City of Porterville

Porter's Crossing, Phase II

Draft Initial Study / Mitigated Negative Declaration

August 2019

Prepared for:
The City of Porterville, CA
291 N Main St
Porterville, CA 93257

Prepared by:
Provost & Pritchard Consulting Group
286 W. Cromwell Avenue
Fresno, CA 93711

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CONSULTING GROUP
An Employee Owned Company

Report Prepared for:

The City of Porterville

291 North Main Street
Porterville, CA 93257

Contact:
Julie D. Phillips, AICP
Community Development Manager
(559) 782-7460

Report Prepared by:

Provost & Pritchard Consulting Group

Dawn E. Marple, Senior Planner/Project Manager
Brynae Emerzian, Assistant Planner
Jason Thomas, GIS Specialist
Jackie Lancaster, Professional Assistant

Contact:
Dawn E. Marple, Senior Planner
(559) 636-1166

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Chapter 1 Introduction

Provost & Pritchard Consulting Group (Provost & Pritchard) has prepared this Initial Study/Mitigated Negative Declaration (IS/MND) on behalf of the City of Parlier to address the environmental effects of the Porter's Crossing, Phase II (Project). This document has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 *et.seq.* The District is the CEQA lead agency for this proposed Project.

The site and the proposed Project are described in detail in the **Chapter 2 Project Description**.

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 MND and IS is released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur is prepared, and

    2. There is no substantial evidence, in light of the whole record before the agency, that the proposed Project *as revised* may have a significant effect on the environment.

1.2 Document Format

This IS/MND contains four chapters and four appendices**. Chapter 1 Introduction**, provides an overview of the proposed Project and the CEQA process. **Chapter 2 Project Description**, provides a detailed description of proposed Project components and objectives. **Chapter 3 Impact Analysis**, presents the CEQA checklist and environmental analysis for all impact areas, mandatory findings of significance, and feasible mitigation measures. If the proposed Project does not have the potential to significantly impact a given issue area, the relevant section provides a brief discussion of the reasons why no impacts are expected. If the proposed Project could have a potentially significant impact on a resource, the issue area discussion provides a description of potential impacts, and appropriate mitigation measures and/or permit requirements that would reduce those impacts to a less than significant level. **Chapter 3** Impact Analysis concludes with the Lead Agency's

determination based upon this initial evaluation. **Chapter 4 Mitigation Monitoring and Reporting Program** (MMRP), provides the proposed mitigation measures, implementation timelines, and the entity/agency responsible for ensuring implementation.

The CalEEMod Output Files, search results of the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB), Cultural Resources Information, and Traffic are provided as technical **Appendix A, Appendix B, Appendix C,** and **Appendix D**, respectively, at the end of this document.

Chapter 2 Project Description

2.1 Project Background and Objectives

2.1.1 Project Title

City of Porterville, Porter's Crossing Phase II

2.1.2 Lead Agency Name and Address

The City of Porterville
291 North Main Street
Porterville, CA 93257

2.1.3 Contact Person and Phone Number

Lead Agency Contact
City of Porterville Community Development
Julie D. Phillips, AICP
559.782.7460

CEQA Consultant
Provost & Pritchard Consulting Group
Dawn E. Marple, Senior Planner
559.636.1166

2.1.4 Project Location

The Project is located in Porterville, California, approximately 241 miles south of Sacramento and 50 miles north of Bakersfield (see **Figure 2-1** and **Figure 2-2**). The proposed site of Porter's Crossing, Phase II is located approximately on Assessor's Parcel Numbers 246-111-059, 060, and 061. The proposed project is shown in Figure 2-3.

2.1.5 Latitude and Longitude

The centroid of the Project area is 36.0819, -119.0433.

2.1.6 General Plan Designation

High Density Residential (See **Figure 2-5**). Project proposes a General Plan Amendment from High Density Residential land use designation to the Commercial Centers land use designation.

Table 2-1. General Plan Designation

Project Area	General Plan Designation
246-111-059	High Density Residential
246-111-060	High Density Residential
246-111-061	High Density Residential

2.1.7 Zoning

RM-3, High Density Residential (See **Figure 2-4**)

Project proposes a zone change from the RM-3 (High Density Residential) zone district to the CR (Commercial Centers).

Table 2-2. City Zone District

Project Area	Zone District
246-111-059	RM-3
246-111-060	RM-3
246-111-061	RM-3

2.1.8 Description of Project

2.1.8.1 Project Background and Purpose

2.1.8.2 Project Description

The Project site is located in central Porterville, at the intersection of West Henderson Avenue and North Prospect Street. The site is comprised of three parcels with Assessor's Parcel Numbers (APNs): 246-111-059, 060, and 061 totaling 1.81 acres. The Project site is currently vacant, on the northernmost property there is a vacant single-family residence that will be demolished as part of the Project. The Project site is surrounded primarily by urban uses. Adjacent uses include commercial development to the south and west of the Project site, residential uses to the north and vacant/commercially zoned property to the east.

Once developed, the Project site will operate as an extension of the Porter's Crossing, Phase I commercial development directly to the south. The commercial uses to the south have an existing access point to North Prospect Street. As part of the Project, this access point will be closed and traffic from that portion of the development would access Prospect Street via a single point of ingress and egress constructed with the Project improvements, connecting the two sites. The site across North Prospect Street to the west is developed with major retailers; the existing access point to Prospect from that development would form a four-way intersection with stop signs at the exits from the parking areas. Properties to the east are vacant or in agricultural use, but future development of those sites will access North Prospect Street through Phase II. There are duplexes to the north with a separate circulation system.

Additional site improvements will be constructed as part of the Project, including sidewalks, landscaping, a paved parking lot, trash enclosures, walkways, and ramps. Once complete, the Project will consist of just over 3,100 square feet of commercial building space, 15,875 square feet of landscaping, and a total of 87 parking spaces. The Project site plan is illustrated in **Figure 2-3**.

As part of the Project, the applicant is requesting both a General Plan Amendment and zone change in order to facilitate the proposed uses. The General Plan designation for the Project site is currently High Density Residential. As part of this Project, the site will be re-designated to Retail Centers. The High-Density Residential designation is typically representative of multifamily housing developments and is expressed by the RM-3 zone district. Zoning for the Project site is currently RM-3 (High Density Residential) and will be rezoned from RM-3 to the CR (Commercial Centers) zone district. The CR zone allows for commercial buildings up to 50 feet tall on minimum lot sizes of 5,000 square feet, and a maximum Floor Area Ratio (FAR) of 0.35.

2.1.8.3 Construction

Construction is estimated to begin in the fall of 2019 and is projected to take five months from groundbreaking to completion.

2.1.8.4 Operation and Maintenance

Ongoing operation of the Project will include restaurant staff, onsite during regular business hours. Staff will include up to eight employees per shift, combined for both tenants, with a total of two shifts per day.

2.1.9 Site and Surrounding Land Uses and Setting

The Project is in an area of commercial, multifamily residential and agricultural land uses. To the north of the Project site is residential development. Commercial uses surround the Project site to the west and south. Land to the east is either vacant/zoned commercial or in agricultural use. The site is bordered by West Henderson Avenue to the south, Prospect Street to the west, and Mulberry Avenue to the north.

See **Figure 2-4** and **Figure 2-5** for the zoning and general plan designations, respectively.

2.1.10 Other Public Agencies Whose Approval May Be Required

Discretionary approvals that may be required:

- City of Porterville Zone Change
- City of Porterville General Plan Amendment
- City of Porterville lot merger or lot line adjustment

Ministerial approvals and agreements that may be required:

- City of Porterville building permits
- San Joaquin Valley Air Pollution Control District Rule 9510, and Rule 2201

2.1.11 Consultation with California Native American Tribes

Public Resources Code Section 21080.3.1, *et seq. (codification of AB 52, 2013-14)*) requires that a lead agency, within 14 days of determining that it will undertake a project, must notify in writing any California Native American Tribe traditionally and culturally affiliated with the geographic area of the project if that Tribe has previously requested notification about projects in that geographic area. The notice must briefly describe the project and inquire whether the Tribe wishes to initiate request formal consultation. Tribes have 30 days from receipt of notification to request formal consultation. The lead agency then has 30 days to initiate the consultation, which then continues until the parties come to an agreement regarding necessary mitigation or agree that no mitigation is needed, or one or both parties determine that negotiation occurred in good faith, but no agreement will be made.

The City of Porterville has received written correspondence from the Santa Rosa Rancheria Tachi Yokut Tribe pursuant to Public Resources Code Section 21080.3.1 requesting notification of proposed project. A formal correspondence letter was sent to the Tribe on June 28, 2019. No correspondence has been received from the Tribe in return.

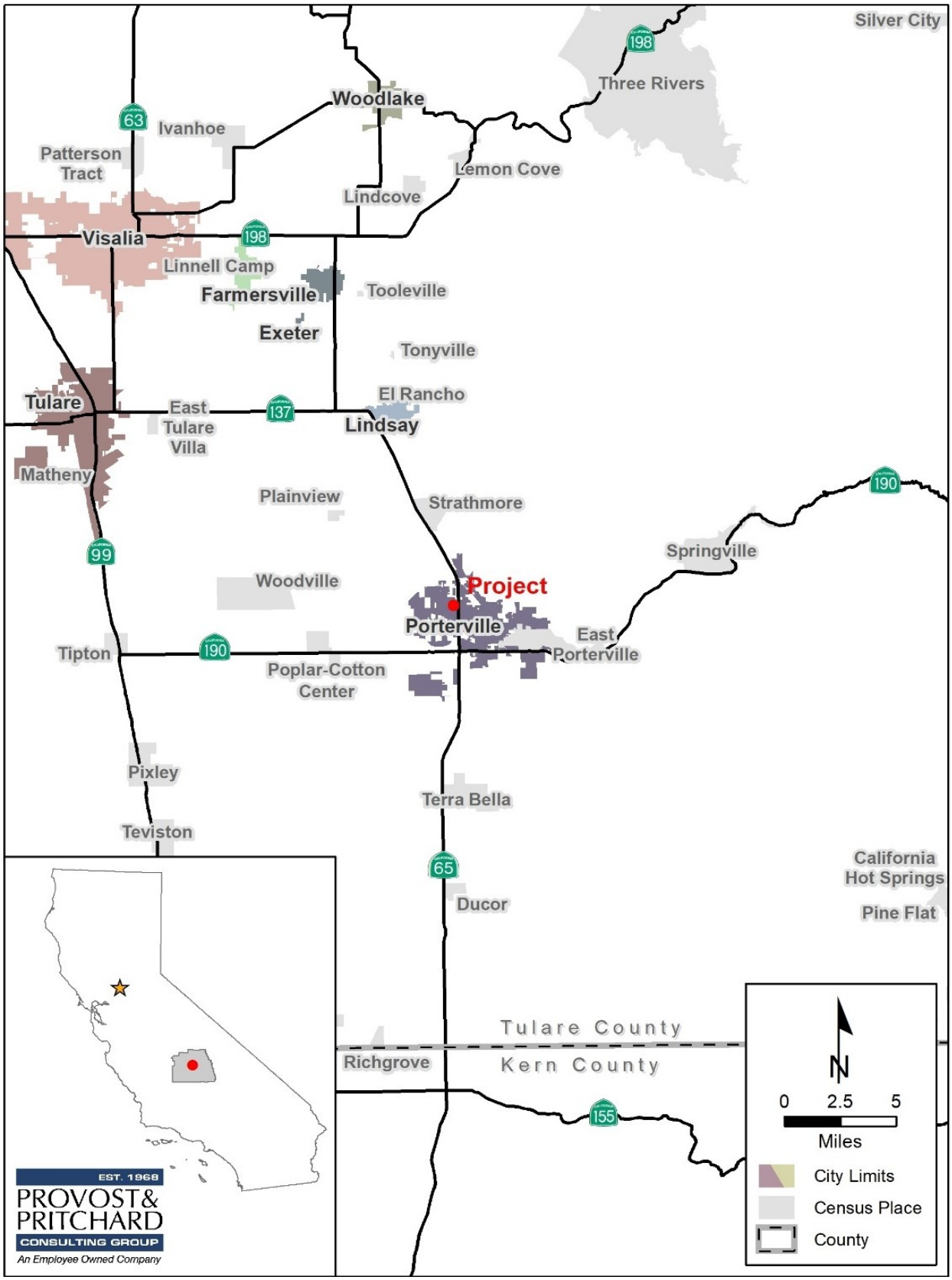
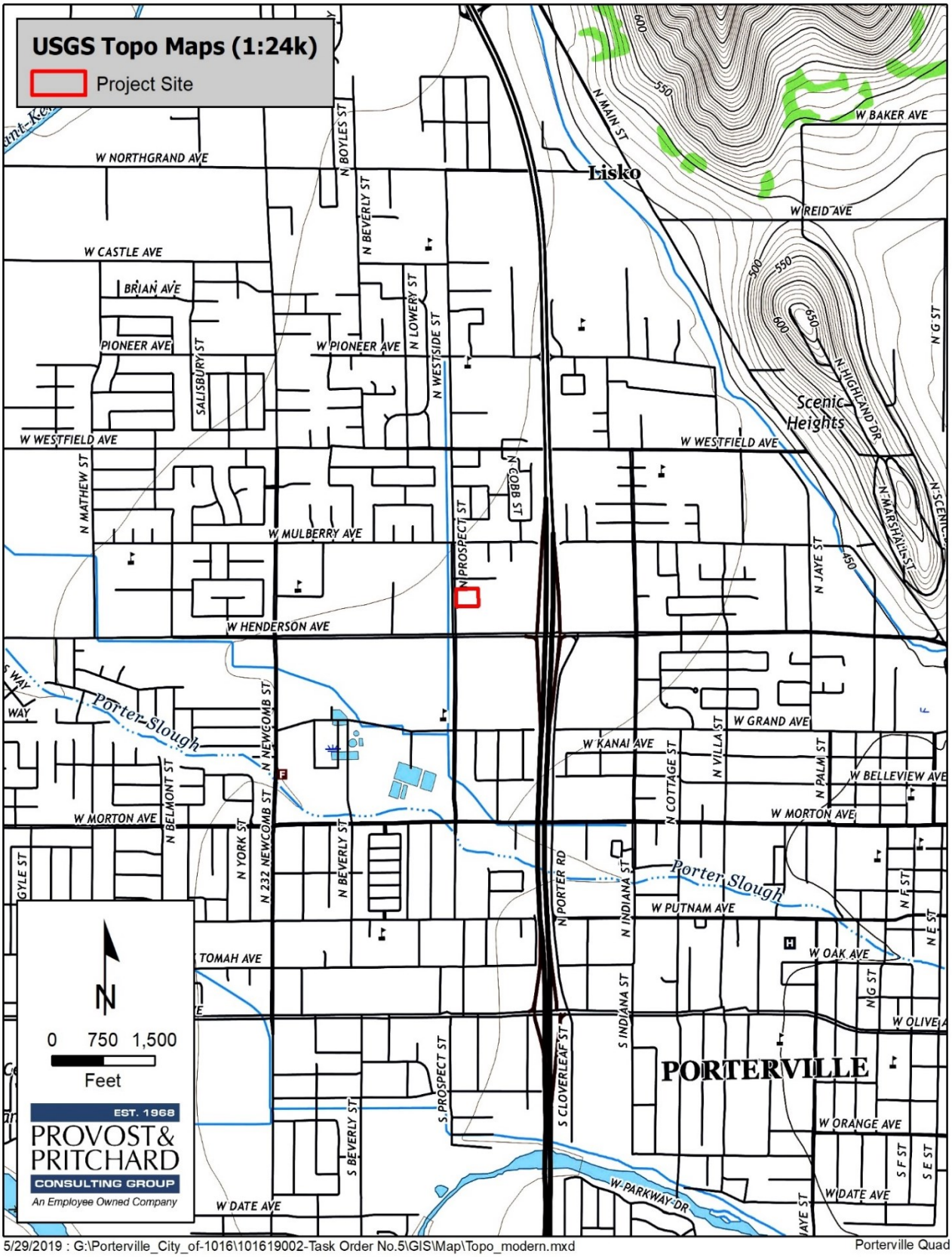


Figure 2-1. Regional Location



5/29/2019 : G:\Porterville_City_of-1016\101619002-Task Order No.5\GIS\Map\Topo_modern.mxd Porterville Quad

Figure 2-2. Topographic Quadrangle Map

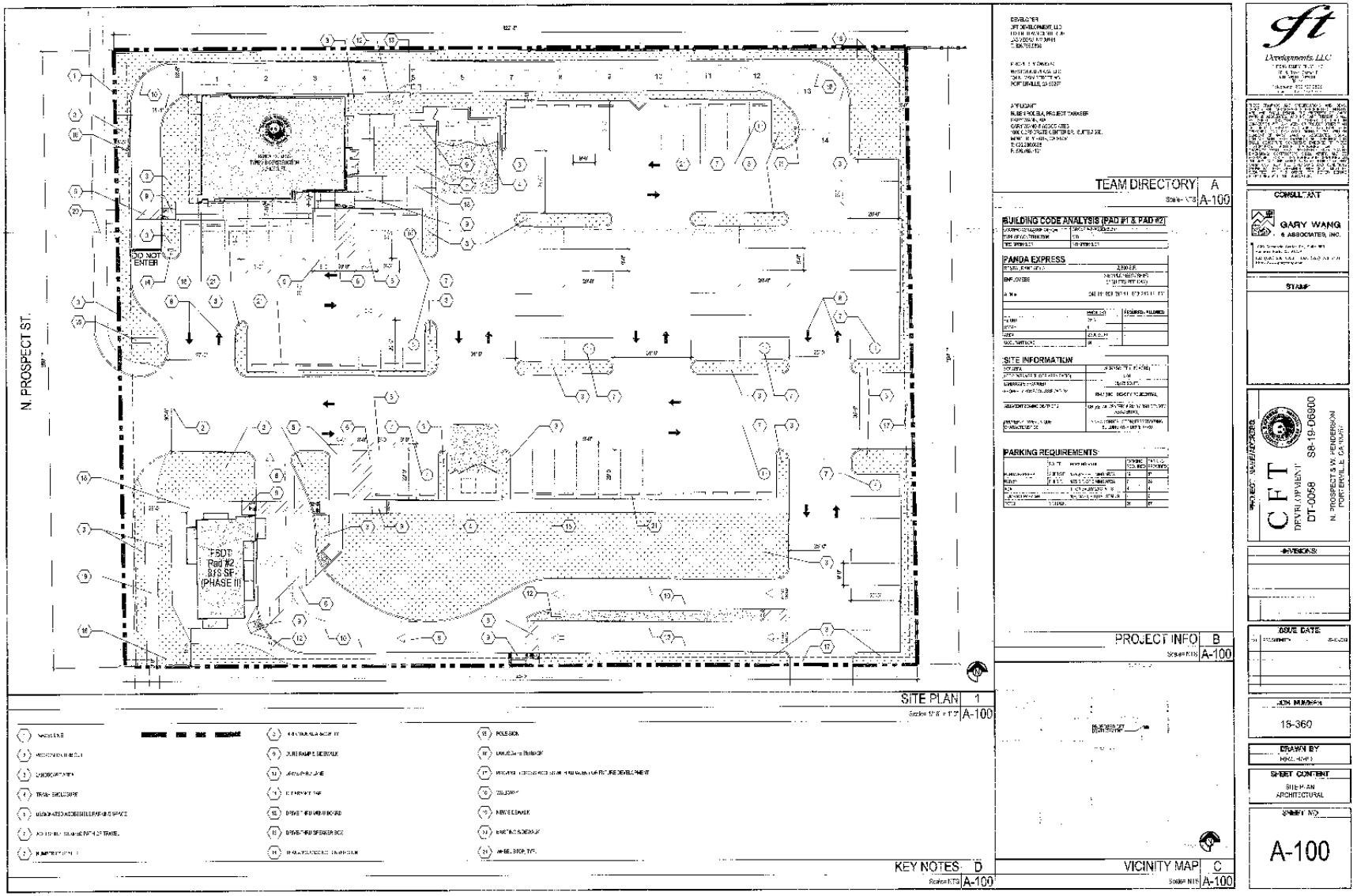


Figure 2-3. Site Plan

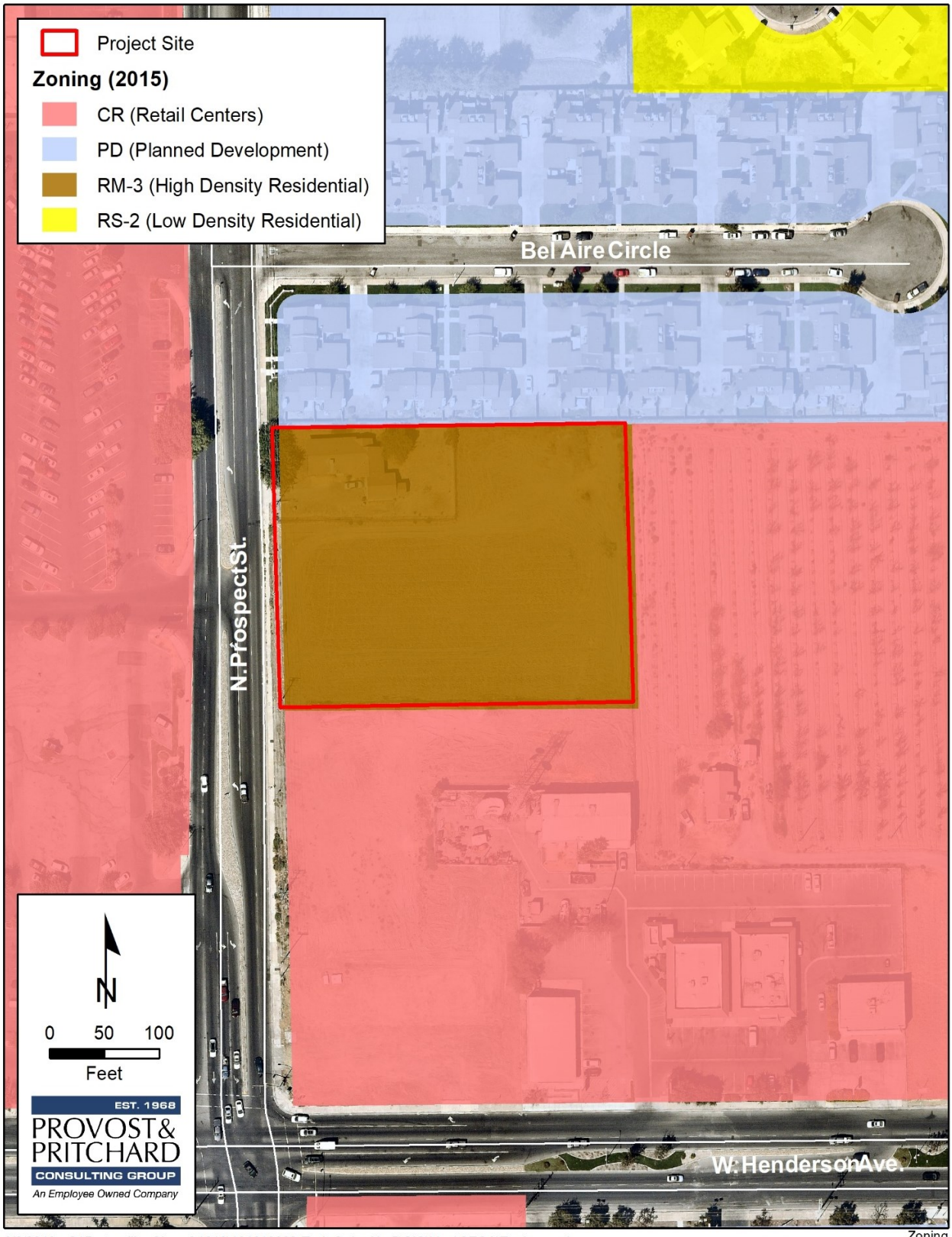


Figure 2-4. Zone District Map

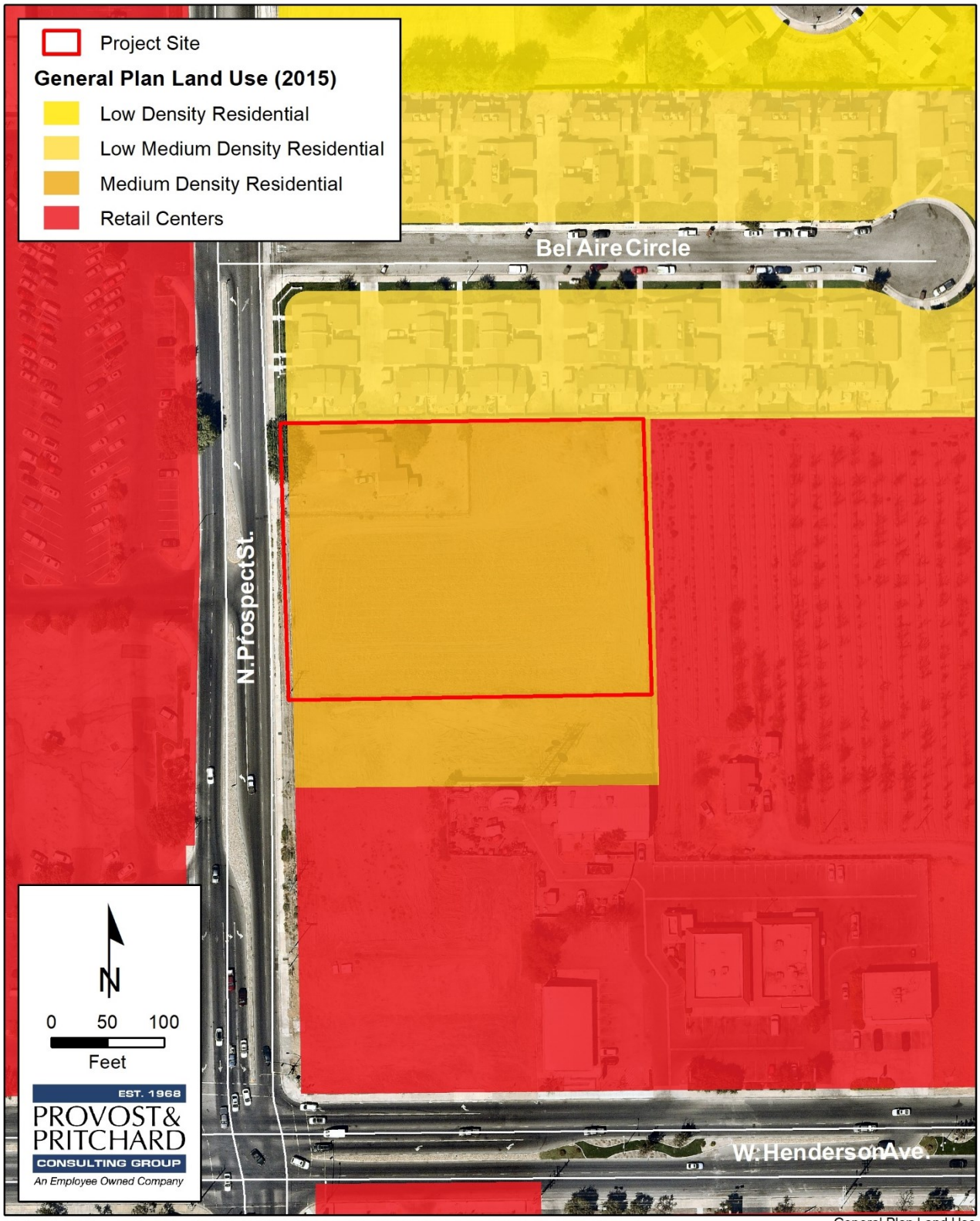


Figure 2-5. Land Use Designation Map

Chapter 3 Impact Analysis

3.1 Environmental Factors Potentially Affected

As indicated by the discussions of existing and baseline conditions, and impact analyses that follow in this Chapter, environmental factors not checked below would have no impacts or less than significant impacts resulting from the project. Environmental factors that are. checked below would have potentially significant impacts resulting from the project. Mitigation measures are recommended for each of the potentially significant impacts that would reduce the impact to less than significant.

☐ Aesthetics	☐ Agriculture Resources	☐ Air Quality
☐ Biological Resources	☒ Cultural Resources	☐ Energy
☒ Geology/Soils	☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☐ Hydrology/Water Quality	☐ Land Use/Planning	☐ Mineral Resources
☒ Noise	☐ Population/Housing	☐ Public Services
☐ Recreation	☐ Transportation/Traffic	☐ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

The analyses of environmental impacts here in **Chapter 3** Impact Analysis are separated into the following categories:

Potentially Significant Impact. This category is applicable if there is substantial evidence that an effect may be significant, and no feasible mitigation measures can be identified to reduce impacts to a less than significant level. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

Less than Significant with Mitigation Incorporated. This category applies where the incorporation of mitigation measures would reduce an effect from a "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measure(s), and briefly explain how they would reduce the effect to a less than significant level (mitigation measures from earlier analyses may be cross-referenced).

Less Than Significant Impact. This category is identified when the proposed Project would result in impacts below the threshold of significance, and no mitigation measures are required.

No Impact. This category applies when a project would not create an impact in the specific environmental issue area. "No Impact" answers do not require a detailed explanation if they are adequately supported by the information sources cited by the lead agency, which show that the impact does not apply to the specific project (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

3.2 Aesthetics

Table 3-1. Aesthetics Impacts

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?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

3.2.1 Environmental Setting and Baseline Conditions

The City of Porterville is located in the southern portion of the San Joaquin Valley and sits at the base of the Sierra Nevada Mountains. Much of Porterville has views of the mountains and associated foothills to the east of the City. The Project site is located on the San Joaquin Valley floor in the north eastern position of the City of Porterville, California.

The aesthetic character of the Project site and the surrounding area can generally be described as urban. Most adjacent properties are developed with commercial uses of varying intensity. There is one completed residential housing development to the north. To the east, there is an existing agricultural use that is planned for future commercial development through current land use and zoning designations. North Prospect Street is directly adjacent to the West, with built out land that is zoned CR (Commercial Centers) beyond that. The property to the south is zoned CR and is built out. The Project site is accessible from North Prospect Street. While the Project site is currently vacant, it has the visual characteristics of an infill site with flat topography and distant views of the foothills to the east.

There are no designated scenic resources within the City of Porterville, however eastward views to the Sierra Nevada foothills and mountains within the city are considered scenic vistas. The General Plan identifies the Tule River and Rocky Hill as prominent landmarks within the City and has adopted guiding policies around preserving these areas as open space. In addition, the General Plan considers the agricultural foundation of the City's development patterns, surrounding topography, and landscape important for both community identity, aesthetic value, and environmental quality.

3.2.2 Impact Assessment

The City of Porterville's General Plan EIR, certified in November of 2007, addresses thresholds for potential significant adverse effects on visual resources. These thresholds state that a significant adverse effect on visual resources would occur in the event that a project would:

- Block panoramic views or views of significant landscape features or landforms as seen from public viewing areas;
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- Substantially degrade the existing visual character or quality of the study area and its surroundings; or
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

I-a) Would the project have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. The proposed Project includes the construction of two commercial buildings and the improvements associated with new commercial development, including landscaping, parking lots, and lighting. Structures within the Project site will be single story in height. All structures and site lighting and will conform to design standards set forth in the City's General Plan and Zoning Ordinance. Construction activities will be visible from adjacent roadways, however, will be temporary. Views of the Sierra Nevada Mountains are visible in the distance, beyond the urbanized portion of the City.

The City's General Plan identifies views extending along the Tule River and Rocky Hill as prominent scenic resources worth preserving. The Project site itself does not fall within protected scenic or open space resources identified in the General Plan, nor in the City's adopted Zoning Ordinance. The Project area is located in an urban setting, is flat, and located in an area that is predominately surrounded by urban uses. As such, the Project will not result in a use that is visually incompatible with the surrounding area. The impact will be less than significant.

I-b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The Scenic Highway Program protects and enhances California's natural scenic beauty by allowing county and city governments to apply to the California Department of Transportation (Caltrans) to establish a scenic corridor protection program. The Project site is located within the City of Porterville, which does not have any Officially Designated or Eligible State Scenic Highways. The nearest Eligible State Scenic Highway is SR 190, east of SR 65. Project site is located approximately 2.12 miles north of SR 190 and does not fall within the scenic corridor of SR 190. As such, there would be no impact.

I-c) Would the project, 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?

No Impact. The Project site sits within an urbanized area within the City of Porterville. Existing uses directly adjacent to the Project site are commercial, residential, and agricultural. Agricultural uses to the east of the Project site are planned and zoned for future commercial uses. As part of the Project, the site would require a zoning and general plan land use change from High Density Residential to Commercial. Despite the land use changes required in order to approve the Project, the Project will not result in a use that is visually incompatible with the surrounding area and will be built according to all applicable City regulations governing scenic quality.

In addition to zoning regulations for commercial development, the City of Porterville adopted the Hillside Development Ordinance, which sets design and planning standards for the foothills area and protects the City's scenic vistas and view of the Sierra Nevada foothills and ridgelines. The Project site does not sit within a designated Hillside Development Zone and requires no further regulation on scenic quality above and beyond that which applies to the CR zoning district. No impact would occur.

I-d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. Project implementation would create new lighting sources on the Project site associated with commercial businesses, specifically related to drive through fast-food restaurants, including lit signage. Precise Project details are not yet available; however, it is expected that the proposed structures would have lighting consistent with regulations outlined in Chapter 21, Article 300, Section 7 of the Zoning code which are intended to minimize artificial light that may have a detrimental effect on the environment or enjoyment of the night sky, and unnecessary illumination of adjacent properties. Although the Project will add new light sources for exterior and interior building lighting, the Project's lighting will be consistent with the City's Zoning Ordinance and General Plan, ensuring that Project impacts related to light and glare are less than significant.

3.3 Agriculture and Forestry Resources

Table 3-2. Agriculture and Forest Resources Impacts

Agriculture and Forest 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?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

3.3.1 Environmental Setting and Baseline Conditions

The proposed Project site is located in an urbanized portion of the City of Porterville. Surrounding uses are predominately commercial or residential, with limited agriculture uses to the east of the Project site. Despite its current agricultural use, the land to the east of the Project site is planned and zoned for future commercial projects.

In order to determine the status of the Project site as an agricultural resource, the California State Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) has been utilized. According to the FMMP, the Project site is located in a portion of the City identified as urban, built up land. In addition, the Project site is identified as Developed Land in 2030 by the General Plan Open Space and Conservation Element. FMMP farmland designations are shown in **Figure 3-1. Farmland Designation Map**.

Farmland Mapping and Monitoring Program (FMMP): The FMMP produces maps and statistical data used for analyzing impacts to California's agricultural resources. Agricultural land is rated according to soil quality and irrigation status; the best quality land is called Prime Farmland. The maps are updated every two years with the use of a computer mapping system, aerial imagery, public review, and field reconnaissance.

The California DOC's 2012 FMMP is a non-regulatory program that produces "Important Farmland" maps and statistical data used for analyzing impacts on California's agricultural resources. The Important Farmland maps identify eight land use categories, five of which are agriculture related: prime farmland, farmland of statewide importance, unique farmland, farmland of local importance, and grazing land – rated according to soil quality and irrigation status. Each is summarized below[1]:

• PRIME FARMLAND (P): 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.

• FARMLAND OF STATEWIDE IMPORTANCE (S): Farmland 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.

• UNIQUE FARMLAND (U): Farmland of lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated, but may include non- irrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date.

• FARMLAND OF LOCAL IMPORTANCE (L): Land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee.

• GRAZING LAND (G): Land on which the existing vegetation is suited to the grazing of livestock. The minimum mapping unit for Grazing Land is 40 acres.

• URBAN AND BUILT-UP LAND (D): Land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. This land is used for residential, industrial, commercial, institutional, public administrative purposes, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.

• OTHER LAND (X): Land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.

•WATER (W): Perennial water bodies with an extent of at least 40 acres.

[1] California Department of Conservation. FMMP – Report and Statistics. http://www.conservation.ca.gov/dlrp/fmmp/products/Pages/ReportsStatistics.aspx. Accessed 24 October 2018.

3.3.2 Impact Assessment

II-a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. According to the DOC's 2016 FMMP map for Tulare County, the Project site is designated as Urban and Built-Up Land. Additionally, the City of Porterville General Plan designates the Project site for High Density Residential uses and is predominately surrounded by land either already utilized for commercial purposes or planned for it in the future. The site is vacant and is not used for agricultural activities. Therefore, there would be no impact.

II-b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The Project site is an urban infill property which is zoned RM-3 (High Density Residential). The Project site is not currently being farmed and is not under a Williamson Act contract. There are no properties within the immediate vicinity of the Project site that are under Williamson Act contracts. Therefore, the Project would not conflict with existing zoning for agricultural use, or a Williamson Act contract. No impact would occur.

II-c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

II-d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. See Impact II(b) above. No forest or timberland is located on or near the Project area, no impact would occur.

II-e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. The Project site is located in an urban setting. The City's General Plan designates the Project site as High Density Residential, and areas surrounding the project site are either currently in use as or planned for commercial development. No land conversion from Farmland would occur for the Project. Therefore, the Project has no impacts.

Figure 3-1. Farmland Designation Map

3.4 Air Quality

Table 3-3. Air Quality Impacts

Air Quality					
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. 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?	☐	☐	☐	☒
b)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d)	Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	☐	☐	☒	☐

3.4.1 Environmental Setting and Baseline Conditions

The Project lies within the eight-county San Joaquin Valley Air Basin (SJVAB), which is managed by the San Joaquin Valley Air Pollution Control District (SJVAPCD). Air quality in the SJVAB is influenced by a variety of factors, including topography, local and regional meteorology. National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) have been established for the following criteria pollutants: carbon monoxide (CO), ozone (O_3), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), particulate matter (PM_{10} and $PM_{2.5}$), and lead (Pb). The CAAQS also set standards for sulfates (SO_4), hydrogen sulfide (H_2S), vinyl chloride (C_2H_3Cl) and visibility.

Air quality plans or attainment plans are used to bring the applicable air basin into attainment with all State and Federal ambient air quality standards designed to protect the health and safety of residents within that air basin. Areas are classified under the Federal Clean Air Act as either "attainment", "nonattainment", or "extreme nonattainment" areas for each criteria pollutant based on whether the NAAQS have been achieved or not. Attainment relative to the State standards is determined by the California Air Resources Board (CARB). The San Joaquin Valley is designated as a State and Federal nonattainment area for O_3, a State and Federal nonattainment area for $PM_{2.5}$, a State nonattainment area for PM_{10}, a Federal and State attainment area for CO, SO_2, and NO_2, and a State attainment area for sulfates, vinyl chloride and Pb[2].

[2] San Joaquin Valley Air Pollution Control District. Ambient Air Quality Standards and Valley Attainment Status. http://www.valleyair.org/aqinfo/attainment.htm.

3.4.1.1 Regulatory Attainment Designations

Under the CCAA, the CARB is required to designate areas of the State as attainment, nonattainment, or unclassified with respect to applicable standards. An "attainment" designation for an area signifies that pollutant concentrations did not violate the applicable standard in that area. A "nonattainment" designation indicates that a pollutant concentration violated the applicable standard at least once, excluding those occasions when a violation was caused by an exceptional event, as defined in the criteria. Depending on the frequency and severity of pollutants exceeding applicable standards, the nonattainment designation can be further classified as serious nonattainment, severe nonattainment, or extreme nonattainment, with extreme nonattainment being the most severe of the classifications. An "unclassified" designation signifies that the data does not support either an attainment or nonattainment designation. The CCAA divides districts into moderate, serious, and severe air pollution categories, with increasingly stringent control requirements mandated for each category.

The EPA designates areas for ozone, CO, and NO_2 as "does not meet the primary standards," "cannot be classified," or "better than national standards." For SO_2, areas are designated as "does not meet the primary standards," "does not meet the secondary standards," "cannot be classified," or "better than national standards." However, the CARB terminology of attainment, nonattainment, and unclassified is more frequently used. The EPA uses the same sub-categories for nonattainment status: serious, severe, and extreme. In 1991, EPA assigned new nonattainment designations to areas that had previously been classified as Group I, II, or III for PM_{10} based on the likelihood that they would violate national PM_{10} standards. All other areas are designated "unclassified."

The State and national attainment status designations pertaining to the SJVAB are summarized in **Appendix A**. The SJVAB is currently designated as a nonattainment area with respect to the State PM_{10} standard, ozone, and $PM_{2.5}$ standards. The SJVAB is designated nonattainment for the NAAQS 8-hour ozone and $PM_{2.5}$ standards. On September 25, 2008, the EPA re-designated the San Joaquin Valley to attainment status for the PM_{10} NAAQS and approved the PM_{10} Maintenance Plan.

Table 3-4. Summary of Ambient Air Quality Standards and Attainment Designation

Summary of Ambient Air Quality Standards & Attainment Designation					
Pollutant	**Averaging Time**	**California Standards***		**National Standards***	
		Concentration*	**Attainment Status**	**Primary**	**Attainment Status**
Ozone (O_3)	1-hour	0.09 ppm	Nonattainment/ Severe	–	No Federal Standard
	8-hour	0.070 ppm	Nonattainment	0.075 ppm	Nonattainment (Extreme)**
Particulate Matter (PM_{10})	AAM	20 µg/m³	Nonattainment	–	Attainment
	24-hour	50 µg/m³		150 µg/m³	
Fine Particulate Matter ($PM_{2.5}$)	AAM	12 µg/m³	Nonattainment	12 µg/m³	Nonattainment
	24-hour	No Standard		35 µg/m³	
Carbon Monoxide (CO)	1-hour	20 ppm	Attainment/ Unclassified	35 ppm	Attainment/ Unclassified
	8-hour	9 ppm		9 ppm	
	8-hour (Lake Tahoe)	6 ppm		–	
	AAM	0.030 ppm	Attainment	53 ppb	

Summary of Ambient Air Quality Standards & Attainment Designation					
Pollutant	Averaging Time	California Standards*		National Standards*	
		Concentration*	Attainment Status	Primary	Attainment Status
Nitrogen Dioxide (NO_2)	1-hour	0.18 ppm		100 ppb	Attainment/ Unclassified
Sulfur Dioxide (SO_2)	AAM	–	Attainment	--	Attainment/ Unclassified
	24-hour	0.04 ppm		--	
	3-hour	–		0.5 ppm	
	1-hour	0.25 ppm		75 ppb	
Lead (Pb)	30-day Average	1.5 µg/m^3	Attainment	–	No Designation/ Classification
	Calendar Quarter	–		--	
	Rolling 3-Month Average	–		0.15 µg/m^3	
Sulfates (SO_4)	24-hour	25 µg/m^3	Attainment	No Federal Standards	
Hydrogen Sulfide (H_2S)	1-hour	0.03 ppm (42 µg/m^3)	Unclassified		
Vinyl Chloride (C_2H_3Cl)	24-hour	0.01 ppm (26 µg/m^3)	Attainment		
Visibility-Reducing Particle Matter	8-hour	Extinction coefficient: 0.23/km-visibility of 10 miles or more due to particles when the relative humidity is less than 70%.	Unclassified		

** For more information on standards visit: http//www.arb.ca.gov.research/aaqs/aaqs2.pdf*
*** No Federal 1-hour standard. Reclassified extreme nonattainment for the Federal 8-hour standard May 5, 2010.*
****Secondary Standard*
Source: CARB 2015; SJVAPCD 2015

3.4.2 Impact Assessment

An Air Quality and Greenhouse Gas Emissions Evaluation Report (**Appendix A**) was prepared using CalEEmod, Version 2016.3.2 for the proposed Project in July 2019. The sections below detail the methodology of the air quality and greenhouse gas emissions report and its conclusions.

3.4.2.1 Short-Term Construction-Generated Emissions

Short-term construction emissions associated with the Project were calculated using CalEEmod, Version 2016.3.2. The emissions modeling includes emissions generated by off-road equipment, haul trucks, and worker commute trips. Emissions were quantified based on anticipated construction schedules and construction equipment requirements typical for the type of construction proposed. All remaining assumptions were based on the default parameters contained in the model. Localized air quality impacts associated with the Project would be minor and were qualitatively assessed. Modeling assumptions and output files are included in **Appendix A.**

3.4.2.2 Long-Term Operational Emissions

Long-term operational emissions associated with the Project are estimated to be minimal in nature. Long term operation of the Project will include on site staff, consisting of two shifts per day, with three employees per shift. Maintenance will be provided on an as needed basis by staff. Modeling assumptions and output files are included in **Appendix A**.

3.4.2.3 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*. This guidance document 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 to human health and welfare. The thresholds of significance are summarized, as follows:

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 NOx): 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 (PM10): 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 NOx): Operational impacts associated with the proposed Project would be considered significant if the project generates emissions of ROG or NO_X that exceeds 10 TPY.

Conflict with or Obstruct Implementation of Applicable Air Quality Plan: 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 conflict with the attainment plans. 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.

Local Mobile-Source CO Concentrations: 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).

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 1.

Odor impacts associated with the proposed Project would be considered significant if the project has the potential to frequently expose members of the public to objectionable odors.

III-a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

No Impact. As noted in Impact Assessments III-b and III-c below, implementation of the Project would not result in short-term or long-term increases in emissions that would exceed applicable thresholds of significance. Projects that do not exceed the recommended thresholds would not be considered to conflict with or obstruct the implementation of applicable air quality plans.

III-b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less Than Significant Impact.

Short-Term Construction-Generated Emissions

Construction-generated emissions are temporary in duration, and consist of activities such as site preparation, grading, and construction of the commercial facilities, parking lots, and landscaping. The construction of the Project would result in the temporary generation of emissions associated with site grading and excavation, motor vehicle exhaust associated with construction equipment and worker trips, as well as the movement of construction equipment on unpaved surfaces.

Estimated construction-generated emissions and operational emissions are summarized in **Table 3-5** and **Table 3-6**, respectively.

Table 3-5. Unmitigated Short-Term Construction-Generated Emissions of Criteria Air Pollutants

Short-Term Construction-Generated Emissions of Criteria Air Pollutants					
	Annual Emissions (Tons/Year) (1)				
Source	ROG	NO_X	CO	PM_{10}	$PM_{2.5}$
2020	**0.0872**	**0.5558**	**0.4760**	**0.0409**	**0.0313**
SJVAPCD Significance Thresholds:	*10*	*10*	*100*	*15*	*15*
Exceed SJVAPCD Thresholds?	*NO*	*NO*	*NO*	*NO*	*NO*

1. *Emissions were quantified using CalEEmod Output Files Version 2016.3.2. Refer to Appendix A for modeling results and assumptions. Totals may not sum due to rounding.*

Table 3-6. Unmitigated Long-Term Operational Emissions

Long-Term Operational Emissions of Criteria Air Pollutants					
	Annual Emissions (Tons/Year) (1)				
Source	ROG	NO_X	CO	PM_{10}	$PM_{2.5}$
Maximum Annual Project Emissions:	**0.5384**	**3.8219**	**3.7964**	**0.6190**	**0.1758**
SJVAPCD Significance Thresholds:	*10*	*10*	*100*	*15*	*15*
Exceed SJVAPCD Thresholds?	*NO*	*NO*	*NO*	*NO*	*NO*

1. *Emissions were quantified using CalEEmod Output Files Version 2016.3.2. Refer to Appendix A for modeling results and assumptions. Totals may not sum due to rounding.*

It is important to note that the proposed Project would be required to comply with SJVAPCD Regulation VIII (Fugitive PM_{10} Prohibitions). Mandatory compliance with SJVAPCD Regulation VIII would further

reduce emissions of fugitive dust from the Project site, and adequately minimize the proposed Project's potential to adversely affect nearby sensitive receptors to localized PM impacts.

Given that project-generated emissions would not exceed applicable SJVAPCD significance thresholds and the proposed Project would be required to comply with SJVAPCD Regulation VIII, construction-generated emissions of criteria pollutants would be considered less than significant.

Long-Term Operational Emissions

As illustrated in Table 3-6, long-term operational emissions associated with the Project will be minimal and well below the respective thresholds of significance. Therefore, Project-related impacts to air quality would be considered less than significant.

III-c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. As described in Impact III-b, above, the proposed Project would not significantly increase long-term emissions within the Project area. Construction may expose surrounding sensitive receptors to airborne particulates, as well as a small quantity of construction equipment pollutants (i.e., usually diesel-fueled vehicles and equipment). However, construction contractors would be required to implement measures to reduce or eliminate emissions by following the Regulation VIII, Fugitive PM10 Prohibitions. Both Project construction and operational emissions would be well below the SJVAPCD's significance thresholds. Therefore, sensitive receptors are not expected to be exposed to substantial pollutant concentrations during project construction or operation, and potential impacts would be considered less than significant.

III-d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. Implementation of the Project would not result in long-term emissions of odors. However, construction would involve the use of a variety of gasoline- or diesel-powered equipment that would emit exhaust fumes. Exhaust fumes, particularly diesel exhaust, may be considered objectionable by some people. Construction activities would be short-term in nature. Impacts would be less than significant.

3.5 Biological Resources

Table 3-7. Biological Resources Impacts

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 Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

3.5.1 Environmental Setting and Baseline Conditions

The Project site consists of approximately 1.81 acres of land that is designated High Density Residential by the City of Porterville General Plan. The site consists of vacant urban land with little to no topographical relief. There are no incidents of wetlands occurring on site and there are no existing habitat conservation plans associated with the Project site to date.

As part of a desktop analysis of potential Project-related impacts to biological resources, a thorough search of the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB) was on on July 22nd, 2019. The search was conducted for the quadrangle that contains the Project site in its entirety, and for the 8 surrounding quadrangles. These quadrangles include; Fountain Springs, Sausalito School, Cairns Corner, Linday, Success Dam, Frazier Valley, Porterville, Woodville, and Ducor. Species with potential to occur

on the Project site and their respective CDFW status or California Rare Plant Rank are listed in **Appendix B** at the end of this document.

3.5.2 Impact Assessment

IV-a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Less Than Significant Impact. A recent search of the California Natural Diversity Database (CNDDB) revealed that there are several special status plant and animal species which could occur on site. The Project site may provide marginal foraging opportunities for special status animal species and migratory birds; however, the site has been disturbed, is surrounded by urban development and there are no linkage corridors identified in the project area. As such, it is unlikely that any special status species occur on the site; however, to protect any special status species, Mitigation Measure BIO-1 shall be imposed on the Project.

IV-b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. According to the National Wetlands Inventory Maps, no wetlands or riparian communities exist on the Project site. The nearest natural waterway is the Tule River, located approximately 1.5 miles south of the Project site. The Project site is not identified as a sensitive or natural community in any local, regional plans, policies, or regulations, or the CA Dept. of Fish and Wildlife or the U.S. Fish and Wildlife Service. There would be no impact.

IV-c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. As stated in Impact IV-b, wetlands or riparian communities do not exist on or near the Project site. There would be no impact.

IV-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. As discussed in Impact IV-a, there is no viable habitat for any special status species. There would be no impact.

IV-e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. The Project site does not occur within a sensitive habitat area as designated by the City's General Plan. Therefore, there would be no impact.

IV-f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. No habitat conservation plan, natural community conservation plan, or other approved local, regional or state habitat conservation plan is in effect for the area of the Project. Therefore, the Project would have no impact.

3.6 Cultural Resources

Table 3-8. Cultural Resources Impacts

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 pursuant to in §15064.5?	☐	☒	☐	☐
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c)	Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

3.6.1 Environmental Setting and Baseline Conditions

The City of Porterville has a long rich history of human habitation, including Indian tribes such as the Koyete Indian sub-tribe and the Yokuts. Archeological evidence of pre-historic cultures has been documented within the planning area. The City of Porterville General Plan references research completed by the Southern San Joaquin Valley Archaeological Information Center at California State University, Bakersfield, which identifies 45 archaeological sites within the Porterville Planning Area. While human settlements have been documented in Porterville near Murray Hill north of Porter Slough as well as the Rocky Hill area, there are no archaeological sites within the City of Porterville currently listed on the National Register of Historic Places.

Paleontological resources can be classified as the fossilized remains of pre-historic plant and animal life, exclusive of human remains or artifacts. The University of California Museum of Paleontology lists 25 locations within Tulare County, where fossils have been found. Identified fossil types include prehistoric mammals and vertebrates, invertebrates, and plants, however mapping of these locations has not been completed.

According to the City of Porterville General Plan;

> *In 1986, the City of Porterville conducted a comprehensive inventory of sites and districts with potential historic significance. The final evaluation process produced an inventory of 75 sites that may have eligibility for National Register designation. However, these properties are not currently listed on the National Register. According to the Southern San Joaquin Valley Archeological Information Center, many more properties have potential to also be listed in the national and state registries if they were formally evaluated or re-evaluated. In total, the Porterville Planning Area contains four National Register Sites and two California Historic Landmarks*[3].

[3] (Porterville 2030 General Plan, Open Space and Conservation , 2008)

3.6.2 Impact Assessment

V-a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?

V-b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

V-c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant with Mitigation Incorporated. The Project is located on a vacant lot within an already urbanized portion of the City. Previous grading activities adjacent to the Project site have not uncovered any historical resources. In addition, archeological and historical searches were conducted throughout the city limits and the proposed SOI during the General Plan Update process. According to the search, there are no known historical structures or monuments recorded to be on the site. Additionally, a cultural resources records search of the proposed location was conducted on June 25th, 2019 to determine whether cultural resources are present within the project area (see **Appendix C**). No cultural resources were identified within the project area.

Although no archaeological or historical sites appear to be within the Project area, it has not been physically surveyed and as such, the possibility remains that resources do exist on the site. In the event that historic resources are discovered during construction, there is a possibility that subsurface construction activities could damage or destroy those resources. This is considered a potentially significant impact, however implementation of Mitigation measures CUL-1 and CUL-2 will ensure that significant impacts remain less than significant with mitigation incorporated.

> **Mitigation Measure CUL-1:** If, during construction, cultural resources are discovered, all work shall be halted within 50 feet of the discovery. A professional archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology shall be retained by the City to determine the significance of the discovery. Upon a finding of significance, the City shall implement the required mitigation (if any) as determined by the archaeologist.
>
> **Mitigation Measures CUL-2:** In the event human remains are encountered during construction activities, all work within the vicinity of the remains would halt in accordance with Health and Safety Code §7050.5, Public Resources Code §5097.98, and Section 15064.5 of the CEQA Guidelines, and the Fresno County coroner's office would be contacted.

3.7 Energy

Table 3-9. Energy Impacts

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?	☐	☐	☒	☐
b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

3.7.1 Environmental Setting and Baseline Conditions

Southern California Edison provides electric service to Porterville residents. Natural gas service is primarily provided by the Southern California Gas Company. There are three major companies that provide communications services in Porterville: AT&T, Sprint, and Verizon. Charter Communications is the primary cable television and internet provider.

3.7.2 Impact Assessment

VI-a) Would the project 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 California Building Standards Code (California Code of Regulations (CCR), Title 24, Part 2), establishes building codes in California. CCR Title 24, Part 6 herein referred to as Title 24, establishes the standards for building energy in California. Title 24 applies to all buildings that are heated and/or mechanically cooled and are defined under the California Building Code as A, B, E, H, N, R, or S occupancies.

Current regulations for construction equipment, heavy-duty equipment, and earthmoving equipment used in construction contributes to reductions in energy as well as reduction in pollutant emissions. California implemented its In-Use Off-Road Diesel Fueled Fleets regulations (off-road regulation) which applies to all self-propelled off-road diesel vehicles 25 horsepower or greater and most two-engine vehicles. The Small Off-Road Engines (SORE) program was implemented by California to apply to categories of outdoor powered equipment and specialty vehicles often used in construction.

With the incorporation of Title 24 energy standards, implementation of the solar energy system, and regulation of construction vehicles and equipment, the Project would have a less than significant impact on energy resources and would not result in wasteful or unnecessary consumption of energy resources during project operation or construction.

VI-b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact The Project will adhere to the State of California Administrative Code Title 24 as adopted in the Porterville Municipal Code. By incorporating energy reduction standards that meet Title 24 requirements, the Project will have a less than significant impact on State or local plans for renewable energy or energy efficiency.

3.8 Geology and Soils

Table 3-10. Geology and Soils Impacts

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.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the most recently adopted Uniform Building Code creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
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?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

3.8.1 Environmental Setting and Baseline Conditions

The City of Porterville sits on top of the alluvial fans of the Tule River and its distributaries. The alluvial fans are soft near the river and other waterways and firm in the north, northeast and downtown, areas as a transition to the granitic bedrock deposits in the foothills. The City of Porterville contains a wide variety of soil types which have a significant bearing on land planning and development. Porterville Clay is the most

prominent soil type located within the City.[4] While State and federal laws regulate soil quality, as indicated by the farmland classification system, local land use planning is important for limiting erosion potential.

3.8.1.1 Geology and Soils

The Project is located in southwestern Fresno County, in the central section of California's Great Valley Geomorphic Province, or Central Valley. The Sacramento Valley makes up the northern third and the San Joaquin Valley makes up the southern two-thirds of the geomorphic province. Both valleys are watered by large rivers flowing west from the Sierra Nevada Range, with smaller tributaries flowing east from the Coast Ranges. Most of the surface of the Great Valley is covered by Quaternary (present day to 1.6 million years ago) alluvium. The sedimentary formations are steeply upturned along the western margin due to the uplifted Sierra Nevada Range.[5] From the time the Valley first began to form, sediments derived from erosion of igneous and metamorphic rocks and consolidated marine sediments in the surrounding mountains have been transported into the Valley by streams. The City of Porterville 2030 General Plan, Figure 7-1 identifies geological and soil hazards throughout the planning area. According to this source, the Project site is located in an area with a high (0.32-0.43 K Factor) susceptibility for erosion.

3.8.1.2 Faults and Seismicity

The Project site is not located within an Alquist-Priolo Earthquake Fault Zone and no known faults cut through the local soil at the site. The nearest unnamed fault is 6.2 miles south of the Project site. The nearest named fault is the Poso Creek fault, located approximately 30 miles to the southwest. The San Andreas fault zone, Cholame-Carrizo section is 69.5 miles to the southwest of the Project site.

3.8.1.3 Liquefaction

The potential for liquefaction, which is a phenomenon whereby unconsolidated and/or near-saturated soils lose cohesion and are converted to a fluid state as a result of severe vibratory motion, is dependent on soil types and density, depth to groundwater, and the duration and intensity of ground shaking. Although no specific liquefaction hazard areas have been identified in the county, this potential is recognized throughout the San Joaquin Valley where unconsolidated sediments and a high-water table coincide. Liquefaction risk in the project area is low. Using the USDA NRCS soil survey of Fresno County, an analysis of the soils onsite was performed.

3.8.1.4 Soil Subsidence

Subsidence occurs when a large land area settles due to over-saturation or extensive withdrawal of ground water, oil, or natural gas. These areas are typically composed of open-textured soils that become saturated. These areas are high in silt or clay content. The Project site is comprised of San Emigdio loam. It is well drained with a moderately rapid permeability and has a moderate risk of subsidence.

3.8.1.5 Dam and Levee Failure

Lake Success is approximately 6.8 miles east of the Project. The entirety of the Project site is located within the dam failure inundation zone for Lake Success.

[4] Porterville General Plan Public Health and Safety Element, http://www.ci.porterville.ca.us/depts/communitydevelopment/documents/Chapter7PublicHealthandSafety_000.pdf , Accessed February 12, 2019

[5] Harden, D.R. 1998, California Geology, Prentice Hall, 479 pages

3.8.2 Impact Assessment

VII-a) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

VI-a-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 within an Earthquake Fault Zone according to Alquist-Priolo Earthquake Fault Zoning Maps and the State of California Department of Conservation. The nearest named fault is the Poso Creek fault, located approximately 30 miles to the southwest, therefore there is no impact.

VI-a-ii) Strong seismic ground shaking?

Less Than Significant Impact. According to the City's General Plan, the most likely hazard associated with earthquakes for the Porterville area is ground shaking, rather than surface rupture or ground failure. The Project site is not located within an Alquist-Priolo Earthquake Fault Zone and no known faults cut through the local soil at the site. The nearest unnamed fault is 6.2 miles south of the Project site. The nearest named fault is the Poso Creek fault, located approximately 30 miles to the southwest. The San Andreas fault zone, Cholame-Carrizo section is 69.5 miles to the southwest of the Project site. Due to the unlikely nature of major seismic activity near the Project Site and due to the distance to the known major faults, hazards due to ground shaking would be minimal. In addition, the proposed structures would be constructed to meet the most recent seismic standards as set forth in the California Building Code (CBC). Compliance with these standards would ensure potential impacts related to strong seismic ground shaking would be less than significant.

VI-a-iii) Seismic-related ground failure, including liquefaction?

Less than Significant Impact. Seismic-related ground failures, such as ruptures, lateral spreading, ground lurching, seiches, or mudslides, are unlikely to occur in the City because of its relatively stable geologic formation and distance to active faults. However, the City's General Plan states that there is a moderate risk of liquefaction near the Tule River due to the hillside topography and soil slumping. Because the Project site is generally level and is approximately 1.5 miles north of the Tule River, the Project would not expose people or structures to potential substantial effects associated with seismic-related ground failure, including liquefaction. Therefore, this impact is less than significant.

VI-a-iv) Landslides?

Less Than Significant Impact. According to the City of Porterville General Plan, Public Health and Safety Element, the Project site is in the Seismic -3 zone. The site has a moderate to high risk of damaging ground motion. However, the potential landslide impact at this location is minimal as the Project site is essentially flat and level. The impact is less than significant.

VII-b) Would the project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Soil erodibility can be identified by a specific soil's "K-Factor." Values of K range from 0.02 to 0.69, with the higher the value, the more susceptible the soil is to erosion. Soils with K factors above 0.40 are considered to be the most susceptible to erosion.[6] The City of Porterville has provided soils

[6] City of Porterville Public Health and Safety, http://www.ci.porterville.ca.us/depts/communitydevelopment/documents/Chapter7PublicHealthandSafety_000.pdf , Accessed February 19, 2019.

mapping of the planning area with soil K-Factors identified. Based on this mapping, the Project site is located in an area with a K-Factor between 0.32 and 0.43, which is classified as having a high susceptibility to erosion.

Implementation of the Project would include grading activities that could result in short-term soil erosion during the construction period. To reduce the potential for soil erosion during construction of the Project, a plan to control the erosion shall be prepared for the project in conformance with the California Storm Water Best Management Practice Handbook for Construction Activity[7], prior to the start of grading.

In addition, soil erosion and loss of topsoil would be minimized through implementation of SVJAPCD fugitive dust control measures and compliance with the National Pollutant Discharge Elimination System (NPDES) permit requirements. The impacts will be less than significant.

VII-c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less Than Significant Impact. See sections VII-a-ii through VII-a-iv above. The implementation of the Project would not cause on- or off-site landslides, lateral spreading, subsidence, liquefaction or collapse, as the Project neither proposes, nor requires a substantial grade change or change in topography. Development will be exclusive to the Project site and potentially adjacent City right-of-way. Therefore, this impact would be less than significant.

VII -d) Would the project be located on expansive soil, as defined in Table 18-1-B of the most recently adopted Uniform Building Code creating substantial direct or indirect risks to life or property?

Less Than Significant Impact. Expansive soils can swell or shrink in response to changes in moisture, which can significantly damage infrastructure and foundations located on expansive soils. According to the City's General Plan, the Project is not located in an area with high soil expansion potential. However, during the City's site review and grading process, the City of Porterville will review grading plans and provide analysis in order for the Project to be compliant with City standards. The impacts will be less than significant.

VII-e) Would the project 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 Impacts. The Project would does not propose using septic tanks or other alternative wastewater disposal systems. No impacts would occur.

VI f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact with Mitigation Incorporated. No known paleontological resources have been identified at the Project site, however, if a paleontological resource is found during construction, then potentially significant impact would occur unless properly mitigated. The Project will be less than significant with mitigation incorporated.

[7] California Storm Water Best Management Practice Hanbook for Construction Activity, https://www.casqa.org/sites/default/files/BMPHandbooks/BMP_NewDevRedev_Complete.pdf , Accessed February 19, 2019

Mitigation Measure – GEO - 1

Should paleontological resources be encountered on the Project site, all ground disturbing activities in the area shall stop. A qualified paleontologist shall be contacted to assess the discovery. Mitigation may include monitoring, recording the fossil locality, data recovery and analysis, a final report. Public educational outreach may also be appropriate. Upon completion of the assessment, a report documenting methods, findings, and recommendations shall be prepared and submitted to the City of Porterville for review, and (if paleontological materials are recovered) a paleontological repository, such as the University of California Museum of Paleontology.

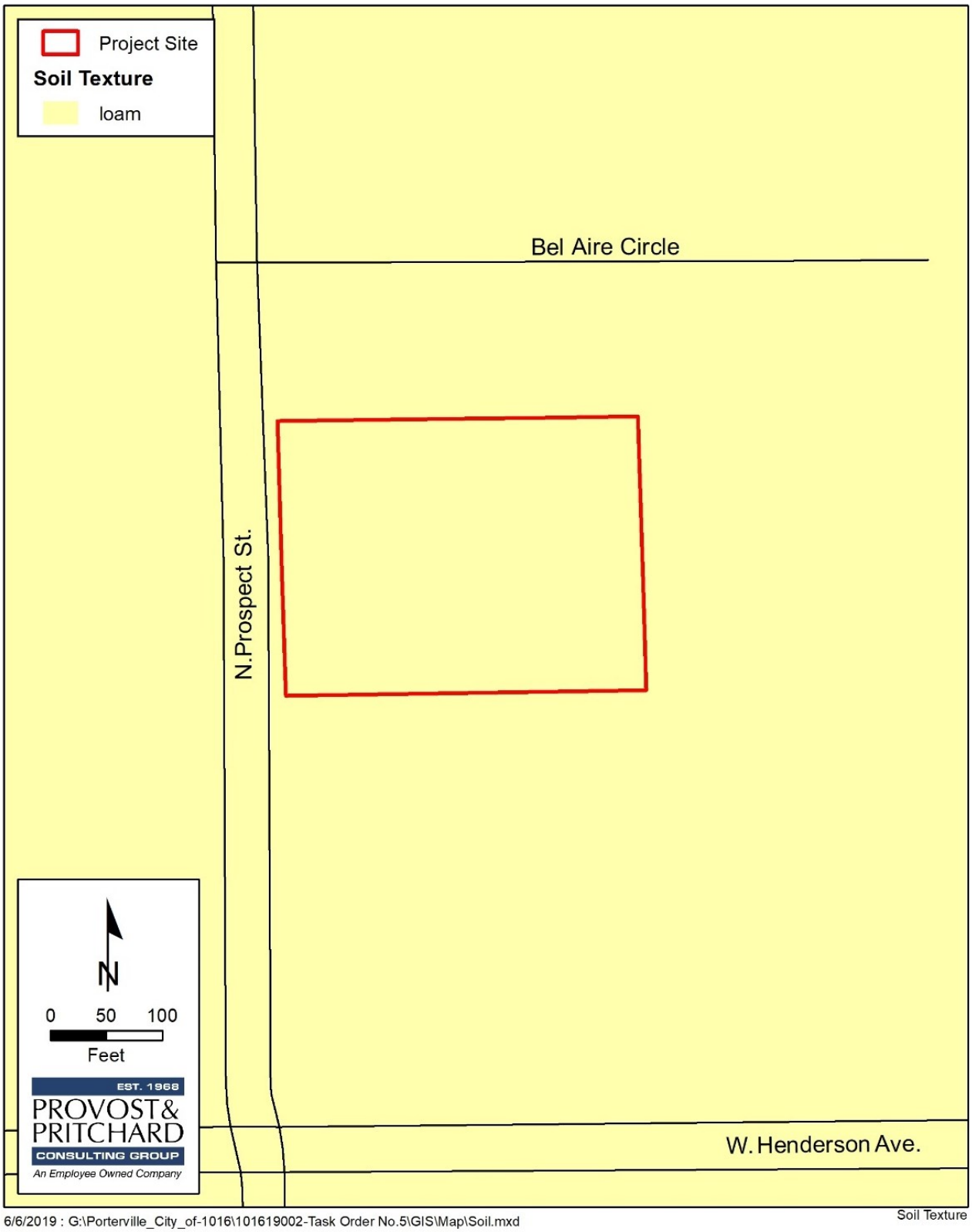


Figure 3-2. Regional Location

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3.9 Greenhouse Gas Emissions

Table 3-11. Greenhouse Gas Emissions Impacts

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?	☐	☐	☒	☐
b)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

3.9.1 Environmental Setting and Baseline Conditions

The Earth's climate has been warming for the past century. It is believed that this warming trend is related to the release of certain gases into the atmosphere. Greenhouse gases (GHG) absorb infrared energy that would otherwise escape from the Earth. As the infrared energy is absorbed, the air surrounding the Earth is heated. An overall warming trend has been recorded since the late 19th century, with the most rapid warming occurring over the past two decades. The 10 warmest years of the last century all occurred within the last 15 years. It appears that the decade of the 1990s was the warmest in human history (National Oceanic and Atmospheric Administration, 2010). Human activities have been attributed to an increase in the atmospheric abundance of greenhouse gases. The following is a brief description of the most commonly recognized GHGs.

Commonly identified GHG emissions and sources include the following:

Carbon dioxide (CO_2) is an odorless, colorless natural greenhouse gas. CO_2 is emitted from natural and anthropogenic sources. Natural sources include the following: decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic out gassing. Anthropogenic sources include the burning of coal, oil, natural gas, and wood.

Methane (CH_4) is a flammable greenhouse gas. A natural source of methane is the anaerobic decay of organic matter. Geological deposits, known as natural gas fields, also contain methane, which is extracted for fuel. Other sources are from landfills, fermentation of manure, and ruminants such as cattle.

Nitrous oxide (N_2O), also known as laughing gas, is a colorless greenhouse gas. Nitrous oxide is produced by microbial processes in soil and water, including those reactions that occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load.

Water vapor is the most abundant, and variable greenhouse gas. It is not considered a pollutant; in the atmosphere, it maintains a climate necessary for life.

Ozone (O_3) is known as a photochemical pollutant and is a greenhouse gas; however, unlike other greenhouse gases, ozone in the troposphere is relatively short-lived and, therefore, is not global in nature. Ozone is not emitted directly into the atmosphere but is formed by a complex series of chemical reactions between volatile organic compounds, nitrogen oxides, and sunlight.

Aerosols are suspensions of particulate matter in a gas emitted into the air through burning biomass (plant material) and fossil fuels. Aerosols can warm the atmosphere by absorbing and emitting heat and can cool the atmosphere by reflecting light.

Chlorofluorocarbons (CFCs) are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the earth's surface). CFCs were first synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. CFCs destroy stratospheric ozone; therefore, their production was stopped as required by the Montreal Protocol in 1987.

Hydrofluorocarbons (HFCs) are synthetic chemicals that are used as a substitute for CFCs. Of all the greenhouse gases, HFCs are one of three groups (the other two are perfluorocarbons and sulfur hexafluoride) with the highest global warming potential. HFCs are human-made for applications such as air conditioners and refrigerants.

Perfluorocarbons (PFCs) have stable molecular structures and do not break down through the chemical processes in the lower atmosphere; therefore, PFCs have long atmospheric lifetimes, between 10,000 and 50,000 years. The two main sources of PFCs are primary aluminum production and semiconductor manufacture.

Sulfur hexafluoride (SF_6) is an inorganic, odorless, colorless, nontoxic, nonflammable gas. It has the highest global warming potential of any gas evaluated. Sulfur hexafluoride is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

Emissions of GHGs contributing to global climate change are largely attributable to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. About three-quarters of human emissions of CO_2 to the global atmosphere during the past 20 years are due to fossil fuel burning. Atmospheric concentrations of CO_2, CH_4, and N_2O have increased 31 percent, 151 percent, and 17 percent respectively since the year 1750 (CEC 2008). GHG emissions are typically expressed in carbon dioxide-equivalents (CO_2e), based on the GHG's Global Warming Potential (GWP). The GWP is dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. For example, one ton of CH_4 has the same contribution to the greenhouse effect as approximately 21 tons of CO_2. Therefore, CH_4 is a much more potent GHG than CO_2.

An Air Quality and Greenhouse Gas Emissions Evaluation Report was prepared in July of 2019, and is contained in **Appendix A.** The essential conclusions of this Report are as follows:

3.9.1.1 Short-Term Construction-Generated Emissions

Short-term construction emissions associated with the Project were calculated using CalEEmod, Version 2016.3.2. Emissions' modeling was assumed to occur over an approximate five-month period and covering a site area of 1.81 acres. Remaining assumptions were based on the default parameters contained in the model. Modeling assumptions and output files are included in **Appendix A**.

3.9.1.2 Long-Term Operational Emissions

Long-term operational emissions associated with the Project are estimated to be minimal in nature. Modeling assumptions and output files are included in **Appendix A**.

3.9.2 Impact Assessment

3.9.2.1 Thresholds of Significance

CEQA Guidelines Amendments became effective March 18, 2010. Included in the Amendments are revisions to the Appendix G Initial Study Checklist. In accordance with these Amendments, a project would be considered to have a significant impact to climate change if it would:

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or,
b. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

In accordance with SJVAPCD's *CEQA Greenhouse Gas Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects*[8], proposed projects complying with Best Performance Standards (BPS) would be determined to have a less-than-significant impact. Projects not complying with BPS would be considered less than significant if operational GHG emissions would be reduced or mitigated by a minimum of 29 percent, in comparison to business-as-usual (year 2004) conditions. In addition, project-generated emissions complying with an approved plan or mitigation program would also be determined to have a less-than-significant impact.

VIII-a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? And

VIII-b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. Although the Project is not located in the Bay Area, the Bay Area Air Quality Management District's thresholds for significance are based on the Statewide AB 32 objectives and will be used to quantify potential impacts related to GHG emissions. For land use development projects, the threshold is in compliance with a qualified GHG Reduction Strategy or annual emissions less than 1,100 metric tons per year (MT/yr) of CO_2e. For stationary source projects, such as those requiring a permit from a local air district to operate, the threshold is 10,000 MT/yr of CO_2e. These thresholds are illustrated in Table 3-14 and Table 3-15, below.

Short-Term Construction-Generated Emissions

Estimated construction-generated emissions are summarized in **Table 3-12**. As indicated, construction of the Project would generate maximum annual emissions of approximately 74.4668 metric tons of carbon dioxide equivalent ($MTCO_2e$). Construction-related production of GHGs would be temporary in nature.

Long-Term Operational Emissions

Estimated long-term operational emissions are summarized in **Appendix A**. As indicated, operation of the Project would generate maximum annual emissions of approximately 1,635.796 metric tons of carbon dioxide equivalent ($MTCO_2e$).

Long-term operational emissions associated with the commercial development Project will include mobile source emissions through the generation of automobile trips, as well as area source emissions from the consumption of natural gas and electricity. While long term emissions do exceed thresholds established by AB 32, as discussed above, projects implementing Best Performance Standards (BPS) would be determined to have a less than significant impact on greenhouse gas emissions. With implementation of BPS strategies as discussed in the SJVAPCD's Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA, the proposed Project would not conflict with policies or regulations adopted for the purpose of reducing the emissions of greenhouse gases. Any impacts would be less than significant.

[8] Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA. http://www.valleyair.org/Programs/CCAP/12-17-09/3%20CCAP%20-%20FINAL%20LU%20Guidance%20-%20Dec%2017%202009.pdf Accessed 7 January 2019

Table 3-12. Short-Term Construction-Generated GHG Emissions

Short-Term Construction-Generated GHG Emissions	
Year	**Emissions (MT CO_2e) (1)**
Estimated Total Annual Operational CO_2e Emissions	74.4668
*AB 32 Consistency Threshold for Land-Use Development Projects**	*1,100*
*AB 32 Consistency Threshold for Stationary Source Projects**	*10,000*
Exceed Threshold?	*NO*

1. *Emissions were quantified using the CalEEmod, Version 2016.3.2. Refer to Appendix A for modeling results and assumptions. Totals may not sum due to rounding.*

* As published in the Bay Area Air Quality Management District's CEQA Air Quality Guidelines. Available online at http://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en Accessed 12 December 2018.

Table 3-13. Long-Term Operational GHG Emissions

Long-Term Operational GHG Emissions	
	Emissions (MT CO_2e) (1)
Estimated Total Annual Operational CO2e Emissions	1,635.796
*AB 32 Consistency Threshold for Land-Use Development Projects**	*1,100*
*AB 32 Consistency Threshold for Stationary Source Projects**	*10,000*
Exceed Threshold?	No

1. *Emissions were quantified using the CalEEmod, Version 2016.3.2. Refer to Appendix A for modeling results and assumptions. Totals may not sum due to rounding.*

* As published in the Bay Area Air Quality Management District's CEQA Air Quality Guidelines. Available online at http://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en April 22, 2019.

3.10 Hazards and Hazardous Materials

Table 3-14. Hazards and Hazardous Materials Impacts

Hazards and Hazardous Materials					
	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?	☐	☐	☒	☐
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g)	Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires,?	☐	☐	☐	☒

3.10.1 Environmental Setting and Baseline Conditions

The Project site is located in north eastern Porterville, an urbanized portion of the City. Adjacent land uses include commercial, residential, and agricultural uses. The site is currently vacant, with no built structures. The nearest residences are immediately north of the Project site.

3.10.1.1 Hazardous Materials

The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State, local agencies, and developers to comply with CEQA requirements in providing information about the location of hazardous materials release sites. Government Code (GC) Section 65962.5 requires the California Environmental Protection Agency (CalEPA) to develop at least annually an updated Cortese List. The Department of Toxic Substances Control (DTSC) is responsible for a portion of the information contained in the Cortese List. Other State and local government agencies are required to provide additional hazardous material release information for the Cortese List. DTSC's EnviroStor database provides DTSC's component of Cortese List data (DTSC, 2010). In addition to the EnviroStor database, the State Water Resources Control Board (SWRCB) Geotracker database provides information on regulated hazardous waste facilities in California, including underground storage tank (UST) cases and non-UST cleanup programs, including Spills-Leaks-Investigations-Cleanups (SLIC) sites, Department of Defense (DOD) sites, and Land Disposal program. A search of the DTSC EnviroStor database and the SWRCB Geotracker performed on June 12th, 2019 determined that there are no known active hazardous waste generators or hazardous material spill sites within the Project site or immediate surrounding vicinity.

3.10.1.2 Airports

The Project area is approximately 3.7 miles from the Porterville Municipal Airport.

3.10.1.3 Emergency Response Plan

The City of Porterville has an adopted Emergency Response Plan which is available at the local Fire Department.

3.10.1.4 Sensitive Receptors

The closest school is Monache High School, located 950 feet west of the Project. The next closest school is Monte Vista Elementary School, 0.55 miles northeast of the Project site

3.10.2 Impact Assessment

IX-a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

IX-b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact. The Project would result in the construction of two fast-food drive through restaurants, internal access and parking lots, landscaped grounds, and off-site improvements subject to City standards. Construction activities would involve the use, storage, transportation and disposal of oil, gasoline, diesel fuel, paints, solvents and other hazardous materials. Federal and state laws provide handling requirements for these materials to ensure that spills are minimized. Compliance with these requirements would reduce impacts to a less than significant level. During operation, no use or storage of hazardous materials beyond those used for landscaping and maintenance activities are anticipated. Less than significant impacts would occur.

IX-c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. The closest school site is Monache high school, located 950 feet west of the Project site. In addition, Monte Vista Elementary School is located 0.55 miles north east of the Project site. Neither the Project nor any ongoing use of the Project site would emit hazardous emissions, involve hazardous materials, or create a hazard to the schools in any way. There would be no impact.

IX-d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. A search of the DTSC EnviroStor database and the SWRCB Geotracker performed on June 12th, 2019 determined that there are no known active hazardous waste generators or hazardous material spill sites within the Project site. The nearest permitted underground storage tank is located as 1187 W. Henderson Avenue, approximately 0.12 miles from the Project site. There is no impact.

IX-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 or excessive noise for people residing or working in the project area?

Less Than Significant Impact. The Project area is approximately 3.7 miles from the Porterville Municipal Airport. Land use controls for this area are provided by the City of Porterville General Plan and Development Ordinance, and the Tulare County General Plan and Zoning Ordinance, Part 77.21. The City of Porterville has also prepared an airport master plan for the Porterville Municipal Airport. The Project site is outside the height and safety restriction zones imposed by these plans. There is no impact.

IX-f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. Figure 7-6 of the Porterville 2030 General plan lists California State Routes 65 and 190 and Olive Avenue as evacuation routes. The proposed Project would generate temporary construction traffic; however, the Project location does not fall within or near any of the designated evacuation routes. The Project does not include changes to any public or private roadways that would interfere with the established evacuation routes or shelters identified by the City's General Plan. The Project would not conflict with the City's adopted emergency response plan. There is no impact.

IX-g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. The Project is not located in or near state responsibility areas or land classified as very high fire hazard severity zones. The Project does not include any residential components and is located in an urbanized area. There is no risk associated with wildland fires.

3.11 Hydrology and Water Quality

Table 3-15. Hydrology and Water Quality Impacts

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?	☐	☐	☒	☐
b)	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
	i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
	ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite;	☐	☐	☒	☐
	iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
	iv) impede or redirect flood flows?				
d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

3.11.1 Environmental Setting and Baseline Conditions

The Project is located within the lower San Joaquin Valley. The Valley is bordered by the Sierra Nevada Mountain Ranges to the east, the Coast Ranges to the west, the Klamath Mountains and Cascade Range to the north, and the Transverse Ranges and Mojave Desert to the south.

Like most of California, the San Joaquin Valley experiences a Mediterranean climate. Warm, dry summers are followed by cool, moist winters. Summer temperatures often reach above 90 degrees Fahrenheit, and the humidity is generally low. Winter temperatures are often below 60 degrees Fahrenheit during the day and rarely exceed 70 degrees. Precipitation falls in the form of rainfall yearly, most of which occurs between October and March.

Climactic and topographic features of the site are typical of those found in California's San Joaquin Valley. The Project site is relatively flat and consists of vacant, urban land.

3.11.2 Impact Assessment

X-a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact. Implementation of the Project would include the construction of two fast-food restaurants and new internal access roads. Pollutants of concern during construction include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. During construction activities, excavated soil would be exposed and subject to wind and water erosion, which could result in temporary minimal increases in sediment dispersion into surrounding waterbodies.

The nearest water body to the Project is the Porter Slough. The Project shall implement City Standards regarding grading and site drainage in order to accommodate the stormwater drainage and stormwater runoff in conjunction with construction BMPs in order to reduce pollutant carried in the runoff.[9] Operation of the Project could result in surface water pollution associated with chemicals, liquid products, petroleum products (such as paints, solvents, and fuels), and waste that may be spilled or leaked and have the potential to be transported via runoff. However, it is highly unlikely that the Porter Slough, or any water feature in the City of Porterville, will be affected because the Project will be required to complete a SWPPP, pursuant to the NPDES. Following the completion, any impacts will be less than significant.

X-b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project would impede sustainable groundwater management of the basin?

Less Than Significant Impact. The Project would result in an increase of impervious surfaces on the Project site which will result in increased stormwater runoff and reduce percolation on site. However, the Project will include stormwater control features connected to the City's storm drain network, pursuant to City standards and in compliance with Municipal Separate Storm Sewer Systems (MS4) permitting requirements[10].

In addition, the City adopted an Urban Water Management Plan in 2010 which analyzes future projected water demand and availability through 2030. Based on planning assumptions analyzed in the UWMP, the City is expected to not only meet demands but operate with a surplus through the planning time frame during normal years.

Add estimated water consumption numbers. Add SIGMA information.

[9] California Storm Water Best Management Practice Handbook for Construction Activity, https://www.casqa.org/sites/default/files/BMPHandbooks/BMP_NewDevRedev_Complete.pdf , Accessed February 19, 2019

[10] The MS4 General Permit is designed to reduce the amount of sediment and pollution that enters surface and ground water from storm sewer systems to the maximum extent practicable. Stormwater discharges associated with MS4s are subject to regulation under the National Pollutant Discharge Elimination System/State Disposal System (NPDES/SDS). Through the MS4 General Permit, the system owner or operator is required to develop a stormwater pollution prevention program (SWPPP) that incorporates best management practices (BMPs) applicable to their MS4.

X-c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

(i) result in substantial erosion or siltation on- or off-site;

Less Than Significant Impact. Implementation of the Project would result in new internal access roads and built structures, increasing impervious surface area which is not prone to erosion or siltation. The Project would also include landscaping that would minimize erosion and siltation. No streams or rivers would be altered. As discussed under Section X.a above, the Project applicant would be required to implement a SWPPP that would identify specific measures to address erosion and siltation resulting from grading and construction. The Project site improvements will be designed with a storm drain system which will be connected to the City's storm drain network in order to avoid significant effects of erosion off site. The impact is less than significant.

(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite;

Less Than Significant Impact. See Section c-i, above. Implementation of the Project would not substantially increase the rate or amount of surface runoff that would result in flooding on or off site. Impacts are less than significant.

(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

Less Than Significant Impact. The Project would result in an increase in the amount of impervious surfaces on the Project site, resulting in an increase in surface runoff. However, the Project shall be required to install new storm drain facilities, pursuant to City review process, City Standards and will in compliance with the City's updated Storm Drain Master Plan.

Add numbers from storm drain master plan. Confirm capacity info. Then delete below.

There will be a less than significant impact.

(iv) impede or redirect flood flows?

Less Than Significant Impact. The Project site is not within the 100-year flood zone; however, it is close in proximity (See Figure 3-3 FEMA Map). However, implementation of the Project would not result in housing or structures be located in the 100-year flood hazard area, and no significant impact would result related to flood hazards.

X-d) Would the project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundations?

Less Than Significant Impact. The Project site is located within an urbanized area of Porterville and is not immediately adjacent to any major bodies of water, enclosed or otherwise. Therefore, potential hazards from inundation from seiche, tsunami, would be less than significant, and no mitigation is required.

X-e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. The Project will not conflict with or obstruct implementation of any water quality control plan or sustainable groundwater management plan. There will be no impact.

Figure 3-3. FEMA Map

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3.12 Land Use and Planning

Table 3-16. Land Use and Planning Impacts

Land Use and Planning					
	Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Physically divide an established community?	☐	☐	☐	☒
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?	☐	☐	☒	☐

3.12.1 Environmental Setting and Baseline Conditions

Zone Districts and General Plan Land Use Designations are illustrated in **Figure 2-4** and **Figure 2-5**, respectively.

3.12.2 Impact Assessment

XI-a) Would the project physically divide an established community?

No Impact. The physical division of an established community refers to the construction or removal of a physical feature or structure such that will impair mobility within the existing community, or between a community and outlying areas. The proposed Project would result in the construction of two drive-through fast-food restaurant buildings, parking lots, landscaping, and other improvements subject to City standards. The existing access point to the commercial uses to the south would be closed and relocated to the Project site, resulting in one point of ingress and egress. The Project site would be accessed utilizing existing thoroughfares adjacent the site, West Henderson Avenue and North Prospect street. There would be no impact.

XI-b) Would the project cause a significant environmental conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact. In order to accommodate the type of development proposed, the Project would amend the General Plan from High Density Residential to the Retail Centers land use. The Project also proposes to change the zoning from RM-3 to CR, see **Figure 2-3** and **Figure 2-4**. The development of the Project and subsequent land use and zoning changes will not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. There will be no impacts.

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3.13 Mineral Resources

Table 3-17. Mineral Resources Impacts

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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

3.13.1 Environmental Setting and Baseline Conditions

The Porterville 2030 General Plan outlines current significant mineral sources in Tulare County and within the planning area. The most significant mineral resources in Tulare County are sand, gravel, and crushed stone, used as sources for aggregate. The two major sources of aggregate are alluvial deposits (riverbeds, and floodplains), and hard rock quarries. Consequently, most Tulare County mines are located along rivers at the base of the Sierra foothills[11]. According to the Tulare County General Plan Background Report, all of the known potential mineral resource locations are mapped within the foothills and/or along major watercourses (Tule River).

California Department of Conservation's Division of Oil, Gas, and Geothermal Resources (DOGGR) maintains a database of oil wells in the Project. According to the DOGGR Well Finder there are two plugged and abandoned wells within three miles of the Project site. The nearest active well is approximately 3.14 miles southwest of the Project.

The Project site is not delineated on a local land use plan as a locally important mineral recovery site.

XII-a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. Although there are currently 25 mines permitted to operate in Tulare County, none of them are in or adjacent to the City of Porterville.[12] The Project would not result in the loss of an available known mineral resource. As shown in Figure 6-3 of the 2030 General Plan, the proposed Project area is not included in a State classified mineral resource zones. There would be no impact.

XII-b) Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. The Project site is not delineated on a local land use plan as a locally important mineral resource recovery site; therefore, the existence of the Project would not result in the loss of availability of any mineral resources. There would be no impact.

[11]City of Porterville 2030 General Plan, Open Space and Conservation Element, Page 123
[12] State of California Department of Conservation, Mine Reclamation – AB 3098 List, ftp://ftp.consrv.ca.gov/pub/omr/AB3098%20List/AB3908List.pdf, accessed on June 10th, 2019.

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3.14 Noise

Table 3-18. Noise Impacts

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?	☐	☒	☐	☐
b)	Generation of excessive ground borne vibration or groundborne noise levels?	☐	☒	☐	☐
c)	For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☒	☐	☐

3.14.1 Environmental Setting and Baseline Conditions

The Project site is located in the northern part of the City of Porterville and is currently vacant with no built structures. The site is located in a built-out area and is surrounded by a mixture of commercial, residential and agricultural uses. It is surrounded on the West and Northern boundaries by major arterials, Prospect Street and Henderson Avenue.

The applicable noise standards governing the project site may be found within policies outlined in the City of Porterville 2030 General Plan Noise Element[13] and the City's Noise Ordinance.[14] The major noise sources in Porterville are related to roadways and vehicle traffic. Other noise sources include aircraft and rail transportation. Noise produced by industry has a negligible effect on the City's residential noise environment.

Certain land uses are considered more sensitive to noise than others. Examples of these include residential areas, educational facilities, hospitals, childcare facilities, and senior housing. Residential uses are located north of the project site. Primary existing noise sources surrounding the project area are traffic noises from Henderson Avenue and Prospect Street and other noise from motor vehicles generated by engine vibrations, the interaction between the tires and the road, and vehicle exhaust systems.

The proposed Project consists of two drive-through fast-food restaurants, which is consistent with surrounding commercial uses to the south and west.

[13] Porterville General Plan Noise Element. http://www.ci.porterville.ca.us/depts/communitydevelopment/documents/Chapter9Noise_000.pdf , Accessed February 13, 2019.
[14] Porterville Municipal Code Noise Ordinance. https://www.sterlingcodifiers.com/codebook/index.php?book_id=679 , Accessed February 13, 2019

3.14.2 Impact Assessment

XIII-a) Would the project result in Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact with Mitigation Incorporated. The Project site is situated along North Prospect Street and Henderson Avenue. The Project's location places it within an established noise contour identified in Figure 9-2 of the City's General Plan Noise Element as having noise level greater than 55-60 dB. Noise generated from the project will generally include noise from vehicles, air conditioning units, and other equipment. Since the project site is located within an area of other similar urbanized uses, sits within an established noise contour, and is adjacent to a heavily traveled roadway, it is not expected that the Project will result in significant noise increase to surrounding land uses during normal business hours. As a commercial use, the Project may generate intermittent noise from truck deliveries which may conflict with existing residential uses immediately north of the Project site. The City of Porterville's General Plan Noise Element sets the standard exterior noise threshold near residences at 60 dBA. However, there is no distinction made between permanent and temporary thresholds.

Construction activities generally involve temporary noise sources. Typical construction equipment includes graders, trenchers, small tractors, cranes and miscellaneous equipment. During construction, noise from construction activities would contribute to the noise environment in the immediate Project vicinity. Activities involved in construction would generate maximum noise levels, as indicated in **Table 3-6**, ranging from 79 to 91 dBA at a distance of 50 feet, without feasible noise control (e.g. mufflers) and ranging from 75 to 80 dBA at a distance of 50 feet, with feasible noise control. The distinction between short-term construction noise impacts and long-term operational noise impacts is a typical one in both CEQA documents and local noise ordinances, which generally recognize the reality that short-term noise from construction is inevitable and cannot be mitigated beyond a certain level. Thus, local agencies frequently tolerate short-term noise at levels that they would not except for permanent noise sources.

Although the noise generated by the type of development proposed by the Project would not substantially add to discernable noise levels due to its location within an existing noise contour, its neighboring commercial land uses, and proximity to a major arterial, implementation of the Mitigation Measure NO-1-NO-3 will ensure impacts remain less than significant with mitigation.

> **NO-1** During the construction period, construction activities and delivery trucks serving the Project shall be limited to between 7:00 A.M. and 10:00 P.M. Monday through Friday and between 7:00 A.M. and 5:00 PM on Saturday or Sunday to avoid noise-sensitive hours of the day.
>
> **NO-2** Construction activities shall be prohibited on holidays.
>
> **NO-3** The construction contract shall require the contractor to ensure that construction equipment noise is minimized by muffling and shielding intakes and exhaust (in accordance with the manufacturer's specifications) and by shrouding or shielding impact tools.

Table 3-19. Typical Construction Noise Levels[15]

Type of Equipment	dBA at 50 ft.	
	Without Feasible Noise Control	With Feasible Noise Control[1]
Dozer or Tractor	80	75
Excavator	88	80

[15] U.S. Department of Transportation, Federal Transit Administration. 2006.

Type of Equipment	dBA at 50 ft.	
Scraper	88	80
Front End Loader	79	75
Backhoe	85	75
Grader	85	75
Truck	91	75

[1] *Feasible noise control includes the use of intake mufflers, exhaust mufflers and engine shrouds operating in accordance with manufacturers specifications.*

XIII-b) Would the project result in Generation of excessive ground borne vibration or ground borne noise levels?

Less Than Significant Impact. Vibration is the periodic oscillation of a medium or object. Vibration sources may be continuous, such as factory machinery, or transient, such as explosions. As is the case with airborne sound, ground borne vibrations may be described by amplitude and frequency. Vibration amplitudes are usually expressed in peak particle velocity (PPV) or root mean squared (RMS), as in RMS vibration velocity. The PPV and RMS (VbA) vibration velocity are normally described in inches per second (in/sec). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal and is often used in monitoring of blasting vibration because it is related to the stresses that are experienced by buildings[16].

Although PPV is appropriate for evaluating the potential for building damage, it is not always suitable for evaluating human response. As it takes some time for the human body to respond to vibration signals, it is more prudent to use vibration velocity when measuring human response. The vibration velocity level is reported in decibels relative to a level of $1x10^{-6}$ inches per second and is denoted as VdB. The typical background vibration-velocity level in residential areas is approximately 50 VdB. Ground borne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels[17].

Typical outdoor sources of perceptible ground borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. Construction vibrations can be transient, random, or continuous. The approximate threshold of vibration perception is 65 VdB, while 85 VdB is the vibration acceptable only if there are an infrequent number of events per day (FTA 2006). **Table 3-20** describes the typical construction equipment vibration levels.

Table 3-20. Typical Construction Vibration Levels[18]

Equipment	VdB at 25 ft[2]
Small Bulldozer	58
Jackhammer	79

Based on the typical vibration levels identified in the table above, any temporary vibration levels associated with construction activities are not expected to exceed the FTA threshold for the nearest residence which shares a property line with the proposed Project. All noise generated by the construction of the Project would be temporary in nature. The impact would be less than significant.

XIII-c) Would the project result in 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

[16] U.S. Department of Transportation. Federal Transit Administration, Transit Noise and Vibration Impact Assessment. 2006.
[17] Ibid.
[18] Ibid.

or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The Project area is approximately 3.7 miles from the Porterville Municipal Airport; however, the site is well outside of the noise contour areas established for the Porterville Municipal Airport[19]. There are no private airstrips in the vicinity of Project site. As such, the Project would not subject people to noises associated with public or private airport use. There would be no impact.

[19] City of Porterville. Porterville 2030 General Plan Noise Element, Figure 9-2, Existing Noise Contours.

3.15 Population and Housing

Table 3-21. Population and Housing Impacts

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)?	☐	☐	☐	☒
b)	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

3.15.1 Environmental Setting and Baseline Conditions

According to the City of Porterville's Housing Element, Porterville is the third largest city in Tulare county, with a population of 55,852 as of 2015. The City estimates a population growth rate of 37% by 2040, resulting in a population of 97,097 residents. Porterville's housing stock is currently made up of predominately single-family homes, with a homeownership rate of approximately 57%. The City of Porterville has an average household size of 3.39 which is slightly greater than the countywide average of 3.36.

The General Plan designation for the Project site is currently High Density Residential. As part of this Project, the site will be re-designated to Retail Centers. The High-Density Residential designation is typically representative of multifamily housing developments and is expressed by the RM-3 zone district. The High-Density Residential zone allows for a minimum density of 20 units per net acre and a maximum density of 30 units per net acre.

3.15.2 Impact Assessment

XIV-a) Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

XIV-b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The General Plan designation for the Project site is currently High Density Residential. As part of this Project, the site will be re-designated to Retail Centers. The High-Density Residential designation is typically representative of multifamily housing developments and is expressed by the RM-3 zone district. The High-Density Residential zone allows for a minimum density of 20 units per net acre and a maximum density of 30 units per net acre. Based on the size of the project site at roughly 1.81 acres, this would result in the reduction of planned housing stock by 36.4-54.6 units of housing. Based on the estimates 3.39 persons per household for the City of Porterville, this would result in a population reduction of roughly 123-185 future residents. All of the utility's infrastructure, including sewer and water facilities and storm drains, exist in the immediate vicinity of the Project site. The Project will not displace any existing people or housing, as it is currently vacant. There would be no impact.

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3.16 Public Services

Table 3-22. Public Services Impacts

Public Services					
	Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
	Fire protection?	☐	☐	☒	☐
	Police protection?	☐	☐	☒	☐
	Schools?	☐	☐	☒	☐
	Parks?	☐	☐	☒	☐
	Other public facilities?	☐	☐	☒	☐

3.16.1 Environmental Setting and Baseline Conditions

Fire Protection: The Closest fire station is Porterville Fire Department Station 2, located approximately 0.65 miles southwest of the project.

Police Protection: The closest law enforcement is the California Highway Patrol, Porterville located 0.7 miles southeast of the Project site. The next closest law enforcement is the Porterville Police Department, located approximately 1.5 miles southeast of the project site.

Schools: The closest school is Monache High School, located 950 feet west of the Project. The next closest school is Monte Vista Elementary School, 0.55 miles northeast of the Project site.

Parks: The closest park is the existing Veterans Park.

Landfills: The closest landfill to the project site is the Teapot Dome Landfill, a Mid Valley Disposal site, located approximately 3.10 miles to the southwest.

3.16.2 Impact Assessment

XV-a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental

impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Less Than Significant Impact:

Fire Protection – The City of Porterville will provide fire protection services to the proposed Project site. Station 2 is the closest to the Project site and is located approximately 0.65 miles to the southwest. The Project would be required to comply with requirements of the Fire Department/California Fire Code regarding access, water mains, hydrants, and review of engineering plans. Standard fire suppression conditions are incorporated as part of the project. The Project site has adequate emergency access from North Prospect Street. The implementation of the proposed Project would not adversely impact existing fire protection or emergency services within the City and would not require the construction of an additional fire protection facility in Tulare. Impacts to fire services would be less than significant.

Police Protection – The Project site will continue to be served by the City of Porterville Police Department. Implementation of the proposed Project would result in an increase in demand for police services. This increase would be minimal compared to the number of officers currently employed by the Police Department and would not result in significant demand for additional police services or additional staffing. Implementation of the Project would not require the construction of a new police facility to serve the Project, nor would it create a negative impact to existing emergency response times and existing police protection service levels. Impacts to police services would be less than significant.

Schools – The Project site sits within the Porterville Unified School District. The proposed Project site is within an area of the City planed for High Density Residential. As part of the Project, the General Plan will be amended to designate the site as Commercial Centers. This would result in an overall reduction in the demand for school services. Therefore, there is no impact to schools.

Parks – The Project does not include additional recreational facilities. The nearest park is Hayes Field, located 0.25 miles to the northwest. Veteran's Memorial Park is located 0.35 miles to the southwest. Current City standard is 5.0 acres of parkland per 1,000 population[20]. The proposed Project site is within an area of the City planed for High Density Residential. As part of the Project, the General Plan will be amended to designate the site as Commercial Centers. This would result in an overall reduction in the future demand for park services. As a result, there is no impact to parks.

Other public facilities – The proposed Project is within the land use and growth projections identified in the City's General Plan and other infrastructure studies. The proposed Project site is within an area of the City planed for High Density Residential. As part of the project, the land use will be re-designated to Commercial Centers, which demonstrates an overall reduction in the demand for public services. As such, the Project would not result in a significant increase in demand on other public facilities such as library services that has not already been planned for.

[20] City of Porterville 2030 General Plan, page 95.

3.17 Recreation

Table 3-23 Recreation Impacts

Recreation					
	Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

3.17.1 Environmental Setting and Baseline Conditions

The City of Porterville provides several types of parks and facilities, as defined in the Porterville 2030 General Plan. In general, parks are defined by the general plan as land owned or leased by the City and used for public recreational purposes. The Porterville 2030 General Plan outlines several types of park facilities ranging in size from 0.1-acre pocket parks up to a 95-acre Sports Complex. Each park will fall into one of five categories: Pocket Park, Neighborhood Park, Community Park, Specialized Recreation, or Trails/Parkways.

In total, the City of Porterville provides 15 parks. As of 2006, the City was home to 45,220 residents and claimed a ratio of 5.1 acres of parkland per 1,000 residents, utilizing only the Neighborhood Parks, Community Parks and Specialized Recreation categories in that calculation.

The Project site lies on Prospect Street, between Henderson Avenue and Mulberry Avenue, within a half mile radius of both Veteran Park and Hayes Field. These parks are classified as a Community Park and Neighborhood Park, respectively.

The General Plan Schools, Parks, and Community Facilities Element establishes the City's standard for community parks and specialized park facilities as 5.0 acres per 1,000 residents and 10.0 acres per 1,000 residents respectively. Within this element, the City outlines Guiding Policy PSCF-G-3 and several implementation measures which seek to ensure that the City is able to meet and maintain this standard by generating adequate funding for park and recreation facilities. In order to meet this objective, the City's Zoning Ordinance establishes a park impact fee program in which the city council sets forth appropriate fees for new development based on a reasonable relationship between the type of new development in question and the fee amount.

3.17.2 Impact Assessment

XVI-a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less Than Significant Impact. The Project will be subject to all rules and regulations outlined for new development through the Municipal Code, including compliance with the Park Impact Fee. As a result, it is

reasonable to assume that any increase in the use of existing neighborhood or regional parks or other recreational facilities due to the development of the Project would be mitigated through compliance. As such, any impact will be less than significant.

XVI-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?

No Impact. The Project neither includes nor requires the construction of recreation facilities. There will be no impact.

3.18 Transportation

Table 3-24 Transportation Impacts

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?	☐	☒	☐	☐
b)	Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)??	☐	☐	☐	☒
c)	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d)	Result in inadequate emergency access?	☐	☐	☒	☐

3.18.1 Environmental Settings and Baseline Conditions

The City of Porterville is served by State Routes 65 and 190 as well as a network of arterial collector and local streets. Public transit is provided by Porterville Transit and Tulare County Area Transit. Porterville Transit consists of nine fixed-routes that run Monday through Friday 6:00 a.m. to 11:00 p.m., Saturday from 8:00 a.m. to 11:00 p.m., Sunday from 8:00 a.m. to 6:00 p.m., and a demand-response "Dial-A-Ride" service called Porterville COLT (City Operated Local Transit). The frequency between buses is approximately every 40 minutes. The Porterville Transit Center is located on D Street at Oak Avenue and serves as the transfer node for each of the nine bus routes. Tulare County Area Transit provides regional bus service from the City of Porterville to surrounding communities via eight routes seven days a week.[21]

According to the General Plan, the City is in the process of developing a Class I Tule River Parkway bicycle and pedestrian path. The first two phases of the Tule River Parkway between Main Street and SR 65 are complete. In addition, the 2002 TCAG Bicycle Transportation Plan identifies 110.5 miles of existing and proposed bikeways in the Porterville area, including 10 miles of the Class I Tule River Parkway from Road 224 to Success Lake. The pedestrian circulation in Porterville is mainly comprised of sidewalks. Currently, the street environment is mostly auto oriented with roadways and discontinuous sidewalks. The City's General Plan states that all streets should be designed to accommodate pedestrians and bicyclists and new neighborhoods should be designed to be "pedestrian friendly", with wide sidewalks.

[21] Porterville General Plan Circulation Element. http://www.ci.porterville.ca.us/depts/communitydevelopment/documents/Chapter4Circulation_000.pdf , Accessed February 19-2019

3.18.2 Impact Assessment

XVII-a) Would the project conflict with a plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less Than Significant Impact with Mitigation Incorporated. The City's General Plan Policy C-I-8 establishes that all major roadways and intersections in the City should obtain a level of service (LOS) D, or better during the peak travel hours. Level of Service D equates to a projected delay of 35-55 seconds for signalized intersections. The General Plan also lists estimated daily roadway segment operations for a 2030 build out scenario. Since the General Plan was adopted, Prospect street has since been widened to a divided four lane arterial, which has an established threshold for 32,500 daily trips in order to maintain a LOS D.

While current average daily traffic counts have not been identified, there have been relevant traffic studies recently completed for adjacent projects which establish baseline conditions for the purpose of this analaysis. In 2017, a Traffic Impact Study (TIS) was performed for the Commercial Retail Development on the Northeast corner of Henderson Avenue and Prospect Street, which analyzed the impact of a 10,500 square foot retail space on six adjacent intersections for 2017 and 2035 conditions, both with and without the project. This analysis will rely on LOS calculations included in this 2017 TIS in order to evaluate the Project's impacts to the General Plan's LOS requirements.

Based on the land uses proposed, the Project has been analyzed for expected mobile vehicle trips, as well as its relation to the approved Northwest Corner Henderson & Prospect Site Plan. Trip generation rates were taken from Trip Generation, 10th Edition- Institute of Traffic Engineer's (ITE) and have been estimated at an average daily rate of 2718 vehicle trips. Based on the site's location it is appropriate to apply pass-by reductions consistent with Caltrans' maximum allowed reduction of 15%. Based on this reduction, the Project is estimated to result in a morning peak rate of 240 additional trips and an evening peak rate of 174 additional trips. Additional information and expanded analysis of trip generation rates can be found in **Appendix C.**

Based on the anticipated traffic generated by the Project, it can be reasonably expected that intersections of North Newcomb Street at West Henderson Avenue, North Prospect Street at West Henderson Avenue, and State Route 65 SB On/Off Ramps at West Henderson Avenue will exceed the 55-second delay threshold for LOS D. This is considered a significant impact, however implementation of Mitigation measure TRA-1 will ensure that significant impacts remain less than significant with mitigation incorporated.

> **Mitigation Measure TRA-1: T**he City shall assess what mitigations are necessary to resolve traffic delays at the intersections affected by the Project and, as part of Project approval, collect fees in accordance with the Project's fair share percentage contributions towards implementing these mitigations as shown in **Table 3-25**.

Table 3-25. Fair Share Percentages

Fair Share Percentages				
#	Intersection	Project Traffic Impacting Intersections	Total Intersection Traffic	Fair Share Percentage
2	North Newcomb Street at West Henderson Avenue	29	2953	1.0%
3	North Prospect Street at West Henderson Avenue	176	3302	5.3%
4	State Route 65 SB On/Off Ramps at West Henderson Avenue	85	2977	2.9%

XVII-b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3 Subdivision (b)?

No Impact. CEQA Guidelines section 15064.3 describes specific considerations for evaluating a Project's transportation impacts and establishes Vehicle Miles Traveled (VMT) as the most appropriate method to determine those impacts. For the purposes of this analysis, VMTs associated with a land use project which exceed an established threshold of significance may indicate a significant impact. As of the completion of this document, the City of Porterville has not established thresholds of significance for VMTs. As such, all transportation impacts have been evaluated under established thresholds for major roadways acceptable LOS standards, as discussed in the response to question XVII-a above. As such, there is no impact.

XVII-c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

c) Less Than Significant Impact. No sharp curves or other roadway features are proposed as a part of this Project. The internal road will be built pursuant to City design standards. Access to the Project site would be provided by Henderson Avenue. Access to the site will be developed to comply with City standards and the City Engineer. Furthermore, the Project proposal will be required to submit plans to the City Fire Department for review and approval prior to the issuance of building permits to ensure there are no substantial hazards associated with the design of the Project. The impacts will be less than significant.

XVII-d) Would the project result in inadequate emergency access?

d) Less Than Significant Impact. Emergency access would be provided to the Project site by the new internal access roads, with major ingress and egress points on Henderson Avenue. Further, the Project's site plan would be subject to review and approval by the Porterville Fire Department to ensure the Project includes adequate emergency access. The Project will also not interfere with the Porterville Emergency Operation Plan. There will be no impact.

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3.19 Tribal Cultural Resources

Table 3-26 Tribal Cultural Resources Impacts

Tribal 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 tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	☐	☒	☐	☐
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☒	☐	☐
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

3.19.1 Environmental Setting and Baseline Conditions

See discussion in section 3.6, Cultural Resources.

3.19.2 Impact Assessment

XVIII-a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

XVIII-a-i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)

XVIII-a-ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

a-I, a-ii) Less than Significant Impact with Mitigation Incorporated The City of Porterville received a letter from the Santa Rosa Rancheria Tachi Yokut Tribe pursuant to PRC § 21080.3.1 officially requesting notification of Projects within the Santa Rosa Rancheria's geographic area of traditional and cultural affiliation. On June 28,

2019, the City sent to the Yokut Tribe a formal Notification of a Decision to Undertake a Project, and Notification of Consultation Opportunity, including a Project description of the Project applications. In accordance with the law, the letter provided 30 days from receipt of the letter to request consultation in writing. No request for consultation was made for the Project and less than significant impacts to tribal resources are expected. **Mitigation Measures CUL-1** and **CUL-2**, described above in ***Section 3.6, Cultural Resources***, are recommended in the event cultural materials or human remains are unearthed during excavation or construction.

3.20 Utilities and Service Systems

Table 3-27. Utilities and Service Systems Impacts

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 effects?	☐	☐	☒	☐
b)	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d)	Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reductions goals?	☐	☐	☒	☐
e)	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

3.20.1 Environmental Setting and Baseline Conditions

Utilities required to serves the Project would include water, sewer, solid waste management, storm drainage, electricity, and telecommunications infrastructure. Water service, wastewater, and solid waste collection would be provided by the City of Porterville.

3.20.1.1 Water Supply

The City has historically relied on groundwater to supply municipal water to its residents. Even during drought years, there have been no water supply deficiencies, however some City wells have seen severe yield declines in the last ten years, with some declining from 1,500 gallons per minute (gpm) down 500 -600 gpm on average. New wells follow this trend, with typical capacities of 500 gpm or less.

In addition to groundwater, the City anticipates purchasing surface water and implementing water conservation programs to meet remaining demands. The City has purchased rights for about 900 AF annually from the Pioneer Ditch Company and Porter Slough Ditch Company. Purchase of surface water will be either recharged or treated and delivered directly to users. In order to safely deliver surface water to customers, the City would need to build a surface water treatment plant[22].

[22] City of Porterville Urban Water Management Plan 2010 Update, page 28-29.

Existing retention facilities and the Porter Slough are available for groundwater recharge. It should be noted that surface water purveyors other than the Pioneer Water Company and the Porterville Irrigation District, could be available to the City, if needed. With access to the Friant-Kern Canal, the City has the option to purchase water from anywhere in the State via an exchange. However, it is anticipated that the City will continue to meet their water demands through 2040 using groundwater pumping, surface water purchases from the Pioneer Water Company, and water conservation efforts.[23]

3.20.1.2 Wastewater Collection and Treatment

The City of Porterville Wastewater Treatment Facility (WWTF) is located at the southwest corner of West Grand Avenue and North Prospect Street. The sewer collection system consists of 150 miles of pipes, including 18 sewage lift stations and associated force mains.[24]

3.20.1.3 Landfills

Solid waste disposal services in Porterville are provided by the Tulare County Consolidated Waste Management Authority. Porterville's solid waste is currently disposed at Teapot Dome Landfill, located 3.10 miles southwest of the Project site. As of 2004, the landfill was at 84.7 percent capacity and had an anticipated closure date of 2012.[25]. Tulare County has indicated that they will not expand Teapot Dome Landfill. When it reaches capacity, the County anticipates setting up a transfer facility which would divert waste to either the Woodville or Visalia Landfills, both of which are below 50 percent capacity.

3.20.2 Impact Assessment

XIX-a) Would the project 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?

XIX-b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

XIX-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. The Porterville Wastewater Treatment Facility, located at the southwest corner of West Grand Avenue and North Prospect Street, has a plant capacity of 8 million gallons per day (mgd), according to the 2001 Wastewater Treatment and Reuse Facilities Current General Plan policies ensure land is set aside for a future water treatment plant and developers pay their fair share on the cost of upgrading sewerage utilities. Implementation of these policies will ensure that any impacts to wastewater from new development will be reduced to a less than significant level.

[23] Ibid
[24] City of Porterville General Plan, Public Utilities Element, page 191
[25] Ibid

XIX-d) Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact. The Project site will be served by Teapot Dome landfill, which has projected capacity through 2021. There would be less than significant impact.

XIX-e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Impact. The California Integrated Waste Management Act of 1989 was enacted to reduce, recycle and reuse solid waste generated within the state. Specifically, the act required cities and counties to identify measure to divert 25% of the total solid waste stream from landfill disposal by the year 1995 and 50% by the year 2000. Diversion strategies include such tactics as source reduction, recycling, and composting. In 2014, new requirements for commercial recycling were enacted with the passing of AB 1826. This law mandates organic waste recycling for commercial businesses generating more than four cubic yards of organic waste per week. The purpose this bill was to divert organic waste out of landfills and into organic waste recycling facilities specialized in composting, mulching, or anerobic digestion. Together, these diversion strategies aim to reduce dependence on landfills for solid waste disposal, create alternative energy sources, and reduce greenhouse gas emissions. The Project would be required to comply with all Federal State, local regulations related to solid waste diversion, reduction, and recycling during Project construction and operation of the Project. The impacts will be less than significant.

3.21 Wildfire

Table 3-28. Wildfire Impacts

Wildfire					
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b)	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrollable spread of wildfire?	☐	☐	☐	☒
c)	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d)	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

3.21.1 Environmental Setting and Baseline Conditions

The City of Porterville is located in the south eastern part of the San Joaquin Valley, in close proximity to the Sierra Nevada Foothills. The fire season has over 100 days of temperatures in excess of 90 degrees Fahrenheit between the months of May and October. Figure 7-4 of the Porterville 2030 General Plan, identifies that approximately 43% of the City is considered to have a moderate fire hazard, as classified by the California Department of Forestry and Fire Protection. The General Plan also identifies areas with the highest levels of risk are located in northeast sections of the planning area, due to the presence of wooded foothills. More recent data is provided by Cal Fire who produces California Fire Hazard Severity Zone Maps. The project is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones.

Urban uses, which can be subject to structural fires, are considered a greater threat to life and property than wildland fires. As a result, the City of Porterville requires all new development to meet or exceed the Uniform Fire Code Provisions, as outlined in the Porterville City Code: Chapter 12. This code addresses topography, geology, climate, and development conditions. New development is reviewed by the Public Works Department and Fire Department for adherence to these regulations.

The site is surrounded by existing major roadways, Henderson Avenue and Prospect Street, providing access for emergency vehicles into and out of the site.

XX-a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

XX-b) Would the project, due to slope, prevailing winds, or other factors exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from wildfire or the uncontrolled spread of wildfire?

XX-c) Would the project Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

XX-d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. The Project is not located in or near state responsibility areas or land classified as very high fire hazard severity zones. The Project will not impair an emergency response plan or exacerbate fire risks. Therefore, further analysis of the Projects potential impacts to wildfire are not warranted. There would be no impacts.

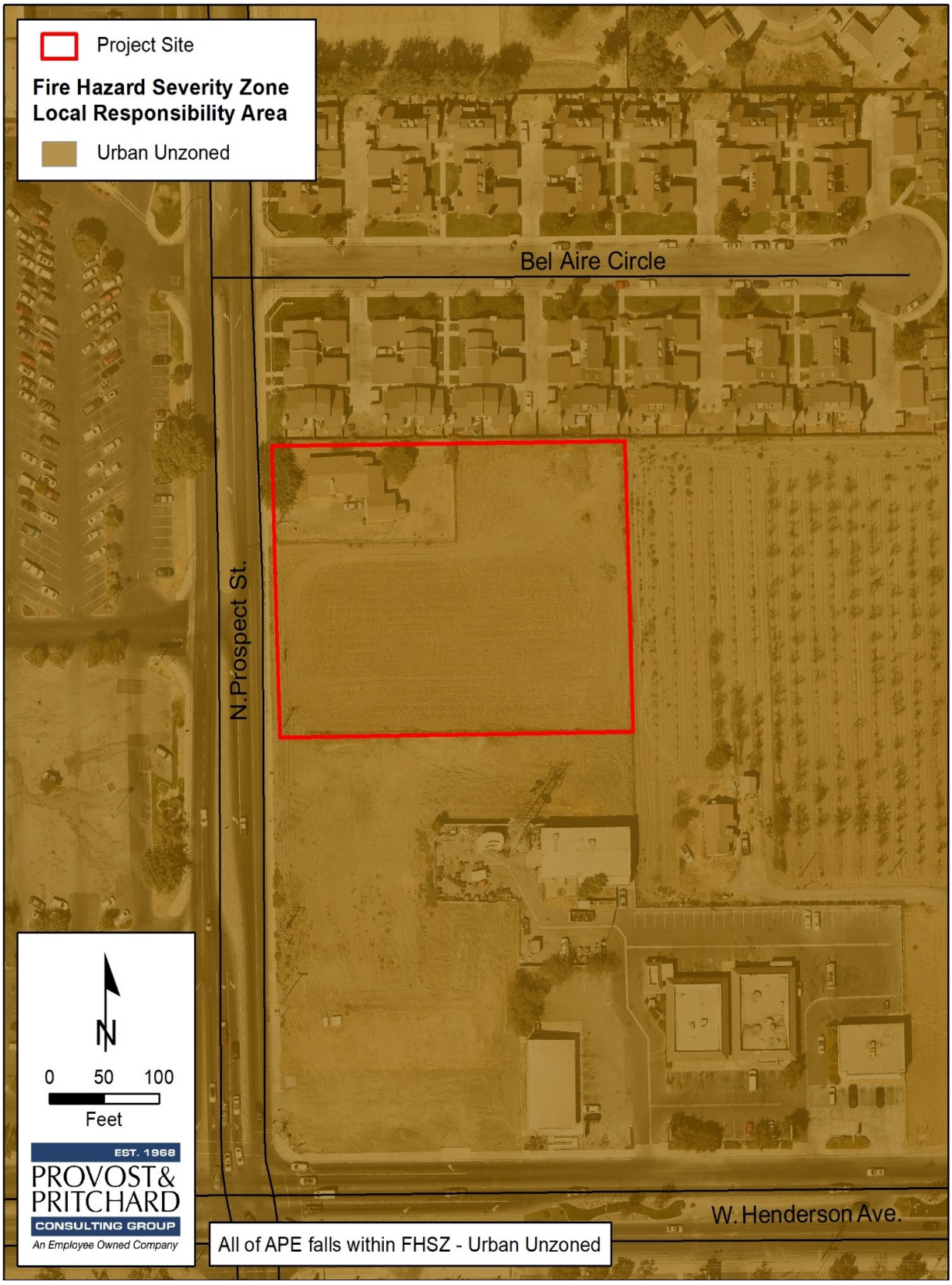

Figure 3-4. Regional Location

3.22 CEQA Mandatory Findings of Significance

Table 3-29. Mandatory Findings of Significance Impacts

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 substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

3.22.1 Impact Assessment

XXI-a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact. Based on the analysis conducted in this Initial Study, impacts to Aesthetics, Agriculture and Forestry Resources, Air Quality, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Land Use and Planning, Mineral Resources, Population/Housing, Public Services, Recreation, Transportation/Traffic, and Utility/Services Systems would be less than significant. Potential impacts to Biological Resources, Noise, Geological Resources, and Cultural Resources would be less than significant with implementation of mitigation measures as outlined in Table 4-1. Additionally, with implementation of the Best Management Practices for construction activities, the proposed Project's potential to degrade the quality of the environment, 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 protected species or eliminate important examples of the major periods of California history or prehistory would be less than significant with implementation of the above noted mitigation measure. The analysis conducted in this Initial

Study/Mitigated Negative Declaration results in a determination that the Project would have a less than significant effect on the local environment.

XXI-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. As discussed in the initial study, impacts associated with the Project are incremental and minor in nature, would result in less than significant impacts to the environment with incorporation of mitigation measures CUL-1, CUL-2, GEO-1, NO-1, NO-2 and NO-3. As mitigated, the proposed Project will not have impacts that are cumulatively considerable.

XXI-c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact. The Project will not result in substantial adverse effects on human beings, either directly or indirectly. With implementation of Best Management Practices and general safety protocols during construction and maintenance of the proposed Project, impacts will be less than significant.

3.23 Determination: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

J. M. Byers
Signature

8/26/19
Date

Jennifer M. Byers
Printed Name

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Chapter 4 Mitigation Monitoring and Reporting Program

This Mitigation Monitoring and Reporting Program (MMRP) has been formulated based upon the findings of the Initial Study/Mitigated Negative Declaration (IS/MND) for the Porter's Crossing, Phase II project (Project) in the City of Porterville The MMRP lists mitigation measures recommended in the IS/MND for the Project and identifies monitoring and reporting requirements.

Table 4-1 presents the mitigation measures identified for the proposed Project. Each mitigation measure is numbered with a symbol indicating the topical section to which it pertains, a hyphen, and the impact number. For example, AIR-2 would be the second mitigation measure identified in the Air Quality analysis of the IS/MND.

The first column of **Table 4-1** identifies the mitigation measure. The second column, entitled "When Monitoring is to Occur," identifies the time the mitigation measure should be initiated. The third column, "Frequency of Monitoring," identifies the frequency of the monitoring of the mitigation measure. The fourth column, "Agency Responsible for Monitoring," names the party ultimately responsible for ensuring that the mitigation measure is implemented. The last columns will be used by CCSD to ensure that individual mitigation measures have been complied with and monitored.

Table 4-1. Mitigation Monitoring and Reporting Program

Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance
Biological Resources:					
***BIO - 1* (*Preconstruction Survey*).** A pre-construction survey for special status species shall be conducted by a qualified biologist within 30 days prior to the beginning of construction activities. If sensitive biological resources are present onsite, the biologist shall establish an appropriate buffer zone and label sensitive resources or areas of avoidance with flagging, fencing, or other easily visible means. If avoidance is not feasible, CDFW and/or USFWS shall be consulted to determine the best course of action.	30 Days Prior to construction	Prior to Construction	City of Tulare	Field inspection and report submittal to City of Tulare	Biologist's Report
Cultural Resources					
CUL-1: If, during construction, cultural resources are discovered, all work shall be halted within 50 feet of the discovery. A professional archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology shall be retained by the City to determine the significance of the discovery. Upon a finding of significance, the City shall implement the required mitigation (if any) as determined by the archaeologist.	During Construction	Upon the discovery of cultural resources	City of Porterville	Field inspection	Archeologist's Report
CUL-2: In the event human remains are encountered during construction activities, all work within the vicinity of the remains would halt in accordance with Health and Safety Code §7050.5, Public Resources Code §5097.98, and Section 15064.5 of the CEQA Guidelines, and the Fresno County coroner's office would be contacted.	During Construction	Upon the discovery of human remains	City of Porterville	Field inspection	Coroner's Report
Geological Resources					
GEO - 1: Should paleontological resources be encountered on the Project site, all ground disturbing activities in the area shall stop. A qualified paleontologist shall be contacted to assess the discovery. Mitigation may include monitoring, recording the fossil locality, data recovery and analysis, a final report. Public educational outreach may also be appropriate. Upon completion of the assessment, a report documenting methods, findings, and recommendations shall be prepared and submitted to the City of Porterville for review, and (if paleontological materials are recovered)	During Construction	Upon the discovery of paleontological resources	City of Porterville	Field inspection	Paleontologist's Report

Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance
a paleontological repository, such as the University of California Museum of Paleontology.					
Noise					
NOI-1 During the construction period, construction activities and delivery trucks serving the Project shall be limited to between 7:00 A.M. and 10:00 P.M. Monday through Friday and between 7:00 A.M. and 5:00 PM on Saturday or Sunday to avoid noise-sensitive hours of the day.	During Construction	During Construction	City of Porterville	Field inspection	
NOI-2 Construction activities shall be prohibited on holidays.	During Construction	During Construction	City of Porterville	Field inspection	
NOI-3 The construction contract shall require the contractor to ensure that construction equipment noise is minimized by muffling and shielding intakes and exhaust (in accordance with the manufacturer's specifications) and by shrouding or shielding impact tools.	During Construction	During Construction	City of Porterville	Field inspection	

Appendix A CalEEMod Output Files

Porter's Crossing Phase II

Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Fast Food Restaurant with Drive Thru	2.30	1000sqft	0.05	2,300.00	0
Fast Food Restaurant w/o Drive Thru	0.82	1000sqft	0.02	818.00	0
Parking Lot	87.00	Space	0.78	34,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	51
Climate Zone	7			**Operational Year**	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Off-road Equipment Mitigation -

Vehicle Trips - Trip rates are per traffice memo.
Fast Food w/out drive through will be a drive through coffee kiosk

Table Name	Column Name	Default Value	New Value
tblVehicleTrips	CC_TTP	79.50	78.80
tblVehicleTrips	CW_TTP	1.50	2.20
tblVehicleTrips	DV_TP	37.00	21.00
tblVehicleTrips	PB_TP	12.00	50.00
tblVehicleTrips	PR_TP	51.00	29.00
tblVehicleTrips	ST_TR	696.00	722.03
tblVehicleTrips	SU_TR	500.00	542.72
tblVehicleTrips	WD_TR	496.12	470.95
tblVehicleTrips	WD_TR	716.00	2,000.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.0866	0.5558	0.4760	8.4000e-004	0.0103	0.0306	0.0409	2.9500e-003	0.0283	0.0313	0.0000	73.9967	73.9967	0.0188	0.0000	74.4668
Maximum	**0.0866**	**0.5558**	**0.4760**	**8.4000e-004**	**0.0103**	**0.0306**	**0.0409**	**2.9500e-003**	**0.0283**	**0.0313**	**0.0000**	**73.9967**	**73.9967**	**0.0188**	**0.0000**	**74.4668**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.0866	0.5558	0.4760	8.4000e-004	9.7300e-003	0.0306	0.0403	2.7100e-003	0.0283	0.0310	0.0000	73.9966	73.9966	0.0188	0.0000	74.4667
Maximum	**0.0866**	**0.5558**	**0.4760**	**8.4000e-004**	**9.7300e-003**	**0.0306**	**0.0403**	**2.7100e-003**	**0.0283**	**0.0310**	**0.0000**	**73.9966**	**73.9966**	**0.0188**	**0.0000**	**74.4667**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**5.44**	**0.00**	**1.37**	**8.14**	**0.00**	**0.77**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2020	3-31-2020	0.3340	0.3340
2	4-1-2020	6-30-2020	0.3049	0.3049
		Highest	0.3340	0.3340

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0174	1.0000e-005	8.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.6100e-003	1.6100e-003	0.0000	0.0000	1.7200e-003
Energy	1.6700e-003	0.0152	0.0127	9.0000e-005		1.1500e-003	1.1500e-003		1.1500e-003	1.1500e-003	0.0000	53.6393	53.6393	1.8500e-003	6.2000e-004	53.8702
Mobile	0.7594	5.5703	5.5355	0.0168	0.8856	0.0185	0.9041	0.2381	0.0175	0.2556	0.0000	1,558.0591	1,558.0591	0.1119	0.0000	1,560.8552
Waste						0.0000	0.0000		0.0000	0.0000	7.2955	0.0000	7.2955	0.4312	0.0000	18.0743
Water						0.0000	0.0000		0.0000	0.0000	0.3005	1.7001	2.0006	0.0309	7.4000e-004	2.9953
Total	**0.7785**	**5.5854**	**5.5490**	**0.0169**	**0.8856**	**0.0197**	**0.9053**	**0.2381**	**0.0187**	**0.2567**	**7.5960**	**1,613.4001**	**1,620.9960**	**0.5758**	**1.3600e-003**	**1,635.7966**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0174	1.0000e-005	8.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.6100e-003	1.6100e-003	0.0000	0.0000	1.7200e-003
Energy	1.6700e-003	0.0152	0.0127	9.0000e-005		1.1500e-003	1.1500e-003		1.1500e-003	1.1500e-003	0.0000	53.6393	53.6393	1.8500e-003	6.2000e-004	53.8702
Mobile	0.7594	5.5703	5.5355	0.0168	0.8856	0.0185	0.9041	0.2381	0.0175	0.2556	0.0000	1,558.0591	1,558.0591	0.1119	0.0000	1,560.8552
Waste						0.0000	0.0000		0.0000	0.0000	7.2955	0.0000	7.2955	0.4312	0.0000	18.0743
Water						0.0000	0.0000		0.0000	0.0000	0.3005	1.7001	2.0006	0.0309	7.4000e-004	2.9953
Total	**0.7785**	**5.5854**	**5.5490**	**0.0169**	**0.8856**	**0.0197**	**0.9053**	**0.2381**	**0.0187**	**0.2567**	**7.5960**	**1,613.4001**	**1,620.9960**	**0.5758**	**1.3600e-003**	**1,635.7966**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Porter's Crossing Phase II - Tulare County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2020	1/14/2020	5	10	
2	Site Preparation	Site Preparation	1/15/2020	1/15/2020	5	1	
3	Grading	Grading	1/16/2020	1/17/2020	5	2	
4	Building Construction	Building Construction	1/18/2020	6/5/2020	5	100	
5	Paving	Paving	6/6/2020	6/12/2020	5	5	
6	Architectural Coating	Architectural Coating	6/13/2020	6/19/2020	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0.78

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 4,677; Non-Residential Outdoor: 1,559; Striped Parking Area: 2,088 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	16.00	6.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	3.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.3400e-003	0.0394	0.0381	6.0000e-005		2.3400e-003	2.3400e-003		2.2300e-003	2.2300e-003	0.0000	5.2038	5.2038	9.8000e-004	0.0000	5.2284
Total	**4.3400e-003**	**0.0394**	**0.0381**	**6.0000e-005**		**2.3400e-003**	**2.3400e-003**		**2.2300e-003**	**2.2300e-003**	**0.0000**	**5.2038**	**5.2038**	**9.8000e-004**	**0.0000**	**5.2284**

3.2 Demolition - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4000e-004	1.6000e-004	1.6000e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3421	0.3421	1.0000e-005	0.0000	0.3424
Total	**2.4000e-004**	**1.6000e-004**	**1.6000e-003**	**0.0000**	**4.0000e-004**	**0.0000**	**4.0000e-004**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**0.3421**	**0.3421**	**1.0000e-005**	**0.0000**	**0.3424**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.3400e-003	0.0394	0.0381	6.0000e-005		2.3400e-003	2.3400e-003		2.2300e-003	2.2300e-003	0.0000	5.2038	5.2038	9.8000e-004	0.0000	5.2284
Total	**4.3400e-003**	**0.0394**	**0.0381**	**6.0000e-005**		**2.3400e-003**	**2.3400e-003**		**2.2300e-003**	**2.2300e-003**	**0.0000**	**5.2038**	**5.2038**	**9.8000e-004**	**0.0000**	**5.2284**

3.2 Demolition - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4000e-004	1.6000e-004	1.6000e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3421	0.3421	1.0000e-005	0.0000	0.3424
Total	**2.4000e-004**	**1.6000e-004**	**1.6000e-003**	**0.0000**	**4.0000e-004**	**0.0000**	**4.0000e-004**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**0.3421**	**0.3421**	**1.0000e-005**	**0.0000**	**0.3424**

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.4000e-004	4.2200e-003	2.0500e-003	0.0000		1.7000e-004	1.7000e-004		1.5000e-004	1.5000e-004	0.0000	0.4280	0.4280	1.4000e-004	0.0000	0.4314
Total	**3.4000e-004**	**4.2200e-003**	**2.0500e-003**	**0.0000**	**2.7000e-004**	**1.7000e-004**	**4.4000e-004**	**3.0000e-005**	**1.5000e-004**	**1.8000e-004**	**0.0000**	**0.4280**	**0.4280**	**1.4000e-004**	**0.0000**	**0.4314**

3.3 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	8.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0171	0.0171	0.0000	0.0000	0.0171
Total	**1.0000e-005**	**1.0000e-005**	**8.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0171**	**0.0171**	**0.0000**	**0.0000**	**0.0171**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.2000e-004	0.0000	1.2000e-004	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.4000e-004	4.2200e-003	2.0500e-003	0.0000		1.7000e-004	1.7000e-004		1.5000e-004	1.5000e-004	0.0000	0.4280	0.4280	1.4000e-004	0.0000	0.4314
Total	**3.4000e-004**	**4.2200e-003**	**2.0500e-003**	**0.0000**	**1.2000e-004**	**1.7000e-004**	**2.9000e-004**	**1.0000e-005**	**1.5000e-004**	**1.6000e-004**	**0.0000**	**0.4280**	**0.4280**	**1.4000e-004**	**0.0000**	**0.4314**

3.3 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	8.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0171	0.0171	0.0000	0.0000	0.0171
Total	**1.0000e-005**	**1.0000e-005**	**8.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0171**	**0.0171**	**0.0000**	**0.0000**	**0.0171**

3.4 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					7.5000e-004	0.0000	7.5000e-004	4.1000e-004	0.0000	4.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.7000e-004	7.8700e-003	7.6200e-003	1.0000e-005		4.7000e-004	4.7000e-004		4.5000e-004	4.5000e-004	0.0000	1.0408	1.0408	2.0000e-004	0.0000	1.0457
Total	**8.7000e-004**	**7.8700e-003**	**7.6200e-003**	**1.0000e-005**	**7.5000e-004**	**4.7000e-004**	**1.2200e-003**	**4.1000e-004**	**4.5000e-004**	**8.6000e-004**	**0.0000**	**1.0408**	**1.0408**	**2.0000e-004**	**0.0000**	**1.0457**

3.4 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	3.0000e-005	3.2000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0684	0.0684	0.0000	0.0000	0.0685
Total	**5.0000e-005**	**3.0000e-005**	**3.2000e-004**	**0.0000**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0684**	**0.0684**	**0.0000**	**0.0000**	**0.0685**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.4000e-004	0.0000	3.4000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.7000e-004	7.8700e-003	7.6200e-003	1.0000e-005		4.7000e-004	4.7000e-004		4.5000e-004	4.5000e-004	0.0000	1.0408	1.0408	2.0000e-004	0.0000	1.0457
Total	**8.7000e-004**	**7.8700e-003**	**7.6200e-003**	**1.0000e-005**	**3.4000e-004**	**4.7000e-004**	**8.1000e-004**	**1.9000e-004**	**4.5000e-004**	**6.4000e-004**	**0.0000**	**1.0408**	**1.0408**	**2.0000e-004**	**0.0000**	**1.0457**

3.4 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	3.0000e-005	3.2000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0684	0.0684	0.0000	0.0000	0.0685
Total	**5.0000e-005**	**3.0000e-005**	**3.2000e-004**	**0.0000**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0684**	**0.0684**	**0.0000**	**0.0000**	**0.0685**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0431	0.4426	0.3694	5.7000e-004		0.0261	0.0261		0.0240	0.0240	0.0000	50.0302	50.0302	0.0162	0.0000	50.4348
Total	**0.0431**	**0.4426**	**0.3694**	**5.7000e-004**		**0.0261**	**0.0261**		**0.0240**	**0.0240**	**0.0000**	**50.0302**	**50.0302**	**0.0162**	**0.0000**	**50.4348**

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.1900e-003	0.0366	7.2700e-003	8.0000e-005	1.9800e-003	2.1000e-004	2.1900e-003	5.7000e-004	2.0000e-004	7.7000e-004	0.0000	8.0462	8.0462	3.7000e-004	0.0000	8.0556
Worker	3.7700e-003	2.5100e-003	0.0256	6.0000e-005	6.3700e-003	4.0000e-005	6.4200e-003	1.6900e-003	4.0000e-005	1.7400e-003	0.0000	5.4743	5.4743	1.7000e-004	0.0000	5.4786
Total	**4.9600e-003**	**0.0391**	**0.0328**	**1.4000e-004**	**8.3500e-003**	**2.5000e-004**	**8.6100e-003**	**2.2600e-003**	**2.4000e-004**	**2.5100e-003**	**0.0000**	**13.5205**	**13.5205**	**5.4000e-004**	**0.0000**	**13.5341**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0431	0.4426	0.3694	5.7000e-004		0.0261	0.0261		0.0240	0.0240	0.0000	50.0302	50.0302	0.0162	0.0000	50.4347
Total	**0.0431**	**0.4426**	**0.3694**	**5.7000e-004**		**0.0261**	**0.0261**		**0.0240**	**0.0240**	**0.0000**	**50.0302**	**50.0302**	**0.0162**	**0.0000**	**50.4347**

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.1900e-003	0.0366	7.2700e-003	8.0000e-005	1.9800e-003	2.1000e-004	2.1900e-003	5.7000e-004	2.0000e-004	7.7000e-004	0.0000	8.0462	8.0462	3.7000e-004	0.0000	8.0556
Worker	3.7700e-003	2.5100e-003	0.0256	6.0000e-005	6.3700e-003	4.0000e-005	6.4200e-003	1.6900e-003	4.0000e-005	1.7400e-003	0.0000	5.4743	5.4743	1.7000e-004	0.0000	5.4786
Total	**4.9600e-003**	**0.0391**	**0.0328**	**1.4000e-004**	**8.3500e-003**	**2.5000e-004**	**8.6100e-003**	**2.2600e-003**	**2.4000e-004**	**2.5100e-003**	**0.0000**	**13.5205**	**13.5205**	**5.4000e-004**	**0.0000**	**13.5341**

3.6 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.9300e-003	0.0181	0.0178	3.0000e-005		9.9000e-004	9.9000e-004		9.2000e-004	9.2000e-004	0.0000	2.3482	2.3482	6.8000e-004	0.0000	2.3653
Paving	1.0200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**2.9500e-003**	**0.0181**	**0.0178**	**3.0000e-005**		**9.9000e-004**	**9.9000e-004**		**9.2000e-004**	**9.2000e-004**	**0.0000**	**2.3482**	**2.3482**	**6.8000e-004**	**0.0000**	**2.3653**

3.6 Paving - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.4000e-004	1.4400e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3079	0.3079	1.0000e-005	0.0000	0.3082
Total	**2.1000e-004**	**1.4000e-004**	**1.4400e-003**	**0.0000**	**3.6000e-004**	**0.0000**	**3.6000e-004**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**0.3079**	**0.3079**	**1.0000e-005**	**0.0000**	**0.3082**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.9300e-003	0.0181	0.0178	3.0000e-005		9.9000e-004	9.9000e-004		9.2000e-004	9.2000e-004	0.0000	2.3482	2.3482	6.8000e-004	0.0000	2.3653
Paving	1.0200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**2.9500e-003**	**0.0181**	**0.0178**	**3.0000e-005**		**9.9000e-004**	**9.9000e-004**		**9.2000e-004**	**9.2000e-004**	**0.0000**	**2.3482**	**2.3482**	**6.8000e-004**	**0.0000**	**2.3653**

3.6 Paving - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.4000e-004	1.4400e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3079	0.3079	1.0000e-005	0.0000	0.3082
Total	**2.1000e-004**	**1.4000e-004**	**1.4400e-003**	**0.0000**	**3.6000e-004**	**0.0000**	**3.6000e-004**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**0.3079**	**0.3079**	**1.0000e-005**	**0.0000**	**0.3082**

3.7 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0289					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.1000e-004	4.2100e-003	4.5800e-003	1.0000e-005		2.8000e-004	2.8000e-004		2.8000e-004	2.8000e-004	0.0000	0.6383	0.6383	5.0000e-005	0.0000	0.6396
Total	**0.0296**	**4.2100e-003**	**4.5800e-003**	**1.0000e-005**		**2.8000e-004**	**2.8000e-004**		**2.8000e-004**	**2.8000e-004**	**0.0000**	**0.6383**	**0.6383**	**5.0000e-005**	**0.0000**	**0.6396**

3.7 Architectural Coating - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	2.0000e-005	2.4000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0513	0.0513	0.0000	0.0000	0.0514
Total	**4.0000e-005**	**2.0000e-005**	**2.4000e-004**	**0.0000**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0513**	**0.0513**	**0.0000**	**0.0000**	**0.0514**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0289					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.1000e-004	4.2100e-003	4.5800e-003	1.0000e-005		2.8000e-004	2.8000e-004		2.8000e-004	2.8000e-004	0.0000	0.6383	0.6383	5.0000e-005	0.0000	0.6396
Total	**0.0296**	**4.2100e-003**	**4.5800e-003**	**1.0000e-005**		**2.8000e-004**	**2.8000e-004**		**2.8000e-004**	**2.8000e-004**	**0.0000**	**0.6383**	**0.6383**	**5.0000e-005**	**0.0000**	**0.6396**

3.7 Architectural Coating - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	2.0000e-005	2.4000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0513	0.0513	0.0000	0.0000	0.0514
Total	**4.0000e-005**	**2.0000e-005**	**2.4000e-004**	**0.0000**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0513**	**0.0513**	**0.0000**	**0.0000**	**0.0514**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.7594	5.5703	5.5355	0.0168	0.8856	0.0185	0.9041	0.2381	0.0175	0.2556	0.0000	1,558.0591	1,558.0591	0.1119	0.0000	1,560.8552
Unmitigated	0.7594	5.5703	5.5355	0.0168	0.8856	0.0185	0.9041	0.2381	0.0175	0.2556	0.0000	1,558.0591	1,558.0591	0.1119	0.0000	1,560.8552

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Fast Food Restaurant with Drive Thru	1,083.19	1,660.67	1248.26	1,111,159	1,111,159
Parking Lot	0.00	0.00	0.00		
Fast Food Restaurant w/o Drive Thru	1,636.00	590.62	443.94	1,229,914	1,229,914
Total	2,719.19	2,251.29	1,692.20	2,341,074	2,341,074

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Fast Food Restaurant with Drive	9.50	7.30	7.30	2.20	78.80	19.00	29	21	50
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Fast Food Restaurant w/o Drive	9.50	7.30	7.30	2.20	78.80	19.00	29	21	50

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Fast Food Restaurant with Drive Thru	0.506900	0.034567	0.171206	0.149208	0.024362	0.005798	0.021031	0.077362	0.001819	0.001371	0.004402	0.001155	0.000818
Parking Lot	0.506900	0.034567	0.171206	0.149208	0.024362	0.005798	0.021031	0.077362	0.001819	0.001371	0.004402	0.001155	0.000818
Fast Food Restaurant w/o Drive Thru	0.506900	0.034567	0.171206	0.149208	0.024362	0.005798	0.021031	0.077362	0.001819	0.001371	0.004402	0.001155	0.000818

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	37.1518	37.1518	1.5300e-003	3.2000e-004	37.2848
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	37.1518	37.1518	1.5300e-003	3.2000e-004	37.2848
NaturalGas Mitigated	1.6700e-003	0.0152	0.0127	9.0000e-005		1.1500e-003	1.1500e-003		1.1500e-003	1.1500e-003	0.0000	16.4874	16.4874	3.2000e-004	3.0000e-004	16.5854
NaturalGas Unmitigated	1.6700e-003	0.0152	0.0127	9.0000e-005		1.1500e-003	1.1500e-003		1.1500e-003	1.1500e-003	0.0000	16.4874	16.4874	3.2000e-004	3.0000e-004	16.5854

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Fast Food Restaurant w/o Drive Thru	81055.6	4.4000e-004	3.9700e-003	3.3400e-003	2.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	4.3254	4.3254	8.0000e-005	8.0000e-005	4.3511
Fast Food Restaurant with Drive Thru	227907	1.2300e-003	0.0112	9.3800e-003	7.0000e-005		8.5000e-004	8.5000e-004		8.5000e-004	8.5000e-004	0.0000	12.1620	12.1620	2.3000e-004	2.2000e-004	12.2343
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**1.6700e-003**	**0.0151**	**0.0127**	**9.0000e-005**		**1.1500e-003**	**1.1500e-003**		**1.1500e-003**	**1.1500e-003**	**0.0000**	**16.4874**	**16.4874**	**3.1000e-004**	**3.0000e-004**	**16.5854**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Fast Food Restaurant w/o Drive Thru	81055.6	4.4000e-004	3.9700e-003	3.3400e-003	2.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	4.3254	4.3254	8.0000e-005	8.0000e-005	4.3511
Fast Food Restaurant with Drive Thru	227907	1.2300e-003	0.0112	9.3800e-003	7.0000e-005		8.5000e-004	8.5000e-004		8.5000e-004	8.5000e-004	0.0000	12.1620	12.1620	2.3000e-004	2.2000e-004	12.2343
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**1.6700e-003**	**0.0151**	**0.0127**	**9.0000e-005**		**1.1500e-003**	**1.1500e-003**		**1.1500e-003**	**1.1500e-003**	**0.0000**	**16.4874**	**16.4874**	**3.1000e-004**	**3.0000e-004**	**16.5854**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Fast Food Restaurant w/o Drive Thru	27394.8	8.7286	3.6000e-004	7.0000e-005	8.7598
Fast Food Restaurant with Drive Thru	77027	24.5425	1.0100e-003	2.1000e-004	24.6303
Parking Lot	12180	3.8808	1.6000e-004	3.0000e-005	3.8947
Total		**37.1518**	**1.5300e-003**	**3.1000e-004**	**37.2847**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Fast Food Restaurant w/o Drive Thru	27394.8	8.7286	3.6000e-004	7.0000e-005	8.7598
Fast Food Restaurant with Drive Thru	77027	24.5425	1.0100e-003	2.1000e-004	24.6303
Parking Lot	12180	3.8808	1.6000e-004	3.0000e-005	3.8947
Total		**37.1518**	**1.5300e-003**	**3.1000e-004**	**37.2847**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0174	1.0000e-005	8.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.6100e-003	1.6100e-003	0.0000	0.0000	1.7200e-003
Unmitigated	0.0174	1.0000e-005	8.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.6100e-003	1.6100e-003	0.0000	0.0000	1.7200e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.8900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0144					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	8.0000e-005	1.0000e-005	8.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.6100e-003	1.6100e-003	0.0000	0.0000	1.7200e-003
Total	**0.0174**	**1.0000e-005**	**8.3000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.6100e-003**	**1.6100e-003**	**0.0000**	**0.0000**	**1.7200e-003**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.8900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0144					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	8.0000e-005	1.0000e-005	8.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.6100e-003	1.6100e-003	0.0000	0.0000	1.7200e-003
Total	**0.0174**	**1.0000e-005**	**8.3000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.6100e-003**	**1.6100e-003**	**0.0000**	**0.0000**	**1.7200e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	2.0006	0.0309	7.4000e-004	2.9953
Unmitigated	2.0006	0.0309	7.4000e-004	2.9953

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Fast Food Restaurant w/o Drive Thru	0.248898 / 0.0158871	0.5258	8.1300e-003	2.0000e-004	0.7872
Fast Food Restaurant with Drive Thru	0.698128 / 0.0445613	1.4748	0.0228	5.5000e-004	2.2081
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**2.0006**	**0.0309**	**7.5000e-004**	**2.9953**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Fast Food Restaurant w/o Drive Thru	0.248898 / 0.0158871	0.5258	8.1300e-003	2.0000e-004	0.7872
Fast Food Restaurant with Drive Thru	0.698128 / 0.0445613	1.4748	0.0228	5.5000e-004	2.2081
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**2.0006**	**0.0309**	**7.5000e-004**	**2.9953**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	7.2955	0.4312	0.0000	18.0743
Unmitigated	7.2955	0.4312	0.0000	18.0743

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Fast Food Restaurant w/o Drive Thru	9.45	1.9183	0.1134	0.0000	4.7524
Fast Food Restaurant with Drive Thru	26.49	5.3772	0.3178	0.0000	13.3219
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**7.2955**	**0.4312**	**0.0000**	**18.0743**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Fast Food Restaurant w/o Drive Thru	9.45	1.9183	0.1134	0.0000	4.7524
Fast Food Restaurant with Drive Thru	26.49	5.3772	0.3178	0.0000	13.3219
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**7.2955**	**0.4312**	**0.0000**	**18.0743**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Appendix B Biological Evaluation Report

Element Type	Scientific Name	Common Name	Federal Status	State Status	CDFW Status	CA Rare Plant Rank
Animals - Amphibians	Spea hammondii	western spadefoot	None	None	SSC	-
Animals - Birds	Agelaius tricolor	tricolored blackbird	None	Threatened	SSC	-
Animals - Birds	Buteo swainsoni	Swainson's hawk	None	Threatened	-	-
Animals - Birds	Gymnogyps californianus	California condor	Endangered	Endangered	FP	-
Animals - Crustaceans	Branchinecta lynchi	vernal pool fairy shrimp	Threatened	None	-	-
Animals - Insects	Desmocerus californicus dimorphus	valley elderberry longhorn beetle	Threatened	None	-	-
Animals - Mammals	Antrozous pallidus	pallid bat	None	None	SSC	-
Animals - Mammals	Corynorhinus townsendii	Townsend's big-eared bat	None	None	SSC	-
Animals - Mammals	Dipodomys nitratoides nitratoides	Tipton kangaroo rat	Endangered	Endangered	-	-
Animals - Mammals	Eumops perotis californicus	western mastiff bat	None	None	SSC	-
Animals - Mammals	Taxidea taxus	American badger	None	None	SSC	-
Animals - Mammals	Vulpes macrotis mutica	San Joaquin kit fox	Endangered	Threatened	-	-
Animals - Reptiles	Anniella pulchra	northern California legless lizard	None	None	SSC	-
Community - Terrestrial	Northern Claypan Vernal Pool	Northern Claypan Vernal Pool	None	None	-	-
Community - Terrestrial	Sycamore Alluvial Woodland	Sycamore Alluvial Woodland	None	None	-	-
Plants - Vascular	Atriplex cordulata var. erecticaulis	Earlimart orache	None	None	-	1B.2
Plants - Vascular	Atriplex coronata var. vallicola	Lost Hills crownscale	None	None	-	1B.2
Plants - Vascular	Atriplex depressa	brittlescale	None	None	-	1B.2
Plants - Vascular	Atriplex minuscula	lesser saltscale	None	None	-	1B.1
Plants - Vascular	Atriplex persistens	vernal pool smallscale	None	None	-	1B.2
Plants - Vascular	Atriplex subtilis	subtle orache	None	None	-	1B.2
Plants - Vascular	Caulanthus californicus	California jewelflower	Endangered	Endangered	-	1B.1
Plants - Vascular	Clarkia springvillensis	Springville clarkia	Threatened	Endangered	-	1B.2
Plants - Vascular	Delphinium recurvatum	recurved larkspur	None	None	-	1B.2
Plants - Vascular	Diplacus pictus	calico monkeyflower	None	None	-	1B.2
Plants - Vascular	Eryngium spinosepalum	spiny-sepaled button-celery	None	None	-	1B.2
Plants - Vascular	Fritillaria striata	striped adobe-lily	None	Threatened	-	1B.1
Plants - Vascular	Leptosiphon serrulatus	Madera leptosiphon	None	None	-	1B.2
Plants - Vascular	Monolopia congdonii	San Joaquin woollythreads	Endangered	None	-	1B.2
Plants - Vascular	Navarretia nigelliformis ssp. radians	shining navarretia	None	None	-	1B.2
Plants - Vascular	Pseudobahia peirsonii	San Joaquin adobe sunburst	Threatened	Endangered	-	1B.1
Plants - Vascular	Puccinellia simplex	California alkali grass	None	None	-	1B.2
Plants - Vascular	Senecio aphanactis	chaparral ragwort	None	None	-	2B.2
Plants - Vascular	Sidalcea keckii	Keck's checkerbloom	Endangered	None	-	1B.1

Appendix C Cultural Resources

California Historical Resources Information System

Fresno
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
E-mail: ssjvic@csub.edu
Website: www.csub.edu/ssjvic

To: Brynae Emerzain
Provost & Pritchard Consulting Group, Inc.
286 W. Cromwell Ave.
Fresno, CA 93711

Record Search 19-251

Date: July 8, 2019

Re: Porter's Crossing, Phase II Initial Study/Mitigated Negative Declaration

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, Historic Property 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 Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area.

PRIOR CULTURAL RESOURCE STUDIES CONDUCTED WITHIN THE PROJECT AREA AND THE ONE-HALF MILE RADIUS

According to the information in our files, there have been no previous cultural resource studies conducted within the project area. There have been five studies within the one-half mile radius, TU-00376, 00447, 01097, 01664, and 01761.

Record Search 19-251

KNOWN/RECORDED CULTURAL RESOURCES WITHIN THE PROJECT AREA AND THE ONE-HALF MILE RADIUS

There are no recorded cultural resources within the project area or within the one-half mile radius, and it is not known if any exist there.

There are no recorded cultural resources within the project area 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 construction of two fast-food drive through restaurants. Further, we understand the project area is currently vacant with some site improvements already in place. The extent of the site improvements was not specified. Because a cultural resources study has not been conducted on this property, it is unknown if any cultural resources are present. Therefore, prior to any project activities, we recommend a qualified, professional consultant first conduct a field survey to determine if 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 in order 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:** July 8, 2019

Please note that invoices for Information Center services will be sent under separate cover from the California State University, Bakersfield Accounting Office.

Appendix D Traffic Report

EST. 1968
PROVOST& PRITCHARD
CONSULTING GROUP
An Employee Owned Company

130 N. Garden Street
Visalia, CA 93291-6362
Tel: (559) 636-1166
Fax: (559) 636-1177
www.ppeng.com

August 21, 2019

Julie Phillips, Community Development Manager
City of Porterville
291 North Main Street
Porterville, CA 9325

RE: Trip Generation Analysis for CFT Development DT-0058 Site Plan

Dear Ms. Phillips:

Per your request Provost & Pritchard has analyzed the site plan for CFT Development for the expected traffic generated by the project.

The CFT site plan includes the following building elements:

- Retail space identified as Panda Express, with a drive-through window and indoor seating – 2,300 square feet
- Retail space identified as FSDT Pad #2 but expected to be a coffee kiosk with a drive-through window and no indoor seating – 818 square feet

Trip generation rates were taken from *Trip Generation, 10th Edition - Institute of Traffic Engineers (ITE)* and are summarized for the project site in Table 1, with projected Daily, AM Peak Hour, and PM Peak Hour subtotals included in Table 2. AM and PM Peak Hour subtotals are utilized to determine the need for a Traffic Impact Study (TIS) and determine the potential need for mitigations to the adjacent roadways and traffic control devices.

Table 1 – CFT Development DT-0058 Site Plan Rates

Site Plan Designation	Business Type	ITE Code	Building Area (SF)	Daily Rate (Per 1,000 SF)	AM Peak Rate (Per 1,000 SF)	PM Peak Rate (Per 1,000 SF)
Panda Express	Fast-food Restaurant with Drive-through Window	934	2,300	470.95	50.97 *	51.36
FSDT Pad #2	Coffee/Donut Shop with Drive-Through Window and No Indoor Seating	938	818	2,000.00	344.44	106.67

* Panda Express not open during AM Peak Hour

Table 2 – CFT Development DT-0058 Site Plan Subtotals						
Site Plan Designation	**Business Type**	**ITE Code**	**Building Area (SF)**	**Daily Subtotal**	**AM Peak Subtotal**	**PM Peak Subtotal**
Panda Express	Fast-food Restaurant with Drive-through Window	934	2,300	1,083	0*	118
FSDT Pad #2	Coffee/Donut Shop with Drive-Through Window and No Indoor Seating	938	818	1,636	282	87
		Site Subtotals		**2,719**	**282**	**205**

* Panda Express not open during AM Peak Hour

Because the site is not mixed-use, vehicles are unlikely to frequent more than one retail space within the site. Therefore, it is not appropriate to apply a trip reduction for internal capture.

Based on the site's location, it is appropriate to apply pass-by reductions to the totals shown above. This reduction assumes a percentage of the total trips generated from the land uses are from vehicles that would have already passed the site. These pass-by trips would not impact the adjacent roadway or traffic control devices. Data obtained by *Trip Generation, 10th Edition - Institute of Traffic Engineers* for fast-food restaurants shows a reduction of 50%-90% may be experienced. However, Caltrans *Guide for the Preparation of Traffic Impact Studies* allows for a maximum of 15% to be applied. This accounts for the fact that while a trip may be considered pass-by, it was likely diverted from another route. Table 3 summarize the application of the pass-by 15% reduction to the subtotals.

Table 3 – CFT Development DT-0058 Site Plan Totals						
Site Plan Designation	**Business Type**	**AM Peak Subtotal**	**PM Peak Subtotal**	**Pass-by Rate**	**AM Peak Adjusted Subtotal**	**PM Peak Adjusted Subtotal**
Panda Express	Fast-food Restaurant with Drive-through Window	0*	118	15%	0*	100
FSDT Pad #2	Coffee/Donut Shop with Drive-Through Window and No Indoor Seating	282	87	15%	240	74
			Adjusted Site Totals		**240**	**174**

* Panda Express not open during AM Peak Hour

In the Circulation Element of the City of Porterville's 2030 General Plan, Section C-I-10 gives City staff direction to:

> 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.*

The site is projected to generate over 100 peak hour trips and would trigger a full Traffic Impact Study. However, in 2017 a Traffic Impact Study (TIS) was performed for the Commercial Retail Development on the Northeast Corner of Henderson Avenue and Prospect Street (see attached). This study analyzed the impact of a 10,500 square-foot retail space on six adjacent intersections for 2017 and 2035 conditions, with and without the project.

Level of Service (LOS) is based on projected traffic delays. LOS of D, which equates to a projected delay of 35-55 seconds for signalized intersections, is the minimum acceptable LOS designated by the City of Porterville. Projected 2035 + Project LOS and delays calculated in the 2017 TIS are summarized in Table 4.

Table 4 – Commercial Retail Development on the Northeast Corner of Henderson Avenue and Prospect Street Levels of Service and Delays

#	Intersection	2035 + Project LOS and Delays AM Peak Hour	2035 + Project LOS and Delays PM Peak Hour
1	North Prospect Street at West Westfield Avenue	C (34.5 seconds)	C (30.4 seconds)
2	North Newcomb Street at West Henderson Avenue	D (51.4 seconds)	D (45.8 seconds)
3	North Prospect Street at West Henderson Avenue	D (48.1 seconds)	D (53.9 seconds)
4	State Route 65 SB On/Off Ramps at West Henderson Avenue	D (37.4 seconds)	D (53.1 seconds)
5	State Route 65 NB On/Off Ramps at West Henderson Avenue	C (22.4 seconds)	C (27.0 seconds)
6	North Prospect Street at West Morton Avenue	C (29.4 seconds)	C (27.9 seconds)

Note: Level of Service calculations included in the 2017 TIS were based on *Trip Generation,* 9th Edition - *Institute of Traffic Engineers.*

Based on the anticipated traffic generated by the CFT Development DT-0058, it can be reasonably expected that intersections 2, 3, and 4 will exceed the 55-second delay threshold for LOS D. Therefore, the CFT Development DT-0058 should be expected to contribute to any

mitigations necessary to resolve these delays. Necessary mitigations were not assessed in this analysis but could include changes to the signal timing or phasing, or increased traffic lanes. Fair share percentages for the project's responsibility are included in Table 5. These percentages could be included in the City's Traffic Impact Fee or assessed separately.

Table 5 – Fair Share Percentages

#	Intersection	Project Traffic Impacting Intersection	Total Intersection Traffic	Fair Share Percentage
2	North Newcomb Street at West Henderson Avenue	41	2953	**1.4%**
3	North Prospect Street at West Henderson Avenue	224	3302	**6.8%**
4	State Route 65 SB On/Off Ramps at West Henderson Avenue	90	2977	**3.0%**

Note: AM traffic volumes used, as they represent the largest impact.

If you need additional information please do not hesitate to contact me at (559) 636-1166 or mhamilton@ppeng.com.

Respectfully,

Matt Hamilton, PE
Senior Engineer

c: Dawn Marple – Provost & Pritchard