seen:**	1975-07-XX
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2007-01-11

Quad Summary: Porterville (3611911)
County Summary: Tulare

Lat/Long:	36.01475 / -119.03046	**Accuracy:**	non-specific area
UTM:	Zone-11 N3987491 E317021	**Elevation (ft):**	
PLSS:	T22S, R27E, Sec. 14 (M)	**Acres:**	676.0

Location: ABOUT 5.3 ROAD MI S OF PORTERVILLE ON HWY 65, BETWEEN HESS AVE AND MACOMBER RD.
Detailed Location:
Ecological:
General: ROAD KILL AND DEN OBSERVED SOMETIME FROM 1972 THROUGH JUL 1975.
Owner/Manager: UNKNOWN

Occurrence No.	900	**Map Index:**	67777	**EO Index:**	67929	**Element Last Seen:**	1971-XX-XX
Occ. Rank:	Unknown			**Presence:**	Presumed Extant	**Site Last Seen:**	1971-XX-XX
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2007-02-20

Quad Summary: Woodville (3611912)
County Summary: Tulare

Lat/Long:	36.05151 / -119.21638	**Accuracy:**	2/5 mile
UTM:	Zone-11 N3991935 E300357	**Elevation (ft):**	330
PLSS:	T21S, R25E, Sec. 36 (M)	**Acres:**	0.0

Location: ABOUT 3 MI SSW OF WOODVILLE, 0.9 ROAD MI E OF LAIRDS CORNER ON HWY 190.
Detailed Location:
Ecological:
General: SIGHTING, ROAD KILL OR DEN PRIOR TO 1972.
Owner/Manager: UNKNOWN

Occurrence No.	901	**Map Index:** 67778	**EO Index:**	67930	**Element Last Seen:**	1975-07-XX
Occ. Rank:	Unknown		**Presence:**	Presumed Extant	**Site Last Seen:**	1975-07-XX
Occ. Type:	Natural/Native occurrence		**Trend:**	Unknown	**Record Last Updated:**	2007-01-17

Quad Summary: Porterville (3611911), Lindsay (3611921)

County Summary: Tulare

Lat/Long:	36.12099 / -119.06854	**Accuracy:**	non-specific area
UTM:	Zone-11 N3999349 E313839	**Elevation (ft):**	400
PLSS:	T21S, R27E, Sec. 09 (M)	**Acres:**	418.0

Location: ABOUT 1.9 MI SSW OF STRATHMORE, NEAR INTERSECTION OF WESTWOOD DR AND DAVIS AVE.

Detailed Location:

Ecological:

General: SIGHTING AT DEN FROM 1972 THROUGH JUL 1975.

Owner/Manager: UNKNOWN

Taxidea taxus

Element Code: AMAJF04010

American badger

Listing Status:	**Federal:**	None	**CNDDB Element Ranks:**	**Global:**	G5
	State:	None		**State:**	S3
	Other:	CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern			
Habitat:	**General:**	MOST ABUNDANT IN DRIER OPEN STAGES OF MOST SHRUB, FOREST, AND HERBACEOUS HABITATS, WITH FRIABLE SOILS.			
	Micro:	NEEDS SUFFICIENT FOOD, FRIABLE SOILS AND OPEN, UNCULTIVATED GROUND. PREYS ON BURROWING RODENTS. DIGS BURROWS.			

Occurrence No.	328	**Map Index:** 57702	**EO Index:**	57718	**Element Last Seen:**	XXXX-XX-XX
Occ. Rank:	Unknown		**Presence:**	Presumed Extant	**Site Last Seen:**	XXXX-XX-XX
Occ. Type:	Natural/Native occurrence		**Trend:**	Unknown	**Record Last Updated:**	2004-10-26

Quad Summary: Porterville (3611911)

County Summary: Tulare

Lat/Long:	36.02870 / -119.07082	**Accuracy:**	1 mile
UTM:	Zone-11 N3989116 E313416	**Elevation (ft):**	430
PLSS:	T22S, R27E, Sec. 09 (M)	**Acres:**	0.0

Location: 4 MI SW PORTERVILLE.

Detailed Location: LOCATION MAPPED IN THE VICINITY OF THE PORTERVILLE AIRPORT.

Ecological:

General: 1 COLLECTED, AMNH (AMERICAN MUSEUM OF NATURAL HISTORY, NEW YORK).

Owner/Manager: UNKNOWN

Anniella pulchra

Element Code: ARACC01020

Northern California legless lizard

Listing Status:	**Federal:**	None	**CNDDB Element Ranks:**	**Global:**	G3
	State:	None		**State:**	S2S3
	Other:	CDFW_SSC-Species of Special Concern, USFS_S-Sensitive			
Habitat:	**General:**	SANDY OR LOOSE LOAMY SOILS UNDER SPARSE VEGETATION.			
	Micro:	SOIL MOISTURE IS ESSENTIAL. THEY PREFER SOILS WITH A HIGH MOISTURE CONTENT.			

Occurrence No.	108	**Map Index:**	A5267	**EO Index:**	106990	**Element Last Seen:**	1940-04-02
Occ. Rank:	Unknown			**Presence:**	Presumed Extant	**Site Last Seen:**	1940-04-02
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2017-07-12

Quad Summary: Success Dam (3611818), Porterville (3611911)

County Summary: Tulare

Lat/Long:	36.06947 / -119.01629	**Accuracy:**	1 mile
UTM:	Zone-11 N3993536 E318425	**Elevation (ft):**	460
PLSS:	T21S, R27E, Sec. 25 (M)	**Acres:**	1987.0

Location: PORTERVILLE.

Detailed Location: EXACT LOCATION UNKNOWN. MAPPED NON-SPECIFICALLY TO THE CENTER OF THE TOWN OF PORTERVILLE AS DEPICTED ON 1940S TOPOGRAPHIC MAPS. MODERN COLLECTION LOCATIONS ARE KNOWN FROM THE VALLEY ESE OF PORTERVILLE BELOW SUCCESS DAM.

Ecological:

General: ONE COLLECTED ON 1 APR 1936 AND ONE COLLECTED ON 2 APR 1940. NEARBY MODERN COLLECTIONS EXPERTLY IDENTIFIED AS A. PULCHRA WITH RESPECT TO NEWLY DESCRIBED ANNIELLA SPECIES.

Owner/Manager: UNKNOWN

Occurrence No.	109	**Map Index:**	A5270	**EO Index:**	106992	**Element Last Seen:**	2017-04-23
Occ. Rank:	Excellent			**Presence:**	Presumed Extant	**Site Last Seen:**	2017-04-23
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2022-01-04

Quad Summary: Success Dam (3611818)

County Summary: Tulare

Lat/Long:	36.04675 / -118.97512	**Accuracy:**	specific area
UTM:	Zone-11 N3990939 E322081	**Elevation (ft):**	500
PLSS:	T22S, R28E, Sec. 5, NW (M)	**Acres:**	9.0

Location: 0.5 MILES SE OF THE INTERSECTION OF EAST POPLAR AVENUE & BLUE HERON PARKWAY, YAUDANCHI ECOLOGICAL RESERVE, PORTERVILLE.

Detailed Location:

Ecological: YAUDANCHI ER IS DESCRIBED AS A 161 ACRE RESERVE OF LOW-LYING FLATLANDS AND RIPARIAN HABITAT, PRIMARILY ESTABLISHED TO PROTECT A SIGNIFICANT GREAT BLUE HERON ROOKERY. THE SURROUNDING AREA APPEARS TO BE HOMESTEADS AND ORCHARDS.

General: 2 DETECTED ON 27 MAR 2013. 2 COLLECTED ON 8 MAR 2014, AND 4 COLLECTED IN MAR 2015. 4 COLLECTED ON 23 APR 2017. EXPERTLY IDENTIFIED BY T. PAPENFUSS AS NEWLY DESCRIBED CONCEPT OF A. PULCHRA (SEE PAPENFUSS & PARHAM 2013).

Owner/Manager: DFG-YAUDANCHI ER

Occurrence No.	110	**Map Index:**	A5273	**EO Index:**	106996	**Element Last Seen:**	2002-04-27
Occ. Rank:	Unknown			**Presence:**	Presumed Extant	**Site Last Seen:**	2002-04-27
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2017-07-12

Quad Summary:	Success Dam (3611818)
County Summary:	Tulare

Lat/Long:	36.04581 / -118.95231	**Accuracy:**	1/5 mile
UTM:	Zone-11 N3990793 E324134	**Elevation (ft):**	520
PLSS:	T22S, R28E, Sec. 4, NE (M)	**Acres:**	70.0

Location:	ABOUT 0.75 MILES WSW OF ROAD 284 AT HWY 190, N OF HWY 190 & S OF CAMPBELL-MORLAND DITCH, 4 MILES ESE OF PORTERVILLE.
Detailed Location:	LOCATION STATED AS EAGLE'S NEST RESORT AND MAPPED GENERALLY TO THAT LOCATION; HOWEVER ROAD MILES AND STATED COORDINATES ARE PLUS/MINUS ABOUT 0.25 MILES.
Ecological:	EAGLE'S NEST RESORT IS AN RV AND TENT CAMPING CAMPROUND. IT'S UNCLEAR IF THIS WAS COLLECTED ON THE PARCEL IMMEDIATELY EAST WHICH APPEARS TO BE A SAND/GRAVEL MINING OPERATION.
General:	ONE COLLECTED ON 27 APR 2002 AND USED AS A GENETIC REFERENCE FOR NEWLY DESCRIBED ANNIELLA CONCEPTS, SPECIFICALLY A. PULCHRA.
Owner/Manager:	PVT

Occurrence No.	111	**Map Index:**	A5277	**EO Index:**	106997	**Element Last Seen:**	2016-03-23
Occ. Rank:	Unknown			**Presence:**	Presumed Extant	**Site Last Seen:**	2016-03-23
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2017-07-12

Quad Summary:	Success Dam (3611818)
County Summary:	Tulare

Lat/Long:	36.05693 / -118.92665	**Accuracy:**	80 meters
UTM:	Zone-11 N3991981 E326471	**Elevation (ft):**	550
PLSS:	T21S, R28E, Sec. 35, SW (M)	**Acres:**	5.0

Location:	0.3 MI SSW OF SUCCESS DAM SPILLWAY, 0.6 MI NE OF ROAD 284 AT WORTH DR, 5 MI E OF PORTERVILLE, BARTLETT COUNTY PARK.
Detailed Location:	ADDRESS OF PARK IS 28801 WORTH DR. LOCATION OF COLLECTION APPEARS TO BE JUST SOUTH OF THE PARK OFFICE NEAR A SERVICE ROAD WHERE BRUSH AND OTHER ITEMS ARE STORED.
Ecological:	BARTLETT PARK IS ON THE NW BANK OF TULE RIVER AT THE FOOT OF SUCCESS DAM & APPEARS BE SHADED LAWNS WITH PICNIC FACILITIES. SURROUNDING AREA APPEARS TO BE STEEP GRASSLAND SLOPES, WITH ORCHARDS & SAND/GRAVEL MINING ON THE VALLEY FLOOR.
General:	ONE COLLECTED ON 23 MAR 2016 AND EXPERTLY IDENTIFIED AS A. PULCHRA WITH RESPECT TO NEWLY DESCRIBED SPECIES CONCEPTS.
Owner/Manager:	TUL COUNTY-BARTLETT PARK

Northern Claypan Vernal Pool **Element Code:** CTT44120CA

Northern Claypan Vernal Pool

Listing Status:	**Federal:**	None	**CNDDB Element Ranks:**	**Global:**	G1
	State:	None		**State:**	S1.1
	Other:				
Habitat:	**General:**				
	Micro:				

Occurrence No.	8	**Map Index:** 00019	**EO Index:** 26435	**Element Last Seen:**	1980-04-26
Occ. Rank:	Unknown		**Presence:** Presumed Extant	**Site Last Seen:**	1980-04-26
Occ. Type:	Natural/Native occurrence		**Trend:** Unknown	**Record Last Updated:**	1998-07-15

Quad Summary: Fountain Springs (3511888), Ducor (3511981), Success Dam (3611818), Porterville (3611911)

County Summary: Tulare

Lat/Long:	35.99744 / -118.98926	**Accuracy:**	1 mile
UTM:	Zone-11 N3985494 E320695	**Elevation (ft):**	510
PLSS:	T22S, R28E, Sec. 19, S (M)	**Acres:**	0.0

Location: SOUTH OF PORTERVILLE, ABOUT 3 MILES NE OF TERRA BELLA, NORTH OF DEER CREEK, AND JUST EAST OF RR CROSSING.

Detailed Location:

Ecological: HORDEUM GENTICULATUM: 80-100% COVER. LUSH ANNUAL GRASSLAND INVADING POOLS. LASTHENIA ON BLUFFS ALONG DEER CREEK (1980). UNABLE TO CONVERT TO FLORISTIC CLASSIFICATION, LACKS SPP. INFO.

General: SEE HTTPS://WILDLIFE.CA.GOV/DATA/VEGCAMP/NATURAL-COMMUNITIES TO INTERPRET AND ADDRESS THE PRESENCE OF RARE COMMUNITIES.

Owner/Manager: UNKNOWN

Branchinecta lynchi **Element Code:** ICBRA03030

vernal pool fairy shrimp

Listing Status:	**Federal:**	Threatened	**CNDDB Element Ranks:**	**Global:**	G3
	State:	None		**State:**	S3
	Other:	IUCN_VU-Vulnerable			
Habitat:	**General:**	ENDEMIC TO THE GRASSLANDS OF THE CENTRAL VALLEY, CENTRAL COAST MOUNTAINS, AND SOUTH COAST MOUNTAINS, IN ASTATIC RAIN-FILLED POOLS.			
	Micro:	INHABIT SMALL, CLEAR-WATER SANDSTONE-DEPRESSION POOLS AND GRASSED SWALE, EARTH SLUMP, OR BASALT-FLOW DEPRESSION POOLS.			

Occurrence No.	317	**Map Index:**	47950	**EO Index:**	47950	**Element Last Seen:**	2002-07-22
Occ. Rank:	Poor			**Presence:**	Presumed Extant	**Site Last Seen:**	2002-07-22
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2014-10-28

Quad Summary: Porterville (3611911)

County Summary: Tulare

Lat/Long:	36.03680 / -119.03950	**Accuracy:**	1/5 mile
UTM:	Zone-11 N3989954 E316258	**Elevation (ft):**	425
PLSS:	T22S, R27E, Sec. 10 (M)	**Acres:**	0.0

Location: VICINITY OF THE INTERSECTION OF AVENUE 136 AND HIGHWAY 65, SOUTH OF PORTERVILLE.

Detailed Location: POOL IDS: TK-01, TK-02, TK-15 AND TK-16. MAPPED TO INCLUDE LOCATIONS GIVEN FOR OCCUPIED POOLS, WHICH APPEAR TO BE OF VARIED ACCURACY.

Ecological: VERNAL POOLS WITHIN A SINGLE WATERSHED, ON AN ALLUVIAL PLAIN THAT SLOPES FROM EAST TO WEST AND IS BISECTED BY THE HIGHWAY; LOW QUALITY HABITAT, SUBJECT TO DISTURBANCES ASSOCIATED WITH THE PROXIMITY TO HIGHWAY.

General: INDIVIDUALS NUMBERING IN THE 100S OBSERVED ON 7 FEB, 20 FEB, AND 3 APR 2002. COLLECTED FEB-JUL 2002 AND DEPOSITED IN CAS.

Owner/Manager: STATE, PVT

Occurrence No.	337	**Map Index:**	48486	**EO Index:**	48486	**Element Last Seen:**	2002-07-22
Occ. Rank:	Poor			**Presence:**	Presumed Extant	**Site Last Seen:**	2002-07-22
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2014-10-27

Quad Summary: Porterville (3611911)

County Summary: Tulare

Lat/Long:	36.02117 / -119.03991	**Accuracy:**	specific area
UTM:	Zone-11 N3988222 E316184	**Elevation (ft):**	455
PLSS:	T22S, R27E, Sec. 15, NE (M)	**Acres:**	25.0

Location: WEST SIDE OF HIGHWAY 65, 3 MILES SOUTH OF PORTERVILLE.

Detailed Location: POOL IDS TK-03, TK-04, TK-05, TK-06.

Ecological: VERNAL POOLS WITHIN A SINGLE WATERSHED ON AN ALLUVIAL PLAIN THAT SLOPES FROM EAST TO WEST, BISECTED BY THE HIGHWAY; LOW QUALITY HABITAT, SUBJECT TO DISTURBANCES ASSOCIATED WITH THE PROXIMITY TO HIGHWAY.

General: 100S-1000S OBSERVED IN 2 POOLS ON 20 FEB; 1000S IN 1 POOL ON 3 APR; ABOUT 100 IN 1 POOL ON 22 JULY 2002. COLLECTIONS IN CAS (CASIZ #161981, 161994, 161983, 161979, 162003, 166583, 166585, 166586, & 166590).

Owner/Manager: STATE, PVT

Desmocerus californicus dimorphus **Element Code:** IICOL48011

valley elderberry longhorn beetle

Listing Status:	**Federal:**	Threatened	**CNDDB Element Ranks:**	**Global:**	G3T3
	State:	None		**State:**	S3

	Other:	
Habitat:	**General:**	OCCURS ONLY IN THE CENTRAL VALLEY OF CALIFORNIA, IN ASSOCIATION WITH BLUE ELDERBERRY (SAMBUCUS MEXICANA).
	Micro:	PREFERS TO LAY EGGS IN ELDERBERRIES 2-8 INCHES IN DIAMETER; SOME PREFERENCE SHOWN FOR "STRESSED" ELDERBERRIES.

Occurrence No.	62	**Map Index:** 31067	**EO Index:**	19327	**Element Last Seen:**	1991-04-21
Occ. Rank:	Fair		**Presence:**	Presumed Extant	**Site Last Seen:**	1991-04-21
Occ. Type:	Natural/Native occurrence		**Trend:**	Unknown	**Record Last Updated:**	1998-08-11

Quad Summary:	Success Dam (3611818)
County Summary:	Tulare

Lat/Long:	36.00781 / -118.95432	**Accuracy:**	80 meters
UTM:	Zone-11 N3986581 E323868	**Elevation (ft):**	550
PLSS:	T22S, R28E, Sec. 16, SE (M)	**Acres:**	0.0

Location:	DEER CREEK (NORTH BANK), ON THE SOUTH SIDE OF AVENUE 120, 4 MILE SE OF PORTERVILLE.
Detailed Location:	REPORT ON: TAXONOMY; DISTRIBUTION; LIFE HISTORY; HABITAT; FIELD TECHNIQUES & OBSERVATIONS; BEETLE RECOVERY.
Ecological:	HABITAT CONSISTS OF BOTTOMLAND WITH SCATTERED SAMBUCUS, SURROUNDED BY ORCHARDS, GRASSLANDS, AND PASTURES.
General:	5 ELDERBERRY CLUMPS, INCLUDING 3 HUGE ONES, WERE CHECKED FOR VELB. ONE OLD EXIT HOLE OBSERVED.
Owner/Manager:	PVT

Occurrence No.	63	**Map Index:** 31064	**EO Index:**	19335	**Element Last Seen:**	1991-04-21
Occ. Rank:	Good		**Presence:**	Presumed Extant	**Site Last Seen:**	1991-04-21
Occ. Type:	Natural/Native occurrence		**Trend:**	Unknown	**Record Last Updated:**	1998-08-11

Quad Summary:	Success Dam (3611818)
County Summary:	Tulare

Lat/Long:	36.04558 / -118.99347	**Accuracy:**	non-specific area
UTM:	Zone-11 N3990842 E320425	**Elevation (ft):**	490
PLSS:	T22S, R28E, Sec. 06, NW (M)	**Acres:**	10.6

Location:	SOUTH SIDE OF CAMPBELL-MORELAND DITCH, TRIBUTARY TO TULE RIVER, BETWEEN WORTH AVE AND HWY 190, JUST SE OF PORTERVILLE.
Detailed Location:	REPORT ON: TAXONOMY; DISTRIBUTION; LIFE HISTORY; HABITAT; FIELD TECHNIQUES & OBSERVATIONS; BEETLE RECOVERY.
Ecological:	HABITAT CONSISTS OF A BRUSHY AREA WITH A FEW TREES (OAKS AND ASHES), ELDERBERRIES, AND CHOKED WITH BLACKBERRY BRAMBLES.
General:	MANY HOST PLANTS (SAMBUCUS RACEMOSA MICROBOTRYS) WITH NUMEROUS EXIT HOLES; 1 ADULT FEMALE OBSERVED.
Owner/Manager:	PVT-AT&SF RR

Occurrence No.	64	**Map Index:**	31066	**EO Index:**	12654	**Element Last Seen:**	1991-04-30
Occ. Rank:	Good			**Presence:**	Presumed Extant	**Site Last Seen:**	1991-04-30
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	1998-08-11

Quad Summary: Success Dam (3611818)

County Summary: Tulare

Lat/Long:	36.04869 / -118.93730	**Accuracy:**	non-specific area
UTM:	Zone-11 N3991085 E325492	**Elevation (ft):**	520
PLSS:	T22S, R28E, Sec. 03, NE (M)	**Acres:**	14.8

Location: TULE RIVER (SOUTH BANK), AT ROAD 284, JUST NORTH OF HWY 190, 2 MILES EAST OF PORTERVILLE.

Detailed Location: REPORT ON: TAXONOMY; DISTRIBUTION; LIFE HISTORY; HABITAT; FIELD TECHNIQUES & OBSERVATIONS; BEETLE RECOVERY.

Ecological: HABITAT CONSISTS OF A NARROW BAND OF RIPARIAN FOREST BORDERED BY OPEN FIELDS WITH SCATTERED ELDERBERRIES.

General: MANY ELDERBERRIES CAN BE FOUND ALONG THE TULE RIVER AND IN GRASSY FIELDS EAST OF PORTERVILLE. MANY RECENT AND OLD EXIT HOLES WERE PRESENT IN THE 3 CLUMPS THAT WERE CHECKED. WOOD SAMPLES WERE TAKEN OF LIVE WOOD WITH VELB GALLERIES.

Owner/Manager: UNKNOWN

Occurrence No.	65	**Map Index:**	31065	**EO Index:**	12655	**Element Last Seen:**	1991-04-30
Occ. Rank:	Poor			**Presence:**	Presumed Extant	**Site Last Seen:**	1991-04-30
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	1998-08-11

Quad Summary: Success Dam (3611818)

County Summary: Tulare

Lat/Long:	36.05688 / -118.92713	**Accuracy:**	non-specific area
UTM:	Zone-11 N3991976 E326426	**Elevation (ft):**	550
PLSS:	T21S, R28E, Sec. 35, SW (M)	**Acres:**	28.8

Location: TULE RIVER (NORTH BANK), ADJACENT TO BARTLETT PARK, JUST BELOW LAKE SUCCESS DAM, 3 MILES EAST OF PORTERVILLE.

Detailed Location: REPORT ON: TAXONOMY; DISTRIBUTION; LIFE HISTORY; HABITAT; FIELD TECHNIQUES & OBSERVATIONS; BEETLE RECOVERY.

Ecological: HABITAT CONSISTS OF THE ROAD MARGIN ADJOINING A MANICURED PUBLIC PARK; 3 LARGE ELDERBERRY TREES HAD BEEN SEVERELY PRUNED AND TRIMMED.

General: BOTH RECENT AND OLD EXIT HOLES WERE PRESENT ON 30 APRIL 1991. WOOD SAMPLES TAKEN OF DEAD WOOD WITH VELB GALLERIES.

Owner/Manager: UNKNOWN

Lytta molesta

Element Code: IICOL4C030

molestan blister beetle

Listing Status:	**Federal:**	None	**CNDDB Element Ranks:**	**Global:**	G2
	State:	None		**State:**	S2
	Other:				
Habitat:	**General:**	INHABITS THE CENTRAL VALLEY OF CALIFORNIA, FROM CONTRA COSTA TO KERN AND TULARE COUNTIES.			
	Micro:				

Occurrence No.	8	**Map Index:** 15915	**EO Index:** 22649	**Element Last Seen:**	19XX-XX-XX
Occ. Rank:	Unknown		**Presence:** Presumed Extant	**Site Last Seen:**	19XX-XX-XX
Occ. Type:	Natural/Native occurrence		**Trend:** Unknown	**Record Last Updated:**	2006-03-30

Quad Summary: Lindsay (3611921)

County Summary: Tulare

Lat/Long:	36.17688 / -119.01872	**Accuracy:**	1/5 mile
UTM:	Zone-11 N4005455 E318453	**Elevation (ft):**	480
PLSS:	T20S, R27E, Sec. 23, NW (M)	**Acres:**	0.0

Location: EL MIRADOR, APPROX 4 MI ESE OF LINDSAY.

Detailed Location: FOUND IN THE CENTRAL VALLEY FROM CONTRA COSTA TO TULARE AND KERN COUNTIES.

Ecological:

General: SEASONAL DISTRIBUTION: APRIL 3 TO JULY 1. COLLECTED IN APRIL; YEAR OF COLLECTION UNKNOWN.

Owner/Manager: UNKNOWN

Lytta morrisoni

Element Code: IICOL4C040

Morrison's blister beetle

Listing Status:	**Federal:**	None	**CNDDB Element Ranks:**	**Global:**	G1G2
	State:	None		**State:**	S2
	Other:				
Habitat:	**General:**	INHABITANT OF THE SOUTHERN CENTRAL VALLEY OF CALIFORNIA.			
	Micro:				

Occurrence No.	7	**Map Index:** 57100	**EO Index:** 57116	**Element Last Seen:**	1939-05-01
Occ. Rank:	Unknown		**Presence:** Presumed Extant	**Site Last Seen:**	1939-05-01
Occ. Type:	Natural/Native occurrence		**Trend:** Unknown	**Record Last Updated:**	2006-03-29

Quad Summary: Success Dam (3611818), Porterville (3611911)

County Summary: Tulare

Lat/Long:	36.04408 / -119.00817	**Accuracy:**	1 mile
UTM:	Zone-11 N3990703 E319097	**Elevation (ft):**	
PLSS:	T22S, R27E, Sec. 01 (M)	**Acres:**	0.0

Location: PLANO, TULARE COUNTY.

Detailed Location:

Ecological:

General: 1990 REPORTING OF 1 MALE AND 1 FEMALE SPECIMEN, COLLECTED 1 MAY 1939 THAT ARE HOUSED AT TULARE COUNTY AGRICULTURAL COMMISSIONER'S OFFICE IN VISALIA.

Owner/Manager: UNKNOWN

Rhaphiomidas trochilus

Element Code: IIDIP05010

San Joaquin Valley giant flower-loving fly

Listing Status:	**Federal:**	None	**CNDDB Element Ranks:**	**Global:**	G1
	State:	None		**State:**	S1
	Other:				
Habitat:	**General:**	HISTORICALLY KNOWN FROM, AND ENDEMIC TO, SANDY SOILS OF THE SAN JOAQUIN VALLEY FROM ANTIOCH DUNES IN CONTRA COSTA CO SOUTH TO SAND RIDGE IN KERN CO. ASSOCIATED WITH SANDY SOILS SUCH AS RIVERINE DEPOSITS AND SAND DUNES WITH RELATIVELY SPARSE VEGETATION.			
	Micro:	ADULT FLIGHT FROM JUL TO OCT AND LIFE SPAN IS ABOUT 3 DAYS AND DO NOT VISIT FLOWERS/NECTAR. FEMALES DEPOSIT EGGS IN AND ON THE SURFACE OF SANDY SOIL. LARVAE BURROW IN FINE SANDS UP TO 10 FEET DEEP AND ARE KNOWN TO LIVE FOR 3 YEARS PRIOR TO PUPATION.			

Occurrence No.	4	**Map Index:** 30057	**EO Index:** 121296	**Element Last Seen:**	1920-08-20
Occ. Rank:	None		**Presence:** Extirpated	**Site Last Seen:**	1920-08-20
Occ. Type:	Natural/Native occurrence		**Trend:** Decreasing	**Record Last Updated:**	2022-07-01

Quad Summary: Lindsay (3611921)

County Summary: Tulare

Lat/Long:	36.20321 / -119.08972	**Accuracy:**	1 mile
UTM:	Zone-11 N4008511 E312130	**Elevation (ft):**	380
PLSS:	T20S, R27E, Sec. 07 (M)	**Acres:**	0.0

Location: LINDSAY.

Detailed Location: MAPPED NON-SPECIFICALLY TO TOWN OF LINDSAY. SPECIMEN RECORD ONLY NOTED AS "LINDSAY" (CAZIER 1985).

Ecological: THIS SPECIES WAS THOUGHT TO BE EXTINCT BY 1979 AFTER THE LAST DETECTION AT THE TIME WAS IN 1974 (ANTIOCH DUNES). THE SPECIES WAS REDISCOVERED IN 1997 IN KERN COUNTY AND IS NOW ONLY KNOWN FROM ONE SITE.

General: 1 MALE COLLECTED BY MILHAUS ON 20 AUG 1920.

Owner/Manager: UNKNOWN

Bombus crotchii

Element Code: IIHYM24480

Crotch's bumble bee

Listing Status:	**Federal:**	None	**CNDDB Element Ranks:**	**Global:**	G2
	State:	Candidate Endangered		**State:**	S2
	Other:	IUCN_EN-Endangered			
Habitat:	**General:**	COASTAL CALIFORNIA EAST TO THE SIERRA-CASCADE CREST AND SOUTH INTO MEXICO.			
	Micro:	FOOD PLANT GENERA INCLUDE ANTIRRHINUM, PHACELIA, CLARKIA, DENDROMECON, ESCHSCHOLZIA, AND ERIOGONUM.			

Occurrence No.	71	**Map Index:**	64848	**EO Index:**	98757	**Element Last Seen:**	1960-06-15
Occ. Rank:	Unknown			**Presence:**	Presumed Extant	**Site Last Seen:**	1960-06-15
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2025-07-15

Quad Summary: Frazier Valley (3611828), Chickencoop Canyon (3611838), Lindsay (3611921), Rocky Hill (3611931)

County Summary: Tulare

Lat/Long:	36.27766 / -119.02264	**Accuracy:**	5 miles
UTM:	Zone-11 N4016644 E318333	**Elevation (ft):**	600
PLSS:	T19S, R27E, Sec. 14 (M)	**Acres:**	0.0

Location: YOKOHL VALLEY.

Detailed Location: MAPPED TO LOCALITY YOKOHL VALLEY (1956) AND "10 MI NW MILO, TULARE CO., CA" (1960). EXACT COLLECTION LOCATIONS UNKNOWN. MAPPED BY CNDDB IN THE GENERAL VICINITY OF YOKOHL VALLEY, EAST OF EXETER.

Ecological: 1956 INDIVIDUALS NOTED TO BE INTERACTING WITH COMMON SUNFLOWER.

General: 4 MALES COLLECTED 30 JUL 1956. 5 COLLECTED 15 JUN 1960.

Owner/Manager: UNKNOWN

Occurrence No.	73	**Map Index:**	22816	**EO Index:**	98762	**Element Last Seen:**	1963-06-13
Occ. Rank:	Unknown			**Presence:**	Presumed Extant	**Site Last Seen:**	1963-06-13
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2015-09-10

Quad Summary: Success Dam (3611818), Porterville (3611911)

County Summary: Tulare

Lat/Long:	36.07216 / -119.00473	**Accuracy:**	1 mile
UTM:	Zone-11 N3993812 E319471	**Elevation (ft):**	500
PLSS:	T21S, R27E, Sec. 25 (M)	**Acres:**	0.0

Location: PORTERVILLE.

Detailed Location: EXACT LOCATION UNKNOWN. MAPPED BY CNDDB IN THE GENERAL VICINITY OF PORTERVILLE.

Ecological:

General: COLLECTIONS WERE MADE IN THIS VICINITY ON 31 MAY 1958, 10 MAY 1959, AND 13 JUN 1963.

Owner/Manager: UNKNOWN

Occurrence No.	738	**Map Index:**	C2653	**EO Index:**	134950	**Element Last Seen:**	2024-05-03
Occ. Rank:	Good			**Presence:**	Presumed Extant	**Site Last Seen:**	2024-05-03
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2025-07-14

Quad Summary: Porterville (3611911)

County Summary: Tulare

Lat/Long:	36.10746 / -119.00958	**Accuracy:**	specific area
UTM:	Zone-11 N3997737 E319116	**Elevation (ft):**	917
PLSS:	T21S, R27E, Sec. 13, N (M)	**Acres:**	15.0

Location: LEWIS HILL, ABOUT 0.7 MILES N OF REID AVE AT N PLANO ST, 2 MILES ESE OF ZANTE AND 2.5 MILES N OF DOWNTOWN PORTERVILLE.

Detailed Location: MAPPED TO PROVIDED COORDINATES. MAPPED BY CNDDB AS THREE-PART POLYGON AT LEWIS HILL PRESERVE.

Ecological: INDIVIUDALS OBSERVED WITH STRIPED ADOBE--LILY, STINGING PHACELIA, AND CALIFORNIA MILKWEED. SURROUNDING LAND CONSISTS OF GRASSLAND HABITAT, ORCHARDS, AND PRIVATE RESIDENCES.

General: 1 FEMALE SEEN 31 MAR 2024. 1 FEMALE SEEN 24 FEB 2024. 1 FEMALE SEEN 3 MAY 2024.

Owner/Manager: SEQUOIA RVERLANDS TRUST

Occurrence No.	739	**Map Index:**	C2658	**EO Index:**	134954	**Element Last Seen:**	2024-05-04
Occ. Rank:	Good			**Presence:**	Presumed Extant	**Site Last Seen:**	2024-05-04
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2025-07-14

Quad Summary:	Success Dam (3611818)
County Summary:	Tulare

Lat/Long:	36.07997 / -118.98137	**Accuracy:**	80 meters
UTM:	Zone-11 N3994636 E321594	**Elevation (ft):**	972
PLSS:	T21S, R28E, Sec. 29, NW (M)	**Acres:**	5.0

Location:	ABOUT 0.7 MI NE OF HILLCREST ST AT E MORTON AVE, 0.8 MI N OF GRANITE HILLS HIGH SCHOOL, 2.1 MI ENE OF PORTERVILLE.
Detailed Location:	MAPPED TO PROVIDED COORDINATES. SITE ALONG ROAD LEADING TO EAST PORTERVILLE FM RADIO TOWER LOCATED AT THE WESTERN-FACING BASE OF ROCKY HILL.
Ecological:	INDIVIDUAL OBSERVED WITH CALIFORNIA MILKWEED. SURROUNDING LAND CONSISTS OF GRASSLAND HABITAT, ORCHARDS, AND PRIVATE RESIDENCES.
General:	1 FEMALE SEEN 4 MAY 2024.
Owner/Manager:	UNKNOWN

Occurrence No.	740	**Map Index:**	C2659	**EO Index:**	134957	**Element Last Seen:**	2021-04-06
Occ. Rank:	Good			**Presence:**	Presumed Extant	**Site Last Seen:**	2021-04-06
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2025-07-14

Quad Summary:	Success Dam (3611818)
County Summary:	Tulare

Lat/Long:	36.07149 / -118.93019	**Accuracy:**	80 meters
UTM:	Zone-11 N3993602 E326183	**Elevation (ft):**	950
PLSS:	T21S, R28E, Sec. 27, SE (M)	**Acres:**	5.0

Location:	ABOUT 0.9 MILES NW OF SUCCESS DAM, 1.2 MILES SSW OF COMMON THUMB COVE, 4.8 MILES E OF DOWNTOWN PORTERVILLE.
Detailed Location:	MAPPED TO PROVIDED COORDINATES. SITE LOCATED ALONG WASH JUST WEST OF LAKE SUCCESS.
Ecological:	INDIVIDUAL SEEN ON CALIFORNIA MILKWEED. SURROUNDING LAND CONSISTS OF GRASSLAND, SHRUBLAND, ORCHARDS, AND RIPARIAN HABITAT.
General:	1 FEMALE SEEN 6 APR 2021.
Owner/Manager:	UNKNOWN

Occurrence No.	771	**Map Index:**	C2715	**EO Index:**	135012	**Element Last Seen:**	2025-06-15
Occ. Rank:	Good			**Presence:**	Presumed Extant	**Site Last Seen:**	2025-06-15
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2025-07-22

Quad Summary: Success Dam (3611818)

County Summary: Tulare

Lat/Long:	36.09933 / -118.90786	**Accuracy:**	80 meters
UTM:	Zone-11 N3996651 E328255	**Elevation (ft):**	655
PLSS:	T21S, R28E, Sec. 13, SW (M)	**Acres:**	5.0

Location: OFF HOLDRIDGE RD, JUST N OF OLD HORN COVE, 0.8 MI SE OF RD 292 AT AVE 175, 1.6 MI W OF LITTLE CAMPBELL, LAKE SUCCESS.

Detailed Location: MAPPED TO PROVIDED COORDINATES. SITE LOCATED OFF HOLDRIDGE ROAD IN THE VICINTIY OF GILL COVE RECREATION AREA, LAKE SUCCESS.

Ecological: INDIVIDUAL SEEN ON NARROWLEAF MILKWEED. SURROUNDING LAND CONSISTS OF GRASSLAND, RIPARIAN HABITAT, AND PRIVATE RESIDENCES.

General: 1 MALE SEEN 15 JUN 2025.

Owner/Manager: USACE

Eryngium spinosepalum

Element Code: PDAPI0Z0Y0

spiny-sepaled button-celery

Listing Status:	**Federal:**	None	**CNDDB Element Ranks:**	**Global:**	G2
	State:	None		**State:**	S2
	Other:	Rare Plant Rank - 1B.2, BLM_S-Sensitive, SB_SBBG-Santa Barbara Botanic Garden			
Habitat:	**General:**	VERNAL POOLS, VALLEY AND FOOTHILL GRASSLAND.			
	Micro:	SOME SITES ON CLAY SOIL OF GRANITIC ORIGIN; VERNAL POOLS, WITHIN GRASSLAND. 15-1270 M.			

Occurrence No.	1	**Map Index:**	91154	**EO Index:**	35387	**Element Last Seen:**	1954-06-26
Occ. Rank:	None			**Presence:**	Possibly Extirpated	**Site Last Seen:**	1987-10-02
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2013-12-31

Quad Summary: Globe (3611817), Success Dam (3611818)

County Summary: Tulare

Lat/Long:	36.10088 / -118.86873	**Accuracy:**	non-specific area
UTM:	Zone-11 N3996754 E331780	**Elevation (ft):**	800
PLSS:	T21S, R29E, Sec. 17 (M)	**Acres:**	79.0

Location: TULE RIVER VALLEY, 4.5 MILES BELOW SPRINGVILLE.

Detailed Location: EXACT LOCATION UNKNOWN. MAPPED AS BEST GUESS BY CNDDB AROUND 4.5 ROAD MILES SOUTHWEST OF SPRINGVILLE ALONG HIGHWAY 190, WHERE THE HIGHWAY CROSSES THE TULE RIVER VALLEY.

Ecological: MEADOW. SUMMER-DRY RAIN POOL.

General: MAIN SOURCE OF INFORMATION FOR THIS OCCURRENCE IS A 1954 COLLECTION BY HOWELL. ALSO COLLECTED IN 1938 FROM "BELOW SPRINGVILLE," IN 1943 FROM "MEADOW W OF SPRINGVILLE, 750FT," & 1954 FROM SPRINGVILLE. NO PLANTS SEEN NEAR SPRINGVILLE IN 1987.

Owner/Manager: UNKNOWN

Occurrence No.	99	**Map Index:**	B0859	**EO Index:**	112741	**Element Last Seen:**	2016-03-28
Occ. Rank:	Good			**Presence:**	Presumed Extant	**Site Last Seen:**	2016-03-28
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2018-09-27

Quad Summary: Success Dam (3611818)

County Summary: Tulare

Lat/Long:	36.09862 / -118.94708	**Accuracy:**	specific area
UTM:	Zone-11 N3996642 E324723	**Elevation (ft):**	660
PLSS:	T21S, R28E, Sec. 16, SE (M)	**Acres:**	5.0

Location: NEAR NW SHORELINE OF LAKE SUCCESS, SOUTH OF FRAZIER DIKE.

Detailed Location: MAPPED AS 2 POLYGONS ACCORDING TO 2016 PROVANCE COORDINATES, IN THE WEST 1/2 OF THE SW 1/4 OF SECTION 15 AND THE EAST 1/2 OF THE SE 1/4 OF SECTION 16.

Ecological: INTERMITTENTLY FLOODED ROAD. COMPACT SILTY CLAY, IN BROMUS DIANDRUS/AVENA DOMINATED GRASSLAND BORDERING ATRIPLEX POLYCARPA WITH SAMBUCUS. SOME PLANTS IN BROMUS MADRITENSIS/HORDEUM MURINUM DOMINATED MOIST MEADOW.

General: APPROXIMATELY 100 PLANTS OBSERVED IN 2016. PLANTS STERILE; COLLECTED AS ERYNGIUM PINNATISECTUM BUT LIKELY E. SPINOSEPALUM BASED ON PROXIMITY TO KNOWN E. SPINOSEPALUM OCCURRENCE ACCORDING TO PROVANCE.

Owner/Manager: USACE

Occurrence No.	100	**Map Index:**	B0860	**EO Index:**	112743	**Element Last Seen:**	2017-05-11
Occ. Rank:	Unknown			**Presence:**	Presumed Extant	**Site Last Seen:**	2017-05-11
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2018-09-28

Quad Summary: Success Dam (3611818)

County Summary: Tulare

Lat/Long:	36.10428 / -118.94234	**Accuracy:**	specific area
UTM:	Zone-11 N3997262 E325162	**Elevation (ft):**	660
PLSS:	T21S, R28E, Sec. 15, NW (M)	**Acres:**	1.0

Location: AT THE BASE OF THE FRAZIER DIKE (NORTH SIDE) 400 METERS SW OF SPRINGVILLE SUBSTATION, LAKE SUCCESS.

Detailed Location: MAPPED ACCORDING TO 2016 PROVANCE COORDINATES, IN THE SOUTH 1/2 OF THE NW 1/4 OF SECTION 15.

Ecological: VERNAL POOL ON HEAVY BLACK ADOBE NOW DRY. ASSOCIATES INCLUDE ELEOCHARIS MACROSTACHYA, LYTHRUM HYSSOPIFOLIA, LOLIUM, RUMEX.

General: APPROXIMATELY 200 PLANTS OBSERVED IN 2016 AND 2017.

Owner/Manager: USACE

Lasthenia chrysantha

Element Code: PDAST5L030

alkali-sink goldfields

Listing Status:	**Federal:**	None	**CNDDB Element Ranks:**	**Global:**	G2
	State:	None		**State:**	S2
	Other:	Rare Plant Rank - 1B.1			
Habitat:	**General:**	VERNAL POOLS.			
	Micro:	ALKALINE. 0-200 M.			

Occurrence No.	18	**Map Index:** 98721	**EO Index:** 118546	**Element Last Seen:**	1998-03-25
Occ. Rank:	Unknown		**Presence:** Presumed Extant	**Site Last Seen:**	1998-03-25
Occ. Type:	Natural/Native occurrence		**Trend:** Unknown	**Record Last Updated:**	2020-05-27

Quad Summary: Cairns Corner (3611922)

County Summary: Tulare

Lat/Long:	36.14912 / -119.23719	**Accuracy:**	non-specific area
UTM:	Zone-11 N4002807 E298732	**Elevation (ft):**	305
PLSS:	T20S, R25E, Sec. 35, NW (M)	**Acres:**	160.0

Location: COUNTY LANDFILL PROPERTY, 5.7 MILES EAST OF TULARE MUNICIPAL AIRPORT.

Detailed Location: MAPPED BY CNDDB IN THE NW 1/4 SECTION 35 BASED ON A 1998 PRESTON COLLECTION.

Ecological: IN ALKALI RAIN POOLS, WITH LEPIDIUM DICTYOTUM, PLAGIOBOTHRYS HUMISTRATUS, SPERGULARIA MARINA, HEMIZONIA PUNGENS, AND THE RARE PUCCINELLIA SIMPLEX.

General: ONLY SOURCE OF INFORMATION FOR THIS SITE IS A 1998 PRESTON COLLECTION. NEEDS FIELDWORK.

Owner/Manager: TUL COUNTY

Pseudobahia peirsonii

Element Code: PDAST7P030

San Joaquin adobe sunburst

Listing Status:	**Federal:**	Threatened	**CNDDB Element Ranks:**	**Global:**	G1
	State:	Endangered		**State:**	S1
	Other:	Rare Plant Rank - 1B.1, SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden			
Habitat:	**General:**	VALLEY AND FOOTHILL GRASSLAND, CISMONTANE WOODLAND.			
	Micro:	GRASSY VALLEY FLOORS AND ROLLING FOOTHILLS IN HEAVY CLAY SOIL. 115-795 M.			

Occurrence No.	8	**Map Index:** 30797	**EO Index:** 56154	**Element Last Seen:**	1935-03-28
Occ. Rank:	None		**Presence:** Extirpated	**Site Last Seen:**	1990-04-08
Occ. Type:	Natural/Native occurrence		**Trend:** Unknown	**Record Last Updated:**	2011-04-28

Quad Summary: Success Dam (3611818)

County Summary: Tulare

Lat/Long:	36.02211 / -118.95016	**Accuracy:**	1 mile
UTM:	Zone-11 N3988160 E324275	**Elevation (ft):**	1700
PLSS:	T22S, R28E (M)	**Acres:**	0.0

Location: 4 MILES SOUTHEAST OF PORTERVILLE.

Detailed Location: MAPPED BY CNDDB AS BEST GUESS APPROXIMATELY 4 AIR MILES SE OF PORTERVILLE.

Ecological:

General: SITE BASED ON A 1935 RICHARDSON COLLECTION. SITE VISITED IN 1990, NO PLANTS FOUND; MOST LANDS IN THIS VICINITY HAVE BEEN CONVERTED TO INTENSIVE AGRICULTURE. SITE IS PRESUMED EXTIRPATED.

Owner/Manager: PVT

Occurrence No.	10	**Map Index:**	00141	**EO Index:**	7986	**Element Last Seen:**	2010-03-31
Occ. Rank:	Poor			**Presence:**	Presumed Extant	**Site Last Seen:**	2010-03-31
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2017-03-27

Quad Summary: Success Dam (3611818)

County Summary: Tulare

Lat/Long:	36.06040 / -118.92835	**Accuracy:**	specific area
UTM:	Zone-11 N3992368 E326324	**Elevation (ft):**	700
PLSS:	T21S, R28E, Sec. 34, NE (M)	**Acres:**	5.0

Location: APPROXIMATELY 0.25 AIR MILE WEST OF SUCCESS DAM, NORTH OF BARTLETT PARK, EAST OF PORTERVILLE.

Detailed Location: ALONG ROAD TO SUCCESS DAM APPROXIMATELY 0.35 MILE BELOW SPILLWAY ON ROADBANK, 0.15 MILE ABOVE ENTRANCE TO BARTLETT PARK. NEAR BASE OF BIG HILL.

Ecological: GROWING ON PORTERVILLE CLAY SOILS IN ASSOCIATION WITH AMSINCKIA INTERMEDIA, AVENA BARBATA, BROMUS DIANDRUS, B. RUBENS, SISYMBRIUM, AND SILYBUM.

General: ~30 PLANTS OBSERVED IN 1974. ~100 PLANTS IN 1985, 45 PLANTS IN 1990, 40 PLANTS SEEN IN 2010. PLANTS OCCUR BETWEEN ROAD AND FENCE, NO PLANTS OBSERVED BEHIND FENCE IN OVERGRAZED GRASSLAND. INCLUDES FORMER OCCURRENCE #9.

Owner/Manager: PVT

Occurrence No.	12	**Map Index:**	64848	**EO Index:**	18466	**Element Last Seen:**	1953-03-17
Occ. Rank:	Unknown			**Presence:**	Presumed Extant	**Site Last Seen:**	2010-XX-XX
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2015-09-25

Quad Summary: Frazier Valley (3611828), Chickencoop Canyon (3611838), Lindsay (3611921), Rocky Hill (3611931)

County Summary: Tulare

Lat/Long:	36.27766 / -119.02264	**Accuracy:**	5 miles
UTM:	Zone-11 N4016644 E318333	**Elevation (ft):**	600
PLSS:	T19S, R27E, Sec. 14 (M)	**Acres:**	0.0

Location: YOKOHL VALLEY ROAD, EXETER.

Detailed Location: EXACT LOCATION UNKNOWN. MAPPED AROUND THE ENTIRE YOKOHL VALLEY VICINITY WHICH IS JUST EAST OF EXETER. IN 1973 AND 1974, D. JOHNSON LOCATED P. HEERMANNII IN THIS AREA BUT DID NOT FIND ANY P. PEIRSONII.

Ecological:

General: SITE BASED ON 1939 AND 1953 COLLECTIONS. PORTIONS OF AREA SEARCHED IN 1973, 1974, 1986, 1990, & 2010 BUT POPULATION HAS NOT BEEN RELOCATED. SUITABLE HABITAT STILL EXISTS. 1930 PARKS COLLECTION FROM "EXETER NEAR ROCKY HILL" ATTRIBUTED HERE.

Owner/Manager: PVT

Occurrence No.	19	**Map Index:**	00152	**EO Index:**	7987	**Element Last Seen:**	2006-04-17
Occ. Rank:	Poor			**Presence:**	Presumed Extant	**Site Last Seen:**	2010-XX-XX
Occ. Type:	Natural/Native occurrence			**Trend:**	Fluctuating	**Record Last Updated:**	2011-05-10

Quad Summary:	Success Dam (3611818)
County Summary:	Tulare

Lat/Long:	36.07639 / -118.92366	**Accuracy:**	specific area
UTM:	Zone-11 N3994134 E326781	**Elevation (ft):**	700
PLSS:	T21S, R28E, Sec. 26, NW (M)	**Acres:**	47.0

Location:	1.5 KM (0.9 MI) NORTH OF SPILLWAY OF LAKE SUCCESS AT THE BASE OF ROCKY HILL.
Detailed Location:	3 POLYGONS MAPPED BY CNDDB ACCORDING TO MAPS PROVIDED.
Ecological:	GROWING ON PORTERVILLE AND CIBO CLAY SOILS IN DEGRADED NON-NATIVE GRASSLAND HABITAT. THE DOMINANT ASSOCIATES INCLUDE BRASSICA NIGRA, AVENA FATUA, ETC. THE RARE FRITILLARIA STRIATA HAS BEEN OBSERVED AT THE NORTHERN PORTION OF THE OCCURRENCE.
General:	APPROX. 225 PLANTS SEEN IN 1985, 50 SEEN IN 1986, 200 IN 1989, 200 IN 1990. 150 PLANTS SEEN IN 2002 BY CYPHER. 30 PLANTS OBSERVED IN NORTH AND EAST POLYGONS IN 2006. NOT OBSERVED IN 2010 (SITE HEAVILY MODIFIED). INCLUDES FORMER OCC #20.
Owner/Manager:	DOD-COE

Occurrence No.	21	**Map Index:**	00226	**EO Index:**	7985	**Element Last Seen:**	1985-04-06
Occ. Rank:	Poor			**Presence:**	Presumed Extant	**Site Last Seen:**	1990-03-22
Occ. Type:	Natural/Native occurrence			**Trend:**	Decreasing	**Record Last Updated:**	2011-05-04

Quad Summary:	Success Dam (3611818)
County Summary:	Tulare

Lat/Long:	36.06933 / -118.88731	**Accuracy:**	80 meters
UTM:	Zone-11 N3993286 E330041	**Elevation (ft):**	700
PLSS:	T21S, R29E, Sec. 30, SW (M)	**Acres:**	0.0

Location:	LAKE SUCCESS, SOUTH FORK TULE RIVER ARM, APPROXIMATELY 1 MI NNE OF MINE HILL SUMMIT.
Detailed Location:	IN LOW RAVINE JUST ABOVE HIGH WATER LEVEL.
Ecological:	GROWING ON HEAVY PORTERVILLE CLAY IN SEVERELY IMPACTED NON-NATIVE GRASSLAND. DOMINANT SPECIES INCLUDE AMSINCKIA INTERMEDIA, BROMUS RUBENS, AND ERODIUM CICUTARIUM.
General:	31 DEPAUPERATE PLANTS SEEN IN 1985, NONE FOUND BY STEBBINS IN 1986 OR 1990. THERE IS SOME QUESTION WHETHER STEBBINS VISITED THE SAME SITE IN 1990 AS IN 1985 (MAPS DON'T MATCH EXACTLY). SITE WAS NOT ACCESSIBLE IN 2010.
Owner/Manager:	DOD-COE

Occurrence No.	26	**Map Index:**	22182	**EO Index:**	7968	**Element Last Seen:**	2016-03-18
Occ. Rank:	Poor			**Presence:**	Presumed Extant	**Site Last Seen:**	2016-03-18
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2017-03-27

Quad Summary: Porterville (3611911)

County Summary: Tulare

Lat/Long:	36.10729 / -119.01186	**Accuracy:**	specific area
UTM:	Zone-11 N3997723 E318909	**Elevation (ft):**	650
PLSS:	T21S, R27E, Sec. 13, N (M)	**Acres:**	98.2

Location: LEWIS HILL, NORTH OF PORTERVILLE.

Detailed Location: LOCATED WITHIN THE SE 1/4 OF THE SE 1/4 OF SECTION 11, N 1/2 SEC 13, AND S 1/2 SEC 12. INCLUDES FORMER OCC #27.

Ecological: GROWING ON CIBO CLAY AND CIBO ROCK OUTCROP COMPLEX SOILS IN ABANDONED WHEAT FIELD. ASSOCIATES INCLUDE HORDEUM LEPORINUM, ACHYRACHAENA MOLLIS, AVENA BARBATA, BROMUS MOLLIS, SENECIO, MEDICAGO, STELLARIA, AMSINCKIA, AND ERODIUM CICUTARIUM.

General: 71 PLANTS SEEN IN 1988 IN 3 NORTH POLYGONS. SOUTH POLYGON: <100 PLANTS SEEN IN 2001, UNKNOWN NUMBER IN 2015, 148 IN 2016. SITE MAY BENEFIT IF LEFT UNDER PRESENT GRAZING REGIME RATHER THAN REVERTING BACK TO CULTIVATED AGRICULTURE (1988).

Owner/Manager: PVT

Occurrence No.	28	**Map Index:**	22184	**EO Index:**	7967	**Element Last Seen:**	1988-03-27
Occ. Rank:	Poor			**Presence:**	Presumed Extant	**Site Last Seen:**	1990-04-12
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2011-05-09

Quad Summary: Porterville (3611911)

County Summary: Tulare

Lat/Long:	36.10081 / -119.01106	**Accuracy:**	80 meters
UTM:	Zone-11 N3997002 E318967	**Elevation (ft):**	590
PLSS:	T21S, R27E, Sec. 13, SW (M)	**Acres:**	0.0

Location: SOUTH SLOPE OF LEWIS HILL, 1.8 KM (1.1 MI) NNW OF INTERSECTION OF LOCUST STREET AND GREVILLA STREET IN PORTERVILLE.

Detailed Location: WITHIN THE NE 1/4 OF THE SW 1/4 OF SECTION 13, 0.2 KM (0.1 MI) WEST OF GREVILLA STREET, 0.6 KM (0.35 MI) SOUTH OF ELEV. 1028 ON LEWIS HILL ON TOPO MAP.

Ecological: GROWING ON CIBO CLAY AND CIBO ROCK OUTCROP COMPLEX SOILS IN ABANDONED WHEAT FIELD. ASSOCIATES INCLUDE HORDEUM LEPORINUM, ACHYRACHAENA MOLLIS, AVENA BARBATA, BROMUS MOLLIS, SENECIO, MEDICAGO, STELLARIA, AMSINCKIA, AND ERODIUM CICUTARIUM.

General: 300 PLANTS SEEN IN 1988. NO PLANTS SEEN IN 1990, BUT SURVEY MAY HAVE BEEN TOO LATE. SITE MAY BENEFIT IF LEFT UNDER CURRENT GRAZING REGIME RATHER THAN REVERTING BACK TO CULTIVATED AGRICULTURE. SITE NOT ACCESSIBLE IN 2010.

Owner/Manager: PVT

Occurrence No.	32	**Map Index:**	22198	**EO Index:**	7992	**Element Last Seen:**	1990-04-12
Occ. Rank:	Good			**Presence:**	Presumed Extant	**Site Last Seen:**	1990-04-12
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2011-05-04

Quad Summary: Success Dam (3611818)

County Summary: Tulare

Lat/Long:	36.11612 / -118.99378	**Accuracy:**	specific area
UTM:	Zone-11 N3998668 E320557	**Elevation (ft):**	900
PLSS:	T21S, R28E, Sec. 07, SW (M)	**Acres:**	51.1

Location: WEST OF FRAZIER VALLEY, 3.5 KM (2 MI) WNW OF ROAD 276/AVE 176 JUNCTION.

Detailed Location: 1.5-2.1 MILES NORTH OF ROCKY HILL.

Ecological: GROWING ON PORTERVILLE COBBLY CLAY AND CIBO CLAY SOILS. DOMINANTS IN NON-NATIVE GRASSLAND INCLUDE HORDEUM LEPORINUM, VULPIA MYUROS, AVENA BARBATA, AGOSERIS HETEROPHYLLA, ERODIUM MOSCHATUM, BROMUS MOLLIS, AND B. RUBENS.

General: 140 PLANTS SEEN IN 1988, 150 SEEN IN 1990. SITE WAS NOT ACCESSIBLE IN 2010 BUT HABITAT APPEARED UNMODIFIED AND SUITABLE (VIEWED FROM A DISTANCE).

Owner/Manager: PVT

Occurrence No.	33	**Map Index:**	22197	**EO Index:**	7989	**Element Last Seen:**	2010-04-01
Occ. Rank:	Fair			**Presence:**	Presumed Extant	**Site Last Seen:**	2010-04-01
Occ. Type:	Natural/Native occurrence			**Trend:**	Decreasing	**Record Last Updated:**	2011-05-12

Quad Summary: Success Dam (3611818)

County Summary: Tulare

Lat/Long:	36.11099 / -118.97029	**Accuracy:**	specific area
UTM:	Zone-11 N3998056 E322660	**Elevation (ft):**	800
PLSS:	T21S, R28E, Sec. 08, S (M)	**Acres:**	348.0

Location: WEST OF FRAZIER VALLEY, APPROXIMATELY 0.5 TO 1.5 MILES WEST OF ROAD 276 / AVE 176 JUNCTION, NORTH OF ROCKY HILL.

Detailed Location: MAPPED BY CNDDB AS 3 POLYGONS TO ENCOMPASS MAP DATA FROM A 1988 HANSEN MAP AND 2010 VOLLMAR DIGITAL DATA.

Ecological: GROWING ON PORTERVILLE COBBLY CLAY AND CIBO CLAY SOILS. DOMINANTS IN NON-NATIVE GRASSLAND INCLUDE HORDEUM LEPORINUM, VULPIA MYUROS, AVENA BARBATA, AGOSERIS HETEROPHYLLA, ERODIUM MOSCHATUM, BROMUS MOLLIS, AND B. RUBENS.

General: 5000+ PLANTS SEEN IN 1988, 500 PLANTS SEEN IN 1990. APPROXIMATELY 200 PLANTS SEEN IN 2010.

Owner/Manager: PVT

Occurrence No.	34	**Map Index:**	22196	**EO Index:**	7991	**Element Last Seen:**	1988-04-09
Occ. Rank:	Fair			**Presence:**	Presumed Extant	**Site Last Seen:**	1988-04-09
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2011-05-09

Quad Summary:	Success Dam (3611818)
County Summary:	Tulare

Lat/Long:	36.10894 / -118.99899	**Accuracy:**	80 meters
UTM:	Zone-11 N3997881 E320072	**Elevation (ft):**	900
PLSS:	T21S, R28E, Sec. 18, NW (M)	**Acres:**	0.0

Location:	WEST OF FRAZIER VALLEY, APPROXIMATELY 2.5 MILES WEST OF ROAD 276/AVE 176 JUNCTION, NORTH OF ROCKY HILL.
Detailed Location:	LOCATED IN EXTREME NW CORNER OF SECTION 18.
Ecological:	GROWING ON PORTERVILLE CLAY/CIBO CLAY/CIBO ROCK OUTCROP COMPLEX SOILS. ASSOCIATES INCLUDE HORDEUM LEPORINUM, AVENA BARBATA, BRODIAEA LUTEA, LOMATIUM, RANUNCULUS, SENECIO, AMSINCKIA, BROMUS MOLLIS, VULPIA, MEDICAGO, AND BRASSICA NIGRA.
General:	2 PLANTS SEEN IN 1988. SITE WAS NOT ACCESSIBLE IN 2010.
Owner/Manager:	PVT

Occurrence No.	35	**Map Index:**	22195	**EO Index:**	7988	**Element Last Seen:**	1990-03-22
Occ. Rank:	Poor			**Presence:**	Presumed Extant	**Site Last Seen:**	1990-03-22
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2011-05-04

Quad Summary:	Success Dam (3611818)
County Summary:	Tulare

Lat/Long:	36.08287 / -118.98393	**Accuracy:**	80 meters
UTM:	Zone-11 N3994962 E321369	**Elevation (ft):**	660
PLSS:	T21S, R28E, Sec. 19, SE (M)	**Acres:**	0.0

Location:	WEST OF ROCKY HILL, APPROXIMATELY 1.2 MILES NORTH OF CLATTE DRIVE/HOLCOMB ROAD JUNCTION IN PORTERVILLE.
Detailed Location:	WITHIN THE SE 1/4 OF THE SE 1/4 OF SECTION 19, 0.6 KM (0.4 MI) EAST OF LINDA LANE.
Ecological:	ON CIBO CLAY SOILS GROWING IN HEAVILY GRAZED NON-NATIVE GRASSLAND. ASSOCIATES INCLUDE BRASSICA NIGRA, STELLARIA MEDIA, MEDICAGO POLYMORPHA, VULPIA MYUROS, AND AMSINCKIA INTERMEDIA.
General:	3 PLANTS SEEN IN 1988, 12 SEEN IN 1990. STEBBINS INDICATES THAT DUE TO SMALL POPULATION SIZE, THIS SITE MAY BE MARGINAL IN VIABILITY. SITE WAS NOT ACCESSIBLE IN 2010 BUT HABITAT APPEARED SUITABLE FROM THE ROAD IN 2010.
Owner/Manager:	PVT

Occurrence No.	37	**Map Index:**	30057	**EO Index:**	5259	**Element Last Seen:**	1928-03-XX
Occ. Rank:	None			**Presence:**	Extirpated	**Site Last Seen:**	1990-04-08
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2011-05-04

Quad Summary:	Lindsay (3611921)
County Summary:	Tulare

Lat/Long:	36.20321 / -119.08972	**Accuracy:**	1 mile
UTM:	Zone-11 N4008511 E312130	**Elevation (ft):**	
PLSS:	T20S, R27E, Sec. 07 (M)	**Acres:**	0.0

Location:	LINDSAY, TULARE COUNTY.
Detailed Location:	
Ecological:	
General:	ONLY LOCATION INFORMATION IS A 1928 HATHER COLLECTION. GENERAL AREA SURVEYED IN 1990; MOST OF THE AREAS SUPPORTING THE PREFERRED HEAVY CLAY SOILS HAVE BEEN CONVERTED TO CITRUS OR OLIVE ORCHARDS.
Owner/Manager:	PVT

Occurrence No.	45	**Map Index:**	74595	**EO Index:**	75595	**Element Last Seen:**	2006-04-21
Occ. Rank:	Fair			**Presence:**	Presumed Extant	**Site Last Seen:**	2006-04-21
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2011-05-04

Quad Summary:	Success Dam (3611818)
County Summary:	Tulare

Lat/Long:	36.08555 / -118.91814	**Accuracy:**	specific area
UTM:	Zone-11 N3995141 E327299	**Elevation (ft):**	682
PLSS:	T21S, R28E, Sec. 23, SE (M)	**Acres:**	0.0

Location:	SOUTHERN PORTION OF BOAT ISLAND, LAKE SUCCESS.
Detailed Location:	MAPPED IN THE NW 1/4 OF THE SE 1/4 OF SECTION 23. "BOAT ISLAND" IS NOT LABELED ON USGS TOPO MAP.
Ecological:	IN TALL AVENA FATUA ANNUAL GRASSLAND, UNGRAZED, WITH SPARSE VEGETATIVE COVER AT GROUND LEVEL. GENTLY SLOPING, S-FACING ALLUVIAL FAN. THE RARE CLARKIA SPRINGVILLENSIS OCCURS UPSLOPE AT BASE OF RHYOLITIC ROCK OUTCROPS.
General:	APPROXIMATELY 45 PLANTS OBSERVED IN 2006. SITE NOT VISITED IN 2010.
Owner/Manager:	DOD-COE

Occurrence No.	46	**Map Index:** 74597	**EO Index:**	75602	**Element Last Seen:**	2006-04-17
Occ. Rank:	Fair		**Presence:**	Presumed Extant	**Site Last Seen:**	2010-XX-XX
Occ. Type:	Natural/Native occurrence		**Trend:**	Decreasing	**Record Last Updated:**	2011-05-16

Quad Summary: Success Dam (3611818)

County Summary: Tulare

Lat/Long:	36.06507 / -118.92548	**Accuracy:**	specific area
UTM:	Zone-11 N3992881 E326593	**Elevation (ft):**	720
PLSS:	T21S, R28E, Sec. 35, NW (M)	**Acres:**	1.0

Location: ROCKY HILL RECREATION AREA, ON NORTH SIDE OF WORTH ROAD, NW SIDE OF DAM AT LAKE SUCCESS.

Detailed Location: MAPPED IN THE NW 1/4 OF THE NW 1/4 OF SECTION 35, APPROX. 300 FEET UPSLOPE FROM ROAD.

Ecological: SE-FACING SLOPE IN HEAVY CLAY. SOIL IS LAS POSAS-ROCK OUTCROP COMPLEX. ASSOCIATES INCLUDE ASCLEPIAS SPECIOSA, BROMUS MADRITENSIS RUBENS, LEONTODON TARAXACOIDES, PLAGIOBOTHRYS NOTHOFULVUS, AND THE RARE CONVOLVULUS SIMULANS.

General: APPROXIMATELY 120 PLANTS OBSERVED IN 2006. NO PLANTS WERE OBSERVED IN 2010; SITE HAS BEEN HEAVILY MODIFIED AND IS ADJACENT TO LAKE SUCCESS.

Owner/Manager: DOD-COE

Senecio aphanactis

Element Code: PDAST8H060

chaparral ragwort

Listing Status:	**Federal:**	None	**CNDDB Element Ranks:**	**Global:**	G3
	State:	None		**State:**	S2
	Other:	Rare Plant Rank - 1B.2, SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden, SB_CRES-San Diego Zoo CRES Native Gene Seed Bank			
Habitat:	**General:**	CHAPARRAL, CISMONTANE WOODLAND, COASTAL SCRUB.			
	Micro:	DRYING ALKALINE FLATS. 20-1020 M.			

Occurrence No.	67	**Map Index:** A5970	**EO Index:**	107724	**Element Last Seen:**	1982-03-20
Occ. Rank:	Unknown		**Presence:**	Presumed Extant	**Site Last Seen:**	1982-03-20
Occ. Type:	Natural/Native occurrence		**Trend:**	Unknown	**Record Last Updated:**	2017-08-17

Quad Summary: Success Dam (3611818)

County Summary: Tulare

Lat/Long:	36.06709 / -118.89678	**Accuracy:**	1/5 mile
UTM:	Zone-11 N3993055 E329183	**Elevation (ft):**	1200
PLSS:	T21S, R28E, Sec. 25, SE (M)	**Acres:**	70.0

Location: MINE HILL SOUTHEAST OF CA HIGHWAY 190 ABOVE LAKE SUCCESS AND SOUTH OF SOUTH FORK TULE RIVER.

Detailed Location: MAPPED AS BEST GUESS BY CNDDB AROUND PORTION OF MINE HILL THAT IS WITHIN GIVEN SECTION 25 AND AROUND GIVEN ELEVATION OF 1200 FT.

Ecological: ON CLAY-LIKE SOILS ON STEEP NORTH-FACING SLOPE IN A BLUE OAK WOODLAND.

General: SITE IS BASED ON A 1982 SHEVOCK COLLECTION, ANNOTATED AS SENECIO APHANACTIS BY TROCK IN 2012. NEEDS FIELDWORK.

Owner/Manager: UNKNOWN

Monolopia congdonii **Element Code:** PDASTA8010

San Joaquin woollythreads

Listing Status:	**Federal:**	Endangered	**CNDDB Element Ranks:**	**Global:**	G2
	State:	None		**State:**	S2
	Other:	Rare Plant Rank - 1B.2, SB_UCBG-UC Botanical Garden at Berkeley			
Habitat:	**General:**	CHENOPOD SCRUB, VALLEY AND FOOTHILL GRASSLAND.			
	Micro:	ALKALINE OR LOAMY PLAINS; SANDY SOILS, OFTEN WITH GRASSES AND WITHIN CHENOPOD SCRUB. 55-840 M.			

Occurrence No.	111	**Map Index:** 99233	**EO Index:** 100761	**Element Last Seen:**	1881-03-XX
Occ. Rank:	None		**Presence:** Possibly Extirpated	**Site Last Seen:**	1881-03-XX
Occ. Type:	Natural/Native occurrence		**Trend:** Unknown	**Record Last Updated:**	2019-08-15

Quad Summary: Posey (3511876), Johnsondale (3511885), California Hot Springs (3511886), Gibbon Peak (3511887), Fountain Springs (3511888), Ducor (3511981), Sausalito School (3511982), Pixley (3511983), Alpaugh (3511984), Success Dam (3611818)

County Summary: Tulare

Lat/Long:	36.00692 / -118.95842	**Accuracy:**	non-specific area
UTM:	Zone-11 N3986490 E323497	**Elevation (ft):**	
PLSS:	T22S, R28E, Sec. 21 (M)	**Acres:**	4128.0

Location: DEER CREEK, TULARE COUNTY.

Detailed Location: EXACT LOCATION UNKNOWN. MAPPED AS A BEST GUESS ALONG THE ENTIRE LENGTH OF DEER CREEK.

Ecological:

General: TYPE LOCALITY. SITE BASED ON AN 1881 CONGDON COLLECTION. NEEDS FIELDWORK.

Owner/Manager: UNKNOWN

Atriplex minuscula **Element Code:** PDCHE042M0

lesser saltscale

Listing Status:	**Federal:**	None	**CNDDB Element Ranks:**	**Global:**	G2
	State:	None		**State:**	S2
	Other:	Rare Plant Rank - 1B.1, SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden			
Habitat:	**General:**	CHENOPOD SCRUB, PLAYAS, VALLEY AND FOOTHILL GRASSLAND.			
	Micro:	IN ALKALI SINK AND GRASSLAND IN SANDY, ALKALINE SOILS. 0-225 M.			

Occurrence No.	32	**Map Index:** B0726	**EO Index:** 56694	**Element Last Seen:**	2010-09-24
Occ. Rank:	Good		**Presence:** Presumed Extant	**Site Last Seen:**	2010-09-24
Occ. Type:	Natural/Native occurrence		**Trend:** Unknown	**Record Last Updated:**	2018-09-19

Quad Summary: Cairns Corner (3611922)

County Summary: Tulare

Lat/Long:	36.14895 / -119.2359	**Accuracy:**	specific area
UTM:	Zone-11 N4002785 E298848	**Elevation (ft):**	300
PLSS:	T20S, R25E, Sec. 35, N (M)	**Acres:**	120.0

Location: BOTH SIDES OF BLISS ROAD, 0.5-1 MILE N OF STRATHMORE ROAD, 5.7 MILES SE OF TULARE MUNICIPAL AIRPORT.

Detailed Location: MAPPED AS SEVERAL POLYGONS ACCORDING TO 1999 PRESTON MAP (NON-SPECIFIC SQUARE PORTION IN THE SW 1/4 OF THE NE 1/4 OF SECTION 35) AND 2010 PRESTON DIGITAL DATA (PORTION IN THE NW 1/4 OF SECTION 35).

Ecological: IN SWALES AND MARGINS OF SLICKSPOTS IN ANNUAL GRASSLAND. WITH SUAEDA MOQUINII, HORDEUM MARINUM SSP. GUSSONEANUM, AND HEMIZONIA PUNGENS. INTERMIXED WITH THE RARE ATRIPLEX SUBTILIS AND A. ERECTICAULIS.

General: UNKNOWN NUMBER OF PLANTS SEEN IN 1997, 1998, AND 1999. 3400 PLANTS OBSERVED IN 2010; PORTION OF OCCURRENCE IN SW 1/4 OF THE NE 1/4 OF SECTION 35 HAS BEEN ELIMINATED BY LANDFILL EXPANSION. INCLUDES FORMER OCCURRENCE #33.

Owner/Manager: TUL COUNTY

Atriplex subtilis **Element Code:** PDCHE042T0

subtle orache

Listing Status:	**Federal:**	None	**CNDDB Element Ranks:**	**Global:**	G1
	State:	None		**State:**	S1
	Other:	Rare Plant Rank - 1B.2, BLM_S-Sensitive			
Habitat:	**General:**	VALLEY AND FOOTHILL GRASSLAND.			
	Micro:	ALKALINE SOILS. 20-100 M.			

Occurrence No.	25	**Map Index:** 56674	**EO Index:** 56690	**Element Last Seen:**	1999-08-17
Occ. Rank:	Excellent		**Presence:** Presumed Extant	**Site Last Seen:**	1999-08-17
Occ. Type:	Natural/Native occurrence		**Trend:** Unknown	**Record Last Updated:**	2011-05-24

Quad Summary: Cairns Corner (3611922)

County Summary: Tulare

Lat/Long:	36.14902 / -119.23658	**Accuracy:**	specific area
UTM:	Zone-11 N4002795 E298786	**Elevation (ft):**	305
PLSS:	T20S, R25E, Sec. 35, NW (M)	**Acres:**	215.1

Location: BOTH SIDES OF BLISS ROAD, 0.5-1 MILE NORTH OF STRATHMORE ROAD, 5.7 MILES SE OF TULARE MUNICIPAL AIRPORT.

Detailed Location: MAPPED WITHIN THE NW 1/4 AND THE SW 1/4 NE 1/4 SECTION 35 ON TULARE COUNTY LANDFILL PROPERTY.

Ecological: IN SWALES AND MARGINS OF SLICKSPOTS IN ANNUAL GRASSLAND. WITH SUAEDA MOQUINII, HORDEUM MARINUM SSP. GUSSONEANUM, AND HEMIZONIA PUNGENS. INTERMIXED WITH THE RARE ATRIPLEX MINUSCULA AND A. ERECTICAULIS.

General: 1000'S OF INDIVIDUALS OBSERVED BY PRESTON IN 1999.

Owner/Manager: TUL COUNTY

Atriplex cordulata var. erecticaulis

Element Code: PDCHE042V0

Earlimart orache

Listing Status:	**Federal:**	None	**CNDDB Element Ranks:**	**Global:**	GNRT1
	State:	None		**State:**	S1
	Other:	Rare Plant Rank - 1B.2, BLM_S-Sensitive			
Habitat:	**General:**	VALLEY AND FOOTHILL GRASSLAND.			
	Micro:	60-115 M.			

Occurrence No.	20	**Map Index:** B5725	**EO Index:**	66427	**Element Last Seen:** 2010-09-24
Occ. Rank:	Good		**Presence:**	Presumed Extant	**Site Last Seen:** 2010-09-24
Occ. Type:	Natural/Native occurrence		**Trend:**	Unknown	**Record Last Updated:** 2020-06-22

Quad Summary: Cairns Corner (3611922)

County Summary: Tulare

Lat/Long:	36.14941 / -119.23575	**Accuracy:**	specific area
UTM:	Zone-11 N4002836 E298862	**Elevation (ft):**	308
PLSS:	T20S, R25E, Sec. 35, N (M)	**Acres:**	164.0

Location: TULARE COUNTY LANDFILL PROPERTY, 5.7 MILES SOUTHEAST OF TULARE MUNICIPAL AIRPORT.

Detailed Location: MAPPED AS SEVERAL POLYGONS ACCORDING TO 1999 PRESTON MAP AND 2010 PRESTON DIGITAL DATA. PLANTS IN THE SW 1/4 OF THE NE 1/4 OF SECTION 35 HAVE BEEN ELIMINATED BY 2010 DUE TO LANDFILL EXPANSION; REMAINING PLANTS IN CONSERVATION PARCEL.

Ecological: IN SWALES AND MARGINS OF SLICKSPOTS IN ANNUAL GRASSLAND, WITH SUAEDA MOQUINII AND HEMIZONIA PUNGENS. OTHER ASSOCIATES INCLUDE BROMUS DIANDRUS, HORDEUM DEPRESSUM, A. SUBTILIS AND A. MINISCULA. SOILS ALKALINE.

General: UNKNOWN NUMBER OF PLANTS OBSERVED IN 1997 AND 1999. 6200 PLANTS OBSERVED IN THE NW 1/4 OF SECTION 35 IN 2010.

Owner/Manager: TUL COUNTY

Sidalcea keckii

Element Code: PDMAL110D0

Keck's checkerbloom

Listing Status:	**Federal:**	Endangered	**CNDDB Element Ranks:**	**Global:**	G2
	State:	None		**State:**	S2
	Other:	Rare Plant Rank - 1B.1, SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden			
Habitat:	**General:**	CISMONTANE WOODLAND, VALLEY AND FOOTHILL GRASSLAND.			
	Micro:	GRASSY SLOPES IN BLUE OAK WOODLAND. ON SERPENTINE-DERIVED, CLAY SOILS, AT LEAST SOMETIMES. 85-505 M.			

Occurrence No.	5	**Map Index:**	21637	**EO Index:**	17766	**Element Last Seen:**	1992-04-15
Occ. Rank:	None			**Presence:**	Extirpated	**Site Last Seen:**	2002-XX-XX
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2019-08-12

Quad Summary: Success Dam (3611818)

County Summary: Tulare

Lat/Long:	36.03383 / -118.92572	**Accuracy:**	80 meters
UTM:	Zone-11 N3989416 E326503	**Elevation (ft):**	750
PLSS:	T22S, R28E, Sec. 11, NW (M)	**Acres:**	0.0

Location: APPROXIMATELY 1.5 AIR MILES SOUTH OF HIGHWAY 190, 2 MILES SW OF SUCCESS DAM.

Detailed Location: 0.2 MILE WEST OF SCE POWERLINES. NEAR MINE HILL, ON LOWER LATERAL SLOPES (EAST OF PORTERVILLE).

Ecological: SW-FACING SLOPE WITH SPARSE COMPETITIVE ANNUAL GRASSES. IN CENTERVILLE CLAY SOILS. ASSOCIATED WITH BROMUS RUBENS, LEPIDIUM NITIDUM, PLANTAGO HOOKERIANA, SENECIO VULGARIS, AND SILENE GALLICA.

General: 60 PLANTS SEEN IN 1992. THIS SPECIES WAS CONSIDERED POSSIBLY EXTINCT; FIRST TIME SEEN IN 53 YEARS IN 1992. EXTIRPATED IN OR BEFORE 2002 BY ORANGE GROVES ACCORDING TO STEBBINS.

Owner/Manager: PVT

Occurrence No.	20	**Map Index:**	B3670	**EO Index:**	116583	**Element Last Seen:**	1954-05-08
Occ. Rank:	Unknown			**Presence:**	Presumed Extant	**Site Last Seen:**	1954-05-08
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2019-08-12

Quad Summary: Globe (3611817), Success Dam (3611818)

County Summary: Tulare

Lat/Long:	36.09988 / -118.87017	**Accuracy:**	1 mile
UTM:	Zone-11 N3996646 E331649	**Elevation (ft):**	800
PLSS:	T21S, R29E, Sec. 17 (M)	**Acres:**	1987.0

Location: TULE RIVER VALLEY, 4.5 MILES BELOW SPRINGVILLE.

Detailed Location: EXACT LOCATION UNKNOWN. MAPPED AS BEST GUESS BY CNDDB CENTERED AROUND 4.5 ROAD MILES SOUTHWEST OF SPRINGVILLE ALONG HIGHWAY 190, WHERE THE HIGHWAY CROSSES THE TULE RIVER VALLEY. GIVEN ELEVATION IS 800 FEET.

Ecological: GRASSY FLAT.

General: ONLY SOURCE OF INFORMATION FOR THIS SITE IS A 1954 HOWELL & BARNEBY COLLECTION. NEEDS FIELDWORK.

Owner/Manager: UNKNOWN

Clarkia springvillensis

Element Code: PDONA05120

Springville clarkia

Listing Status:	**Federal:**	Threatened	**CNDDB Element Ranks:**	**Global:**	G2
	State:	Endangered		**State:**	S2
	Other:	Rare Plant Rank - 1B.2, SB_UCSC-UC Santa Cruz			
Habitat:	**General:**	CHAPARRAL, CISMONTANE WOODLAND, VALLEY AND FOOTHILL GRASSLAND.			

Micro: CUTBANKS AND OPENINGS IN BLUE OAK WOODLAND. DECOMPOSED GRANITE LOAM. 210-2255 M.

Occurrence No.	19	**Map Index:**	55935	**EO Index:**	55951	**Element Last Seen:**	2002-04-16
Occ. Rank:	Fair			**Presence:**	Presumed Extant	**Site Last Seen:**	2002-04-16
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2017-11-09

Quad Summary: Porterville (3611911)

County Summary: Tulare

Lat/Long:	36.10634 / -119.00562	**Accuracy:**	80 meters
UTM:	Zone-11 N3997606 E319469	**Elevation (ft):**	800
PLSS:	T21S, R27E, Sec. 13, NE (M)	**Acres:**	0.0

Location: NE OF PORTERVILLE, WEST SIDE OF PLANO STREET, BELOW LEWIS HILL PRESERVE. APPROX 0.25 MI E OF LEWIS HILL.

Detailed Location: BETWEEN ROAD SHOULDER AND FENCE, OUTSIDE OF FENCE OF PRESERVE.

Ecological: ALIEN GRASSES ARE ASSOCIATES. ON STEEP W-FACING SLOPE.

General: ABOUT 5 PLANTS SEEN BY STEWART IN 2002.

Owner/Manager: USFS-SEQUOIA NF

Occurrence No.	29	**Map Index:**	A7894	**EO Index:**	109680	**Element Last Seen:**	2016-03-29
Occ. Rank:	Good			**Presence:**	Presumed Extant	**Site Last Seen:**	2016-03-29
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2018-01-05

Quad Summary: Success Dam (3611818)

County Summary: Tulare

Lat/Long:	36.06347 / -118.92498	**Accuracy:**	specific area
UTM:	Zone-11 N3992703 E326635	**Elevation (ft):**	700
PLSS:	T21S, R28E, Sec. 35, NW (M)	**Acres:**	4.0

Location: WEST END OF LAKE SUCCESS DAM; NEAR SPILLWAY AND ARMY CORP PARKING LOT.

Detailed Location: MAPPED ACCORDING TO 2006 BEYERL MAP AND 2016 PROVANCE COORDINATES. IN THE NW 1/4 OF THE NW 1/4 OF SECTION 35.

Ecological: GRASSY SLOPE DOMINATED BY BROMUS DIANDRUS/AVENA BARBATA. NATIVE ANNUALS COMMON INCLUDING PHACELIA CICUTARIA, CLAYTONIA, TRITELEIA LAXA, T. IXIOIDES, LESSINGIA FILAGINIFOLIA. PLANTS ONLY FOUND ON NE AND N ASPECTS.

General: APPROXIMATELY 300 PLANTS OBSERVED IN 2006 AND 200 PLANTS OBSERVED IN 2016. PLANTS COMPARED WITH POPULATION AT LEWIS HILL (EO #19). ID NEEDS VERIFICATION; CLARKIA PLANTS ON BOAT ISLAND HAVE BEEN IDENTIFIED AS C. EXILIS BY FRANK VASEK.

Owner/Manager: DOD-COE

Occurrence No.	30	**Map Index:**	A7895	**EO Index:**	109681	**Element Last Seen:**	2017-05-11
Occ. Rank:	Unknown			**Presence:**	Presumed Extant	**Site Last Seen:**	2017-05-11
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2018-01-02

Quad Summary: Success Dam (3611818)

County Summary: Tulare

Lat/Long:	36.09831 / -118.95334	**Accuracy:**	80 meters
UTM:	Zone-11 N3996619 E324158	**Elevation (ft):**	815
PLSS:	T21S, R28E, Sec. 16, SE (M)	**Acres:**	5.0

Location: 1/4 MILE SE OF INTERSECTION OF FRAZIER DIKE ROAD AND PRIVATE ROAD, NORTH END OF ROCKY HILL, NW END OF LAKE SUCCESS.

Detailed Location: MAPPED ACCORDING TO 2017 GORDON-BLACKWOOD COORDINATES, IN THE NW 1/4 OF THE SE 1/4 OF SECTION 16.

Ecological: OAK WOODLAND FOOHILL. AMONG ROCKS AND CLARKIA CYLINDRICA.

General: 25 PLANTS OBSERVED IN 2017. ID NEEDS VERIFICATION; NEARBY CLARKIA PLANTS ON BOAT ISLAND AT LAKE SUCCESS HAVE BEEN IDENTIFIED AS C. EXILIS BY FRANK VASEK.

Owner/Manager: UNKNOWN

Leptosiphon serrulatus

Element Code: PDPLM09130

Madera leptosiphon

Listing Status:	**Federal:**	None	**CNDDB Element Ranks:**	**Global:** G3
	State:	None		**State:** S3
	Other:	Rare Plant Rank - 1B.2, BLM_S-Sensitive, SB_SBBG-Santa Barbara Botanic Garden, USFS_S-Sensitive		
Habitat:	**General:**	CISMONTANE WOODLAND, LOWER MONTANE CONIFEROUS FOREST.		
	Micro:	DRY SLOPES; OFTEN ON DECOMPOSED GRANITE IN WOODLAND. 80-1645 M.		

Occurrence No.	18	**Map Index:**	30797	**EO Index:**	13155	**Element Last Seen:**	1935-03-28
Occ. Rank:	Unknown			**Presence:**	Presumed Extant	**Site Last Seen:**	1935-03-28
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	1995-03-03

Quad Summary: Success Dam (3611818)

County Summary: Tulare

Lat/Long:	36.02211 / -118.95016	**Accuracy:**	1 mile
UTM:	Zone-11 N3988160 E324275	**Elevation (ft):**	1000
PLSS:	T22S, R28E (M)	**Acres:**	0.0

Location: 4 MILES SOUTHEAST OF PORTERVILLE.

Detailed Location: MAPPED AT CNDDB APPROX 1.5 MILES SOUTH OF HIGHWAY 190 AND APPROX 2 MILES W OF ROAD 298, AND 4 MILES DUE SE OF PORTERVILLE.

Ecological:

General: ONLY SOURCE OF INFORMATION IS A 1935 COLLECTION BY RICHARDSON. NEEDS FIELDWORK.

Owner/Manager: UNKNOWN

Navarretia nigelliformis ssp. radians **Element Code:** PDPLM0C0J2

shining navarretia

Listing Status:	**Federal:**	None	**CNDDB Element Ranks:**	**Global:**	G4T2T3
	State:	None		**State:**	S2S3
	Other:	Rare Plant Rank - 1B.2, BLM_S-Sensitive			
Habitat:	**General:**	CISMONTANE WOODLAND, VALLEY AND FOOTHILL GRASSLAND, VERNAL POOLS.			
	Micro:	APPARENTLY IN GRASSLAND, AND NOT NECESSARILY IN VERNAL POOLS. 60-975 M.			

Occurrence No.	77 **Map Index:** B0126	**EO Index:**	111985	**Element Last Seen:**	2016-06-06
Occ. Rank:	Excellent	**Presence:**	Presumed Extant	**Site Last Seen:**	2016-06-06
Occ. Type:	Natural/Native occurrence	**Trend:**	Unknown	**Record Last Updated:**	2018-07-25

Quad Summary: Success Dam (3611818)

County Summary: Tulare

Lat/Long:	36.07663 / -118.92837	**Accuracy:**	specific area
UTM:	Zone-11 N3994169 E326359	**Elevation (ft):**	810
PLSS:	T21S, R28E, Sec. 27, NE (M)	**Acres:**	2.0

Location: LAKE SUCCESS AREA; TRANSMISSION LINE CORRIDOR ABOUT 1 MILE NNW OF THE SPILLWAY, ABOUT 5 MILES E OF PORTERVILLE.

Detailed Location: MAPPED ACCORDING TO 2016 PROVANCE COORDINATES, ON THE SECTION LINE BETWEEN THE NE 1/4 OF SECTION 27 AND THE NW 1/4 OF SECTION 26.

Ecological: GENTLE SLOPE; ANNUAL GRASSLAND DOMINATED BY AVENA AND BROMUS HORDEACEUS, WITH HOLOCARPHA HEERMANNII. ADOBE SOILS.

General: ABOUT 2000 PLANTS SEEN IN 2016.

Owner/Manager: PVT-SCE

Delphinium recurvatum

Element Code: PDRAN0B1J0

recurved larkspur

Listing Status:	**Federal:**	None	**CNDDB Element Ranks:**	**Global:**	G2?
	State:	None		**State:**	S2
	Other:	Rare Plant Rank - 1B.2, BLM_S-Sensitive, SB_SBBG-Santa Barbara Botanic Garden			
Habitat:	**General:**	CHENOPOD SCRUB, VALLEY AND FOOTHILL GRASSLAND, CISMONTANE WOODLAND.			
	Micro:	ON ALKALINE SOILS; OFTEN IN VALLEY SALTBUSH OR VALLEY CHENOPOD SCRUB. 3-790 M.			

Occurrence No.	82	**Map Index:**	98907	**EO Index:**	58418	**Element Last Seen:**	2010-04-30
Occ. Rank:	Good			**Presence:**	Presumed Extant	**Site Last Seen:**	2010-04-30
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2016-01-22

Quad Summary: Cairns Corner (3611922)

County Summary: Tulare

Lat/Long:	36.14867 / -119.23647	**Accuracy:**	non-specific area
UTM:	Zone-11 N4002755 E298795	**Elevation (ft):**	305
PLSS:	T20S, R25E, Sec. 35, N (M)	**Acres:**	159.0

Location: TULARE COUNTY LANDFILL PROPERTY, BOTH SIDES OF BLISS ROAD ABOUT 0.5 TO 1 MILE NORTH OF STRATHMORE ROAD.

Detailed Location: POLYGONS ON WEST SIDE OF ROAD ARE SPECIFIC BASED ON DIGITAL DATA FROM 1998, 2006, AND 2010. POLYGON ON EAST SIDE OF ROAD IS NON-SPECIFIC BASED ON TRS INFORMATION AND PRESTON NOTE THAT PLANTS HAVE BEEN ELIMINATED FROM THIS AREA.

Ecological: IN GRASSLANDS WITH BROMUS DIANDRUS, HORDEUM DEPRESSUM, B. HORDEACEUS, LACTUCA SERRIOLA, AMSINCKIA MENZIESII, SUAEDA MOQUINII, CENTROMADIA PUNGENS. SOILS ALKALINE.

General: 500+ PLANTS SEEN IN 1998. 1,231 PLANTS IN 2006. 1,217 PLANTS IN 2010.

Owner/Manager: TUL COUNTY

Occurrence No.	136	**Map Index:**	64848	**EO Index:**	117097	**Element Last Seen:**	1937-05-02
Occ. Rank:	Unknown			**Presence:**	Presumed Extant	**Site Last Seen:**	1937-05-02
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2019-10-10

Quad Summary: Frazier Valley (3611828), Chickencoop Canyon (3611838), Lindsay (3611921), Rocky Hill (3611931)

County Summary: Tulare

Lat/Long:	36.27766 / -119.02264	**Accuracy:**	5 miles
UTM:	Zone-11 N4016644 E318333	**Elevation (ft):**	
PLSS:	T19S, R27E, Sec. 14 (M)	**Acres:**	0.0

Location: YOKOHL VALLEY.

Detailed Location: EXACT LOCATION UNKNOWN. MAPPED BY CNDDB TO ENCOMPASS YOKOHL VALLEY.

Ecological:

General: ONLY SOURCE OF INFORMATION FOR THIS SITE IS A 1937 WINBLAD COLLECTION. NEEDS FIELDWORK.

Owner/Manager: UNKNOWN

Diplacus pictus

Element Code: PDSCR1B240

calico monkeyflower

Listing Status:	**Federal:**	None	**CNDDB Element Ranks:**	**Global:**	G2
	State:	None		**State:**	S2
	Other:	Rare Plant Rank - 1B.2, BLM_S-Sensitive, SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden			
Habitat:	**General:**	BROADLEAFED UPLAND FOREST, CISMONTANE WOODLAND.			

Micro: IN BARE GROUND AROUND GOOSEBERRY BUSHES OR AROUND GRANITE ROCK OUTCROPS. 180-1280 M.

Occurrence No.	21	**Map Index:**	00073	**EO Index:**	17680	**Element Last Seen:**	1983-04-26
Occ. Rank:	Unknown			**Presence:**	Presumed Extant	**Site Last Seen:**	1983-04-26
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2016-11-04

Quad Summary: Success Dam (3611818)

County Summary: Tulare

Lat/Long:	36.07436 / -118.93782	**Accuracy:**	1/5 mile
UTM:	Zone-11 N3993934 E325502	**Elevation (ft):**	1440
PLSS:	T21S, R28E, Sec. 27 (M)	**Acres:**	0.0

Location: IN SADDLE OF ROCKY HILL BETWEEN ELEVATION POINTS 1593 AND 1567, WEST OF LAKE SUCCESS AND EAST OF PORTERVILLE.

Detailed Location: MAPPED BY CNDDB IN THE SE 1/4 OF THE NW 1/4 OF SECTION 27 BASED ON 1983 SHEVOCK FIELD SURVEY.

Ecological: AT BASE OF RIBES QUERCETORUM AND GRANITIC BOULDERS.

General: ABOUT 20 PLANTS OBSERVED IN 1983. COLLECTIONS FROM "PORTERVILLE", "3 MI E OF PORTERVILLE", "LOWEST FOOTHILLS ABOUT 2 MI E OF PORTERVILLE", AND "ROCKY HILL JUST E OF PORTERVILLE" ARE ATTRIBUTED TO THIS OCCURRENCE. INCLUDES FORMER OCC #24.

Owner/Manager: PVT

Occurrence No.	25	**Map Index:**	30057	**EO Index:**	64806	**Element Last Seen:**	1921-04-19
Occ. Rank:	Unknown			**Presence:**	Presumed Extant	**Site Last Seen:**	1921-04-19
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2016-11-03

Quad Summary: Lindsay (3611921)

County Summary: Tulare

Lat/Long:	36.20321 / -119.08972	**Accuracy:**	1 mile
UTM:	Zone-11 N4008511 E312130	**Elevation (ft):**	
PLSS:	T20S, R27E, Sec. 07 (M)	**Acres:**	0.0

Location: LINDSAY.

Detailed Location:

Ecological:

General: ONLY SOURCE OF INFORMATION FOR THIS SITE IS 1921 COLLECTION BY FENN. NEEDS FIELDWORK.

Owner/Manager: UNKNOWN

Occurrence No.	36	**Map Index:** 64848	**EO Index:**	64927	**Element Last Seen:**	1935-03-XX
Occ. Rank:	Unknown		**Presence:**	Presumed Extant	**Site Last Seen:**	1935-03-XX
Occ. Type:	Natural/Native occurrence		**Trend:**	Unknown	**Record Last Updated:**	2015-09-25

Quad Summary: Frazier Valley (3611828), Chickencoop Canyon (3611838), Lindsay (3611921), Rocky Hill (3611931)

County Summary: Tulare

Lat/Long:	36.27766 / -119.02264	**Accuracy:**	5 miles
UTM:	Zone-11 N4016644 E318333	**Elevation (ft):**	600
PLSS:	T19S, R27E, Sec. 14 (M)	**Acres:**	0.0

Location: YOKOHL VALLEY.

Detailed Location: MAPPED TO INCLUDE ENTIRE YOKOHL VALLEY BY CNDDB. SOURCE DATA VAGUE.

Ecological:

General: ONLY SOURCE OF INFORMATION FOR THIS SITE IS 1935 COLLECTION BY WOGLUM. NEEDS FIELDWORK.

Owner/Manager: UNKNOWN

Fritillaria striata

Element Code: PMLIL0V0K0

striped adobe-lily

Listing Status:	**Federal:**	None	**CNDDB Element Ranks:**	**Global:**	G1
	State:	Threatened		**State:**	S1
	Other:	Rare Plant Rank - 1B.1, BLM_S-Sensitive, SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden, SB_SBBG-Santa Barbara Botanic Garden, SB_USDA-US Dept of Agriculture, USFS_S-Sensitive			
Habitat:	**General:**	CISMONTANE WOODLAND, VALLEY AND FOOTHILL GRASSLAND.			
	Micro:	HEAVY CLAY ADOBE SOILS IN OAK GRASSLAND. 135-1460 M.			

Occurrence No.	8	**Map Index:** 22816	**EO Index:**	7994	**Element Last Seen:**	1927-03-13
Occ. Rank:	None		**Presence:**	Extirpated	**Site Last Seen:**	1927-03-13
Occ. Type:	Natural/Native occurrence		**Trend:**	Unknown	**Record Last Updated:**	2006-06-09

Quad Summary: Success Dam (3611818), Porterville (3611911)

County Summary: Tulare

Lat/Long:	36.07216 / -119.00473	**Accuracy:**	1 mile
UTM:	Zone-11 N3993812 E319471	**Elevation (ft):**	450
PLSS:	T21S, R27E, Sec. 25 (M)	**Acres:**	0.0

Location: PORTERVILLE.

Detailed Location:

Ecological:

General: HERBARIUM LABEL IS ONLY SOURCE OF LOCATION INFORMATION FOR THIS SITE. ACCORDING TO SHEVOCK, THIS AREA HAS BEEN PLOWED FOR AGRICULTURE AND ALL ADOBE SOILS ARE GONE.

Owner/Manager: UNKNOWN

Occurrence No.	9	**Map Index:**	22813	**EO Index:**	64957	**Element Last Seen:**	1988-04-01
Occ. Rank:	Poor			**Presence:**	Presumed Extant	**Site Last Seen:**	1988-04-01
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2006-06-15

Quad Summary:	Success Dam (3611818)
County Summary:	Tulare

Lat/Long:	36.11091 / -118.98101	**Accuracy:**	80 meters
UTM:	Zone-11 N3998067 E321695	**Elevation (ft):**	900
PLSS:	T21S, R28E, Sec. 08, SW (M)	**Acres:**	0.0

Location:	NORTH OF ROCKY HILL, 1.4 MILE WEST OF THE JUNCTION OF ROAD 276 AND AVE 176.
Detailed Location:	
Ecological:	GROWING IN A NON-NATIVE GRASSLAND. CIBO-ROCK COMPLEX SOILS. ASSOCIATES INCLUDE HORDEUM LEPORINUM, VULPIA MYUROS, BROMUS MOLLIS, AVENA BARBATA, NAVARRETIA, ACHYRACHAENA MOLLIS, SENECIO VULGARE, BRODIAEA LAXA, SANICULA, AND ERODIUM.
General:	86 PLANTS OBSERVED IN 1988 WITHIN AN AREA OF 36 SQUARE METERS. 1936 AND 1958 COLLECTIONS BY HOOVER FROM "FRAZIER VALLEY" ATTRIBUTED HERE. INCLUDES FORMER OCCURRENCE #22.
Owner/Manager:	UNKNOWN

Occurrence No.	11	**Map Index:**	64879	**EO Index:**	64958	**Element Last Seen:**	1938-03-01
Occ. Rank:	None			**Presence:**	Extirpated	**Site Last Seen:**	1983-XX-XX
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2006-06-15

Quad Summary:	Frazier Valley (3611828), Chickencoop Canyon (3611838), Lindsay (3611921), Rocky Hill (3611931)
County Summary:	Tulare

Lat/Long:	36.20961 / -119.00691	**Accuracy:**	5 miles
UTM:	Zone-11 N4009065 E319590	**Elevation (ft):**	
PLSS:	T20S, R27E, Sec. 12 (M)	**Acres:**	0.0

Location:	5 MILES EAST OF LINDSEY.
Detailed Location:	EXACT LOCATION UNKNOWN. MAPPED BY CNDDB AS BEST GUESS CENTERED 5 AIR MILES EAST OF LINDSAY.
Ecological:	
General:	OCCURRENCE BASED ON TWO COLLECTIONS: HARTER IN 1928 FROM LINDSEY, AND WINDBLAD IN 1938 FROM 5 MILES EAST OF LINDSEY. OCCURRENCE EXTIRPATED BY 1983 ACCORDING TO SHEVOCK. AREA PLOWED AND UNDER AGRICULTURE, ALL ADOBE SOILS ARE GONE.
Owner/Manager:	UNKNOWN

Occurrence No.	21	**Map Index:**	00213	**EO Index:**	21996	**Element Last Seen:**	198X-XX-XX
Occ. Rank:	Unknown			**Presence:**	Presumed Extant	**Site Last Seen:**	198X-XX-XX
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	1989-08-11

Quad Summary:	Success Dam (3611818)
County Summary:	Tulare

Lat/Long:	36.05688 / -118.89537	**Accuracy:**	1 mile
UTM:	Zone-11 N3991919 E329287	**Elevation (ft):**	1700
PLSS:	T21S, R28E, Sec. 36, SE (M)	**Acres:**	0.0

Location:	MINE HILL, NEAR LAKE SUCCESS.
Detailed Location:	
Ecological:	ON ADOBE SOIL.
General:	REPORTED FROM HERE BY JIM SHEVOCK.
Owner/Manager:	UNKNOWN

Occurrence No.	23	**Map Index:**	22814	**EO Index:**	7993	**Element Last Seen:**	1990-03-29
Occ. Rank:	Fair			**Presence:**	Presumed Extant	**Site Last Seen:**	1990-03-29
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	1993-03-03

Quad Summary:	Success Dam (3611818)
County Summary:	Tulare

Lat/Long:	36.07098 / -118.92952	**Accuracy:**	80 meters
UTM:	Zone-11 N3993544 E326242	**Elevation (ft):**	950
PLSS:	T21S, R28E, Sec. 27, SE (M)	**Acres:**	0.0

Location:	SOUTHEAST OF ROCKY HILL, WEST OF LAKE SUCCESS; 1.2 KM (0.8 MI) NNE OF HILLTOP "WORTH, 1518" ON TOPO MAP.
Detailed Location:	
Ecological:	GROWING IN A FOOTHILL GRASSLAND COMMUNTY DOMINATED BY ANNUAL GRASSES.
General:	ONLY 2 PLANTS FOUND.
Owner/Manager:	PVT

Occurrence No.	24	**Map Index:**	22815	**EO Index:**	7995	**Element Last Seen:**	2007-03-01
Occ. Rank:	Good			**Presence:**	Presumed Extant	**Site Last Seen:**	2007-03-01
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2009-04-02

Quad Summary: Porterville (3611911)

County Summary: Tulare

Lat/Long:	36.10899 / -119.01147	**Accuracy:**	specific area
UTM:	Zone-11 N3997910 E318949	**Elevation (ft):**	900
PLSS:	T21S, R27E, Sec. 13, NW (M)	**Acres:**	23.0

Location: LEWIS HILL, NORTH OF PORTERVILLE.

Detailed Location: INCLUDES N 1/2 OF NW 1/4 OF SECTION 13 AND THE SW 1/4 OF THE SW 1/4 OF SECTION 12. THERE APPEARS TO BE ABUNDANT SUITABLE HABITAT, HOWEVER ONLY UNGRAZED AREAS HAVE FRITILLARIA STRIATA.

Ecological: GROWING IN NON-NATIVE GRASSLAND ON A CIBO-ROCK OUTCROP COMPLEX. ASSOCIATES INCLUDE HORDEUM LEPORINUM, BRODIAEA LAXA, AVENA BARBATA, DICHELOSTEMMA PULCHELLUM, LOMATIUM SPP., OROBANCHE UNIFLORA, VULPIA MYUROS, AND BROMUS MOLLIS.

General: 1310 PLANTS OBSERVED IN 1988. APPROX. 30 PLANTS IN CENTER POLYGON AND 30 MORE PLANTS "FURTHER UPSLOPE...AT CA. 900 FT." IN 2007. # PROBABLY UNDERESTIMATED; ENTIRE SITE NOT INVESTIGATED. COMPATABLE GRAZING REGIME SHOULD BE DETERMINED.

Owner/Manager: PVT

Occurrence No.	28	**Map Index:**	74278	**EO Index:**	75325	**Element Last Seen:**	1998-XX-XX
Occ. Rank:	Unknown			**Presence:**	Presumed Extant	**Site Last Seen:**	1998-XX-XX
Occ. Type:	Natural/Native occurrence			**Trend:**	Unknown	**Record Last Updated:**	2009-04-02

Quad Summary: Success Dam (3611818)

County Summary: Tulare

Lat/Long:	36.07952 / -118.92667	**Accuracy:**	specific area
UTM:	Zone-11 N3994486 E326517	**Elevation (ft):**	700
PLSS:	T21S, R28E, Sec. 26, NW (M)	**Acres:**	8.0

Location: ESE OF ROCKY HILL, WEST OF LAKE SUCCESS, 0.6 TO 0.7 AIR MILE NE OF HILLTOP 1567 ON TOPO MAP.

Detailed Location: MAPPED IN THE NW 1/4 OF THE NW 1/4 OF SECTION 26.

Ecological: THE RARE PSEUDOBAHIA PIERSONII OCCURS NEARBY.

General: UNKNOWN NUMBER OF PLANTS OBSERVED IN 1997 AND 1998. SURVEYS WERE CONDUCTED BY DWR FOR USACE. CNDDB DOES NOT HAVE THE COMPLETE DATA, ONLY MAPPED LOCATIONS.

Owner/Manager: DOD

Puccinellia simplex **Element Code:** PMPOA53110

California alkali grass

Listing Status:	**Federal:**	None	**CNDDB Element Ranks:**	**Global:**	G2
	State:	None		**State:**	S2
	Other:	Rare Plant Rank - 1B.2, BLM_S-Sensitive			
Habitat:	**General:**	MEADOWS AND SEEPS, CHENOPOD SCRUB, VALLEY AND FOOTHILL GRASSLANDS, VERNAL POOLS.			
	Micro:	ALKALINE, VERNALLY MESIC. SINKS, FLATS, AND LAKE MARGINS. 1-915 M.			

Occurrence No.	34	**Map Index:** 98721	**EO Index:** 100188	**Element Last Seen:**	1998-03-25
Occ. Rank:	Unknown		**Presence:** Presumed Extant	**Site Last Seen:**	1998-03-25
Occ. Type:	Natural/Native occurrence		**Trend:** Unknown	**Record Last Updated:**	2016-01-07

Quad Summary: Cairns Corner (3611922)

County Summary: Tulare

Lat/Long:	36.14912 / -119.23719	**Accuracy:**	non-specific area
UTM:	Zone-11 N4002807 E298732	**Elevation (ft):**	305
PLSS:	T20S, R25E, Sec. 35, NW (M)	**Acres:**	160.0

Location: COUNTY LANDFILL PROPERTY, 5.7 MILES EAST OF TULARE MUNICIPAL AIRPORT.

Detailed Location: MAPPED BY CNDDB BASED ON TRS PROVIDED: T25E R20S NW 1/4 SECTION 35.

Ecological: IN ALKALI RAIN POOLS WITH LASTHENIA CHRYSANTHA, PLAGIOBOTHRYS HUMISTRATUS, LEPIDIUM DICTYOTUM, SPERGULARIA MARINA, AND HEMIZONIA PUNGENS.

General: ONLY SOURCE OF INFORMATION FOR THIS SITE IS A 1998 PRESTON COLLECTION. NEEDS FIELDWORK.

Owner/Manager: TUL COUNTY

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

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Location

Tulare County, California

Local office

Sacramento Fish And Wildlife Office

(916) 414-6600
(916) 414-6713

Federal Building

2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846

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Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species[1] and their critical habitats are managed by the Ecological Services Program of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries[2]).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact NOAA Fisheries for species under their jurisdiction.

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1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the listing status page for more information. IPaC only shows species that are regulated by USFWS (see FAQ).
2. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

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The following species are potentially affected by activities in this location:

Mammals

NAME	STATUS
San Joaquin Kit Fox Vulpes macrotis mutica Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/2873	Endangered
Tipton Kangaroo Rat Dipodomys nitratoides nitratoides Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/7247	Endangered

Birds

NAME	STATUS
California Condor Gymnogyps californianus There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/8193	Endangered

Reptiles

NAME	STATUS
Blunt-nosed Leopard Lizard Gambelia silus Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/625	Endangered
Northwestern Pond Turtle Actinemys marmorata Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/1111	Proposed Threatened

Amphibians

NAME	STATUS
Western Spadefoot Spea hammondii No critical habitat has been designated for this species.	Proposed Threatened

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Insects

NAME	STATUS
Monarch Butterfly Danaus plexippus Wherever found There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/9743	Proposed Threatened

Crustaceans

NAME	STATUS
Vernal Pool Fairy Shrimp Branchinecta lynchi Wherever found There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/498	Threatened

Flowering Plants

NAME	STATUS
San Joaquin Adobe Sunburst Pseudobahia peirsonii Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/2931	Threatened
Springville Clarkia Clarkia springvillensis Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/8309	Threatened

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Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

There are no critical habitats at this location.

You are still required to determine if your project(s) may have effects on all above listed species.

Bald & Golden Eagles

Bald and Golden Eagles are protected under the Bald and Golden Eagle Protection Act [2] and the Migratory Bird Treaty Act (MBTA) [1]. Any person or organization who plans or conducts activities that may result in impacts to Bald or Golden Eagles, or their habitats, should follow appropriate regulations and consider implementing appropriate avoidance and minimization measures, as described in the various links on this page.

Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide avoidance and minimization measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

There are Bald Eagles and/or Golden Eagles in your project area.

Measures for Proactively Minimizing Eagle Impacts
For information on how to best avoid and minimize disturbance to nesting bald eagles, please review the National Bald Eagle Management Guidelines. You may employ the timing and activity-specific distance recommendations in this document when designing your project/activity to avoid and minimize eagle impacts. For bald eagle information specific to Alaska, please refer to Bald Eagle Nesting and Sensitivity to Human Activity.

The FWS does not currently have guidelines for avoiding and minimizing disturbance to nesting Golden Eagles. For site-specific recommendations regarding nesting Golden Eagles, please consult with the appropriate Regional Migratory Bird Office or Ecological Services Field Office.

If disturbance or take of eagles cannot be avoided, an incidental take permit may be available to authorize any take that results from, but is not the purpose of, an otherwise lawful activity. For assistance making this determination for Bald Eagles, visit the Do I Need A Permit Tool. For assistance making this determination for golden eagles, please consult with the appropriate Regional Migratory Bird Office or Ecological Services Field Office.

Ensure Your Eagle List is Accurate and Complete
If your project area is in a poorly surveyed area in IPaC, your list may not be complete and you may need to rely on other resources to determine what species may be present (e.g. your local FWS field office, state surveys, your own surveys). Please review the Supplemental Information

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on Migratory Birds and Eagles, to help you properly interpret the report for your specified location, including determining if there is sufficient data to ensure your list is accurate.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to bald or golden eagles on your list, see the "Probability of Presence Summary" below to see when these bald or golden eagles are most likely to be present and breeding in your project area.

Review the FAQs
The FAQs below provide important additional information and resources.

NAME	BREEDING SEASON
Golden Eagle Aquila chrysaetos This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds Jan 1 to Aug 31

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Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the

maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.

3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

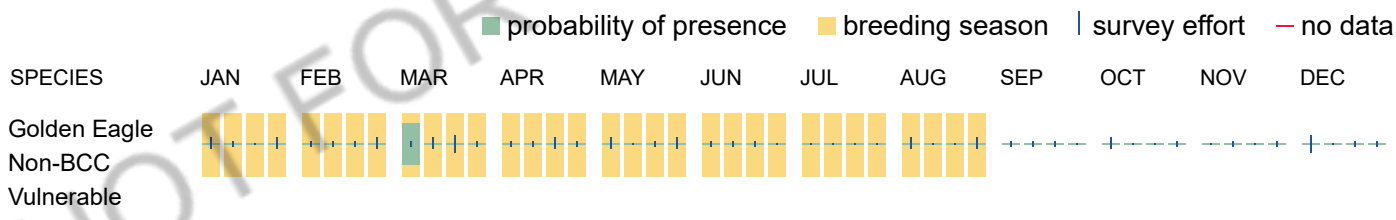
Breeding Season (▪)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



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Bald & Golden Eagles FAQs

What does IPaC use to generate the potential presence of bald and golden eagles in my specified location?

The potential for eagle presence is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are an eagle (Bald and Golden Eagle Protection Act requirements may apply).

Proper interpretation and use of your eagle report
On the graphs provided, please look carefully at the survey effort (indicated by the black vertical line) and for the existence of the "no data" indicator (a red horizontal line). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low

survey effort line or no data line (red horizontal) means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list and associated information help you know what to look for to confirm presence and helps guide you in knowing when to implement avoidance and minimization measures to eliminate or reduce potential impacts from your project activities or get the appropriate permits should presence be confirmed.

How do I know if eagles are breeding, wintering, or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating, or resident), you may query your location using the RAIL Tool and view the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If an eagle on your IPaC migratory bird species list has a breeding season associated with it (indicated by yellow vertical bars on the phenology graph in your “IPaC PROBABILITY OF PRESENCE SUMMARY” at the top of your results list), there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

Interpreting the Probability of Presence Graphs

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. A taller bar indicates a higher probability of species presence. The survey effort can be used to establish a level of confidence in the presence score.

How is the probability of presence score calculated? The calculation is done in three steps:
The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.

To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.

The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season ()
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort ()
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data ()
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

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Migratory birds

The Migratory Bird Treaty Act (MBTA) [1] prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service (Service).

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.

Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide avoidance and minimization measures for birds
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

Measures for Proactively Minimizing Migratory Bird Impacts

Your IPaC Migratory Bird list showcases birds of concern, including Birds of Conservation Concern (BCC), in your project location. This is not a comprehensive list of all birds found in your project area. However, you can help proactively minimize significant impacts to all birds at your project location by implementing the measures in the Nationwide avoidance and minimization measures for birds document, and any other project-specific avoidance and minimization measures suggested at the link Measures for avoiding and minimizing impacts to birds for the birds of concern on your list below.

Ensure Your Migratory Bird List is Accurate and Complete

If your project area is in a poorly surveyed area, your list may not be complete and you may need to rely on other resources to determine what species may be present (e.g. your local FWS field office, state surveys, your own surveys). Please review the Supplemental Information on Migratory Birds and Eagles document, to help you properly interpret the report for your specified location, including determining if there is sufficient data to ensure your list is accurate.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the "Probability of Presence Summary" below to see when these birds are most likely to be present and breeding in your project area.

Review the FAQs

The FAQs below provide important additional information and resources.

NAME	BREEDING SEASON

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Belding's Savannah Sparrow Passerculus sandwichensis beldingi This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/8	Breeds Apr 1 to Aug 15
Bullock's Oriole Icterus bullockii This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Mar 21 to Jul 25
California Gull Larus californicus This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 1 to Jul 31
Clark's Grebe Aechmophorus clarkii This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Jun 1 to Aug 31
Common Yellowthroat Geothlypis trichas sinuosa This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/2084	Breeds May 20 to Jul 31
Golden Eagle Aquila chrysaetos This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds Jan 1 to Aug 31
Lawrence's Goldfinch Spinus lawrencei This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9464	Breeds Mar 20 to Sep 20
Northern Harrier Circus hudsonius This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/8350	Breeds Apr 1 to Sep 15

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Nuttall's Woodpecker Dryobates nuttallii This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9410	Breeds Apr 1 to Jul 20
Oak Titmouse Baeolophus inornatus This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9656	Breeds Mar 15 to Jul 15
Olive-sided Flycatcher Contopus cooperi This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3914	Breeds May 20 to Aug 31
Santa Barbara Song Sparrow Melospiza melodia graminea This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/5513	Breeds Mar 1 to Sep 5
Tricolored Blackbird Agelaius tricolor This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3910	Breeds Mar 15 to Aug 10
Western Grebe aechmophorus occidentalis This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/6743	Breeds Jun 1 to Aug 31

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Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see

below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

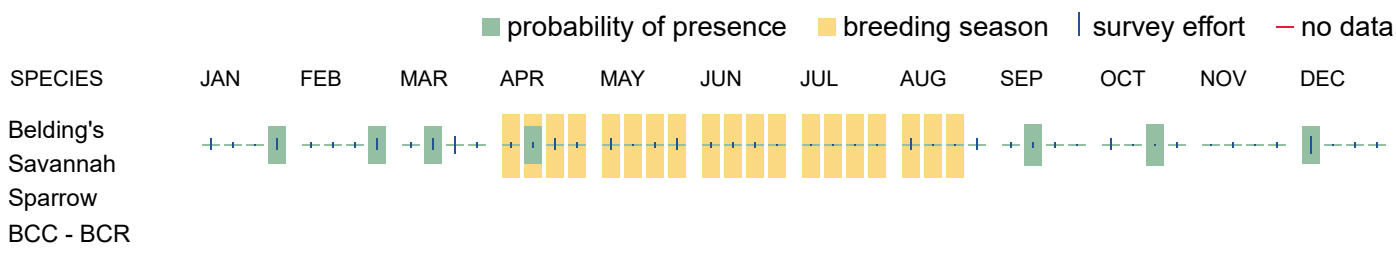
Breeding Season (■)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



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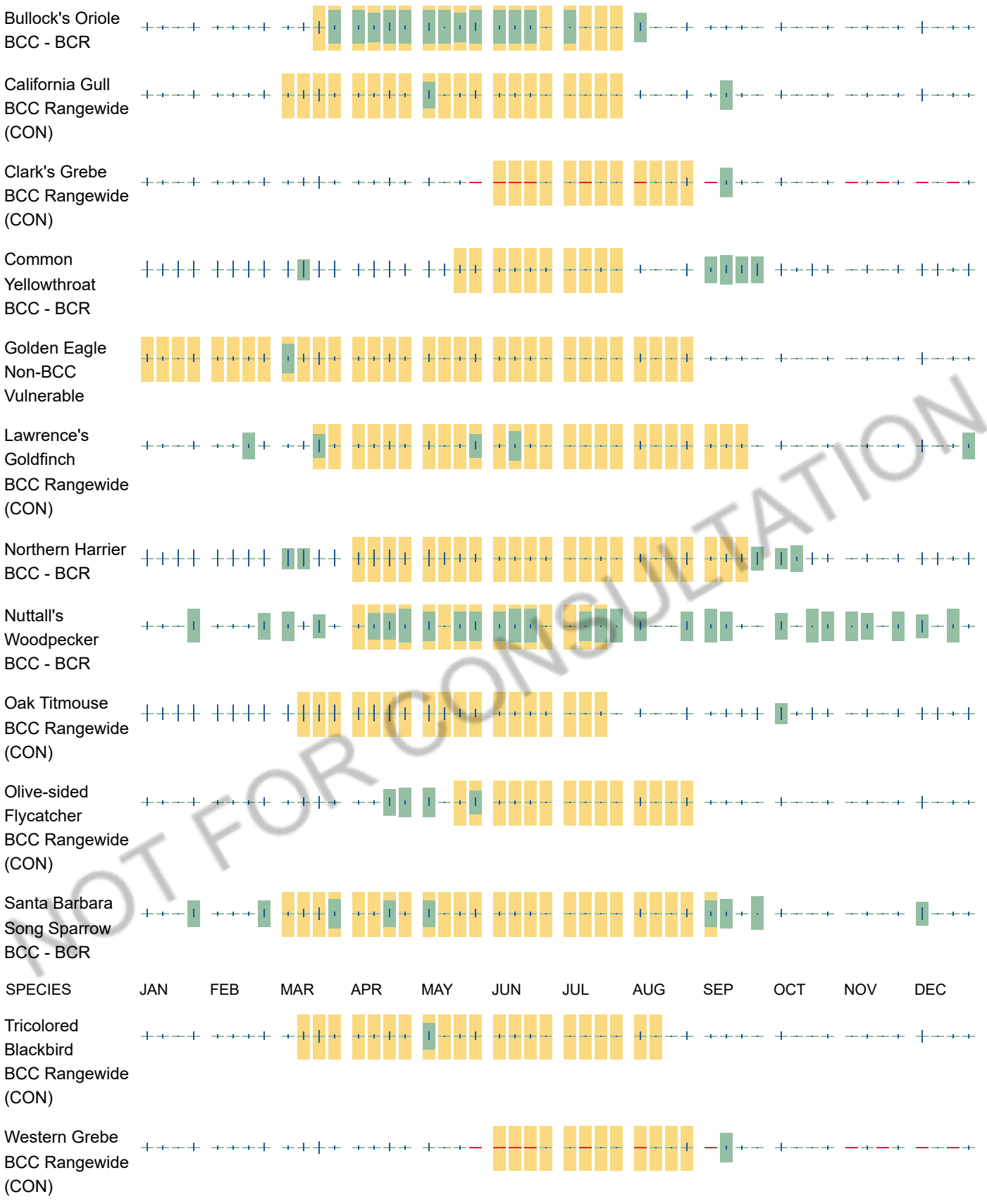

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Migratory Bird FAQs

Tell me more about avoidance and minimization measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Avoidance & Minimization Measures for Birds describes measures that can help avoid and minimize impacts to all birds at any location year-round. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is one of the most effective ways to minimize impacts. To see when birds are most likely to occur and breed in your project area, view the Probability of Presence Summary. Additional measures or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?

The Migratory Bird Resource List is comprised of Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location, such as those listed under the Endangered Species Act or the Bald and Golden Eagle Protection Act and those species marked as "Vulnerable". See the FAQ "What are the levels of concern for migratory birds?" for more information on the levels of concern covered in the IPaC migratory bird species list.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) with which your project intersects. These species have been identified as warranting special attention because they are BCC species in that area, an eagle (Bald and Golden Eagle Protection Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, and to verify survey effort when no results present, please visit the Rapid Avian Information Locator (RAIL) Tool.

Why are subspecies showing up on my list?

Subspecies profiles are included on the list of species present in your project area because observations in the AKN for **the species** are being detected. If the species are present, that means that the subspecies may also be present. If a subspecies shows up on your list, you may need to rely on other resources to determine if that subspecies may be present (e.g. your local FWS field office, state surveys, your own surveys).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets.

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go to the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating, or resident), you may query your location using the RAIL Tool and view the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your IPaC migratory bird

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species list has a breeding season associated with it (indicated by yellow vertical bars on the phenology graph in your “IPaC PROBABILITY OF PRESENCE SUMMARY” at the top of your results list), there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Bald and Golden Eagle Protection Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially BCC species. For more information on avoidance and minimization measures you can implement to help avoid and minimize migratory bird impacts, please see the FAQ “Tell me more about avoidance and minimization measures I can implement to avoid or minimize impacts to migratory birds”.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Proper interpretation and use of your migratory bird report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please look carefully at the survey effort (indicated by the black vertical line) and for the existence of the "no data" indicator (a red horizontal line). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list does not represent all birds present in your project area. It is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list and associated information help you know what to look for to confirm presence and helps guide implementation of avoidance and minimization measures to eliminate or reduce potential impacts from your project activities, should presence be confirmed. To learn more about avoidance and minimization measures, visit the FAQ "Tell me about avoidance and minimization measures I can implement to avoid or minimize impacts to migratory birds".

NOT FOR CONSULTATION

Interpreting the Probability of Presence Graphs
Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. A taller bar indicates a higher probability of species presence. The survey effort can be used to establish a level of confidence in the presence score.

How is the probability of presence score calculated? The calculation is done in three steps:
The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.

To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.

The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season ()
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort ()
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data ()
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

NOT FOR CONSULTATION

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

There are no refuge lands at this location.

Fish hatcheries

There are no fish hatcheries at this location.

Wetlands in the National Wetlands Inventory (NWI)

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

This location did not intersect any wetlands mapped by NWI.

NOTE: This initial screening does **not** replace an on-site delineation to determine whether wetlands occur. Additional information on the NWI data is provided below.

NOT FOR CONSULTATION

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate Federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

NOT FOR CONSULTATION

7.3 Appendix C: Cultural Resources Reference Materials

Southern San Joaquin Valley Information Center CHRIS record search results and California Native American Heritage Commission correspondence

California Historical Resources Information System

Fresno
Inyo
Kern
Kings
Madera
Tulare

Southern San Joaquin Valley Information Center
California State University, Bakersfield
Mail Stop: 72 DOB
9001 Stockdale Highway
Bakersfield, California 93311-1022
(661) 654-2289
Email: ssjvic@csub.edu
Website: www.csub.edu/ssjvic

To: Isaiah Mdina
Precision Civil Engineering
1234 O Street
Fresno, CA 93721

Record Search 25-394

Date: October 6, 2025

Re: Ramirez TSM (TSM, ANX)

County: Tulare

Map(s): Porterville 7.5'

CULTURAL RESOURCES RECORDS SEARCH

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

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

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

According to the information in our files, there have been no previous cultural resource studies completed within the project area. There have been four studies completed within the one-half mile radius: TU-00190, TU-00348, TU-00691, and TU-01865.

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

According to the information in our files, there are no recorded cultural resources within the project area, and it is not known if any exist in most of it. There is one recorded resource within the one-half mile radius: P-54-004614, an historic era canal.

Resource P-54-004614, the Friant-Kern Canal, has a California Historical Resource Status Code of 2S2, indicating it has been individually determined eligible for listing in the National Register of Historic Places by consensus through the Section 106 process. It is also listed in the California Register of Historical Resources. There are no other recorded cultural resources within the project area or radius that are listed in the National Register of Historic Places, the California Register of Historical Resources, the California Points of Historical Interest, California Inventory of Historic Resources, or the California State Historic Landmarks.

COMMENTS AND RECOMMENDATIONS

We understand this project consists of a Tentative Subdivision Map to subdivide the project site into 30 single-family residential lots and a Minor Annexation to annex the project site into Porterville City Limits. Further, we understand the project site is currently vacant. Because a cultural resources study has not been completed on this property, it is unknown if any cultural resources are present. Construction does not appear to be part of this project but does appear to be planned for the future. For the immediate purpose of the subdivision and annexation, no further cultural resource investigation is recommended. However, prior to any future ground disturbance activities, we recommend a qualified, professional consultant conduct a field survey to determine if any cultural resources are present. A list of qualified consultants can be found at www.chrisinfo.org.

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

By:

Celeste M. Thomson, Coordinator **Date**: October 6, 2025

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

NATIVE AMERICAN HERITAGE COMMISSION

CHAIRPERSON
Reginald Pagaling
Chumash

VICE-CHAIRPERSON
Buffy McQuillen
Yokayo Pomo, Yuki, Nomlaki

SECRETARY
Isaac Bojorquez
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Wayne Nelson
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COMMISSIONER
Sara Dutschke
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COMMISSIONER
Stanley Rodriguez
Kumeyaay

COMMISSIONER
Bennae Calac
Pauma-Yuima Band of Luiseño Indians

COMMISSIONER
Vacant

COMMISSIONER
Vacant

ACTING EXECUTIVE SECRETARY
Michelle Carr

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov

September 23, 2025

Isaiah Medina
Precision Civil Engineering, Inc.

Via Email to: imedina@precisioneng.net

Re: Tribal Consultation Under CEQA, Ramirez TSM Project, Tulare County

To Whom It May Concern:

Pursuant to your request, attached is a consultation list of tribes that are traditionally and culturally affiliated with the geographic area of the above-listed project. Additionally, a search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed based on the information submitted for the above referenced project. The results were negative. Be aware that tribes do not always record their sacred sites in the SLF, nor are they required to do so. As such, an SLF search is not a substitute for consultation with all tribes that are traditionally and culturally affiliated with a project's geographic area. Please contact all of the listed tribes as they may have information about sacred sites within the project area that is not listed with the NAHC.

Additionally, the NAHC recommends that agencies include with their notification letters, information regarding any cultural resources assessment that has been completed on the area of potential effect (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 that 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 check conducted through the Native American Heritage Commission.

4. Any ethnographic studies conducted for any area including all or part of the APE; and

5. Any geotechnical reports regarding all or part of the APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS are 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, which is why consultation is vital.

This information will aid tribes in determining whether to request formal consultation. If consultation is requested, having the information beforehand will help to facilitate the process.

If you receive notification of a change of address or phone number from a tribe, please inform 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: melina.carlos@nahc.ca.gov

Sincerely,

Melina Carlos

Melina Carlos
Cultural Resources Analyst

Attachment

RESOLUTION NO._____-2026

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PORTERVILLE ADOPTING A MITIGATED NEGATIVE DECLARATION (SCH NO. 2026010607) FOR THE RAMIREZ RESIDENTIAL DEVELOPMENT (PRC 2024-026-S)

WHEREAS: Chuck Ramirez (Applicant) has submitted to the City of Porterville the Ramirez Residential Development Project (Project), consisting of a Tentative Subdivision Map and related entitlements to accommodate the subdivision of approximately 11.47 acres into 30 lots. The site is located at the southwest corner of N. Newcomb St. and W. Linda Vista Ave. (APN 243-130-042; Site); and

WHEREAS: the Project also includes construction of interior streets, landscaping, public utilities, and improvements of streets within or adjacent to the subdivision, dedication of segments of abutting rights-of-way; and

WHEREAS: the aforementioned activities, individually and collectively, constitute 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 has prepared an Initial Study pursuant to the provisions of CEQA and the CEQA Guidelines; and

WHEREAS: the Initial Study indicated the potential for significant effects in the resource areas of Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, and Tribal Cultural Resources; and

WHEREAS: the Initial Study concluded that with implementation of mitigation measures, all potentially significant effects resulting from the Project can be mitigated to a less-than-significant level, and that adoption of a Mitigated Negative Declaration would be appropriate; and

WHEREAS: pursuant to Public Resources Code Section 21080.3.1, on or about August 18, 2025, the City conducted consultations for the Project with the California Native American Tribes from the list provided and maintained by the Native American Heritage Commission and received one response therefrom from Table Mountain Rancheria stating that the project was beyond their area of interest; and

WHEREAS: on January 15, 2026, a Notice of Intent to adopt a Mitigated Negative Declaration was published in *The Porterville Recorder* and was filed with the Tulare County Clerk and the State Clearinghouse and posted at City Hall and on the City's

website, said notice identifying a public review and comment period of 30 days starting on January 15, 2026, and ending on February 15, 2026; and

WHEREAS: on January 15, 2026, a Notice of Intent to adopt a Mitigated Negative Declaration was filed with the Tulare County Clerk, said notice identifying a public review and comment period of 30 days starting on January 15, 2026, and ending on February 15, 2026; and

WHEREAS: the Draft Initial Study/Mitigated Negative Declaration (IS/MND) was filed with the State Clearinghouse, assigned a State Clearinghouse number (2026010607), and circulated for a period of 30 days starting on January 20, 2026, and ending on February 20, 2026; and

WHEREAS: on March 6, 2026, a notice was published in *The Porterville Recorder* setting the date, time and place of pubic hearing for March 17, 2026, and similar notices were sent to owners of property within a 300-foot radius surrounding the Site and posted at City Hall and the City's website announcing the same; and

WHEREAS: at a regular meeting on March 17, 2026, the City Council of the City of Porterville did conduct a public hearing to consider the Project; and

WHEREAS: the City Council has received the IS/MND and has reviewed and considered the information contained therein; and

WHEREAS: the City Council has considered public testimony received during the public hearing; and

WHEREAS: the City Council finds that the IS/MND has been completed in compliance with CEQA and the CEQA Guidelines; and

WHEREAS: the determinations in the IS/MND consist of the City Council's independent judgement and analysis; and

WHEREAS: based upon the IS/MND and the record, with incorporation of mitigation, the Project will not individually or cumulatively have an adverse impact on environmental resources; and

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WHEREAS: the City of Porterville is the custodian of the documents and other materials that constitute the record of the proceedings on which these determinations are based, and Porterville City Hall, 291 N. Main Street, Porterville, CA is the location of this record.

NOW, **THEREFORE**, **BE IT RESOLVED** that the City Council of the City of Porterville does hereby adopt the IS/MND prepared for the Ramirez Residential Development Project.

BE IT FURTHER RESOLVED that the Mitigation Monitoring and Reporting Program attached hereto shall be implemented as noted therein as part of project implementation.

BE IT FURTHER RESOLVED the City Manager shall cause a Notice of Determination to be filed in accordance with CEQA within five business days following project approval.

PASSED, **APPROVED**, **AND ADOPTED** this 17th of March, 2026.

_____
Greg Meister, Mayor

ATTEST:
Richard Tree, City Clerk

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

MITIGATION MONITORING AND REPORTING PROGRAM FOR RAMIREZ RESIDENTIAL SUBDIVISION

PRC 2024-026-S AND ANNEXATION (ANX) 2026-001

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	Party Responsible for Implementing Mitigation	Timing of Verification	Responsible for Monitoring Verification	Verification of Completion	
				Date	Initials
Biological Resources					
Mitigation Measure BIO-1 (Protected Birds including Swainson's Hawk): *To mitigate potential impacts on protected birds, including Swainsons Hawk, and to avoid "take" as defined by the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code, the following measures will be implemented.* *1) <u>Avoidance of Nesting Season:</u> If feasible, all ground-disturbing activities (including grading, grubbing, or mobilization of construction equipment and materials) and vegetation removal will occur outside the typical nesting season for migratory birds in the San Joaquin Valley (generally February 1 through August 31).* *2) <u>Pre-Construction Survey (If Work During Nesting Season):</u> If ground disturbance or vegetation removal must be initiated or continue during the nesting season (February 1 through August 31), a qualified biologist will conduct a pre-construction survey for nesting birds, including special-status species such as Swainson's Hawk, within the Project footprint and a suitable buffer (e.g., 500 feet for raptors like Swainson's Hawk, 250 feet for other protected birds, or as*	Project Applicant	Prior to construction	City of Porterville		

determined by the biologist based on species and site conditions). The survey will be conducted no more than 14 days prior to the start of any ground disturbance or vegetation removal within the Project footprint. The survey results will be reported by the biologist to the Project proponent, who will then report to the City of Porterville Community Development Department for mitigation monitoring compliance. If no active nests are detected, no further species-specific mitigation for nesting birds is required. *3) <u>Minimize Impacts (If Active Nests Found):</u> If active nests are found in or near the construction zone/area, the qualified biologist will establish and implement an appropriate species-specific non-disturbance buffer (as recommended by CDFW). This buffer will be clearly delineated, and no construction activities will occur within this buffer until the qualified biologist determines that the nesting effort has concluded (e.g., young have fledged and are no longer reliant on the nest) and the nest is no longer active. The biologist will prepare a plan detailing the avoidance, monitoring, and minimization actions, and the results of these efforts will be reported by the biologist to the California Department of Fish and Wildlife (CDFW), Project proponent, and the City of Porterville Community Development Department for mitigation monitoring compliance.*					
<u>Mitigation Measure BIO-2 (American Badger):</u> To mitigate potential impacts on the American badger and avoid "take" under state law, the following measures will be implemented. *1) <u>Avoidance of Denning Season:</u> If feasible, ground disturbance (including grading, grubbing, or mobilization of construction equipment and materials) in suitable and identified American badger habitat (e.g., grasslands, shrublands with friable soils, or areas with known burrow complexes) will be scheduled outside*	Project Applicant	Prior to construction	City of Porterville		

their primary denning season (typically February through July) when young may be present. Construction activities will avoid filling or altering known or potential badger dens. *2) <u>Pre-Construction Survey (If Work During Denning Season):</u> A qualified biologist will conduct a pre-construction survey for American badgers and their dens within the Project footprint and a suitable buffer (e.g., 50 feet) at least 30 days prior to ground disturbance. The survey results will be reported by the biologist to the Project proponent, CDFW, and the City of Porterville Community Development Department for mitigation monitoring compliance. If no badgers or active dens are detected, no further species-specific mitigation is required.* *3) <u>Minimize Impacts (If Badgers/Dens Found):</u> If American badgers or their active dens are found and complete avoidance is not feasible, the qualified biologist will prepare a plan that describes proposed avoidance, monitoring, minimization, and/or mitigation actions to reduce impacts to a less than significant level and avoid "take." This plan may include establishing buffer zones around active dens (e.g., 50-foot non-disturbance buffer), installing exclusion fencing, passively relocating to suitable, protected habitat, etc. The plan will be implemented in consultation with the qualified biologist, CDFW, and the Project proponent in accordance with CDFW guidelines related to the species. The plan and results of efforts will be reported by the biologist to the CDFW and the City of Porterville Community Development Department for mitigation monitoring compliance.*					
Mitigation Measure BIO-3 (Northern California Legless Lizard): To mitigate potential impacts on the Northern California legless lizard and avoid "take" under state law, the following measures will be implemented: *1) <u>Pre-Construction Survey:</u> A qualified biologist will conduct a pre-construction survey at least 30 days prior to ground disturbance in suitable legless lizard habitat (e.g., areas with loose sandy*	Project Applicant	Prior to construction	City of Porterville		

soils, leaf litter, or dense vegetation cover) to identify the presence/absence of legless lizards. The survey may involve hand-raking through loose soil and leaf litter. The results of efforts will be reported by the biologist to the Project proponent, CDFW, and the City of Porterville Community Development Department for mitigation monitoring compliance. If no legless lizards are detected, no further species-specific mitigation is required. 2) *<u>Avoidance:</u> If feasible, ground disturbance (including grading, grubbing, or mobilization of construction equipment and materials) in suitable legless lizard habitat will be minimized. Construction activities will avoid filling or altering known or potential legless lizard habitat where feasible.* 3) *<u>Minimize Impacts (If Legless Lizards Found):</u> If legless lizards are found and complete avoidance is not feasible, the qualified biologist will prepare a plan that describes proposed avoidance, monitoring, minimization, and/or mitigation actions to reduce impacts to a less than significant level and avoid "take." This plan may include establishing exclusion fencing, salvaging and relocating to suitable, protected habitat, monitoring, etc. The plan will be implemented in consultation with the qualified biologist, CDFW, and the Project proponent in accordance with CDFW guidelines related to the species. The plan and results of efforts will be reported by the biologist to the Project proponent, CDFW, and the City of Porterville Community Development Department for mitigation monitoring compliance.*					
<u>Mitigation Measure BIO-4 (San Joaquin Kit Fox)</u>: To mitigate potential impacts on the San Joaquin kit fox and avoid "take" under the Federal Endangered Species Act (ESA) and California Endangered Species Act (CESA), the following measures will be implemented: 1) *<u>Pre-Construction Survey:</u> Prior to ground disturbance, a qualified biologist will conduct a pre-construction survey for San Joaquin kit fox and their dens within the Project footprint and a*	Project Applicant	Prior to construction	City of Porterville		

suitable buffer (e.g., 200-500 feet, as per agency guidelines) at least 30 days prior to ground disturbance. This survey will strictly follow current U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW) protocols. The survey results will be reported by the biologist to the Project proponent, CDFW, USFWS, and the City of Porterville Community Development Department for mitigation monitoring compliance. If presence is not detected, no further species-specific mitigation is required, but adherence to standard avoidance measures (e.g., pre-activity surveys, speed limits) may still be required by agencies. 2) <u>Avoidance of Pupping Season:</u> *If feasible, ground disturbance (including grading, grubbing, or mobilization of construction equipment and materials) in suitable San Joaquin kit fox habitat (e.g., arid grasslands, scrublands, and areas with potential dens) will be scheduled outside their primary pupping season (typically February through May) to avoid impacts to vulnerable young. Construction activities will avoid filling or altering known or potential kit fox dens.* 3) <u>Minimize Impacts (If Kit Foxes/Dens Found):</u> *If San Joaquin kit foxes or their dens (natal, pupping, or known active dens) are found and complete avoidance is not feasible, the qualified biologist will prepare a plan that describes proposed avoidance, monitoring, minimization, and mitigation actions, including compensatory mitigation, to reduce impacts to a less than significant level and avoid "take." This plan will be developed in consultation with and approved by USFWS and CDFW. The plan and results of efforts will be reported by the biologist to the USFWS, CDFW, and the City of Porterville Community Development Department for mitigation monitoring compliance.* 4) <u>Worker Environmental Awareness Program (WEAP):</u> *Prior to any ground disturbance, all construction personnel will attend a WEAP conducted by a qualified biologist. The program will*					

include a detailed description of the San Joaquin kit fox and its habitat, legal protection, and the critical importance of avoiding "take." It will also outline specific measures to be implemented during construction, such as speed limits, trash management, and reporting procedures for observations of kit foxes or dens. *5) <u>Designated Biologist:</u> A qualified biologist will be available during all ground-disturbing activities to ensure compliance with mitigation measures and agency conditions, and to monitor for the presence of San Joaquin kit fox.* *6) <u>Compensatory Mitigation:</u> If impacts to San Joaquin kit fox habitat cannot be avoided and are authorized by USFWS and CDFW, compensatory mitigation (e.g., purchase of conservation easements or credits at an approved conservation bank) will be required to offset habitat loss. The amount of compensatory mitigation will be determined in consultation with the agencies.*					
Mitigation Measure BIO-5 (Crotch's Bumble Bee): *To mitigate potential impacts on the Crotch's bumble bee and avoid "take" under CESA, the following measures will be implemented:* *1) <u>Pre-Construction Survey</u>: Prior to ground disturbance, a qualified biologist or entomologist shall conduct a pre-construction survey no more than 30 days prior to ground disturbance to identify sensitive bumble bee species and potential foraging or nesting habitat. If presence is not detected, no further species-specific mitigation is required.* *2) <u>Avoidance of Peak Activity Periods:</u> To the extent feasible, large-scale vegetation removal or heavy ground disturbance in areas identified as existing or potential bumble bee foraging or nesting habitat will be scheduled outside of peak bumble bee foraging and nesting periods (typically spring through fall) to avoid direct harm to active bees and nests.* *3) <u>Minimize Impacts (If Bumble Bees/Habitat Found):</u> If sensitive bumble bee species or active nests are found, or if complete avoidance of foraging or nesting habitat is not feasible, the qualified biologist or entomologist will prepare a plan that*	Project Applicant	Prior to construction	City of Porterville		

describes proposed avoidance, monitoring, minimization, and/or mitigation actions to reduce impacts to a less than significant level and avoid "take." This plan may include establishing buffers, enhancing landscaping with native, pollinator-friendly flowering plants that provide continuous bloom throughout the year, etc. The plan will be implemented in consultation with the qualified biologist, CDFW, and the Project proponent in accordance with CDFW guidelines related to the species. The plan and results of efforts will be reported by the biologist and submitted to the CDFW and the City of Porterville Community Development Department for mitigation monitoring compliance.					
Mitigation Measure BIO-6 (Vernal Pool Fairy Shrimp): To mitigate potential impacts on the Vernal Pool Fairy Shrimp and avoid "take" under the federal ESA, the following measures will be implemented: *1) <u>Pre-Construction Wet Season Surveys:</u> Prior to any ground disturbance that could impact potential vernal pool habitat, a protocol-level wet season survey will be conducted by a qualified biologist during the appropriate inundation periods (typically December through April) to determine the presence or absence of vernal pool fairy shrimp. These surveys will follow current USFWS guidelines. If presence is not detected, no further mitigation is required.* *2) <u>Avoidance:</u> Prior to any ground disturbance, a qualified biologist will identify and delineate all vernal pools and other suitable ephemeral wetland habitats within the Project area. All identified vernal pools and suitable ephemeral wetland habitats will be avoided to the maximum extent practicable. A non-disturbance buffer (e.g., 250 feet or as specified by the U.S. Fish and Wildlife Service - USFWS) will be established around all such features. This buffer will be clearly delineated with fencing and signage, and no ground disturbance, vehicle access, or material storage will occur within this zone. No activities that could alter*	Project Applicant	Prior to construction	City of Porterville		

the hydrology of vernal pools (e.g., changes in drainage patterns, increased runoff, introduction of pollutants) will be permitted. 3) *<u>Minimize Impacts (If Avoidance Not Feasible)</u>: If impacts to vernal pool fairy shrimp habitat are unavoidable (and presence is confirmed or assumed based on surveys), minimization and/or compensatory mitigation will be implemented in consultation with and approval from the USFWS to avoid "take." Measures may include reducing the footprint of impact, implementing erosion control measures, ensuring no pollutants enter the habitat, compensatory mitigation etc. The results of efforts will be documented by the biologist and submitted to the USFWS and the City of Porterville Community Development Department for mitigation monitoring compliance*					
Cultural Resources					
Mitigation Measure CUL-1: *In order to avoid the potential for impacts to historic and prehistoric archaeological resources, the following measures shall be implemented in conjunction with the construction of each phase of the Project:* *If previously unknown historical, archeological, cultural, or paleontological resources are encountered before or during grading activities, construction shall stop in the immediate vicinity of the find and a qualified archeologist, historical resources specialist, or paleontologist, shall be consulted to determine whether the resource requires further study. Notification of discovery shall be provided to the City of Porterville Community Development Department.* *The qualified archeologist, historical resources specialist, or paleontologist shall make recommendations to the project proponent on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines and City's policies and procedures related to historical, cultural, and paleontological resources.*	Project Applicant	Prior to construction	City of Porterville		

Notification of the measures shall be provided to the City of Porterville Community Development Department. *If the resources are determined to be unique historical resources as defined under Section 15064.5 of the CEQA Guidelines, measures shall be identified by the monitor and recommended to the project proponent, who shall notify the City of Porterville Community Development Department. Appropriate measures for significant resources could include avoidance or capping, preservation in-place, recordation, additional archeological resting, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds.* *No further grading shall occur in the area of the discovery until the City of Porterville Community Development Department approves the measures to protect these resources. Any historical, archeological, cultural, or paleontological artifacts recovered as a result of mitigation shall be provided to a City-approved institution or person who is capable of providing long-term preservation to allow future scientific study.*					
Geology and Soils					
*See **Cultural Resources***					
Hazards and Hazardous Materials					
***MM HAZ-1**: Prior to the issuance of a grading permit, the project proponent shall complete a Phase I ESA (performed in accordance with the current ASTM Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process [E 1527]) to ascertain the presence or absence of Recognized Environmental Conditions (RECs), Historical Recognized Environmental Condition (HRECs), and Potential Environmental Concerns (PECs). The findings and conclusions of the Phase I ESA shall become the basis for potential recommendations for follow-up investigation, including Phase II ESA, site characterization, and/or remedial activities if found to be warranted. Regulatory concurrence shall be provided by a State of California*	Project Applicant	Prior to Construction	City of Porterville		

environmental regulatory agency such as California Department of Toxic Substances Control, Regional Water Quality Control Board, Tulare County Environmental Health Division, or a local agency that meets the requirements of Assembly Bill AB 304. Concurrence shall indicate the site is safe for construction and the proposed use.					
MM HAZ-2: In order to minimize the potential of introducing contaminated fill material onto a site, it is necessary to verify through documentation that the fill source is appropriate and/or to have the fill material analyzed for potential contaminants based on the location and history of the source area. Fill 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. Any such documentation must be signed by an appropriately licensed (CA-registered) individual. If such documentation is not available or is inadequate, samples of the fill material should be chemically analyzed. Analysis of the fill material should be based on the source of the fill and knowledge of the prior land use. Detectable amounts of compounds of concern within the fill material should be evaluated for risk in accordance with the Department of Toxic Substances Control Preliminary Endangerment Assessment (PEA) Guidance Manual, in addition to Regional Water Quality Control Board guidelines for reuse of non-hazardous petroleum hydrocarbon contaminated soil. If metal analyses are performed, only those metals (CAM 17 / Title 22) to which risk levels have been assigned need to be evaluated. The findings and conclusions of the documentation and analysis shall become the basis for potential recommendations for follow-up investigation, including Phase I ESA, II ESA, site characterization, and/or remedial activities if found to be warranted. Regulatory concurrence shall be provided by a State of California environmental regulatory agency such as California Department of Toxic Substances Control, Regional Water Quality Control Board, Tulare County Environmental Health Division, or a local agency	Project Applicant	Prior to Construction	City of Porterville		

that meets the requirements of Assembly Bill AB 304. Concurrence shall indicate the site is safe for construction and the proposed use.					
Tribal Cultural Resources					
*See **Cultural Resources***					

RESOLUTION NO._____-2026

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PORTERVILLE CONTAINING FINDINGS IN SUPPORT OF APPROVAL OF THE TENTATIVE SUBDIVISION MAP FOR THE RAMIREZ RESIDENTIAL DEVELOPMENT (PRC 2024-026-S)

WHEREAS: Chuck Ramirez (Applicant) has submitted to the City of Porterville the Ramirez Residential Development Project (Project), consisting of a Tentative Subdivision Map and related entitlements to accommodate the subdivision of approximately 11.47 acres into 30 lots. The site is located at the southwest corner of N. Newcomb St. and W. Linda Vista Ave. (APN 243-130-042; Site); and

WHEREAS: the Project also includes construction of interior streets, landscaping, public utilities, and improvements of all streets in or adjacent to the subdivision, dedication of segments of abutting rights-of-way; and

WHEREAS: on March 6, 2026, a notice was published in *The Porterville Recorder* setting the date and time, and place of a public hearing for March 17, 2026 and similar notices were sent to owners of property within a 300-foot radius surrounding the Site, and posted at City Hall and the City's website announcing the same; and

WHEREAS: at a regular meeting on March 17, 2026, the Porterville City Council did conduct a public hearing to consider the Project; and

WHEREAS: the City Council has received testimony from all interested parties relative to the proposed Project; and

WHEREAS: the proposed action consists of issuance of a permit or entitlement for use and therefore constitutes a "project" pursuant to the California Environmental Quality Act, Public Resources Code Section 21000, et seq. ("CEQA") and the CEQA Guidelines, California Code of Regulations Title 14, Chapter 3, Section 15000, et seq.; and

WHEREAS: the Site is zoned RS-2 (Low Density Residential) and the General Plan Land Use Designation of Low Density Residential; and

WHEREAS: via adoption of Resolution No. -2026, the City Council has adopted a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the Project; and

WHEREAS: approval of the aforementioned entitlements would further the goals and objectives of the General Plan; and

WHEREAS: The City Council has made the following findings, pursuant to Porterville

Development Code, Section 400.04, the evidence for said findings substantiated in the record:

1. The proposed map is consistent with the goals, policies, and land use designations of the Porterville 2030 General Plan.
2. The design and improvement of the subdivision is consistent with the goals and policies of the Porterville 2030 General Plan.
3. The site is physically suitable for the type of development.
4. The site is physically suitable for the proposed density of development.
5. The design of the subdivision and proposed improvements are not likely to cause substantial environmental damage or substantially injure fish or wildlife or their habitat.
6. The design of the subdivision or type of improvements are not likely to cause serious public health problems.
7. That the design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.

NOW, **THEREFORE**, **BE IT RESOLVED**: That the City Council of the City of Porterville does hereby approve the Tentative Subdivision Map for the Ramirez Residential Development Project (PRC 2024-026-S) subject to the following conditions:

1. The proposed project shall comply with the Porterville Municipal Code, Chapter 21 Development Ordinance and conditions from the Project Review Committee (PRC) meeting held on August 7, 2024, and as outlined in the Project Review Committee letter for PRC 2024-026.
2. Unless otherwise noted, the developer/applicant shall comply with the City Master Plans and Standard Drawings, Standard Specifications for Public Works Construction, and Caltrans Standard Plans and Specifications, 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.
3. 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.
4. The developer/applicant shall make payment of the required plan check fees at the time of building permit plan submittal.
5. The developer/applicant shall pay School Development fees and all other City fees at the time table determined by current City Ordinance.
6. The developer/applicant shall submit a tentative subdivision map that complies with Section 402.02 of the adopted Development Ordinance.

Approval of tentative subdivision maps are contingent upon satisfying the applicable provisions of the required form and content.

7. 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.
8. 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.
9. 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.
10. The developer/applicant shall cause all unnecessary easements to be vacated prior to or in conjunction with the Final Map processing.
11. The developer/applicant shall provide and show all required utility easements on the Final Map.
    a. An easement shall be provided for an onsite temporary drainage basin unless the drainage can be routed to another location through the construction of storm drain pipelines.
12. 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.
13. 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.
14. Building permits shall not proceed further than the installation of the foundation until all of the following items are accepted as complete:

    a. The sewer system is completed, tested, and accepted by the City prior to residential occupancy of any house in the subdivision;

b. The storm drain system is functional so that it will accept water from fire hydrant and/or water main flushing;
c. 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.);
d. Fire hydrants are accepted by the Fire Department and the Engineering Division;
e. Street base rock for accessibility by public safety officials and building inspectors;
f. 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;
g. Lot corners are marked.

15. 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.
16. 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.
17. 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.). All on-site improvements shall be constructed or covered by an appropriate surety. 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.
18. 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.
19. The developer/applicant shall provide street striping and flexible delineators as necessary to provide safe vehicular movements, where directed by the City Engineer.
20. 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. The developer/applicant shall construct street improvements that comply with the intention of the adopted

Development Ordinance and per the details below:

a. The right of way width for interior local streets shall be 56’ wide with 4.5’ of landscaped parkway behind the curb and a 5’ offset sidewalk.
b. Newcomb 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’ wide 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 to include a block wall.
c. Linda Vista Avenue 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’ wide 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 to include a block wall.
d. Total area of dedication to be determined by a licensed surveyor.

21. The developer/applicant shall provide mid street access to the adjacent southerly property at or near Lot 10.
22. Prior to approval of the final map the developer/applicant shall provide public 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 incompliance 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.
23. 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.
24. 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.
25. 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.

26. 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.
27. The developer/applicant shall construct and/or repair street, curb, gutter, sidewalk, etc. along the full parcel frontage(s), except where they exist and are determined to be in good condition and in compliance with current accessibility standards in the opinion of the City Engineer (Ord. No. 1306).
28. 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.
29. The developer applicant is hereby notified that the extension of a new water line and sewer line in Linda Vista Avenue is required from the intersection of Newcomb Street to the westerly property line per Section 407.02(f) of the development code. Fire flow requirements will require the extension of a separate waterline in order to create a looped water system. The City will provide additional information if lines are determined to be a part of master plan facilities and will be subject to reimbursement.
30. 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.
31. The developer/applicant shall have a Civil Engineer design a water system that will provide a fire flow at each fire hydrant of1,000 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.
32. The developer/applicant shall underground existing utility structures (i.e., poles, splice boxes, vaults, etc.).
33. 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.
34. 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.).
35. 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.

36. 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.
37. 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.
38. 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:
    i. All items listed in Section A of the permit.
    ii. 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.

39. 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.

40. The Project shall comply with all applicable fire codes.
41. Fire hydrants shall be placed based on distance, no greater spacing than 500' for residential applications.
42. The Fire hydrants shall be on a looped system.
43. No structure shall be greater than 400 feet from a fire hydrant.
44. The Project shall maintain two points of entry/exit for Fire Department access.

PASSED, **APPROVED**, **AND ADOPTED** this 17th day of March, 2026.

_____
Greg Meister, Mayor

ATTEST:
Richard Tree, City Clerk

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

RESOLUTION NO._____-2026

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PORTERVILLE REQUESTING THAT THE LOCAL AGENCY FORMATION COMMISSION TAKES PROCEEDINGS FOR ANNEXATION 492

WHEREAS: The City Council of the City of Porterville at its regularly scheduled meeting of March 17, 2026, conducted a public meeting to consider the approval of the Ramirez Residential Development Project, consisting of a Tentative Subdivision Map and related entitlements to accommodate the subdivision of 30 single-family homes on approximately on 11.47 acres. The site is located at the southwest corner of N. Newcomb St. and W. Linda Vista Ave. (APN 243-130-042; Site); and

WHEREAS: the Site is currently within the unincorporated area of Tulare County, abutting the city limits of the City of Porterville, and within the City's sphere of influence; and

WHEREAS: Government Code Section 66454 allows the City to approve a tentative map on land outside the city limits with the provision that the final map cannot be approved until annexation of the site is complete; and

WHEREAS: the City of Porterville desires to initiate proceedings pursuant to the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, Division 3, commencing with Section 56000 of the California Government Code, for Annexation 492; and

WHEREAS: the territory proposed to be annexed to the city totals approximately ±11.47 acres consisting of vacant land; and

WHEREAS: on March 6, 2026 a notice was published in *The Porterville Recorder* setting the date, time, and place of a public hearing for March 17, 2026, and similar notices were sent to owners of property within a 300-foot radius surrounding the Site and posted at City Hall and the City's website announcing the same; and

WHEREAS: via adoption of Resolution No. -2026, the City Council has adopted a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the Project; and

WHEREAS: via adoption of Resolution No. -2026, the City Council has approved a tentative map in accordance with Government Code Section 66454; and

WHEREAS: this proposal is made pursuant to Sections 56654 and 56428 of the California Government Code; and

WHEREAS: the reasons for this proposal are as follows:

1. To ensure compatible land use planning practices are implemented and to steer sustainable future development in a growing area substantially surrounded by the current city limits.
2. To add much needed developable land to the City to aid in meeting the 6th-Cycle Housing Element Regional Housing Needs Allocation.
3. To maintain a definitive and organized city boundary and ensure efficient provision of services and facilities needed for high quality life in the project area.

WHEREAS: the proposed annexation area and proposed development thereof would be subject to compliance with the Porterville Municipal Code and Porterville 2030 General Plan; and

NOW, **THEREFORE**, **BE IT RESOLVED**, this Resolution of Application is hereby adopted and approved by the City Council of the City of Porterville. The Local Agency Formation Commission of Tulare County is hereby requested to undertake proceedings for annexation as illustrated in Exhibits 'A and B' and the detachment of the same area from County Service Area #1 in the manner provided for by the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000.

PASSED, **APPROVED**, **AND ADOPTED** this 17th day of March, 2026.

_____
Greg Meister, Mayor

ATTEST:
Richard Tree, City Clerk

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

Exhibit A
Geographic Description
City of Porterville
Annexation 2026-__
Annexation to the City of Porterville and Detachment from CSA #1

The Remainder of Parcel Map No. 4706 per Map recorded in Book 48, Page 11 of Parcel Maps in the office of the County Recorder located in Northeast quarter of Section 16, Township 21 South, Range 27 East, Mount Diablo Meridian, in the County of Tulare, State of California, described as follows:

Commencing at the East quarter corner of the Northeast quarter of said Section 16;

Course 1 thence, South 00˚00'07" East, along the East line of the Northeast quarter of said Section 16, a distance of 28.25 feet;

Course 2 thence, South 89˚59'53" West, 40.00 feet to the existing right of way line of Newcomb Street and a point of the existing City Limit Line to the City of Porterville and the TRUE POINT OF BEGINNING;

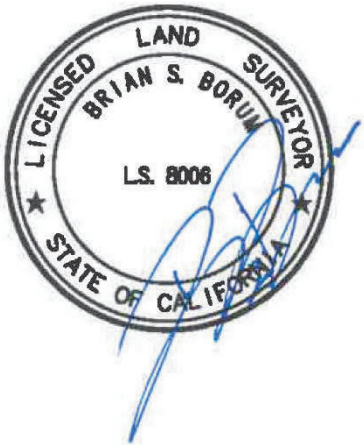
Course 3 thence, South 00˚00'07" East, along said right of way line and said City Limit Line, 639.47 feet more or less to the Southeast corner of said Remainder;

Course 4 thence, leaving said City Limit Line, North 87˚28'21" West, along the South line of said Remainder, 761.27 feet more or less to the Southeast corner of Parcel 2 of Lot Line Adjustment Map No. PLA 06-022 recorded as Document No. 2006-00691960 of Tulare County Records;

Course 5 thence, North 00˚00'02" West, along the East line of said Parcel 2 and its northerly projection being the East line of Parcel 3 of said Parcel Map 4706, a distance of 639.67 feet more or less to a line parallel with and 30.00 feet South of the North line of the South half of the North half of said Section 16;

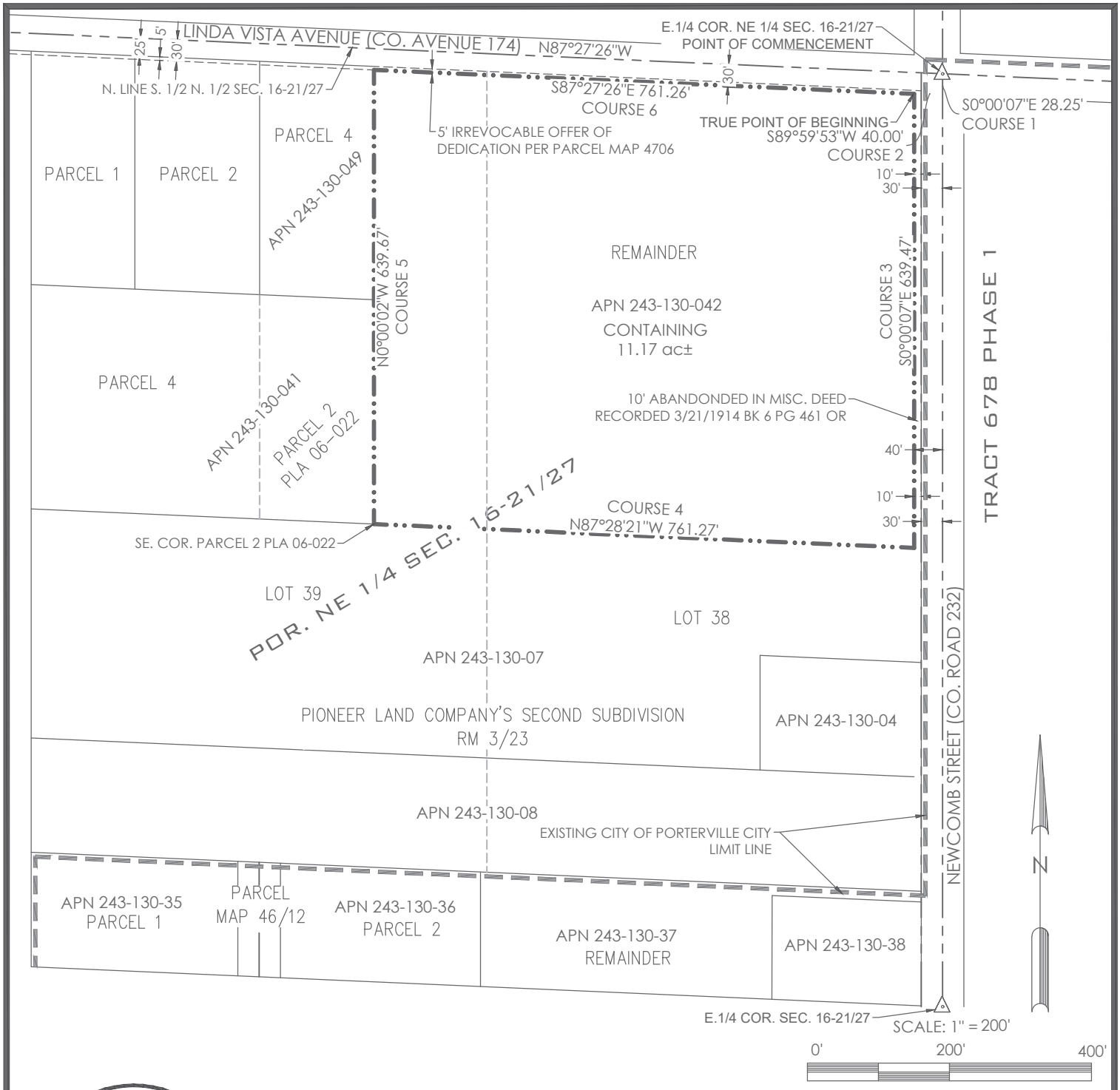
Course 6 thence, South 87˚27'26" East, along said parallel line, 761.26 feet more or less to the TRUE POINT OF BEGINNING.

Containing 11.17 acres, more or less.



11-28-2025
202568

EXHIBIT B



LICENSED LAND SURVEYOR
BRIAN S. BORUM
L.S. 8006
STATE OF CALIFORNIA

LEGEND

PROPOSED ANNEXATION LIMITS

EXISTING CITY OF PORTERVILLE CITY LIMITS LINE

VICINITY MAP

DATE:	11/28/25
DRAWN:	
CHECKED:	
PROJECT:	202568

EXHIBIT B
CITY OF DINUBA ANNEXATION NO. 2026-___
ANNEXATION TO THE CITY OF PORTERVILLE AND
DETACHMENT FROM CSA #1

BLS
Borum Land Surveying Inc.
WWW.BORUMLANDSURVEYING.COM
1445 W. GRAND AVENUE STE. C,
GROVER BEACH, CA 93433

SUBJECT: Second Reading - Ordinance 1930 - Entertainment Zones

SOURCE: Administrative Services

COMMENT:

Ordinance No. 1930, An Ordinance of the City Council of the City of Porterville Amending Chapter 1520 of the Porterville Municipal Code relating to Entertainment Zones, including designation of the Downtown area and Porterville Municipal Airport.

RECOMMENDATION: That the Council give Second Reading to Ordinance No. 1930, waive further reading, and adopt said Ordinance.

ATTACHMENTS: 1. Ordinance No. 1930

Appropriated/Funded: N/A

Review By:

Department Director:
Yuliana Andrade, Administrative Services Director

Final Approver: Fernando Gabriel-Moraga, Chief Deputy City Clerk

ORDINANCE NO. 1930

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PORTERVILLE AMENDING CHAPTER 15.20 OF THE PORTERVILLE MUNICIPAL CODE TO ESTABLISH ENTERTAINMENT ZONES

WHEREAS, the California Legislature has authorized local jurisdictions to establish Entertainment Zones that permit the consumption of alcoholic beverages within designated public areas during specified days and hours, subject to local ordinance and oversight by the California Department of Alcoholic Beverage Control; and

WHEREAS, Senate Bill 969, effective January 1, 2025, clarified and expanded the authority of cities to establish Entertainment Zones by ordinance and to define zone boundaries, days and hours of operation, permitted beverage types, and operational requirements; and

WHEREAS, the Downtown area of the City of Porterville and the Porterville Municipal Airport serve as a focal point for community civic events, festivals, and cultural programming that support local businesses and promote economic vitality; and

WHEREAS, the City Council desires to establish a structured and legally compliant framework to allow limited outdoor consumption of beer and wine during approved community civic events while maintaining public safety and local control; and

WHEREAS, Chapter 15.20 of the Porterville Municipal Code regulates community civic events, parades, and other activities that require heightened public safety oversight; and

WHEREAS, the City Council desires to establish Entertainment Zones as a regulated activity within Chapter 15.20, consistent with existing permitting, enforcement, and public safety frameworks; and

WHEREAS, the City Council has reviewed and approved the Entertainment Zone Operating Standards, which define the operational rules, enforcement mechanisms, and safety requirements for the Entertainment Zone; and

WHEREAS, the City Council finds that establishing an Entertainment Zone is consistent with State law and the City's economic development and community revitalization goals.

NOW, THEREFORE, BE IT ORDAINED: THE CITY COUNCIL OF THE CITY OF PORTERVILLE DOES ORDAIN AS FOLLOWS:

SECTION 1. Chapter 15.20 Amended

Chapter 15.20 of the Porterville Municipal Code is hereby amended to add a new subsection to read as follows:

15.20 H. Entertainment Zones:

1. Definitions: The following definitions apply in this subsection:

"ABC" means the California Department of Alcoholic Beverage Control.

"Alcoholic beverage" has the same meaning as set forth in California Business and Professions Code section 23004.

"City Manager" means the City Manager or designee.

"Entertainment zone" has the same meaning as set forth in California Business and Professions Code section 23039.5.

"Entertainment zone event" means a City-approved community civic event during which limited consumption of alcoholic beverages is permitted within an entertainment zone.

"Management plan" means the Entertainment Zone Operating Standards adopted by the City Council.

"Open container" means any bottle, can, cup, or other receptacle that is open or has been opened and contains any alcoholic beverage.

2. Entertainment Zone Controls:
    a. No Entertainment Zone Event may occur without issuance of a valid community civic event permit and any other approvals required by the City.
    b. Alcohol service within an Entertainment Zone shall be conducted in a manner that promotes responsible consumption and compliance with State law, including service limits, age verification, and refusal of service to intoxicated persons as provided in the management plan.
    c. Authorization of an entertainment zone event does not exempt any person from compliance with:
        1. Applicable provisions of Chapter 15.20;
        2. California Business and Professions Code;
        3. ABC licensing and permitting requirements; and
        4. All conditions imposed by the City.

d. A person may possess and consume an open container of an alcoholic beverage in a public place within an entertainment zone only during an approved entertainment zone event and only if the alcoholic beverage was purchased from:
    1. A premises authorized by ABC to permit off-premises consumption within an entertainment zone pursuant to California Business and Professions Code sections 23357, 23358, or 23396; or
    2. A person authorized to sell alcoholic beverages pursuant to an ABC special event permit or license.
e. Nothing in this subsection replaces or supersedes the requirements for a community civic event permit.
f. The City Manager may require the use of nontransferable wristbands, including procedures for issuance, display, and enforcement, to verify age eligibility and compliance with alcohol service requirements.

3. Implementation:
    a. The City Manager is authorized to administer and implement this subsection and to establish administrative procedures necessary for its execution.
    b. Prior to authorizing an entertainment zone event, the City Manager shall ensure adoption and compliance with a management plan addressing, at a minimum:
        1. Age verification and wristband requirements;
        2. Container requirements;
        3. Hours of operation;
        4. Insurance and indemnification;
        5. Security, crowd control, and cleanup; and
        6. Enforcement procedures.
    c. The City Manager may impose event-specific conditions or revoke authorization to protect public health, safety, or welfare.
4. Entertainment Zone Established:

Pursuant to California Business and Professions Code sections 23039.5 and 25690, the City Council hereby establishes the following entertainment zones:

1. Downtown Zone: Main Street between Olive Avenue and Morton Avenue, including adjacent sidewalks and public rights-of-way.
2. Airport Zone: Limited to the designated public areas of the Porterville Municipal Airport.

Entertainment Zone Events at the Porterville Municipal Airport shall not interfere with aviation operations, emergency access, tenant operations, or federal aviation requirements, and may be subject to additional conditions imposed by the City Manager.

5. Hours of Operation:

An entertainment zone event may occur only between the hours of 10:00 a.m. and 11:59 p.m., subject to any additional limitations imposed by:

a. An ABC permit or license;
b. The management plan; or
c. The community civic event permit.

Nothing herein requires an entertainment zone event to operate until 11:59 p.m.; event hours may be further limited by the management plan or community civic event permit.

6. Permitted Alcoholic Beverages and Containers:
   a. Alcoholic beverages permitted within the entertainment zone are limited to beer and wine only.
   b. Distilled spirits and mixed alcoholic beverages are prohibited.
   c. Alcoholic beverages shall be served and consumed only in City-approved paper or plastic cups, not exceeding sixteen (16) ounces.
   d. Glass, metal, aluminum, or hard plastic containers are prohibited.

Nothing in this subsection authorizes the service or consumption of distilled spirits, mixed drinks, or shots within an Entertainment Zone.

7. Insurance and Indemnity Requirements:
   a. Insurance Requirements

      Prior to issuance of a community civic event permit authorizing an entertainment zone event, the permit applicant or sponsoring organization, if different than the applicant, shall submit evidence of commercial general liability insurance, at no cost to the City, that complies with all of the following:

      1. Coverage shall be at least as broad as ISO Commercial General Liability Form CG 00 01, provided on an occurrence basis, and shall include bodily injury, including death, property damage, and personal injury;
      2. The policy limit per occurrence shall be in an amount determined by the City's Risk Manager;
      3. The policy shall cover all losses and damages arising out of or related to the entertainment zone event;
      4. The policy shall be endorsed to name the City, its officers, employees, and agents as additional insureds;
      5. The policy shall be endorsed to provide that it is primary insurance and that any insurance maintained by the City shall not be called upon to contribute to a covered loss; and
      6. The policy shall include a liquor liability endorsement when alcoholic beverages are served or consumed.

   b. Required Coverage

No person shall conduct or allow an entertainment zone event unless the insurance required by this subsection is in full force and effect for the duration of the event.

c. Indemnification

To the fullest extent permitted by law, the event organizer/permittee and participating businesses shall defend, indemnify, and hold harmless the City, its officers, employees, and agents from and against any and all claims, actions, losses, damages, liabilities, costs, and expenses of every type and description, including attorneys' fees, arising directly or indirectly, in whole or in part, from the acts or omissions of the permittee, participating businesses, or their officers, employees, contractors, or agents, except to the extent caused by the City's sole negligence or willful misconduct.

8. Fees and Deposits:
   a. A ten-dollar ($10) wristband fee may be required for participation in an entertainment zone event, with proceeds deposited into the Entertainment Zone Fund, or such successor fund as may be designated by the City.
   b. Collection, accounting, and remittance of such fees shall be governed by administrative procedures established by the City Manager.
   c. Event organizers shall provide a refundable security and cleanup deposit in the amount of five hundred dollars ($500), subject to use and refund as provided in the management plan.
9. Enforcement and Penalties:
   a. Violations of this subsection or the management plan are subject to criminal, civil, and administrative enforcement.
   b. Failure to comply with the management plan constitutes a violation of this subsection and may result in suspension or revocation of authorization for the event.
   c. Violations are declared a public nuisance.
   d. Civil penalties may be imposed in amounts not less than $250 and not more than $25,000 for each day the violation continues.
   e. Remedies are cumulative.
10. Biennial Review:

Every two years, the City Manager shall review the operation of entertainment zones in consultation with the Police Department and present findings to the City Council. Reports shall be made available to ABC upon request. The City Manager may also conduct an initial review following the first year of implementation and present findings to the City Council.

11. Severability:

If any provision of this ordinance is held invalid, such invalidity shall not affect other provisions.

SECTION 2. Effective Date

This ordinance shall take effect thirty (30) days after its adoption.

PASSED, **ADOPTED** and **APPROVED** this 17th day of March, 2026

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Greg Meister, Mayor

ATTEST:
Richard Tree, City Clerk

By: _____
Fernando Gabriel-Moraga
Chief Deputy City Clerk