Villas at Sierra Meadows 4 & 5 Residential Project
Initial Study

Prepared for:

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PROJECT INFORMATION

This document is the Initial Study on the potential environmental effects of the City of Porterville's (City) Smee Homes Villas at Sierra Meadows 4 & 5 Project (Project). The City of Porterville will act as the Lead Agency for this project pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines. Copies of all materials referenced in this report are available for review in the project file during regular business hours at 291 N. Main Street, Porterville, CA 93257.

Project Title

Smee Homes Villas at Sierra Meadows 4 & 5 Residential Project

Lead Agency Name and Address

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

Contact Person and Phone Number

Jason Ridenour,
Assistant City Manager
City of Porterville (559) 782-7460

Project Location

The City of Porterville is located in Tulare County in the southern part of the San Joaquin Valley. The approximately 20-acre Project site is located at the southwest corner of W. Gibbons Avenue and S. Jaye Street in southern Porterville. See Figure 1 and Figure 2. Porterville is bisected north-to-south by State Route (SR) 65 and SR 190 runs east-west in the southern portion of the City.

Figure 1 – Location

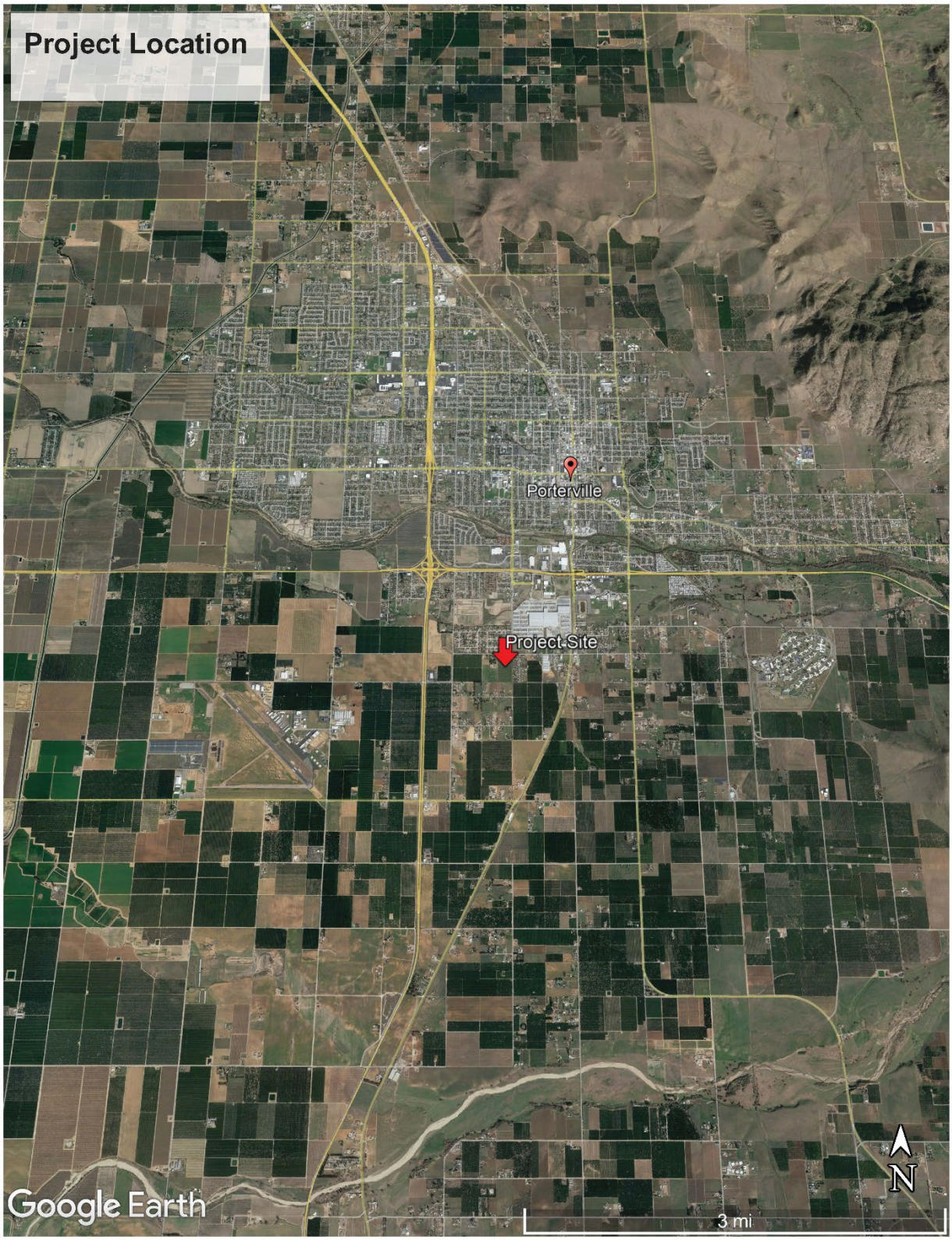
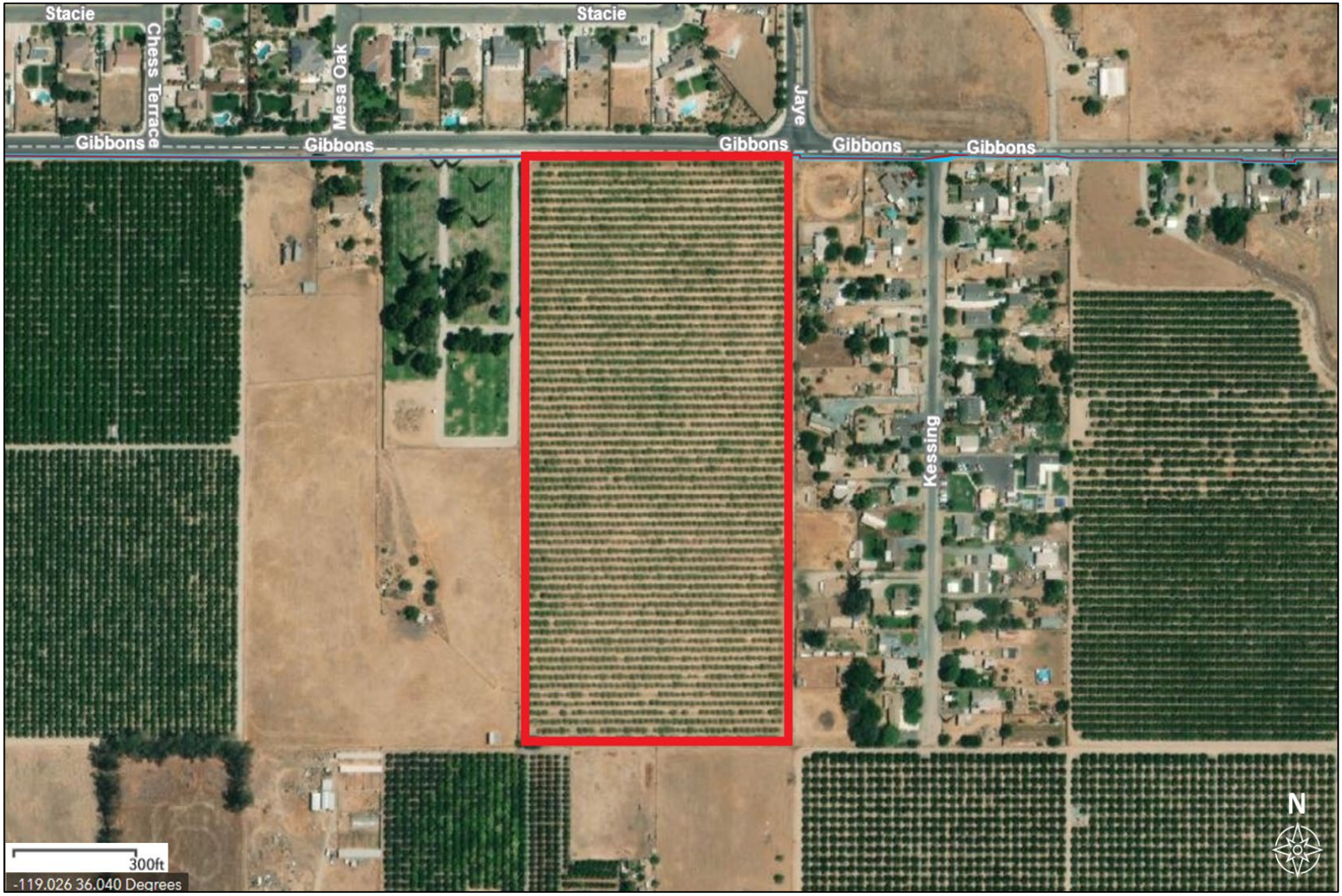


Figure 2 – Site Aerial



Project Sponsor's Name/Address

Smee Homes, Inc.
444 N. Prospect Street, Suite A
Porterville, CA 93257

General Plan Designation

Public Institutional, Low Density Residential

Zoning

AE-20 (Tulare County); prezoned RS-2 (City of Porterville)

Project Description

The proposed Project consists of the construction of up to 80 single-family residential units and a neighborhood park on an approximately 20-acre parcel. To facilitate the development, the Project also includes a General Plan Amendment, a Tentative Subdivision Map, a Conditional Use Permit, and Annexation to the City of Porterville. The City of Porterville General Plan designates the northern part of the site as Public Institutional and the southern part as Low Density Residential; the Project would amend the land use designation of the northern portion to Low Density Residential as well. Under previous action in 2014, the City prezoned the Project site and much of the surrounding area to RS-2 (Low Density Residential). The Tulare County Local Agency Formation Commission would act on the annexation component following application by the City.

Project Components

- A General Plan Amendment changing the land use designation of the northern area of the site from Public Institutional to Low Density Residential
- A Conditional Use Permit to accommodate creation of lots smaller than the 6,000-square-foot RS-2 minimum
- A Tentative Subdivision Map to allow for creation of 80-single-family lots with a minimum size of 5,000 square feet
- Annexation of APN 269-060-020 (20.23 acres) into the City of Porterville
- Construction of 80 single-family residences.
- Development of an approximately 37,530 sq. ft. neighborhood park.
- Construction of streets and public utilities infrastructure within and adjacent to the subdivision, including the southerly extension of Jaye Street south of W. Gibbons Avenue

Project Operations

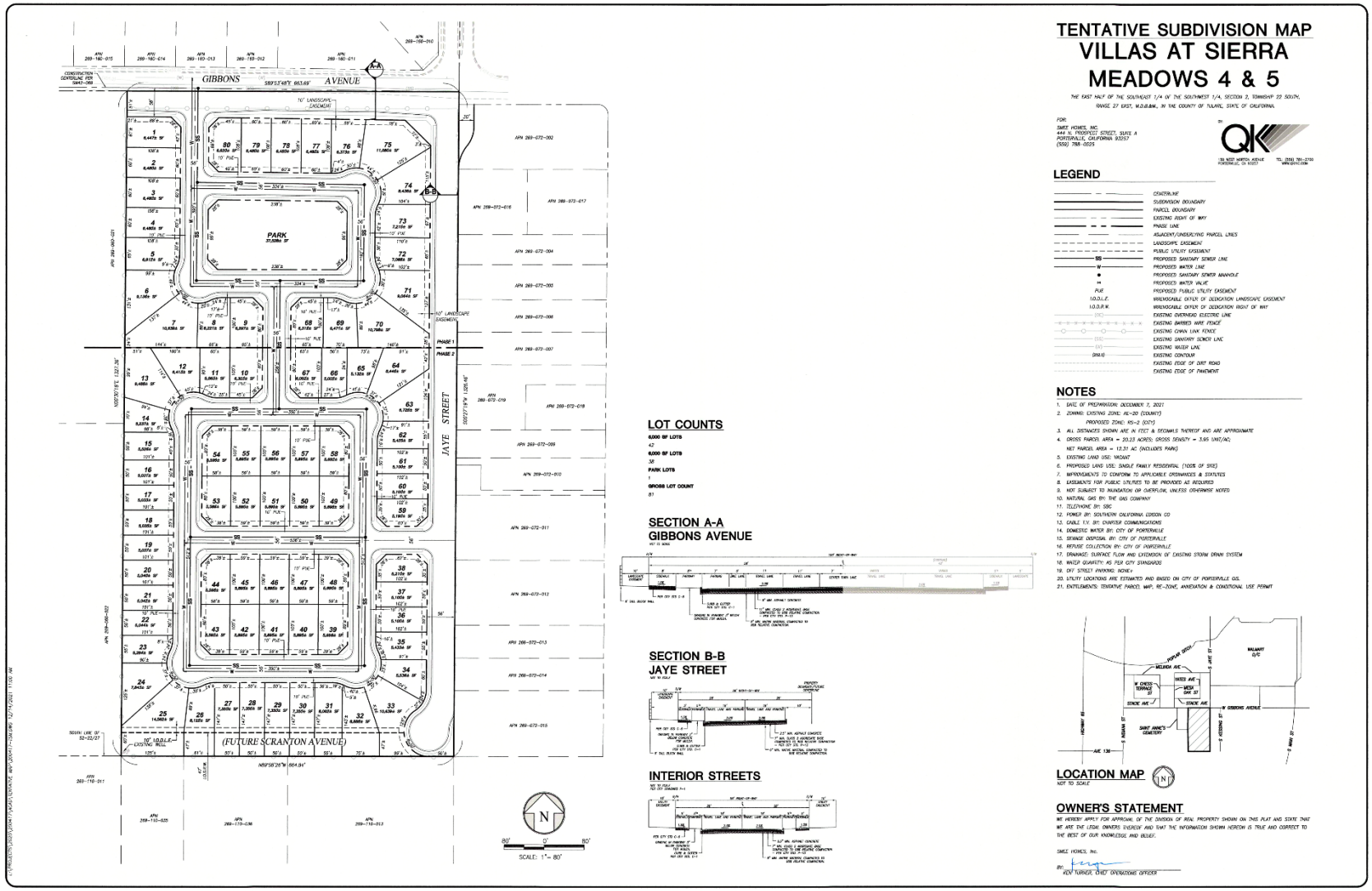
The Project would develop a conventional 80-lot single-family residential subdivision. In addition to constructing interior streets, the Project would dedicate and construct a 56-foot-wide section of S. Jaye Street to the site's southerly extent, including a temporary cul-de-sac at its terminus, and would dedicate 47 feet across the parcel's southern boundary for future extension of Scranton Avenue. Water, sewage disposal, and refuse collection services will be provided by the City of Porterville and the applicant will be required to connect to the City's existing utilities systems. The Project would require gas, telephone, cable, and electrical improvements. Natural gas would be provided by The Gas Company; telephone services would be provided by AT&T; electric power would be provided by Southern California Edison Company; and cable television would be provided by Charter Communications. The extent of work required for utilities and gas would be determined during final project design.

Surrounding Land Uses/Existing Conditions

The Project site is currently planted with orchard trees. The site is surrounded by residential uses and a cemetery. Lands directly surrounding the Project site contain uses as follows:

- North: Residential subdivision, designated Very Low Density Residential.
- South: Rural residences, agriculture, and vacant land, designated as Low Density Residential.
- East: Residential development, designated as Rural Residential.
- West: St. Anne's Cemetery and vacant land, designated as Public/Quasi-Public and Low Density Residential

Figure 3 – Tentative Map



Other Public Agencies Involved

- Approval of annexation by Tulare County LAFCo.
- Approval of a Stormwater Pollution Prevention Plan by the Central Valley Regional Water Quality Control Board.
- Approval of a Dust Control Plan by the San Joaquin Valley Air Pollution Control District.
- Compliance with other federal, State, and local requirements.

Tribal Consultation

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 a project application is complete, 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 and the Tule River Indian Tribe pursuant to Public Resources Code Section 21080.3.1 requesting notification of all proposed projects. A formal notification letter was sent to the Tribe on October 4, 2022. The City did not receive any further correspondence requesting consultation from the Tribes.

Because the Project involves amendment to the General Plan, the City provided additional Tribal notification pursuant to Government Code Section 65352.3 (SB 18). Tribes identified by the Native American Heritage Commission, as identified below, were notified of the Project by US Mail on October 4, 2022. No comments were received as of this writing.

- Big Sandy Rancheria of Western Mono Indians
- Kern Valley Indian Community
- Tubatulabals of Kern Valley
- Tule River Indian Tribe
- Wuksache Indian Tribe/Eshom Valley Band

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

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

DETERMINATION

On the basis of this initial evaluation:

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

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

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

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

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

Jason Ridenour — 12/13/2022 Date

Assistant City Manager

City of Porterville

ENVIRONMENTAL CHECKLIST

I. AESTHETICS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and regulations governing scenic quality?	☐	☐	☒	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

The Project site is located on the San Joaquin Valley floor in the southern portion of the City of Porterville. The aesthetic features of the existing environment in the Project area are characterized by urban and rural single-family residences, limited agriculture, and vacant land along with a small cemetery. The site is bounded to the north by W. Gibbons Avenue, with residential development beyond the roadway. Tract No. 77, a subdivision of rural residences situated along Kessing Street, abuts the Project site to the east. Rural residences, limited agriculture, and vacant land exist to the south. St. Anne's Cemetery, along with

vacant land, abuts the site to the west. There are no scenic resources or scenic vistas in the area. State Routes (SR) in the Project vicinity include 99, 65, 190, 137.

Regulatory Setting

Federal

Aesthetic resources are protected by several federal regulations, none of which are relevant to the proposed Project because it will not be located on lands administered by a federal agency, and the Project applicant is not requesting federal funding or a federal permit.

State

California Scenic Highway Program

The Scenic Highway Program, created by the Legislature in 1963, allows county and city governments to apply to the California Department of Transportation (Caltrans) to establish a scenic corridor protection program. Its purpose is to protect and enhance the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. The State laws governing the Scenic Highway Program are found in the Streets and Highways Code, Sections 260 through 268. While not Designated State Scenic Highways, two Eligible State Scenic Highways occur in Tulare County, SR 198 and SR 190.

Local

Porterville General Plan Policies

- LU-I-14: Allow residential developments to employ creative site design, landscaping, and architectural quality that blend with the characteristics of each location and its surroundings and offer superior design solutions.
- LU-I-15 Adopt community design standards for new residential development. These could include but are not limited to:
    - Maximum block length
    - Maximum ratio of block length to width
    - Limited use of dead-end streets
    - Orientation of residential building
    - Required connectivity
- LU-I-18: Protect existing residential neighborhoods from the encroachment of incompatible activities and land uses, and environmental hazards.

- L-I-20: Establish standards for pedestrian-oriented design in neighborhood centers. Pedestrian orientation design standards may include, but would not be limited to:
    - Limitations on maximum block length
    - Minimum sidewalk width
    - Required streetscape improvements, including street trees
    - Building height and articulation
    - Building setbacks
    - Location of entries
    - Parking location and required landscaping
- LU-I-25: Establish buffering requirements and performance standards intended to minimize harmful effects of excessive noise, light, glare, and other adverse environmental impacts.

RESPONSES

a. Have a substantial adverse effect on a scenic vista?

Less than Significant Impact. The proposed Project includes the construction of up to 80 single-family residences, a neighborhood park, and the improvements associated with a new residential development, including lighting and site landscaping. The structures will conform to design standards set forth by the City's General Plan and Development Ordinance. The Project site is located in an area that is substantially surrounded by urban uses and will not result in a use that is visually incompatible with the surrounding area.

The City of Porterville General Plan does not identify any scenic vistas within the Project area. A scenic vista is generally considered a view of an area that has remarkable scenery or a resource that is indigenous to the area. The Project is located in an area of minimal topographic relief, and views of the site are easily obscured by buildings, other structures, and trees. Neither the Project area nor any surrounding land use contains features typically associated with scenic vistas (e.g., ridgelines, peaks, overlooks).

Construction activities will be visible from the adjacent roadsides; however, the construction activities will be temporary in nature and will not affect a scenic vista. The impact will be ***less than significant***.

Mitigation Measures: None are required.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less than Significant Impact. There are no state designated scenic highways within the immediate proximity to the Project site. California Department of Transportation Scenic Highway Mapping System identifies SR 190 east of SR 65 as an Eligible State Scenic Highway. SR 190 is located approximately 0.75 miles north of the Project site; however, the Project site is both physically and visually separated from SR 190 by intervening land uses. In addition, no scenic highways or roadways are listed within the Project area in the City of Porterville's General Plan or Tulare County's General Plan. Based on the National Register of Historic Places (NRHP) and the City's General Plan, no historic buildings exist on the Project site. The proposed Project would not cause damage to rock outcroppings or historic buildings within a State scenic highway corridor. Any impacts would be considered ***less than significant***.

Mitigation Measures: None are required.

c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and regulations governing scenic quality?

Less than Significant Impact. Site construction will include residences, neighborhood park, local streets, underground utilities, lighting, and site landscaping. The residences will be single-family and will conform to design standards set forth by the City's General Plan and Development Ordinance. The proposed Project site is located in an area that is substantially surrounded by residential and agricultural uses, and as such, will not result in a use that is visually incompatible with the surrounding area. The proposed Project will not substantially degrade the existing visual character or quality of the area or its surroundings.

The impact will be ***less than significant***.

Mitigation Measures: None are required.

d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. Nighttime lighting is necessary to provide and maintain safe, secure, and attractive environments; however, these lights have the potential to produce spillover light and glare and

waste energy, and if designed incorrectly, could be considered unattractive. Light that falls beyond the intended area is referred to as "light trespass". Types of light trespass include spillover light and glare. Minimizing all these forms of obtrusive light is an important environmental consideration. A less obtrusive and well-designed energy efficient fixture would face downward, emit the correct intensity of light for the use, and incorporate energy timers.

Spillover light is light emitted by a lighting installation that falls outside the boundaries of the property on which the installation is sited. Spillover light can adversely affect light-sensitive uses, such as residential neighborhoods at nighttime. Because light dissipates as it travels from the source, the intensity of a light fixture is often increased at the source to compensate for the dissipated light. This can further increase the amount of light that illuminates adjacent uses. Spillover light can be minimized by using only the level of light necessary, and by using cutoff type fixtures or shielded light fixtures, or a combination of fixture types.

Glare results when a light source directly in the field of vision is brighter than the eye can comfortably accept. Squinting or turning away from a light source is an indication of glare. The presence of a bright light in an otherwise dark setting may be distracting or annoying, referred to as discomfort glare, or it may diminish the ability to see other objects in the darkened environment, referred to as disability glare. Glare can be reduced by design features that block direct line of sight to the light source and that direct light downward, with little or no light emitted at high (near horizontal) angles, since this light would travel long distances. Cutoff-type light fixtures minimize glare because they emit relatively low-intensity light at these angles.

Current sources of light in the Project area include streetlights, light from the Walmart Distribution parking area, the vehicles traveling along adjacent roadways, and light from nearby residences. The Project would necessitate street lighting. Such lighting would be subject to the requirements of the Porterville Development Ordinance 300.07, which ensures that outdoor lighting does not produce obtrusive glare onto the public right-of-way or adjoining properties. Accordingly, the Project would not create substantial new sources of light or glare. Potential impacts are ***less than significant***.

Mitigation Measures: None are required.

II. AGRICULTURE AND FOREST RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☒	☐
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

The Project site is located in an area just outside the city limits and Urban Development Boundary (UDB) of Porterville, but within the Urban Area Boundary (UAB). The entire site is considered Farmland of Statewide Importance by the State Farmland Mapping and Monitoring Program. On November 29, 2022, the Tulare County Board of Supervisors adopted Resolution No. 2022-1005 which approved Williamson Act Cancellation No. WAC 21-002 on the Project site. As such, the site is not under Williamson Act contract.

Regulatory Setting

Federal

Federal regulations for agriculture and forest resources are not relevant to the proposed Project because it is not a federal undertaking (the Project site is not located on lands administered by a federal agency, and the Project applicant is not requesting federal funding or a federal permit).

State

The California Land Conservation Act of 1965, commonly referred to as the Williamson Act, is promulgated in California Government Code Sections 51200–51297.4. The Williamson Act enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space uses. In return, the landowners receive property tax assessment based on farming and open space uses, as opposed to full market value, thus resulting in a lower tax burden. Private land within locally designated agricultural preserve areas is eligible for enrollment under Williamson Act contracts. However, an agricultural preserve must consist of no less than 100 acres. In order to meet this requirement, two or more parcels may be combined if they are contiguous, or if they are in common ownership.

The Williamson Act program is administered by the DOC, in conjunction with local governments, which administer the individual contract arrangements with landowners. The landowner commits the parcel to a 10-year period wherein no conversion out of agricultural use is permitted. Each year the contract automatically renews unless a notice of non-renewal or cancellation is filed. In return, the land is taxed at a rate based on the actual use of the land for agricultural purposes, as opposed to its unrestricted market value. An application for immediate cancellation can also be requested by the landowner, provided that the proposed immediate cancellation application is consistent with the cancellation criteria stated in the California Land Conservation Act and those adopted by the affected county or city. Non-renewal or immediate cancellation does not change the zoning of the property. Participation in the

Williamson Act program is dependent on county adoption and implementation of the program and is voluntary for landowners.

As defined by the Williamson Act, prime agricultural land includes: (1) Class I and II soils as classified by the NRCS; (2) land that qualifies for rating 80 through 100 in the Storie Index Rating by the University of California, Division of Agricultural Sciences; (3) land that supports livestock used for the production of food and fiber and with at least one animal unit per acre; 4) land planted with fruit or nut-bearing crops that yield not less than $200 per acre annually during commercial bearing periods; or (5) land that has returned from the production of unprocessed agricultural plant products and annual gross value of not less than $200 per acre for three of the previous five years.[1]

RESPONSES

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

Less Than Significant Impact. The Project site is located outside the City of Porterville limits, but within the Urban Area Boundary (UAB) and Urban Development Boundary (UDB). The site is currently zoned as AE-20 by the Tulare County and is prezoned RS-2 (Low Density Residential) by the City of Porterville and the Project proposed to subdivide the site for single-family development. The site is designated as primarily Farmland of Statewide Importance and Prime Farmland by the State Farmland Mapping and Monitoring Program.

The City has evaluated the Project's farmland conversion impacts utilizing the California Agricultural Land Evaluation and Site Assessment Model (LESA),[2] which the California Department of Conservation developed to provide lead agencies with a methodology to ensure that significant effects on the environment of agricultural land conversions are quantitatively and consistently considered in the environmental review process. (See Public Resources Code Section 21095.)

The LESA is composed of six different factors, which are divided into two sets: Land Evaluation (LE) and Site Assessment (SA) factors. Two LE factors (Land Capability Classification Rating and Storie Index Rating) are based upon measures of soil resources quality and intended to measure the inherent,

[1] Government Code, Section 51201(c)(1)-(5)).

[2] California Department of Conservation, Division of Land Resource Protection. Accessible at http://www.conservation.ca.gov/dlrp/Pages/qh_lesa.aspx. Accessed September 2018

soil-based qualities of land as they relate to agricultural suitability. Four SA factors (Project Size Rating, Water Resource Availability Rating, Surrounding Agricultural Lands Rating, and Surrounding Protected Resource Lands Rating) are intended to measure social, economic, and geographic attributes that also contribute to the overall value of agricultural land.

The two sets of factors are evenly weighted, meaning the two LE factors and four SA factors are of equal importance; however, for a given project, each of these six factors is separately rated in a 100-point scale. The factors are then weighted relative to one another and combined, resulting in a single numeric score for a given project, with a maximum attainable score of 100 points. This final project score becomes the basis for making a determination of the potential impacts' level of significance for the project, based upon a range of established scoring thresholds.

Land Evaluation Factors

The LESA includes two LE factors, discussed below, that are separately rated.

The Land Capability Classification Rating (LCC): The LCC indicates the suitability of soils for most kinds of crops. Groupings are made according to the limitations of the soils when used to grow crops and the risk of damage to soils when used in agriculture. Soils are rated from Class I to Class VIII, with soils having the fewest limitations receiving the highest rating (Class I). Specific subclasses are also utilized to further characterize soils. The site soils have a Land Capability Classification of 3s.

The Storie Index Rating: The Storie Index provides a numeric rating (based upon a zero to 100 scale) of the relative degree of suitability or value of a given soil for intensive agriculture. The rating is based upon soil characteristics only. Four factors that represent the inherent characteristics and qualities of the soil are considered in the Storie Index rating: profile characteristics, texture of the surface layer, slope, and other factors such as drainage or salinity. In some situations, only the United States Department of Agriculture's LCC information may be available. In those cases, the Storie Index ratings can be calculated from information contained in soil surveys by qualified soil scientists; however, if limitation of time and/or resources restrict the derivation of the Storie Index rating for a given project, it may be possible to adapt the Land Evaluation by relying solely upon the LCC rating. The site soils have a Storie Index Score of 30.

Site Assessment Factors

The four SA factors that are separately rated and included in the LESA are discussed below.

The Project Size Rating: The Project Size rating is based upon identifying acreage figures for three separate groupings of soil classes within the project site, and then determining what grouping generates

the highest Project Size score. The Project Size Rating relies upon acreage figures that were tabulated under the Land Capability Classification Rating. The proposed Project site has a Project Size rating of 30.

The Water Resources Availability Rating: The Water Resources Availability rating is based upon identifying the various water sources that may supply a given property, and then determining whether different restrictions in supply are likely to take place in years that are characterized as being periods of drought and non-drought. The Project site currently pumps groundwater for the existing crop; however, the landowner has stated that there are economic restrictions during drought and non-drought years, which results in a rating of 90.

The Surrounding Agricultural Land Rating: Determination of the Surrounding Agricultural Land rating is based upon identification of a project's Zone of Influence (ZOI), which is defined as that land near a given project, both directly adjoining and within a defined distance away, that is likely to influence, and be influenced by, the agricultural land use of the subject project site. The Surrounding Agricultural Land rating is designed to provide a measurement of the level of agricultural land use for lands close to a given project. The LESA rates the potential significance of the conversion of an agricultural parcel that has a large proportion of surrounding land in agricultural production more highly than one that has relatively small percentage of surrounding land in agricultural production. The definition of the ZOI that accounts for surrounding lands (up to a minimum of 0.25 mile from the project boundary) is the result of several iterations during model development for assessing an area that will generally be a representative sample of surrounding land use. The ZOI surrounding the proposed Project site includes 263 acres of land and is classified as consisting of 111.1 acres of agricultural land (Appendix A).

The Surrounding Protected Resource Land Rating: The Surrounding Protected Resource Land rating is essentially an extension of the Surrounding Agricultural Land rating, and it is scored in a similar manner. Protected resource lands are those lands with long-term use restrictions that are compatible with or supportive of agricultural uses of land. Included among them are the following:

- Williamson Act contracted lands
- Publicly owned lands maintained as a park, forest, or watershed resources
- Lands with agricultural, wildlife habitat, open space, or other natural resource easements that restrict the conversion of such land to urban and industrial uses

The Project site has a protected resource lands score of 0, as less than 40% of the ZOI is protected.

Final LESA Scoring

A single LESA score is generated for a given project after all the individual LE and SA factors have been scored and weighted. The LESA is weighted so that 50 percent of the total LESA score of a given project is derived from the LE factors and 50 percent is derived from the SA factors. The final LESA score was determined for the proposed Project and the modeling results are described in Table 1.

Table 1
Land Evaluation and Site Assessment Model Scoring Summary

Category	Factor	Raw Points	Factor Weight	Weighted Points
Land Evaluation	Land Capability Class	69.37	0.25	17.34
	Storie Index	30	0.25	7.5
		Subtotal	**0.50**	**24.84**
Site Assessment	Project Size	30	0.15	4.5
	Water Resource Availability	90	0.15	13.5
	Surrounding Agricultural Land	0	0.15	1.5
	Surrounding Protected Resource Lands	0	0.05	0
		Subtotal	**0.50**	**19.5**
			Final Score	**44.34**

LESA Thresholds of Significance

The LESA is designed to make determinations of the potential significance of a project's conversion of agricultural lands during the Initial Study phase of the CEQA process. Scoring thresholds are based upon both the total LESA score and the component LE and SA separate subscores. In this manner, the scoring thresholds are dependent upon the attainment of a minimum score for the LE and SA subscores so that a single threshold is not the result of heavily skewed subscores (i.e., a site with a very high LE score but a very low SA score, or vice-versa). The LESA scoring thresholds are described in Table 2.

Table 2
LESA Scoring Thresholds

Total LESA Score	Scoring Decision
0 to 39 points	Not considered significant
40 to 59 points	Considered significant only if LE and SA subscores are each greater than or equal to 20 points
60 to 79 points	Considered significant unless either LE or SA subscore is less than 20 points
80 to 100 points	Considered significant

LESA Results

According to the LESA Threshold of Significance, the total score of 44.34 for the proposed Project site is considered less than significant, as the SA Factor subscore is not greater than or equal to 20 points (see Appendix A).

For the reasons set forth above, the City has determined that the Project's impacts to conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) would be ***less than significant.***

Mitigation Measures: None are required.

b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?

Less Than Significant Impact. As previously stated, the site is not under Williamson Act contract and the site is currently prezoned for residential development by the City of Porterville. There is ***no impact.***

Mitigation Measures: None are required.

c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?
d. Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The Project is not zoned for forestland and does not propose any zone changes related to forest or timberland. No conversion of forestland, as defined under Public Resource Code or General Code, as referenced above, would occur as a result of the Project. There is ***no impact***.

Mitigation Measures: None are required.

e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

Less Than Significant Impact. The Project site is located in an area dominated by residential development to the north and east, a cemetery to the west, and rural residential to the south. The site is just outside the Porterville city limits but is within the UAB and UDB and is proposed for annexation in the City limits. The requested General Plan Amendment, Zone Change, CUP, Tentative Parcel Map and annexation is site specific and does not apply to any properties other than the proposed Project site. Therefore, it is unlikely that the Project would result in the conversion of other farmland or forest land. The impact is ***less than significant.***

Mitigation Measures: None are required.

III. AIR QUALITY

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d. Result in other emissions (such as those leading to odors or adversely affecting a substantial number of people)?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

The climate of the San Joaquin Valley is characterized by long, hot summers and stagnant, foggy, winters. Precipitation is low and temperature inversions are common. These characteristics are conducive to the formation and retention of air pollutants and are in part influenced by the surrounding mountains which intercept precipitation and act as a barrier to the passage of cold air and air pollutants.

The proposed Project lies within the San Joaquin Valley Air Basin, which is managed by the San Joaquin Valley Air Pollution Control District (SJVAPCD or Air District). National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) have been established for the following criteria pollutants: carbon monoxide (CO), ozone (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, hydrogen sulfide, and visibility.

Air quality plans or attainment plans are used to bring the applicable air basin into attainment with all state and federal ambient air quality standards designed to protect the health and safety of residents within that air basin. Areas are classified under the federal Clean Air Act as either "attainment", "non-attainment", or "extreme non-attainment" areas for each criteria pollutant based on whether the NAAQS have been achieved or not. Attainment relative to the State

standards is determined by the California Air Resources Board (CARB). The San Joaquin Valley is designated as a State and Federal extreme non-attainment area for O_3, a State and Federal non-attainment area for $PM_{2.5}$, a State non-attainment area for PM_{10}, and Federal and State attainment area for CO, SO_2, NO_2, and Pb.[3]

Regulatory Setting

Federal

Clean Air Act

The federal Clean Air Act of 1970 (as amended in 1990) required the U.S. Environmental Protection Agency (EPA) to develop standards for pollutants considered harmful to public health or the environment. Two types of National Ambient Air Quality Standards (NAAQS) were established. Primary standards protect public health, while secondary standards protect public welfare, by including protection against decreased visibility, and damage to animals, crops, landscaping and vegetation, or buildings. NAAQS have been established for six "criteria" pollutants: carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), ozone (O_3), particulate matter (PM_{10} and $PM_{2.5}$), and lead (Pb).

State

California Air Resources Board

The California Air Resources Board (CARB) is the state agency responsible for implementing the federal and state Clean Air Acts. CARB has established California Ambient Air Quality Standards (CAAQS), which include all criteria pollutants established by the NAAQS, but with additional regulations for Visibility Reducing Particles, sulfates, Hydrogen Sulfide (H_2S), and vinyl chloride.

The proposed Project is located within the San Joaquin Valley Air Basin, which includes San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and parts of Kern counties and is managed by the SJVAPCD.

Air basins are classified as attainment, nonattainment, or unclassified. Attainment is achieved when monitored ambient air quality data is in compliance with the standards for a specified pollutant. Non-compliance with an established standard will result in a nonattainment designation and an

[3] San Joaquin Valley Air Pollution Control District. Ambient Air Quality Standards & Valley Attainment Status. http://www.valleyair.org/aqinfo/attainment.htm. Accessed July 2022.

unclassified designation indicates insufficient data is available to determine compliance for that pollutant.

Standards and attainment status for listed pollutants in the Air District can be found in Table 3. Note that both state and federal standards are presented.

Table 3
Standards and Attainment Status for Listed Pollutants in the Air District[4]

	Federal Standard	California Standard
Ozone	0.075 ppm (8-hr avg)	0.07 ppm (8-hr avg) 0.09 ppm (1-hr avg)
Carbon Monoxide	9.0 ppm (8-hr avg) 35.0 ppm (1-hr avg)	9.0 ppm (8-hr avg) 20.0 ppm (1-hr avg)
Nitrogen Dioxide	0.053 ppm (annual avg)	0.30 ppm (annual avg) 0.18 ppm (1-hr avg)
Sulfur Dioxide	0.03 ppm (annual avg) 0.14 ppm (24-hr avg) 0.5 ppm (3-hr avg)	0.04 ppm (24-hr avg) 0.25 ppm (1hr avg)
Lead	1.5 µg/m^3 (calendar quarter) 0.15 µg/m^3 (rolling 3-month avg)	1.5 µg/m^3 (30-day avg)
Particulate Matter (PM_{10})	150 µg/m^3 (24-hr avg)	20 µg/m^3 (annual avg) 50 µg/m^3 (24-hr avg)
Particulate Matter ($PM_{2.5}$)	15 µg/m^3 (annual avg)	35 µg/m^3 (24-hr avg) 12 µg/m^3 (annual avg)

µg/m3 = micrograms per cubic meter

Additional State regulations include:

CARB Portable Equipment Registration Program – This program was designed to allow owners and operators of portable engines and other common construction or farming equipment to register their equipment under a statewide program so they may operate it statewide without the need to obtain a permit from the local air district.

U.S. EPA/CARB Off-Road Mobile Sources Emission Reduction Program – The California Clean Air Act (CCAA) requires CARB to achieve a maximum degree of emissions reductions from off-road mobile sources to attain State Ambient Air Quality Standards (SAAQS); off- road mobile sources include most construction equipment. Tier 1 standards for large compression-ignition engines used in off-road mobile

[4] San Joaquin Valley Air Pollution Control District. Ambient Air Quality Standards & Valley Attainment Status. http://www.valleyair.org/aqinfo/attainment.htm. Accessed July 2022.

sources went into effect in California in 1996. These standards, along with ongoing rulemaking, address emissions of nitrogen oxides (NO_x) and toxic particulate matter from diesel engines. CARB is currently developing a control measure to reduce diesel PM and NOX emissions from existing off-road diesel equipment throughout the state.

California Global Warming Solutions Act – Established in 2006, Assembly Bill 32 (AB 32) requires that California's GHG emissions be reduced to 1990 levels by the year 2020. This will be implemented through a statewide cap on GHG emissions, which will be phased in beginning in 2012. AB 32 requires CARB to develop regulations and a mandatory reporting system to monitor global warming emissions levels.

In addition, the proposed Project is being evaluated pursuant to CEQA.

Local

San Joaquin Valley Air Pollution Control District

The San Joaquin Valley Air Pollution Control District (SJVAPCD) is the local agency charged with preparing, adopting, and implementing mobile, stationary, and area air emission control measures and standards. The SJVAPCD has several rules and regulations that may apply to the Project:

Rule 3135 (Dust Control Plan Fees) – This rule requires the project applicant to submit a fee in addition to a Dust Control Plan. The purpose of this rule is to recover the SJVAPCD's cost for reviewing these plans and conducting compliance inspections.

Rules 4101 (Visible Emissions) and 4102 (Nuisance) – These rules apply to any source of air contaminants and prohibits the visible emissions of air contaminants or any activity which creates a public nuisance.

Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations) – This rule applies to use of asphalt for paving new roadways or restoring existing roadways disturbed by project activities.

Regulation VIII (Fugitive PM_{10} Prohibitions) – This regulation, a series of eight regulations, is designed to reduce PM_{10} emissions by reducing fugitive dust. Regulation VIII requires implementation of control measures to ensure that visible dust emissions are substantially reduced. The control measures are summarized in Table 4.

Table 4
San Joaquin Valley Air Pollution Control District
Regulation VIII Control Measures for Construction Related Emissions of PM_{10}[5]

The following are required to be implemented at all construction sites:
All disturbed areas, including storage piles, which are not actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizers/suppressants, covered with a tarp or other similar cover, or vegetative ground cover.
All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions during construction using water or chemical stabilizer suppressant.
All land clearing, grubbing, scraping, excavation, land leveling, grading cut and fill, and demolition activities during construction shall be effectively controlled of fugitive dust emissions utilizing application of water or pre-soaking.
When materials are transported off-site, all material shall be covered, or effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from top of container shall be maintained.
All operations shall limit, or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden.
Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant.
Within urban areas, trackout shall be immediately removed when it extends 50 or more feet from the site at the end of each workday.
Any site with 150 or more vehicle trips per day shall prevent carryout and trackout.

Porterville General Plan Policies

- OSC-G-9: Improve and protect Porterville's air quality by making air quality a priority in land use and transportation planning and in development review.
- OSC-I-59: Require preparation of a Health Risk Assessment for any development subject to the Air Toxics "Hot Spots" Act.

[5] San Joaquin Valley Air Pollution Control District. Current District Rules and Regulations. http://www.valleyair.org/rules/1ruleslist.htm#reg8. Accessed August 2022.

- OSC-I-61: Coordinate air quality planning efforts with other local, regional and State agencies.
- OSC-I-63: Notify local and regional jurisdictions of proposed projects that may affect regional air quality.

RESPONSES

a. Conflict with or obstruct implementation of the applicable air quality plan?

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

c. Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Air Quality Plans (AQPs) are plans for reaching attainment of air quality standards. The assumptions, inputs, and control measures are analyzed to determine if the Air Basin can reach attainment for the ambient air quality standards. The proposed project site is located within the jurisdictional boundaries of the SJVAPCD. To show attainment of the standards, the SJVAPCD analyzes the growth projections in the Valley, contributing factors in air pollutant emissions and formations, and existing and adopted emissions controls. The SJVAPCD then formulates a control strategy to reach attainment that includes both State and SJVAPCD regulations and other local programs and measures.

The CEQA Guidelines indicate that a significant impact would occur if the project would conflict with or obstruct implementation of the applicable air quality plan. The GAMAQI indicates that projects that do not exceed SJVAPCD regional criteria pollutant emissions quantitative thresholds would not conflict with or obstruct the applicable AQP.

As provided in Table 5, the project's construction and operational regional emissions would not exceed SJVAPCD's regional criteria pollutant emissions quantitative thresholds. Therefore, the proposed project would not be considered in conflict with or obstruct implementation of the applicable air quality plan.

The proposed Project lies within the San Joaquin Valley Air Basin (SJVAB). The San Joaquin Valley Air Basin (SJVAB) is designated nonattainment of state and federal health-based air quality standards for ozone and $PM_{2.5}$. The SJVAB is designated nonattainment of state PM_{10}. To meet federal Clean Air Act (CAA) requirements, the SJVAPCD has multiple air quality attainment plan (AQAP) documents, including:

- Extreme Ozone Attainment Demonstration Plan (EOADP) for attainment of the 1-hour ozone standard (2004),
- 2007 Ozone Plan for attainment of the 8-hour ozone standard,

- 2007 PM_{10} Maintenance Plan and Request for Redesignation, and
- 2008 $PM_{2.5}$ Plan.

Because of the region's non-attainment status for ozone, $PM_{2.5}$, and PM_{10}, if the project-generated emissions of either of the ozone precursor pollutants (ROG or NOx), PM_{10}, or $PM_{2.5}$ were to exceed the SJVAPCD's significance thresholds, then the project uses would be considered to conflict with the attainment plans. In addition, if the project uses were to result in a change in land use and corresponding increases in vehicle miles traveled, they may result in an increase in vehicle miles traveled that is unaccounted for in regional emissions inventories contained in regional air quality control plans.

The annual significance thresholds to be used for the Project for construction and operational emissions are as follows[6]:

- 10 tons per year ROG;
- 10 tons per year NOx;
- 15 tons per year PM_{10}; and
- 15 tons per year $PM_{2.5}$.

Project Emissions

Site preparation and Project construction would involve excavation, grading, hauling, and various activities needed to construct the Project. During construction, the Project could generate pollutants such as hydrocarbons, oxides of nitrogen, carbon monoxide, and suspended PM. A major source of PM would be windblown dust generated during construction activities. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Vehicles leaving the site could deposit dirt and mud on local streets, which could be an additional source of airborne dust after it dries. PM_{10} emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM_{10} emissions would depend on soil moisture, the silt content of soil, wind speed, and the amount of operating equipment. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site. These emissions would be temporary and limited to the immediate area surrounding the construction site.

The proposed Project construction schedule would begin in late 2022 and would last through 2024. Emissions were estimated using the California Emissions Estimator Model (CalEEMod), ver. 2020.4.0.

[6] San Joaquin Valley Air Control District – Air Quality Threshold of Significance – Criteria Pollutants. http://www.valleyair.org/transportation/0714-GAMAQI-Criteria-Pollutant-Thresholds-of-Significance.pdf. Accessed July 2022.

Construction related emissions are shown in Table 5. Refer to Appendix B – Air Emissions Output Table for the full emissions output estimates for construction and operational activities.

Table 5
Project Construction and Operational Emissions

	VOC (ROG) (tons/year)	NO_x (tons/year)	PM_{10}* (tons/year)	CO_2 (MT/year)
2022	0.15	1.47	0.34	214.26
2023	0.23	1.97	0.16	376.92
2024	1.42	0.58	0.05	119.4
Annual Construction Emissions Maximum:	1.42	1.97	0.34	376.92
Total Operational Emissions:	1.11	0.8	0.84	954.71
Threshold of Significance	10	10	15	--
Exceed Threshold?	No	No	No	N/A

** Appendix B includes projected emissions from ozone, carbon monoxide, lead, particulate matter (less than 2.5 microns in diameter), but are not included in this table because there is no established threshold of significance for these emissions.*

As shown in Table 5, annual construction and operational emissions would be below the SJVAPCD's significance threshold. Additionally, the SJVAPCD has implemented Regulation VIII measures for dust control related to construction projects, which are applicable to the Project and will be enforced by the City and the City's contractor, which will further reduce construction PM_{10} emissions.

As described above, construction/operational emissions would not exceed the SJVAPCD's significance thresholds for ROG, NOx, and PM_{10}. As a result, the Project uses would not conflict with emissions inventories contained in regional air quality attainment plans and would not result in a significant contribution to the region's air quality non-attainment status[7]. Likewise, the Project would not result in a cumulatively considerable net increase of any criteria pollutant within the SJVAPCD jurisdiction. Finally, the Project would also not expose sensitive receptors to substantial pollutant concentrations. It will not cumulatively increase any criteria pollutant and will not result in substantial pollutant concentrations.

Any impacts to air resources would be considered ***less than significant***.

Mitigation Measures: None are required.

[7] San Joaquin Valley Air Pollution Control District. Guidance to Assessing and Mitigating Air Quality Impacts. February 19, 2015. Page 65. https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF. Accessed June 2022.

d. Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?

Less Than Significant Impact. Land uses that are typically identified as sources of objectionable odors include landfills, transfer stations, sewage treatment plants, wastewater pump stations, composting facilities, feed lots, coffee roasters, asphalt batch plants, and rendering plants. The Project includes a residential development and as such, would not be a source of ongoing objectionable odors.

During construction, the various diesel-powered vehicles and equipment in use on-site would create localized odors. These odors would be temporary and would not likely be noticeable for extended periods of time beyond the Project's site boundaries. The potential for diesel odor impacts would therefore be less than significant. Any impacts would be ***less than significant.***

Mitigation Measures: None are required.

IV. BIOLOGICAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐

e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

The Project site is located in a portion of the central San Joaquin Valley that has, for decades, experienced intensive agricultural and urban disturbances. Current agricultural endeavors in the region include orange groves, olive orchards and row crops.

Like most of California, the Central San Joaquin Valley experiences a Mediterranean climate. Warm dry summers are followed by cool moist winters. Summer temperatures usually exceed 90 degrees Fahrenheit, and the relative humidity is generally very low. Winter temperatures rarely raise much above 70 degrees Fahrenheit, with daytime highs often below 60 degrees Fahrenheit. Annual precipitation within the Project site is about 10 inches, almost 85% of which falls between the months of October and March. Nearly all precipitation falls in the form of rain and stormwater readily infiltrates the soils of the surrounding the sites.

Native plant and animal species once abundant in the region have become locally extirpated or have experienced large reductions in their populations due to conversion of upland, riparian, and aquatic habitats to agricultural and urban uses. Remaining native habitats are particularly valuable to native wildlife species including special status species that still persist in the region.

The Project site is currently planted with orchard trees. The site is surrounded by residential uses and a cemetery. The 20-acre Project site is located in southern Porterville, bounded to the north by West Gibbons Avenue, and to the south by a proposed extension of Scranton Avenue. Kessing Street is approximately 340 ft. to the east, with residential subdivisions lie to the north, east, and south. St. Anne's Cemetery lies adjacent to and west of the site. No aquatic or wetland features occur on the proposed Project site, therefore jurisdictional waters are considered absent from the site.

Regulatory Setting

Federal

Endangered Species Act

The USFWS and the National Oceanographic and Atmospheric Administration's (NOAA) National Marine Fisheries Service (NMFS) enforce the provisions stipulated in the federal Endangered Species Act of 1973 (ESA, 16 United States Code [USC] § 1531 et seq.). Threatened and endangered species on the federal list (50 Code of Federal Regulations [CFR] 17.11 and 17.12) are protected from take unless a Section 10 permit is granted to an entity other than a federal agency or a Biological Opinion with incidental take provisions is rendered to a federal lead agency via a Section 7 consultation. Take is defined as harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect or attempt to engage in any such conduct. Pursuant to the requirements of the ESA, an agency reviewing a proposed action within its jurisdiction must determine whether any federally listed species may be present in the proposed action area and determine whether the proposed action may affect such species. Under the ESA, habitat loss is considered an effect to a species. In addition, the agency is required to determine whether the proposed action is likely to jeopardize the continued existence of any species that is listed or proposed for listing under the ESA (16 USC § 1536[3], [4]). Therefore, proposed action-related effects to these species or their habitats would be considered significant and would require mitigation.

Migratory Bird Treaty Act

The federal Migratory Bird Treaty Act (MBTA) (16 USC § 703, Supp. I, 1989) prohibits killing, possessing, trading, or other forms of take of migratory birds except in accordance with regulations prescribed by the Secretary of the Interior. "Take" is defined as the pursuing, hunting, shooting, capturing, collecting, or killing of birds, their nests, eggs, or young (16 USC § 703 and § 715n). This act encompasses whole birds, parts of birds, and bird nests and eggs. The MBTA specifically protects migratory bird nests from possession, sale, purchase, barter transport, import, and export, and take. For nests, the definition of take per 50 CFR 10.12 is to collect. The MBTA does not include a definition of an "active nest". However, the "Migratory Bird Permit Memorandum" issued by the USFWS in 2003 clarifies the MBTA in that regard and states that the removal of nests, without eggs or birds, is legal under the MBTA, provided no possession (which is interpreted as holding the nest with the intent of retaining it) occurs during the destruction.

U.S. Army Corps of Engineers Jurisdiction

Areas meeting the regulatory definition of "waters of the United States" (jurisdictional waters) are subject to the jurisdiction of the United States Army Corps of Engineers (USACE) under provisions of Section

404 of the Clean Water Act (1972) and Section 10 of the Rivers and Harbors Act (1899). These waters may include all waters used, or potentially used, for interstate commerce, including all waters subject to the ebb and flow of the tide, all interstate waters, all other waters (intrastate lakes, rivers, streams, mudflats, sandflats, playa lakes, natural ponds, etc.), all impoundments of waters otherwise defined as waters of the United States, tributaries of waters otherwise defined as waters of the United States, the territorial seas, and wetlands adjacent to waters of the United States (33 CFR part 328.3). Ditches and drainage canals where water flows intermittently or ephemerally are not regulated as waters of the United States. Wetlands on non-agricultural lands are identified using the *Corps of Engineers Wetlands Delineation Manual* and related Regional Supplement.[8,9] Construction activities, including direct removal, filling, hydrologic disruption, or other means in jurisdictional waters are regulated by the USACE. The placement of dredged or fill material into such waters must comply with permit requirements of the USACE. No USACE permit will be effective in the absence of state water quality certification pursuant to Section 401 of the Clean Water Act. The State Water Resources Control Board is the state agency (together with the Regional Water Quality Control Boards) charged with implementing water quality certification in California.

State

California Endangered Species Act

The California Endangered Species Act (CESA) of 1970 (Fish and Game Code Section 2050, et seq. and California Code of Regulations (CCR) Title 14, Sections 670.2, 670.51) prohibits the take of species listed under CESA (14 CCR Sections 670.2, 670.5). Take is defined as hunt, pursue, catch, capture, or kill or attempt to hunt, pursue, catch, capture, or kill. Under CESA, state agencies are required to consult with the California Department of Fish and Wildlife when preparing CEQA documents. Consultation ensures that proposed projects or actions do not have a negative effect on state-listed species. During consultation, CDFW determines whether take would occur and identifies "reasonable and prudent alternatives" for the project and conservation of special-status species. CDFW can authorize take of state-listed species under Sections 2080.1 and 2081(b) of Fish and Game Code in those cases where it is demonstrated that the impacts are minimized and mitigated. Take authorized under section 2081(b) must be minimized and fully mitigated.

[8] United States Army Corps of Engineers (USACE). 1987. Corps of Engineers Wetlands Delineation Manual. Wetland Research Program Technical Report Y-87-1.

[9] United Sates Army Corps of Engineers (USACE). 2008. Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region (Version 2.0). ERDC/EL TR-08-28. https://www.nrcs.usda.gov/Internet/FSE_DOCUMENTS/stelprdb1046489.pdf. Accessed July 2022.

A CESA permit must be obtained if a project will result in take of listed species, either during construction or over the life of the project. Under CESA, CDFW is responsible for maintaining a list of threatened and endangered species designated under state law (Fish and Game Code Section 2070). CDFW also maintains lists of species of special concern, which serve as "watch lists". Pursuant to the requirements of CESA, a state or local agency reviewing a proposed project within its jurisdiction must determine whether the proposed project will have a potentially significant impact upon such species. Project-related impacts to species on the CESA list would be considered significant and would require mitigation. Impacts to species of concern or fully protected species would be considered significant under certain circumstances.

Native Plant Protection Act

The California Native Plant Protection Act of 1977 (California Fish and Game Code Sections 1900–1913) requires all state agencies to use their authority to carry out programs to conserve endangered and otherwise rare species of native plants. Provisions of the act prohibit the taking of listed plants from the wild and require the project proponent to notify CDFW at least 10 days in advance of any change in land use, which allows CDFW to salvage listed plants that would otherwise be destroyed.

Nesting Birds

California Fish and Game Code Sections 3503, 3503.5, and 3800 prohibit the possession, incidental take, or needless destruction of birds, their nests, and eggs. California Fish and Game Code Section 3511 lists birds that are "Fully Protected" as those that may not be taken or possessed except under specific permit.

California Department of Fish and Wildlife Jurisdiction

The CDFW has regulatory jurisdiction over lakes and streams in California. Activities that divert or obstruct the natural flow of a stream; substantially change its bed, channel, or bank; or use any materials (including vegetation) from the streambed, may require that the project applicant enter into a Streambed Alteration Agreement with the CDFW in accordance with California Fish and Game Code Section 1602.

California Environmental Quality Act

CEQA requires that CDFW be consulted during the CEQA review process regarding impacts of proposed projects on special-status species. Special-status species are defined under CEQA Guidelines Sections 15380(b) and (d) as those listed under FESA and CESA and species that are not currently protected by statute or regulation but would be considered rare, threatened, or endangered under these criteria or by the scientific community. Therefore, species considered rare or endangered are addressed in this biological resource evaluation regardless of whether they are afforded protection through any other statute or regulation. The California Native Plant Society (CNPS) inventories the native flora of

California and ranks species according to rarity.[10] Plants with Rare Plant Ranks 1A, 1B, 2A, or 2B are considered special-status species under CEQA.

Although threatened and endangered species are protected by specific federal and state statutes, CEQA Guidelines Section 15380(d) provides that a species not listed on the federal or state list of protected species may be considered rare or endangered if it can be shown to meet certain specified criteria. These criteria have been modeled after the definition in the FESA and the section of the California Fish and Game Code dealing with rare and endangered plants and animals. Section 15380(d) allows a public agency to undertake a review to determine if a significant effect on species that have not yet been listed by either the USFWS or CDFW (i.e., candidate species) would occur. Thus, CEQA provides an agency with the ability to protect a species from the potential impacts of a project until the respective government agency has an opportunity to designate the species as protected, if warranted.

Local

Porterville General Plan Policies

- OSC-G-7: Protect habitat for special status species, designated under State and federal law.

RESPONSES

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

Less than Significant Impact. The Project site is currently planted with orchard trees. The site is surrounded primarily by existing residential uses.

According to the Porterville General Plan, several special status plant species are potentially found within the Porterville Planning Area. These species include Keck's checkerbloom (*Sidalcea keckii*), Springville clarkia (*Clarkia springvillensis*), San Joaquin adobe sunburst (*Pseudobahia peirsonii*), Striped

[10] California Native Plant Society, Rare Plant Program. 2022. Rare Plant Inventory (online edition, v9-01 1.5). https://www.rareplants.cnps.org. Accessed July 2022.

adobe-lily (*Fritillaria striata*), Madera leptosiphon (*Leptosiphon serrulatus*), Calico monkeyflower (*Mimulus pictus*), and Spiny-sepaled button celery (*Eryngium spinosepalum*).

The City of Porterville also contains potential habitat for many special status species of animals. These species include California condor (*Gymnogyps californianus*), San Joaquin kit fox (*Vulpes macrotis mutica*), the previously mentioned Valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*), Vernal pool fairy shrimp (*Branchinecta lynchi*), American badger (*Taxidea taxus*), Pallid bat (*Antrozous pallidus*), Western mastiff bat (*Eumops perotis californicus*), Great Blue Heron (*Ardea herodias*), Western pond turtle (*Emys marmorata*), Tricolored blackbird (*Agelaius tricolor*), Morrison's blister beetle (*Lytta morrisoni*), and Molestan blister beetle (*Lytta molesta*).

However, according to the Special Status Species and Vegetation map (Figure 6-4) found in the Porterville General Plan's Open Space and Conservation Element, the proposed Project area does not support any of the aforementioned special status species. This is due to either lack of habitat within the Project area, the Project is outside the current range of the species, or the presence of disturbance would otherwise preclude their occurrence.

The Project site consists of an orchard and is not expected to provide habitat for special status species due to the high disturbance. Thus, the impact remains ***less than significant.***

Mitigation Measures: None are required.

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

c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. There is no riparian habitat or other sensitive natural community on site or adjacent to the Project. According to the National Wetlands Inventory[11], no wetlands occur in or near the Project site. As such, there is ***no impact.***

[11] National Wetlands Inventory. U.S Fish & Wildlife Service. https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/. Accessed July 2022.

Mitigation Measures: None are required.

d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less than Significant Impact with Mitigation. Common species of birds likely to be found within the urban planning area include morning dove, sparrow, meadowlark, blackbird, robin and scrub jay. Potential for endangered or threatened bird species within the Project area is unlikely. Migratory birds could be expected to nest on or near the Project site. Project implementation has the potential to impede the use of nursery sites for native birds protected under the federal Migratory Bird Treaty Act and the California Fish and Game Code. Disturbance associated with construction during the breeding season could result in the incidental loss of fertile eggs or nestlings or otherwise lead to nest abandonment. Disturbance that causes nest abandonment or loss of reproductive effort is considered take by the CDFW. Loss of fertile eggs or nestlings, or any activities resulting in nest abandonment, could constitute a significant impact if the species is particularly rare in the region. Construction activities that disturb a rare nesting bird on the site or immediately adjacent to the construction zone could constitute a significant impact. Implementation of Mitigation Measure **BIO-1** would ensure that potential impacts remain ***less than significant***.

Mitigation Measures:

Protect nesting birds.

BIO-1 Within 30 days prior to ground disturbance activities associated with construction or grading that would occur during the nesting/breeding season of native bird species potentially nesting on the site (typically March through August in the project region, or as determined by a qualified biologist), the applicant shall have weekly surveys conducted by a qualified biologist to determine if active nests of bird species protected by the Migratory Bird Treaty Act and/or the California Fish and Game Code are present in the disturbance zone or within 300 feet (500 feet for raptors and special-status species) of the disturbance zone. The surveys shall continue on a weekly basis with the last survey being conducted no more than seven days prior to initiation of disturbance work. If ground disturbance activities are delayed, then additional pre-disturbance surveys shall be conducted such that no more than seven days will have elapsed between the survey and ground disturbance activities. If active nests are found, clearing and construction

within 300 feet of the nest (500 feet for raptors and special-status species) shall be postponed or halted, at the discretion of the biologist, until the nest is vacated and juveniles have fledged, as determined by the biologist, and there is no evidence of a second attempt at nesting. Limits of construction to avoid an active nest shall be established in the field with flagging, fencing, or other appropriate barriers and construction personnel shall be instructed on the sensitivity of nest areas. The biologist shall serve as a construction monitor during those periods when construction activities will occur near active nest areas to ensure that no inadvertent impacts on these nests occur. Results of the surveys shall be provided to CDFG in the Annual Mitigation Status Report.

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less than Significant Impact. The City of Porterville's General Plan includes various policies for the protection of biological resources. The proposed Project would not conflict with any of the adopted policies and any impacts would be considered ***less than significant***.

Mitigation Measures: None are required.

f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Less than Significant Impact. Several conservation and recovery plans apply to land in the City, including the Recovery Plan for Upland Species of the San Joaquin Valley and the Valley Elderberry Longhorn Beetle Habitat Conservation Plan. Figure 6-4 (Special Status Species and Sensitive Vegetation) in the City of Porterville's General Plan indicates the Project site is not within an area set aside for the conservation of habitat or sensitive plant or animal species pursuant to such plans. The nearest such areas are the Valley Elderberry Longhorn Beatle Conservation Area, located along the Tule River within the Yaudanchi Ecological Reserve. As such, any impacts would be ***less than significant***.

Mitigation Measures: None are required.

V. CULTURAL RESOURCES

Would the project:

		Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a.	Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☒	☐	☐
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c.	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

ENVIRONMENTAL SETTING

Archaeological resources are places where human activity has measurably altered the earth or left deposits of physical remains. Archaeological resources may be either prehistoric (before the introduction of writing in a particular area) or historic (after the introduction of writing). The majority of such places in this region are associated with either Native American or Euroamerican occupation of the area. The most frequently encountered prehistoric and early historic Native American archaeological sites are village settlements with residential areas and sometimes cemeteries; temporary camps where food and raw materials were collected; smaller, briefly occupied sites where tools were manufactured or repaired; and special-use areas like caves, rock shelters, and sites of rock art. Historic archaeological sites may include foundations or features such as privies, corrals, and trash dumps.

The City of Porterville and Tulare County was inhabited by indigenous California Native American groups consisting of the Southern Valley Yokuts, Foothill Yokuts, Monache, and Tubatulabal. Most information regarding these groups is based on Spanish government and Franciscan mission records of the 18th and 19th centuries, and in studies conducted during the 1900s to 1930s by American and British ethnographers. The ethnographic setting presented below is derived from the early works, compiled by W. J. Wallace, Robert F.G. Spier, and Charles R. Smith, with statistical information provided by the California Native American Heritage Commission.

Of the four main groups inhabiting the Tulare County area, the Southern Valley Yokuts occupied the largest territory, which is defined roughly by the crest of the Diablo Range on the west and the foothills of the Sierra Nevada on the east, and from the Kings River on the north, to the Tehachapi Mountains on the south. The Foothill Yokuts inhabited the western slopes of the Sierra Nevada, between the Fresno River and Kern River, with settlements generally occurring between the 2,000 to 4,000-foot elevations. The Tubatulabal inhabited the Sierra Nevada Mountains, at the higher elevations, near Mt. Whitney in the east, extending westward along the drainages of the Kern River, and the Kern River-South Fork. The Monache were comprised of six small groups that lived in the Sierras east of the Foothill Yokuts, in locations ranging between 3,000- to 7,000-foot elevations.

A records search of the site files and maps was conducted at the Southern San Joaquin Valley Archaeological Information Center, California State University, Bakersfield (see Appendix C). These investigations determined that there were no previous cultural resource studies performed within the Project area and there have been three cultural resources studies performed within a one-half mile radius. There are no recorded resources within the Project area and there are two known resources, the Poplar Ditch and the Southern Pacific Railroad, within the one-half mile radius.

Regulatory Setting

Federal

Cultural resources are protected by several federal regulations, none of which are relevant to this proposed Project because it will not be located on lands administered by a federal agency and the Project applicant is not requesting federal funding.

State

The proposed Project is subject to CEQA which requires public or private projects financed or approved by public agencies to assess their effects on historical resources. CEQA uses the term "historical resources" to include buildings, sites, structures, objects or districts, each of which may have historical, prehistoric, architectural, archaeological, cultural, or scientific importance. CEQA states that if implementation of a project results in significant effects on historical resources, then alternative plans or mitigation measures must be considered; however, only significant historical resources need to be addressed (CEQA Guidelines Sections 15064.5, 15126.4). For the purposes of this CEQA document, a significant impact would occur if project implementation:

- Causes a substantial change in the significance of a historical resource
- Causes a substantial adverse change in the significance of an archaeological resource
- Disturbs any human remains, including those interred outside of formal cemeteries

Therefore, before impacts and mitigation measures can be identified, the significance of historical resources must be determined. CEQA guidelines define three ways that a property may qualify as a historical resource for the purposes of CEQA review:

- If the resource is listed in or determined eligible for listing in the California Register of Historical Resources (CRHR)
- If the resource is included in a local register of historical resources, as defined in Section 5020.1(k) of the PRC or identified as significant in an historical resource survey meeting the requirements of Section 5024.1(g) of the PRC unless the preponderance of evidence demonstrates that it is not historically or culturally significant
- The lead agency determines the resource to be significant as supported by substantial evidence in light of the whole record (CCR, Title 14, Division 6, Chapter 3, Section 15064.5(a))

Each of these ways of qualifying as a historical resource for the purpose of CEQA is related to the eligibility criteria for inclusion in the CRHR (PRC 5020.1(k), 5024.1, 5024.1(g)).

A historical resource may be eligible for inclusion in the CRHR if it:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage
- Is associated with the lives of persons important in our past
- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values
- Has yielded, or may be likely to yield, information important in prehistory or history Properties that area listed in or eligible for listing in the National Register of Historic Places are considered eligible for listing in the CRHR, and thus are significant historical resources for the purpose of CEQA (PRC Section 5024.1(d)(1)).

Public Resources Code §5097.5

California Public Resources Code Section 5097.5 prohibits excavation or removal of any "vertebrate paleontological site...or any other archaeological, paleontological or historical feature, situated on public lands, except with express permission of the public agency having jurisdiction over such lands." Public lands are defined to include lands owned by or under the jurisdiction of the state or any city, county,

district, authority or public corporation, or any agency thereof. Section 5097.5 states that any unauthorized disturbance or removal of archaeological, historical, or paleontological materials or sites located on public lands is a misdemeanor.

Human Remains

Section 7050.5 of the California Health and Safety Code states that in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the remains are discovered has determined whether or not the remains are subject to the coroner's authority. If the human remains are of Native American origin, the coroner must notify the Native American Heritage Commission within 24 hours of this identification. The Native American Heritage Commission will identify a Native American Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper and dignified treatment of the remains and associated grave artifacts.

Local

Porterville General Plan Goals and Policies

- OSC-G-11: Identify and protect archaeological, paleontological, and historic resources.
- OSC-I-73: Require that new development analyze and avoid any potential impacts to archaeological, paleontological, and historic resources by:
    - Requiring a records review for development proposed in areas that are considered archaeologically sensitive, including hillsides and near the Tule River;
    - Studying the potential effects of development and construction (as required by CEQA);
    - Developing, where appropriate, mitigation measures to minimize potential impacts; and Implementing appropriate measures to avoid the identified impacts.

RESPONSES

a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

Less than Significant Impact with Mitigation. The records search conducted at the SSJVIC (Appendix C) indicated that there are no recorded cultural resources within the Project area and two recorded resources within the one-half mile, the Poplar Ditch and the Southern Pacific Railroad. There are no recorded cultural resources within the Project area or within ½ mile that are listed in the National Register of Historic Places, the California Register of Historical Resources, the California Points of Historical Interest, California Inventory of Historic Resources, or the California State Historic Landmarks.

Subsurface construction activities associated with the proposed Project could potentially damage or destroy previously undiscovered historic resources. This is considered a potentially significant impact; however, implementation of Mitigation Measure CUL-1 will ensure that significant impacts remain ***less than significant with mitigation incorporation.***

CUL-1 The following measures shall be implemented:

- Before initiation of construction or ground-disturbing activities associated with the Project, the City shall require all construction personnel to be alerted to the possibility of buried cultural resources, including historic, archeological and paleontological resources;
- The general contractor and its supervisory staff shall be responsible for monitoring the construction Project for disturbance of cultural resources; and
- If a potentially significant historical, archaeological, or paleontological resource, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains or trash deposits are encountered during subsurface construction activities (i.e., trenching, grading), all construction activities within a 100-foot radius of the identified potential resource shall cease until a qualified archaeologist evaluates the item for its significance and records the item on the appropriate State Department of Parks and Recreation (DPR) forms. The archaeologist shall determine whether the item requires further study. If, after the qualified archaeologist conducts appropriate technical analyses, the item is determined to be significant under California Environmental Quality Act, the archaeologist shall recommend feasible mitigation measures, which may include avoidance, preservation in place or other appropriate measure, as outlined in Public Resources Code section 21083.2. The City of Porterville shall implement said measures.

b. <u>Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?</u>

Less than Significant Impact with Mitigation. The possibility exists that subsurface construction activities may encounter undiscovered archaeological resources. This would be a potentially significant impact. Implementation of Mitigation Measure CUL-1 would require inadvertently discovery practices to be implemented should previously undiscovered archeological resources be located. As such, impacts to undiscovered archeological resources would be ***less than significant with mitigation incorporation.***

c. Disturb any human remains, including those interred outside of formal cemeteries?

Less than Significant Impact with Mitigation. There are no unique geological features or known fossil-bearing sediments in the vicinity of the proposed Project site. However, there remains the possibility for previously unknown, buried paleontological resources or unique geological sites to be uncovered during subsurface construction activities. Therefore, this would be a potentially significant impact. Mitigation is proposed requiring standard inadvertent discovery procedures to be implemented to reduce this impact to a level of ***less than significant with mitigation incorporation***.

CUL-2 The Project applicant will incorporate into the construction contract(s) a provision that in the event a fossil or fossil formations are discovered during any subsurface construction activities for the proposed Project (i.e., trenching, grading), all excavations within 100 feet of the find shall be temporarily halted until the find is examined by a qualified paleontologist, in accordance with Society of Vertebrate Paleontology standards. The paleontologist shall notify the appropriate representative at the City of Porterville, who shall coordinate with the paleontologist as to any necessary investigation of the find. If the find is determined to be significant under CEQA, the City shall implement those measures, which may include avoidance, preservation in place, or other appropriate measures, as outlined in Public Resources Code section 21083.2.

VI. ENERGY

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

California's total energy consumption is second-highest in the nation in 2019, but its per capita energy consumption was less than in all other states except Rhode Island, due in part to its mild climate and its energy efficiency programs.[12] In 2021, California was the top-ranking producer of electricity from solar, geothermal and biomass energy, and fourth in the nation in conventional hydroelectric power generation, down from second in 2019, in part because of drought and increased water demand.

Energy usage is typically quantified using the British thermal unit (BTU).[13] As a point of reference, the approximately amounts of energy contained in common energy sources are as follows:

Energy Source	BTUs[14]
Motor Gasoline	120,238 per gallon
Natural Gas	1,039 per cubic foot
Electricity	3,412 per kilowatt-hour

[12] U.S. Energy Information Administration. Independent Statistics and Analysis. California Profile Overview. https://www.eia.gov/state/?sid=CA. Accessed July 2022.

[13] U.S. Energy Information Administration. Energy Units and Calculators Explained. https://www.eia.gov/energyexplained/units-and-calculators/british-thermal-units.php. Accessed July 2022.

[14] Ibid.

California energy consumption in 2020 was 6,922.7 trillion BTU,[15] as provided in Table 6. This represents an approximately 11.1% decrease from energy consumption in 2019.

Table 6

2020 California Energy Consumption[16]

End User	BTU of energy consumed (in trillions)	Percentage of total consumption
Residential	1,507.7	21.8
Commercial	1,358.3	19.6
Industrial	1,701.2	24.6
Transportation	2,355.5	34.0
Total	**6,922.7**	--

Total electrical consumption by Tulare County in 2020 was 4,642.8 GWh, while total Gas consumption was 159.5 million Therms.[17]

The California Department of Transportation (Caltrans) reports that approximately 35.8 million vehicles were registered in the state in 2020, while in 2019 a total estimated 332.0 billion vehicle miles were traveled (VMT).[18]

Regulatory Setting

California Energy Code (Title 24, Part 6, Building Energy Efficiency Standards)

California Code of Regulations Title 24, Part 6 comprises the California Energy Code, which was adopted to ensure that building construction, system design and installation achieve energy efficiency. The California Energy Code was first established in 1978 by the CEC in response to a legislative mandate to reduce California's energy consumption, and apply to energy consumed for heating, cooling, ventilation, water heating, and lighting in new residential and non-residential buildings. The standards are updated periodically to increase the baseline energy efficiency requirements. The 2013 Building Energy Efficiency Standards focus on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings and include requirements to enable both demand reductions during critical peak periods and future solar electric and thermal system installations.

[15] U.S. Energy Information Administration. Independent Statistics and Analysis. California Profile Overview. https://www.eia.gov/state/?sid=CA#tabs-2. Accessed July 2022.
[16] U.S. Energy Information Administration. Independent Statistics and Analysis. California Profile Overview. https://www.eia.gov/state/?sid=CA#tabs-1. Accessed July 2022.
[17] California Energy Commission. Electricity Consumption by County. http://ecdms.energy.ca.gov/elecbycounty.aspx. Accessed July 2022.
[18] Caltrans Fact Booklet. 2021. California Department of Transportation. https://dot.ca.gov/-/media/dot-media/programs/research-innovation-system-information/documents/caltrans-fact-booklets/2021-caltrans-facts-a11y.pdf. Accessed July 2022.

Although it was not originally intended to reduce greenhouse gas (GHG) emissions, electricity production by fossil fuels results in GHG emissions and energy efficient buildings require less electricity. Therefore, increased energy efficiency results in decreased GHG emissions.

California Green Building Standards Code (Title 24, Part II, CALGreen)

The California Building Standards Commission adopted the California Green Buildings Standards Code (CALGreen in Part 11 of the Title 24 Building Standards Code) for all new construction statewide on July 17, 2008. Originally a volunteer measure, the code became mandatory in 2010 and the most recent update (2019) took effect January 1, 2020. CALGreen sets targets for energy efficiency, water consumption, dual plumbing systems for potable and recyclable water, diversion of construction waste from landfills, and use of environmentally sensitive materials in construction and design, including eco-friendly flooring, carpeting, paint, coatings, thermal insulation, and acoustical wall and ceiling panels. The 2019 CALGreen Code includes mandatory measures for non-residential development related to site development; water use; weather resistance and moisture management; construction waste reduction, disposal, and recycling; building maintenance and operation; pollutant control; indoor air quality; environmental comfort; and outdoor air quality. Mandatory measures for residential development pertain to green building; planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; environmental quality; and installer and special inspector qualifications.

Clean Energy and Pollution Reduction Act (SB 350)

The Clean Energy and Pollution Reduction Act (SB 350) was passed by California Governor Brown on October 7, 2015, and establishes new clean energy, clean air, and greenhouse gas reduction goals for the year 2030 and beyond. SB 350 establishes a greenhouse gas reduction target of 40 percent below 1990 levels for the State of California, further enhancing the ability for the state to meet the goal of reducing greenhouse gas emissions by 80 percent below 1990 levels by the year 2050.

Renewable Portfolio Standard (SB 1078 and SB 107)

Established in 2002 under SB 1078, the state's Renewables Portfolio Standard (RPS) was amended under SB 107 to require accelerated energy reduction goals by requiring that by the year 2010, 20 percent of electricity sales in the state be served by renewable energy resources. In years following its adoption, Executive Order S-14-08 was signed, requiring electricity retail sellers to provide 33 percent of their service loads with renewable energy by the year 2020. In 2011, SB X1-2 was signed, aligning the RPS target with the 33 percent requirement by the year 2020. This new RPS applied to all state electricity retailers, including publicly owned utilities, investor-owned utilities, electrical service providers, and community choice aggregators. All entities included under the RPS were required to adopt the RPS 20

percent by year 2020 reduction goal by the end of 2013, adopt a reduction goal of 25 percent by the end of 2016, and meet the 33 percent reduction goal by the end of 2020. In addition, the Air Resources Board, under Executive Order S-21-09, was required to adopt regulations consistent with these 33 percent renewable energy targets.

RESPONSES

a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. The proposed Project consists of the development of 80 single-family residences and a neighborhood park. The Project would introduce energy usage on a site that is currently demanding minimal energy. By comparison, at buildout, the Project would consume amounts of energy in both the short-term during Project construction and in the long-term during Project operation.

During construction, the Project would consume energy in two general forms: (1) the fuel energy consumed by construction vehicles and equipment; and (2) bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass. Title 24 Building Energy Efficiency Standards provide guidance on construction techniques to maximize energy conservation and it is expected that contractors and owners have a strong financial incentive to use recycled materials and products originating from nearby sources in order to reduce materials costs. As such, it is anticipated that materials used in construction and construction vehicle fuel energy would not involve the wasteful, inefficient, or unnecessary consumption of energy.

Operational Project energy consumption would occur for multiple purposes, including but not limited to, building heating and cooling, refrigeration, lighting and electronics. Operational energy would also be consumed during each vehicle trip associated with the proposed use. CalEEMod version 2020.4.0 was utilized to generate the estimated energy demand of the proposed Project, and the results are provided in Table 7 and in Appendix B.

Table 7
Annual Project Energy Consumption

Land Use	Electricity Use in kWh/year	Natural Gas Use in kBTU/year
Single Family Housing	635,116	1,901,040

The proposed Project would be required to comply with Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Implementation of Title 24 standards significantly increases energy savings, and it is generally assumed that compliance with Title 24 ensures projects will not result in the inefficient, wasteful, or unnecessary consumption of energy.

As discussed in Impact XVII – Transportation/Traffic, the proposed Project at full buildout would generate approximately 822 daily vehicle trips. The length of these trips and the individual vehicle fuel efficiencies are not known; therefore, the resulting energy consumption cannot be accurately calculated. Adopted federal vehicle fuel standards have continually improved since their original adoption in 1975 and assists in avoiding the inefficient, wasteful, and unnecessary use of energy by vehicles.

As discussed previously, the proposed Project would be required to implement and be consistent with existing energy design standards at the local and state level. The Project would be subject to energy conservation requirements in the California Energy Code and CALGreen. Adherence to state code requirements would ensure that the Project would not result in wasteful and inefficient use of non-renewable resources due to building operation.

Therefore, any impacts are ***less than significant***.

Mitigation Measures: None are required.

VII. GEOLOGY AND SOILS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☒	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the most recently adopted Uniform Building Code	☐	☐	☒	☐

	creating substantial risks to life or property?				
e.	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

ENVIRONMENTAL SETTING

The City of Porterville is situated along the western slope of the Sierra Nevada. The Sierra Nevada geomorphic province is primarily composed of cretaceous granitic plutons and remnants of Paleozoic and Mesozoic metavolcanic and metasedimentary rocks, and Cenozoic volcan and sedimentary rocks. The majority of Porterville has elevations ranging from 400 to 800 feet.

Faulting and Seismicity

There are no known active earthquake faults in the City of Porterville. The proposed Project site is not located within an Alquist-Priolo Earthquake Fault Zone and no known faults cut through the local soil at the site. There are several faults located within a 70-mile radius of the Project site. Pond Fault is approximately 27 miles southwest, New Hope Fault is approximately 32 miles southwest, Little Lake Fault Zone is approximately 61 miles east, and Owens Valley Fault is approximately 64 miles northeast of the proposed Project site. These faults have exhibited activity in the last 1.6 million years, but not in the last 200 years. It is possible, but unlikely, that previously unknown faults could become active in the area. No Alquist-Priolo Earthquake Fault Zones are in or near Porterville. Porterville is designated as an area in Seismic Design Category 4 according to the most recent version of the California Building Code. Under this designation, earthquake resistant design and materials are required to meet or exceed the current seismic engineering standards of the Building Code.

Soils

According to the City's General Plan EIR, much of the Project area has soils with moderate to high erosion potential. Generally, areas most susceptible to soil erosion are hilly or have slopes greater than 15 percent. Lower flatlands, such as the subject site, are usually less likely to erode than those located on slopes.

Regulatory Setting

Federal

Federal regulations for geology and soils are not relevant to the proposed Project because it is not a federal undertaking (the Project site is not located on lands administered by a federal agency, and the Project applicant is not requesting federal funding or a federal permit).

State

California Building Code

California law provides a minimum standard for building design through the California Building Code (CBC). The CBC is based on the IBC, with amendments for California conditions. Part 2, Volume 2, Chapter 16 of the CBC contains specific requirements for seismic safety. Part 2, Volume 2, Chapter 18 of the CBC regulates soils and foundations. Part 2, Volume 2, Appendix J of the CBC regulates grading activities. Construction activities also are subject to occupational safety standards for excavation, shoring, and trenching as specified in California Occupational Safety and Health Administration regulations (Title 8 of the California Code of Regulations) and in section A33 of the CBC. About one-third of the text within the California Building Code has been tailored for California earthquake conditions.

Paleontological Resources

Paleontological resources are the fossilized remains of plants and animals and associated deposits. The Society of Vertebrate Paleontology has identified vertebrate fossils, their taphonomic and associated environmental indicators, and fossiliferous deposits as significant nonrenewable paleontological resources. Botanical and invertebrate fossils and assemblages may also be considered significant resources.

CEQA requires that a determination be made as to whether a project would directly or indirectly destroy a unique paleontological resource or site or unique geological feature (CEQA Appendix G(v)(c)). If an impact is significant, CEQA requires feasible measures to minimize the impact (CCR Title 14, Chapter 3, Section 15126.4 (a)(1)). California Public Resources Code Section 5097.5 (see above) also applies to paleontological resources.

In addition, the proposed Project is being evaluated pursuant to CEQA.

Local

Porterville General Plan Policies

- OSC-G-5: Preserve soil resources to minimize damage to people, property, and the environment resulting from potential hazards.
- OSC-G-6: Protect significant mineral resources.
- OSC-I-21: Adopt soil conservation regulations to reduce erosion caused by overgrazing, plowing, mining, new roadways and paths, construction, and off-road vehicles.
- OSC-I-23: Require adequate grading and replanting to minimize erosion and prevent slippage of manmade slopes.
- PHS-G-4: Protect soils, surface water, and groundwater from contamination from hazardous materials.
- PHS-G-1: Minimize risks of property damage and personal injury posed by geologic and seismic hazards.
- PHS-I-2: Maintain and enforce appropriate building standards and codes to avoid and/or reduce risks associated with geologic constraints and to ensure that all new construction is designed to meet current safety regulations.
- PHS-I-17: Require remediation and cleanup of sites contaminated with hazardous substances.

RESPONSES

a-i. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

a-ii. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

a-iii. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

a-iv. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

Less Than Significant Impact. The proposed Project site is not located within a currently designated Alquist-Priolo Earthquake Fault Zone. Additionally, according to the Fault Rupture Zones Map prepared by the California Department of Conservation in 2007, the Project area is not located within a Fault-Rupture Hazard Area.[19] Since no known surface expression of active faults is believed to cross the site, fault rupture through the site is not anticipated.

Although the Project area occurs in an area with historically low to moderate level of seismicity, strong ground shaking could occur in the region; however, the Project would be designed to withstand strong ground shaking, in compliance with the California Building Code, to minimize the potential effects of ground shaking and other seismic activity.

According to the City of Porterville General Plan, Public Health and Safety Element the Project site has a moderate to high risk of damaging ground motion; however, the Project's Valley location has a low risk of liquefaction. No subsidence prone soils or oil or gas production is involved with the proposed Project. The City of Porterville's 2030 General Plan, Figure 7-1 (Geological and Soil Hazards) indicates that the proposed Project site is located on relatively flat topography and is not located adjacent to any steep slopes or areas that would otherwise be subject to landslides. Therefore, the impact is ***less than significant***.

Mitigation Measures: None are required.

b. Result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact. The City of Porterville sits on top of the alluvial fans of the Tule River and its distributaries. The soil in the proposed Project area is characterized as moderately well-drained loam underlain by hardpan. The Project site has a generally flat topography, is in an established urban area and does not include any Project features that would result in soil erosion or loss of topsoil. Therefore, the impact is ***less than significant***.

Mitigation Measures: None are required.

[19] California Department of Conservation. CGS Information Warehouse. Regulatory Maps and Reports. https://maps.conservation.ca.gov/cgs/informationwarehouse/regulatorymaps/. Accessed July 2022.

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

d. Be located on expansive soil, as defined in Table 18-1-B of the most recently adopted Uniform Building Code creating substantial risks to life or property?

Less Than Significant Impact. The City of Porterville sits on top of the alluvial fans of the Tule River and its distributaries. The soil in the proposed Project area is characterized as moderately well-drained, loam underlain by hardpan. The site is not at significant risk from ground shaking, liquefaction, or landslide and is otherwise considered geologically stable. See also Response (a-i) to (a-iv) and (c). The impact is ***less than significant***.

Mitigation Measures: None are required.

e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The Project will tie into the City's existing wastewater system and will not require installation of a septic tank or alternate wastewater disposal system. There is ***no impact.***

Mitigation Measures: None are required.

f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact with Mitigation. The General Plan does not identify any unique geologic features within the Planning Area and according to the CHRIS search results, there are no known paleontological resources on or near the site; however, it is unknown if any subsurface unique paleontological resources exist. Mitigation measures CUL-1 and CUL-2 shall be implemented to reduce potential impacts and as such, impacts are considered ***less than significant with mitigation incorporation***.

Mitigation Measures: CUL-1 and CUL-2.

VIII. GREENHOUSE GAS EMISSIONS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	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?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

Various gases in the earth's atmosphere play an important role in moderating the earth's surface temperature. Solar radiation enters earth's atmosphere from space and a portion of the radiation is absorbed by the earth's surface. The earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation. GHGs are transparent to solar radiation, but are effective in absorbing infrared radiation. Consequently, radiation that would otherwise escape back into space is retained, resulting in a warming of the earth's atmosphere. This phenomenon is known as the greenhouse effect. Scientific research to date indicates that some of the observed climate change is a result of increased GHG emissions associated with human activity. Among the GHGs contributing to the greenhouse effect are water vapor, carbon dioxide (CO_2), methane (CH_4), ozone, Nitrous Oxide (NO_x), and chlorofluorocarbons.

Human-caused emissions of these GHGs in excess of natural ambient concentrations are considered responsible for enhancing the greenhouse effect. GHG emissions contributing to global climate change are attributable, in large part, to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. In California, the transportation sector is the largest emitter of GHGs, followed by electricity generation. Global climate change is, indeed, a global issue. GHGs are global pollutants, unlike criteria pollutants and TACs (which are pollutants of regional and/or local concern). Global climate change, if it occurs, could potentially affect water resources in California. Rising temperatures could be anticipated to result in sea-level rise (as polar ice caps melt) and possibly change the timing and amount of precipitation, which could alter water quality. According to some, climate change could result in more extreme weather patterns; both heavier precipitation that could lead to flooding, as well as more extended drought periods. There is uncertainty regarding the timing,

magnitude, and nature of the potential changes to water resources as a result of climate change; however, several trends are evident.

Snowpack and snowmelt may also be affected by climate change. Much of California's precipitation falls as snow in the Sierra Nevada and southern Cascades, and snowpack represents approximately 35 percent of the state's useable annual water supply. The snowmelt typically occurs from April through July; it provides natural water flow to streams and reservoirs after the annual rainy season has ended. As air temperatures increase due to climate change, the water stored in California's snowpack could be affected by increasing temperatures resulting in: (1) decreased snowfall, and (2) earlier snowmelt.

Regulatory Setting

Federal

The USEPA Mandatory Reporting Rule (40 CFR Part 98), which became effective December 29, 2009, requires that all facilities that emit more than 25,000 metric tons CO_2-equivalent per year beginning in 2010, report their emissions on an annual basis. On May 13, 2010, the USEPA issued a final rule that established an approach to addressing GHG emissions from stationary sources under the CAA permitting programs. The final rule set thresholds for GHG emissions that define when permits under the New Source Review Prevention of Significant Deterioration and title V Operating Permit programs are required for new and existing industrial facilities.

In addition, the Supreme Court decision in Massachusetts v. EPA (Supreme Court Case 05-1120) found that the USEPA has the authority to list GHGs as pollutants and to regulate emissions of GHGs under the CAA. On April 17, 2009, the USEPA found that CO_2, CH_4, NO_x, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride may contribute to air pollution and may endanger public health and welfare. This finding may result in the USEPA regulating GHG emissions; however, to date the USEPA has not proposed regulations based on this finding.

State

California is taking action to reduce GHG emissions. In June 2005, Governor Schwarzenegger signed Executive Order S-3-05 to address climate change and GHG emissions in California. This order sets the following goals for statewide GHG emissions:

- Reduce to 2000 levels by 2010
- Reduce to 1990 levels by 2020
- Reduce to 80 percent below 1990 levels by 2050

In addition, the proposed Project is being evaluated pursuant to CEQA.

Local

San Joaquin Valley Air Pollution Control District (SJVAPCD)

In August 2008, the SJVAPCD adopted the Climate Change Action Plan, which directed the SJVAPCD to develop guidance to assist lead agencies, project proponents, permit applicants, and interested parties in assessing and reducing the impacts of project specific greenhouse gas emissions on global climate change.

In 2009, the SJVAPCD adopted the guidance document: Guidance for Valley Land-Use Agencies in Addressing GHG Emission Impacts for New Projects Under CEQA. This document recommends the usage of performance-based standards, otherwise knowns as Best Performance Standards (BPS), to assess significance of project-specific greenhouse gas emissions on global climate change during the environmental review process. Projects implementing BPS in accordance with SJVAPCD's guidance would be determined to have a less than significant individual and cumulative impact on greenhouse gas emissions and would not require project specific quantification of greenhouse gas emissions.[20]

RESPONSES

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact with Mitigation. Greenhouse gas emissions would generate from long-term area and mobile sources as well as indirectly from energy consumption. Mobile sources would include residential vehicle trips and area source emissions would result from consumption of natural gas and electricity. As discussed above, projects implementing BPS would not require quantification of specific greenhouse gas emissions and such projects would be determined to have a less than significant individual and cumulative impact for greenhouse gas emissions; however, GHG gas emissions are also quantified and provided in Table 5. As such, the proposed Project's greenhouse gas emissions would not be considered a significant impact if the Project would implement BPS strategies, in accordance with SJVAPCD recommendations. Exact project feature details are not yet available, therefore, the implementation of **GHG-1** as a mitigation measure would ensure that any impacts remain ***less than significant.***

[20] SJVAPCD. Guidance for Assessing and Mitigating Air Quality Impacts. March 19, 2015. http://www.valleyair.org/transportation/GAMAQI.pdf. Accessed July 2022. Page 112.

Mitigation Measures:

GHG-1: The project applicant shall demonstrate compliance with the applicable BPS strategies to the Planning Division prior to the issuance of a building permit. The following PBS strategies are considered to be applicable, feasible, and effective in reducing greenhouse gas emissions generated by the project:

- The project applicant shall provide a pedestrian access network that internally links all residential units and connects to the existing surrounding external streets and pedestrian facilities.
- The project applicant shall ensure site design and building placement minimize barriers to pedestrian access and interconnectivity. Physical barriers such as wells, berms, landscaping, and slopes between residential uses that impede bicycle or pedestrian circulation shall be eliminated. In addition, barriers to pedestrian access of neighboring facilities and sites shall be minimized.
- The project applicant shall install energy efficient roofing materials.
- The project applicant shall incorporate bike lanes and routes into the street system.
- The project applicant shall plant trees to provide shade.
- The project applicant shall install only natural gas or electric stoves in residences. The project applicant shall install energy efficient heating and cooling systems, appliances and equipment, and control systems.

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

Less Than Significant. As discussed above, the SJVAPCD adopted guidance that relies on the use of BPS strategies to assess significance of project-specific greenhouse gas emissions impacts. Project implementing BPS strategies in accordance with SJVAPCD's guidance would be determined to have a less than significant impact on greenhouse gas emissions and would not require project specific quantification of greenhouse gas emissions. With implementation of GHG-1, the proposed Project would

implement BPS strategies as discussed in the SJVAPCD's Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA. Therefore, 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.***

Mitigation Measures: None are required.

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f. Impair implementation of or physically interfere with an adopted emergency	☐	☐	☐	☒

	response plan or emergency evacuation plan?				
g.	Expose people or structures either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

The Project site is located south of the City of Porterville, near primarily residential and agricultural land uses. The site is currently in agricultural production. Residences exist immediately to the north and east of the Project site. The Project site is approximately 1.7 miles northeast of the Porterville Municipal Airport. Fresno-Yosemite International Airport is the closest major airport to the proposed Project site, approximately 63 miles northwest.

The Teapot Dome Landfill is approximately five miles southwest of the City limits, while the Porterville Wastewater Treatment Plant is located approximately two miles northwest of the site.

Regulatory Setting

Federal

The primary federal agencies with responsibility for hazardous materials management include the EPA, U.S. Department of Labor Occupational Safety and Health Administration (OSHA), and the U.S. Department of Transportation (DOT). The EPA was created to protect human health and to safeguard the natural environment – air, water and land – and works closely with other federal agencies, and state and local governments to develop and enforce regulations under existing environmental laws. Where national standards are not met, EPA can issue sanctions and take other steps to assist the states in reaching the desired levels of environmental quality. EPA also works with industries and all levels of government in a wide variety of voluntary pollution prevention programs and energy conservation efforts.

State

The California Department of Industrial Relations, Division of Occupational Safety and Health is the administering agency designed to protect worker health and general facility safety. The California Department of Forestry and Fire Protection has designated the area that includes the proposed Project site as a Local Responsibility Area, defined as an area where the local fire jurisdiction is responsible for emergency fire response.

In addition, the proposed Project is being evaluated pursuant to CEQA.

Local

City of Porterville Fire Department

The City of Porterville Fire Department, Fire Prevention Division provides limited oversight of hazardous materials. The Fire Department is responsible for conducting inspections for code compliance and fire-safe practices, permitting of certain hazardous materials, and for investigation of fire and hazardous materials incidents. The Fire Department regulates explosive and hazardous materials under the California Building Code, and permits the handling, storage and use of any explosive or other hazardous material.

Tulare County Environmental Health Division

The Tulare County Environmental Health Division (TCEHD) is the Certified Unified Program Agency (CUPA) for all cities and unincorporated areas within Tulare County. The CUPA was created by the California Legislature to minimize the number of inspections and different fees for businesses. The TCEHD provides the management and record keeping of hazardous materials and underground storage tank (UST) sites for Tulare County, including the City of Porterville.

Porterville General Plan Policies

- PHS-I-17: Require remediation and cleanup of sites contaminated with hazardous substances.
- PHS-I-18: Adopt a Household Hazardous Waste Program and support the proper disposal of hazardous household waste and waste oil; encourage citizens and crime watch organizations to report unlawful dumping of hazardous materials.
- PHS-I-19: Ensure that all specified hazardous facilities conform to the Tulare County Hazardous Waste Management Plan.
- PHS-I-21: Coordinate enforcement of the Hazardous Material Disclosure Law and the implementation of the Hazardous Material Emergency Response Plan with the Tulare County Health and Human Service Agency.

RESPONSES

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

The proposed Project would include the construction of up to 80 single-family residential homes and a neighborhood park with the associated improvements. Proposed Project construction activities may involve the use and transport of hazardous materials. These materials may include fuels, oils, mechanical fluids, and other chemicals used during construction. Transportation, storage, use, and disposal of hazardous materials during construction activities would be required to comply with applicable federal, state, and local statutes and regulations. Compliance would ensure that human health and the environment are not exposed to hazardous materials.

In addition, the Project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) permit program through the submission and implementation of a Stormwater Pollution Prevention Plan during construction activities to prevent contaminated runoff from leaving the project site. Therefore, no significant impacts would occur during construction activities.

The operational phase of the proposed Project would occur after construction is completed and residents move in to occupy the residences on a day-to-day basis. Upon Annexation, General Plan Amendment, CUP, and TSM approval, the proposed Project will include land uses that are considered compatible with the surrounding uses. The current land uses are also considered compatible with the surrounding uses. None of these land uses routinely transport, use, or dispose of hazardous materials, or present a reasonably foreseeable release of hazardous materials, with the exception of common residential grade hazardous materials such as household and commercial cleaners, paint, etc. The proposed Project would not create a significant hazard through the routine transport, use, or disposal of hazardous materials, nor would a significant hazard to the public or to the environment through the reasonably foreseeable upset and accidental conditions involving the likely release of hazardous materials into the environment occur. Therefore, the proposed Project will not create a significant hazard to the public or the environment and any impacts would be ***less than significant***.

Mitigation Measures: None are required.

b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less than Significant Impact. See Response a. above. Any accumulated hazardous construction or operational wastes will be collected and transported away from the site in compliance with all federal, state and local regulations. Any impacts would be ***less than significant***.

Mitigation Measures: None are required.

c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact. Hope Elementary, the nearest school, is located approximately one mile south of the Project site. As the proposed Project includes the development of single-family residences, it is not reasonably foreseeable that the proposed Project will cause a significant impact by emitting hazardous waste or bringing hazardous materials near a proposed or existing school. Residential land uses do not generate, store, or dispose of significant quantities of hazardous materials. Such uses also do not normally involve dangerous activities that could expose persons onsite or in the surrounding areas to large quantities of hazardous materials. See also Responses a. and b. regarding hazardous material handling. The impact is ***less than significant.***

Mitigation Measures: None are required.

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

No Impact. The proposed Project site is not located on a list of hazardous materials sites complied pursuant to Government Code Section 65962.5 (Geotracker and EnviroStor databases – accessed in July 2022). As such, ***no impacts*** would occur that would create a significant hazard to the public or the environment.

Mitigation Measures: None are required.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

No Impact. The Project site is approximately 1.7 miles northeast of the Porterville Municipal Airport. Upon Annexation, GPA, CUP and TSM approval, land use controls for this area will be provided by the City of Porterville General Plan and Development Ordinance. Additionally, the Tulare County Comprehensive Airport Land Use Plan indicates that the Project area is outside the Proposed Airport Influence Area. The Project site is not within an established Airport Safety Zone. There is ***no impact***.

Mitigation Measures: None are required.

f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. The Project will not interfere with any adopted emergency response or evacuation plan. There is ***no impact.***

Mitigation Measures: None are required.

g. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. There are no wildlands on or near the Project site. There is ***no impact***.

Mitigation Measures: None are required.

X. HYDROLOGY AND WATER QUALITY

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
i. Result in substantial erosion or siltation on- or off- site;	☐	☐	☒	☐
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv. impede or redirect flood flows?	☐	☐	☒	☐

X. HYDROLOGY AND WATER QUALITY

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

The City of Porterville has a dry, desert-like climate with evaporation rates that exceed rainfall. Annual precipitation within the proposed Project site is about 10 inches, almost 85% of which falls between the months of October and March. Nearly all precipitation falls in the form of rain and storm-water readily infiltrates the soils of the surrounding the sites.

The City of Porterville is located in the Tulare Lake Basin, and within the Tule Sub-basin. which has been classified as a critically overdrafted basin.[21] According to the City's General Plan EIR, wells in and around the city have shown a moderate groundwater level decline of about 0.75 feet per year over the past 20 years. The City's municipal wells are generally scattered west of Plano Avenue and south of Westfield Avenue and the distribution system is operated under pressure. The City of Porterville receives all of its municipal water from groundwater.[22]

According to the City of Porterville 2020 Urban Water Master Plan (UWMP),[23] water demands within the City's service area are largely residential, with commercial, industrial, institutional, and City-related consumption accounts for approximately 23% of the total water demand. Similarly, as part of the Eastern Tule GSA, the City plans to reduce groundwater usage by diversifying their supply portfolio as well as implement additional groundwater recharge in the future. The 2020 UWMP shows a total gross water use potable water use to be 3,647 MG, which is a net change of 1,210 MG when compared to the Projected

[21] California Department of Water Resources. Critically Overdrafted Basins Map. https://water.ca.gov/Programs/Groundwater-Management/Bulletin-118/Critically-Overdrafted-Basins. Accessed August 2022.
[22] City of Porterville – Hydraulic Analysis, page 1. Dee Jaspar & Associates, Inc. (May 2015).
[23] City of Porterville 2020 Urban Water Management Plan. April 2022. https://wuedata.water.ca.gov/public/uwmp_attachments/6335752189/Porterville%5F2020%20UWMP%20Final%2Epdf. Accessed August 2022.

2020 gross water use of 4,857 MG. The projected total gross water use in comparison to the 2015 UWMP was adjusted based on the 2020 actual value. The significant drop in total gross projections takes into consideration that the standard practice of domestic water consumption and the implementation of conservation efforts set by the City. Water use reduction efforts throughout the city has promoted a conservation culture which in turn has decreased total usage over time. Available rebates for high efficiency plumbing, installation of water meters on new and existing services, water waste audits, landscape rebates and selection, and a more conscientious effort by citizens has proved to reduce total usage and ultimately decrease projections over the next 20 years.

The combination of continued below average and inconsistent precipitation, general water conservation mindset, and metering has decreased typical potable water consumption to approximately 130 gallons per capita per day (gpcd). Moving forward, the City's per capita water usage is expected to increase with population growth and favorable hydrologic conditions. The City utilizes the 179 gpcd as a conservative approach for planning purposes in their water, sewer, storm drain integrated master plan (IMP) and other studies.

The City implements its Drought Response Plan during certain times of the year when watering is limited or restricted. Currently, the City is in Drought Response Phase III which prohibits residential outdoor watering on Mondays, Thursdays, and Fridays and between the hours of 5AM to 10AM and 5PM to 10PM. This and other mandatory water conservation measures are being enforced with fines of up to $500 for violations.[24]

Regulatory Setting

Federal

Clean Water Act

The Clean Water Act (CWA) is intended to restore and maintain the chemical, physical, and biological integrity of the nation's waters (33 CFR 1251). The regulations implementing the CWA protect waters of the U.S. including streams and wetlands (33 CFR 328.3). The CWA requires states to set standards to protect, maintain, and restore water quality by regulating point source and some non-point source discharges. Under Section 402 of the CWA, the National Pollutant Discharge Elimination System (NPDES) permit process was established to regulate these discharges.

[24] City of Porterville, Public Works, Water Conservation. https://www.ci.porterville.ca.us/departments/public_works/water_conservation.php. Accessed August 2022.

The National Flood Insurance Act (1968) makes available federally subsidized flood insurance to owners of flood-prone properties. To facilitate identifying areas with flood potential, Federal Emergency Management Agency (FEMA) has developed Flood Insurance Rate Maps (FIRM) that can be used for planning purposes.

State

State Water Resources Control Board

The State Water Resources Control Board (SWRCB) is the agency with jurisdiction over water quality issues in the State of California. The SWRCB is governed by the Porter-Cologne Water Quality Act (Division 7 of the California Water Code), which establishes the legal framework for water quality control activities by the SWRCB. The intent of the Porter-Cologne Act is to regulate factors which may affect the quality of waters of the State to attain the highest quality which is reasonable, considering a full range of demands and values. Much of the implementation of the SWRCB's responsibilities is delegated to its nine Regional Boards. The proposed Project site is located within the Central Valley Region.

Regional Water Quality Board

The Regional Water Quality Control Board (RWQCB) administers the NPDES storm water-permitting program in the Central Valley region. Construction activities on one acre or more are subject to the permitting requirements of the NPDES General Permit for Discharges of Storm Water Runoff Associated with Construction Activity (General Construction Permit). The General Construction Permit requires the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The plan will include specifications for Best Management Practices (BMPs) that will be implemented during proposed Project construction to control degradation of surface water by preventing the potential erosion of sediments or discharge of pollutants from the construction area. The General Construction Permit program was established by the RWQCB for the specific purpose of reducing impacts to surface waters that may occur due to construction activities.

BMPs have been established by the RWQCB in the California Storm Water Best Management Practice Handbook (2003), and are recognized as effectively reducing degradation of surface waters to an acceptable level. Additionally, the SWPPP will describe measures to prevent or control runoff degradation after construction is complete, and identify a plan to inspect and maintain these facilities or project elements.

In addition, the proposed Project is being evaluated pursuant to CEQA.

Local

Porterville General Plan Policies

- OSC-I-44: Work with the Regional Water Quality Control Board to ensure that all point source pollutants are adequately mitigated (as part of the CEQA review and project approval process) and monitored to ensure long-term compliance.
- OSC-I-45: Continue to require use of feasible and practical best management practices (BMPs) and other mitigation measures designed to protect surface water and groundwater from the adverse effects of construction activities and urban runoff in coordination with the Regional Water Quality Control Board.
- OSC-I-51: Prior to the approval of individual projects, require the City Engineer and/or Building Official to verify that the provisions of applicable point source pollution programs have been satisfied.
- PHS-G-2: Protect the community from risks to life and property posed by flooding and stormwater runoff.
- PU-I-7: Continue to require water meters in all new development.
- PU-I-8: Require that agriculture water rights be assigned to the city when agricultural land is annexed to the City for urban development, consistent with the General Plan.

RESPONSES

a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less than Significant Impact. The State Water Resources Control Board requires any new construction project over an acre to complete a Storm Water Pollution Prevention Plan (SWPPP). A SWPPP involves site planning and scheduling, limiting disturbed soil areas, and determining best management practices to minimize the risk of pollution and sediments being discharged from construction sites. Implementation of the SWPPP will minimize the potential for impacts associated with erosion or siltation onsite or offsite.

The proposed Project will result in wastewater from residential units that will be discharged into the City's existing wastewater treatment system. The wastewater will be typical of other urban/residential developments consisting of bathrooms, kitchen drains and other similar features. The Project will not discharge any unusual or atypical wastewater.

Additionally, there will be no discharge to any surface or groundwater source. As such, the proposed Project will not violate any water quality standards and will not impact waste discharge requirements. The impact will be ***less than significant***.

Mitigation Measures: None are required.

b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Than Significant Impact.

Water Supply

To determine the estimated water use by the proposed Project, this analysis uses the same calculation methods as the City's UWMP. According to the City's UWMP, the City uses 179 gpcd as a conservative approach for planning purposes in their water, sewer, storm drain integrated master plan and other studies.[25] To determine the number of persons (water users) that would result from the proposed Project, this analysis uses the City's 2015-2023 Housing Element (September 2015) which shows an average household size of 3.39 persons per household in Porterville.[26]

The proposed Project would include the construction of up to 80 single family residences. Applying the City's average of 4.39 persons per household, this equates to approximately 351.2 persons. At 179 gallons per day per capita, the Project would require approximately 22.95 MG per year of potable water per year (351.2 residents X 179 gpcd X 365 days = 22,945,652 gallons of potable water per year), or 70.42 acre/feet per year. The proposed land use changes will amend the General Plan designation from the existing Public/Institutional and Low Density Residential to Very Low Density Residential, which will be a less intense use than what was planned for and analyzed in the General Plan EIR.

As such, the impact to water supply is determined to be ***less than significant.***

Water Availability

The proposed Project is anticipated to utilize City groundwater to support the residential development. The City has historically used groundwater to meet all of their water demands. Although the City's aquifer is in a state of overdraft, they could still meet their water demands for several more years solely

[25] Porterville 2020 Urban Water Management Plan (April 2022), page 4-2.
[26] Porterville Housing Element 2015-2023 (Sept 2015), page 30.

with groundwater.[27] However, the City recognizes that continued overdraft of the City's groundwater is not sustainable. As such, the City has and/or is planning to implement several mechanisms to address this shortfall. Water use reduction efforts throughout the city has promoted a conservation culture which in turn has decreased total usage over time. Available rebates for high efficiency plumbing, installation of water meters on new and existing services, water waste audits, landscape rebates and selection, and a more conscientious effort by citizens has proved to reduce total usage and ultimately decrease projections over the next 20 years. These include reliance on surface water, increased groundwater recharge projects, and consolidated water projects.

The City's General Plan EIR indicates that by 2030, total water demand by the City will be 30,000 acre-feet per year, which will exceed the groundwater availability. However, as noted previously, actual population growth within the City has not kept up with the population growth projections of the General Plan. Therefore, the actual water use in the City is less than what was projected under the City's General Plan. The Urban Water Management Plan (UWMP) indicates that future demand can be met with continued groundwater pumping, surface water purchases and conservation measures. As such, there is ***a less than significant impact*** to this impact area.

Mitigation Measures: None are required.

c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

   i. result in substantial erosion or siltation on- or offsite;

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

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

   iv. impede or redirect flood flows?

Less than Significant Impact. The site is presently planted in orchards, with a cemetery immediately to the west and residential development immediately to the east and north. The site will be designed so

[27] Porterville UWMP, page 42. (2010).

that during construction storm water is collected in compliance with Portville City standards. At full buildout, the stormwater will tie into the City's existing storm drain system, which has adequate capacity. The storm water collection system design will be subject to review and approval by the City Public Works Department. Storm water during construction will be managed as part of the Storm Water Pollution Prevention Plan (SWPPP). A copy of the SWPPP is retained on-site during construction.

Impacts regarding the alteration of drainage patterns to increase runoff that will potentially induce flooding have been discussed in the impact analysis for Response IX-c. Storm water during construction will be managed as part of the Storm Water Pollution Prevention Plan (SWPPP). A copy of the SWPPP is retained on-site during construction. All other on-site drainage will be collected and deposited in the City's storm drain system.

Implementation of the proposed Project will not require expansion of the City's existing stormwater system (other than onsite collection system), nor will it result in additional sources of polluted runoff. The Project would not otherwise degrade water quality and therefore the impact is ***less than significant***.

Mitigation Measures: None are required.

d. In flood hazard, tsunami or seiche zones, risk release of pollutants due to project inundation?

e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than Significant Impact. The Project site is within Zone X, which experiences minimal flood hazards, as indicated by FEMA flood hazard map 06107C1642E, effective 6/15/2009. The site is not within a 100-year flood zone or a 500-year flood zone. The site will be designed for adequate storm drainage.

Flows into the Tule River (located approximately one mile north of the Project site) are controlled by the Success Dam located approximately five miles upstream from the City. A dam failure is usually the result of neglect, poor design, or structural damage caused by a major event such as an earthquake. Dams must be operated and maintained in a safe manner, which is ensured through inspections for safety deficiencies, analyses using current technologies and designs, and taking corrective actions as needed based on current engineering practices.

A portion of the Project site is located within the Success Dam inundation area, as shown on Figure 7-3 of the 2030 General Plan. This inundation area runs through Porterville, to a location downstream of Corcoran, a distance of approximately 44 miles. The Army Corp Of Engineers (ACOE) is in the process of completing an environmental impact statement for reinforcing the strength of the dam in the event of

seismically induced failure. The Project site is within the 0.5-hour to 1-hour inundation zone of Success Dam. In the event of a dam failure, most of the City would be flooded within one hour.

There are no inland water bodies that could be potentially susceptible to a seiche in the Project vicinity. This precludes the possibility of a seiche inundating the Project site. The Project site is more than 100 miles from the Pacific Ocean, a condition that precludes the possibility of inundation by tsunami. There are no steep slopes that would be susceptible to a mudflow in the Project vicinity, nor are there any volcanically active features that could produce a mudflow in the City of Porterville. This precludes the possibility of a mudflow inundating the Project site.

The Porterville Emergency Operations Plan (EOP), adopted in 2004, includes planning and response scenarios for seismic hazards, extreme weather conditions, landslides, dam failure and other flooding. The City has designated several evacuation routes through Porterville to be used in case of catastrophic emergencies. In the unlikely event that the dam fails before the ACOE's proposed dam reinforcement, the dam owner would follow the emergency action plan (EAP) developed for Success Dam. The EAP includes a notification flowchart, early detection systems, notification for warning and evacuation by state and local emergency management officials, steps to moderate or alleviate the effects of a dam failure, and inundation maps. As such, impacts related to exposure of people or structures to a risk of loss, injury, or death involving flooding as a result of the failure of a levee or dam would be ***less than significant***.

Mitigation Measures: None are required.

XI. LAND USE AND PLANNING

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Physically divide an established community?	☐	☐	☐	☒
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

The Project site is located in the unincorporated Tulare County, south of the City of Porterville. The proposed Project site is located in an area just outside the Porterville city limits but is outside the UDB and UAB. The Project site is bounded to the north by West Gibbons Avenue and will be bound to the south by a proposed extension of Scranton Avenue. Kessing Street is approximately 340 ft. to the east, with residential subdivisions lie to the north, east, and south. St. Anne's Cemetery lies adjacent to and west of the site.

The Project consists of an Annexation, Conditional Use Permit, General Plan Amendment, and TSM to allow for the construction of up to 80 single-family residences and a neighborhood park on approximately 20 acres. The northern portion of the site is currently designated as Public/Institutional and the southern portion is designated Low Density Residential by the City of Porterville's General Plan. The site is prezoned RS-2 (Low Density Residential) by the City. Existing land use and zoning surrounding the site are identified in Table 8.

Table 8

Existing Land Use, General Plan Designation and Zoning

Location	Existing Land Use	Current Zoning Classification	General Plan Designation
North	Residential development	RS-1	Very Low Density Residential
South	Residential development and vacant land	RS-2	Low Density Residential

Location	Existing Land Use	Current Zoning Classification	General Plan Designation
West	Cemetery and vacant land	PS and RS-2	Public Institutional and Low Density Residential
East	Residential development	RS-1	Rural Residential

Existing land uses in City of Porterville have been organized into generalized categories that are summarized below on Table 7. City of Porterville has a 2030 General Plan planned build-out of approximately 36,341 acres in size, equivalent to approximately 56.6 square-miles.

Table 9

Existing Land Use: City of Porterville Planning Area (2005)[28]

Generalized Land Use Category	Total	Percentage
Agriculture/Rural/Conservation	21,270	59%
Single-Family Residential	4,760	13%
Multi-Family Residential	240	1%
Retail Shopping	80	0%
Commercial	760	2%
Industrial	350	1%
Public/Quasi-Public	2,630	7%
Vacant	3,590	10%
Unclassified (Roads, water, etc.)	2,661	7%
Total Area	36,341	100%

Regulatory Setting

Federal

Federal regulations for land use are not relevant to the proposed Project because it is not a federal undertaking (the proposed Project site is not located on lands administered by a federal agency, and the Project applicant is not requesting federal funding or a federal permit).

RESPONSES

a. Physically divide an established community?

[28] City of Porterville General Plan, Land Use Element.

b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the General Plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. The Project site is located in the unincorporated Tulare County, south of the City of Porterville. The Project site is located in an area just outside the Porterville city limits but within the UAB and UDB. The Project site is currently planted with orchard trees and is located in an area of residential and agricultural land uses.

The Project includes up to 80 single-family residential units on approximately 20 acres of land. The Project consists of an Annexation, General Plan Amendment, CUP, and TSM to incorporate the parcel in the City of Porterville. The Project has no characteristics that would physically divide the City of Porterville. Access to the existing surrounding areas will be improved with Project implementation.

The site is currently zoned AE-20 by Tulare County however it is within the Porterville UAB and UDB. The northern portion of the site is currently designated as Public/Institutional and the southern portion is designated Low Density Residential by the City of Porterville's General Plan. The site is prezoned RS-2 (Low Density Residential) by the City. As part of the Project, the General Plan land use will be amended to Low Density Residential. Project development and subsequent land use and zoning changes will not conflict with any land use plan, policy, regulation adopted for the purpose of avoiding or mitigating and environmental effect.

With Project approval, the proposed Project will be consistent with Porterville 2030 General Plan objectives and policies and will not significantly conflict with applicable land use plans, policies or regulations of the City of Porterville.

No impacts would occur as a result of this Project.

Mitigation Measures: None are required.

XII. MINERAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

The City of Porterville is situated along the western slope of a northwest-trending belt of rocks comprising the Sierra Nevada and within the southern portion of the Cascade Range. The Sierra Nevada geomorphic province is primarily composed of cretaceous granitic plutons and remnants of Paleozoic and Mesozoic metavolcanic and metasedimentary rocks, and Cenozoic volcan and sedimentary rocks. The majority of the Planning Area has elevations ranging between 400 and 800 feet.

Historically, the quarrying of magnesite was a significant industry in the City of Porterville. Currently, the most economically significant mineral resources in Tulare County are sand, gravel, and crushed stone, used as sources for aggregate (road materials and other construction). The two major sources of aggregate are alluvial deposits (river beds, and floodplains), and hard rock quarries. Consequently, most Tulare County mines are located along rivers at the base of the Sierra foothills.

The Tule River contains various State-classified mineral resource zones (MRZ-2a, MRZ-2b, and MRZ-3a). While this area was once suitable for mining operations, it is now surrounded by urban development. Approximately 890 acres along the Tule River, or 2.5 percent of all lands within the Planning Area, are within mineral resource zones. Tule River contains various State-classified mineral resource zones (MRZ-2a, MRZ-2b, and MRZ-3a). While this area was once suitable for mining operations, it is now surrounded by urban development. Approximately 890 acres along the Tule River, or 2.5 percent of all lands within the Planning Area, are within mineral resource zones.

Regulatory Setting

There are no federal, state or local regulations pertaining to mineral resources relevant to the proposed Project.

RESPONSES

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. As shown in Figure 6-3 of the 2030 General Plan, the proposed Project area is not included in a State classified Mineral Resource Zones. Soil disturbance for the proposed Project would be limited site ground work such as grading, foundations, and installation of infrastructure. Therefore, there is ***no impact***.

Mitigation Measures: None are required.

XIII. NOISE

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

The Project site is located in the unincorporated Tulare County, south of the City of Porterville and is currently planted with orchard trees. The site is located in an established area that provides a mix of land uses, including residential and agricultural.

The primary existing noise sources contributing to ambient noise in the proposed Project area are traffic noises and noises associated with residential neighborhoods and active agriculture.

Regulatory Setting

Federal

The Federal Railway Administration (FRA) and the Federal Transit Administration (FTA) have published guidance relative to vibration impacts. According to the FRA, fragile buildings can be exposed

to ground-borne vibration levels of 0.5 PPV without experiencing structural damage.[32] The FTA has identified the human annoyance response to vibration levels as 80 RMS.

State

The California Building Code, Title 24, Part 2 of the State of California Code of Regulations establishes uniform minimum noise insulation performance standards to protect persons within new buildings which house people, including hotels, motels, dormitories, apartment houses and dwellings other than single-family dwellings. Title 24 mandates that interior noise levels attributable to exterior sources shall not exceed 45 dB L_{dn} or CNEL in any habitable room.

Title 24 also mandates that for structures containing noise-sensitive uses to be located where the L_{dn} or CNEL exceeds 60 dB, an acoustical analysis must be prepared to identify mechanisms for limiting exterior noise to the prescribed allowable interior levels. If the interior allowable noise levels are met by requiring that windows be kept closed, the design for the structure must also specify a ventilation or air conditioning system to provide a habitable interior environment

Local

Measuring and reporting noise levels involves accounting for variations in sensitivity to noise during the daytime versus nighttime hours. Noise descriptors used for analysis need to factor in human sensitivity to nighttime noise when background noise levels are generally lower than in the daytime and outside noise intrusions are more noticeable. Common descriptors include the Community Noise Equivalent Level (CNEL) and the Day-Night Average Level (Ldn). Both reflect noise exposure over an average day with weighting to reflect the increased sensitivity to noise during the evening and night. The two descriptors are roughly equivalent. The CNEL descriptor is used in relation to major continuous noise sources, such as aircraft or traffic, and is the reference level for the Noise Element under State planning law. The Noise Element included in the 2030 City of Porterville General Plan (2008) includes noise and land use compatibility standards for various land uses. These are shown in Table 8 below.

Table 10
Land Use Compatibility for Community Noise Environment

Land Use Category	Community Noise Exposure, L_{dn} or CNEL dB			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential – Low density single family, duplex, mobile homes	<65 (<45 Interior)	65 to 70	70 to 75	>75 (>45 Interior)

Land Use Category	Community Noise Exposure, L_{dn} or CNEL dB			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential – Multiple family	<65 (<45 Interior)	65 to 70	70 to 75	>75 (>45 Interior)
Schools, libraries, churches, hospitals, nursing homes	<70	60 to 75	70 to 80	>80
Industrial, manufacturing, utilities, agriculture	<75	70 to 80	75 to 85	No levels identified

Normally acceptable – Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally acceptable – New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

Normally unacceptable – New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly unacceptable – New construction or development should generally not be undertaken.

Porterville General Plan Policies

- N-G-1: Minimize vehicular and stationary noise levels and noise from temporary activities.
- N-G-2: Ensure that new development is compatible with the noise environment.
- N-G-5: Reduce noise intrusion generated by miscellaneous noise sources through conditions of approval to control noise-generating activities.
- N-I-7: Require noise from existing mechanical equipment to be reduced by soundproofing materials and sound-deadening installation.

RESPONSES

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

b. Generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant Impact. According to the City's General Plan EIR, the major noise sources in Porterville are related to roadways and vehicle traffic. As shown in Figure 9-2 of the City's General Plan Noise Element, the Project site is not exposed to the 55 dB or 60 dB CNEL noise contours. Design features will be incorporated into the site plan to mitigate any noise exposure to residences if needed.

The site itself is located in an urban area adjacent to roadways that are potentially heavily travelled, particularly West Gibbons Avenue. Noise from the proposed Project will be similar to existing conditions and will generally include noise from vehicles, air conditioner units and other similar equipment. It is not expected that the proposed Project will result in a discernable increase in noise to surrounding land uses.

Proposed Project construction related activities will involve temporary noise sources. Typical construction related equipment include graders, trenchers, small tractors and excavators. During the proposed Project construction, noise from construction related activities will contribute to the noise environment in the immediate vicinity; however, the City of Porterville noise ordinance includes limiting construction activities to daytime hours and not allowing construction on certain holidays. The ordinance also restricts construction delivery trucks to daylight hours to avoid noise-sensitive hours of the day.

Activities involved in construction will generate maximum noise levels, as indicated in Table 11, ranging from 79 to 91 dBA at a distance of 50 feet, without feasible noise control (e.g., mufflers) and ranging from 75 to 80 dBA at a distance of 50 feet, with feasible noise controls.

Table 11

Typical Construction Noise Levels

Type of Equipment	dBA at 50 ft	
	Without Feasible Noise Control	With Feasible Noise Control[1]
Dozer or Tractor	80	75
Excavator	88	80
Scraper	88	80
Front End Loader	79	75

Type of Equipment	dBA at 50 ft	
	Without Feasible Noise Control	With Feasible Noise Control[1]
Backhoe	85	75
Grader	85	75
Truck	91	75

The City of Porterville's General Plan Noise Element (2008) sets the standard noise threshold of 60 dBA at the exterior of nearby residences; however, it does not identify a short-term, construction-noise-level threshold. The distinction between short-term construction noise impacts and long-term operational noise impacts is a typical one in both CEQA documents and local noise ordinances, which generally recognize the reality that short-term noise from construction is inevitable and cannot be mitigated beyond a certain level. Thus, local agencies frequently tolerate short-term noise at levels that they would not accept for permanent noise sources. A more severe approach would be impractical and might preclude the kind of construction activities that are to be expected from time to time in urban environments. Most residents of urban areas recognize this reality and expect to hear construction activities on occasion.

Typical outdoor sources of perceptible ground borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. Construction vibrations can be transient, random, or continuous. Construction associated with the proposed Project includes the construction of residences and roadways.

Vibration from construction activities will be temporary and not exceed the FTA threshold for the nearest residences, which are located approximately 50 feet from the development.

The approximate threshold of vibration perception is 65 VdB, while 85 VdB is the vibration acceptable only if there are an infrequent number of events per day. Table 12 describes the typical construction equipment vibration levels.

Table 12
Typical Construction Vibration Levels

Equipment	VdB at 25 ft
Small Bulldozer	58
Jackhammer	79

Impacts are ***less than significant***.

Mitigation Measures:

None are required.

c. For a project located within the vicinity of a private airstrip or an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The Project is not located within the Porterville Municipal Airport's projected airport influence area. Therefore, there is ***no impact***.

Mitigation Measures: None are required.

XIV. POPULATION AND HOUSING

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

According to the Porterville 2030 General Plan, over the past 30 years (1975-2005), the City of Porterville's population has grown at an average annual rate of 3.7 percent. However, the City's population growth slowed to an average annual rate of 2.8 percent over the most recent 15 years (1990-2005). At the time of General Plan adoption in 2006, the California Department of Finance (DOF) estimated the City with a population of 45,220 residents. In 2016, the City had an estimated population of 58,623 residents. According to the most recent DOF report[29], the City currently is at approximately 62,345 residents, an approximately 13.8 percent increase over the last 10 years. Build-out of the 2030 General Plan will accommodate a population of approximately 107,300 in Porterville, which represents an annual population growth rate of 3.7 percent.

Regulatory Setting

Federal

The U.S. Department of Housing and Urban Development's (HUD) mission is to create strong, sustainable, inclusive communities and quality affordable homes for all. HUD is working to strengthen the housing market to bolster the economy and protect consumers; meet the need for quality affordable

[29] E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2022. State of California Department of Finance. https://dof.ca.gov/Forecasting/Demographics/Estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2022/. Accessed August 2022.

rental homes: utilize housing as a platform for improving quality of life; build inclusive and sustainable communities free from discrimination and transform the way HUD does business.[30]

State

The California Department of Housing and Community Development's (HCD) mission is to "[p]romote safe, affordable homes and vibrant, inclusive, sustainable communities for all Californians".[31] In 1977, the State Department of Housing and Community Development (HCD) adopted regulations under the California Administrative Code, known as the Housing Element Guidelines, which are to be followed by local governments in the preparation of local housing elements. AB 2853, enacted in 1980, further codified housing element requirements. Since that time, new amendments to State Housing Law have been enacted.

State Housing Law also mandates that local governments identify existing and future housing needs in a Regional Housing Needs Assessment (RHNA).

Local

City of Porterville Housing Element. California Housing Element law requires every jurisdiction to prepare and adopt a housing element as part of a City's General Plan.

State Housing Element requirements are framed in the California Government Code, Sections 65580 through 65589, Chapter 1143, Article 10.6. The law requires the State Department of Housing and Community Development (HCD) to administer the law by reviewing housing elements for compliance with State law and by reporting its written findings to the local jurisdiction. Although State law allows local governments to decide when to update their general plans, State Housing Element law mandates that housing elements be updated every eight years. The City's Housing Element was adopted in December of 2015, and contains information on housing needs, land inventory, constraints, and a program of action.

[30] U.S. Department of Housing and Urban Development, Mission, https://www.hud.gov/about/mission. Accessed August 2022.

[31] California Department of Housing and Community Development, Mission, https://hcd.ca.gov/about/mission.shtml. Accessed August 2022.

RESPONSES

a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less than Significant Impact. The proposed Project would include the construction of up to 80 single-family residences and internal access roads, which would result in approximately 272 additional residents based on the estimated 3.39 persons per household for the City of Porterville, which would increase the City's population by approximately 0.44% at full buildout. The site is within the Porterville Planning Area of the General Plan and as such, residential site development is expected and has been planned for. Impacts are ***less than significant***.

Mitigation Measures: None are required.

b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

Less than Significant. There are no residential structures currently on-site. No houses will be displaced and as such, there will be ***no impact***.

Mitigation Measures: None are required.

XV. PUBLIC SERVICES

Would the project:

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

ENVIRONMENTAL SETTING

The Project site is in an area already served by public service systems. The nearest fire station is Porterville Fire Station 2, which is located at the Public Works complex, approximately 2.7 miles northwest of the Project site. The physical address of the fire station is 500 North Newcomb Street. The Porterville Police Department is located approximately 2.2 miles north of the Project site at 350 North D Street.

The Teapot Dome Landfill is approximately five miles southwest of the City limits, while the Porterville Wastewater Treatment Plant is located approximately 2.6 miles northwest of the Project site. Vandalia Elementary School and Pioneer Middle School are located approximately one mile to the northeast while Hope Elementary is approximately one mile south, Olive Street Elementary School and Porterville High

School are located approximately 1.6 miles north of the site, Santa Fe Elementary School approximately 1.7 miles to the northeast, John J. Doyle Elementary School approximately 2.3 miles to the northeast, and Bartlett Middle School approximately 2.2 miles to the north of the site.

Regulatory Setting

Federal

National Fire Protection Association

The National Fire Protection Association (NFPA) is an international nonprofit organization that provides consensus codes and standards, research, training, and education on fire prevention and public safety. The NFPA develops, publishes, and disseminates more than 300 such codes and standards intended to minimize the possibility and effects of fire and other risks. The NFPA publishes the NFPA 1, Uniform Fire Code, which provides requirements to establish a reasonable level of fire safety and property protection in new and existing buildings.

State

California Fire Code and Building Code

The California Fire Code (Title 24, Part 9 of the California Code of Regulations) establishes regulations to safeguard against hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises. The Fire Code also establishes requirements intended to provide safety and assistance to fire fighters and emergency responders during emergency operations. The provision of the Fire Code includes regulations regarding fire-resistance rated construction, fire protection systems such as alarm and sprinkler systems, fire service features such as fire apparatus access roads, fire safety during construction and demolition, and wildland urban interface areas.

In addition, the proposed Project is being evaluated pursuant to CEQA.

Local

Porterville General Plan Policies

- PHS-I-28: Ensure that new development incorporates safety concerns into the site, circulation, building design and landscaping plans.

RESPONSES

a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the

construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?

Less than Significant Impact. The Project site will continue to be served by City of Porterville Fire Station No. 2, which is approximately 2.7 miles northwest of the proposed Project site. The Project applicant would be required to submit plans to the City Fire Department for review and approval prior to the issuance of building permits to ensure the Project would conform to applicable building codes and would provide an on-site fire hydrant system in the event of an on-site fire. The Project would also include local roads that would provide access to emergency vehicles in the event of a fire and would connect to the larger circulation system to ensure adequate provision of emergency access to the Project site. As such, any impacts would be less ***than significant***.

Police Protection?

Less than Significant Impact. The proposed Project includes the construction of 80 single-family residential units and a neighborhood park, which will accommodate approximately 272 persons. Protection services would be provided to the Project site from the existing Porterville Police Department, approximately 2.2 miles north of the site. As the Project site is located in an area currently served by the Police Department and the site has been designated for urban use by the General Plan, the department would not need to expand its existing service area or construct a new facility to serve the Project site. The impact is ***less than significant.***

Schools?

Less than Significant Impact. The Project site is located within the Porterville Unified School District. The Project site is within the Vandalia Elementary School and Pioneer Middle School boundaries. Based on school district generation rates for new housing units (0.4 elementary, 0.1 middle school and 0.2 high school students per residential unit[32]), the proposed Project would generate approximately 32 elementary school students, 8 middle school students and 16 high school students. Pursuant to California Education Code Section 17620(a)(1), the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district for the purpose of funding the construction or reconstruction of school facilities. The Project applicant would be required to pay such fees to reduce any impacts of new residential development of school services.

[32] Porterville 2030 General Plan EIR. SCH 2006011033. Page 234.

Payment of the developer fees will offset the addition of school-age children within the district. As such, any impacts would be ***less than significant.***

Parks?

Less than Significant Impact. The City of Porterville operates 15 parks. The nearest City Park to the proposed Project site is the Pioneer Ballfield/Jamison Stadium located approximately 0.7 miles to the northeast, and the Fallen Heroes Park, approximately 1.3 miles northeast on E. Chase Avenue. Additionally, the tentative parcel map includes a neighborhood park in the center of the new development, which would be approximately 37,600 square feet (0.87 acres) in size.

To ensure sufficient recreational opportunities, the City has established a Park Impact Fee, implemented by Chapter 19, Parks, Article III, Park Impact Fee, of the Municipal Code. The Municipal Code states that parks must be constructed or expanded commensurate with growth of the City. The developer will receive a credit against their park fees as a result of the City requirement to include a park in the residential development. Additionally, the Project applicant would be required to comply with Article III of the Municipal Code. As such, any impacts would remain ***less than significant.***

Other public facilities?

Less than Significant Impact. The proposed Project is within the Planning Area identified in the City's General Plan. As such, the Project would not result in increased demand on other public facilities such as library services that has not already been planned for. Any impacts would be ***less than significant***.

Mitigation Measures: None are required.

XVI. RECREATION

Would the project:

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

ENVIRONMENTAL SETTING

The City of Porterville provides its residents several types of parks and recreational facilities. Parks are defined as land owned or leased by the City and used for public recreational purposes. The City classifies parks and recreational facilities in five categories: Pocket Parks, Neighborhood Parks, Community Parks, Specialized Recreation, and Trail/Parkways. Currently, the City of Porterville has 15 parks for a total of approximately 291 acres of parkland.

These facilities range in size from the 0.1-acre North Park pocket park up to the 95-acre Sports Complex facility. With a 2021 population of 62,345 residents,[33] the City has a ratio of approximately 4.67 acres of parkland per 1,000 residents. The park ratio is based on Neighborhood Parks, Community Parks, and Specialized Recreation areas only. Trails, Community Facilities and Pocket Parks do not contribute to the ratio.

Regulatory Setting

[33] E-1 Population Estimates for Cities, Counties, and the State – January 1, 2021 and 2022. State of California Department of Finance. https://www.dof.ca.gov/forecasting/demographics/estimates/e-1/. Accessed August 2022.

The proposed Project is being evaluated pursuant to CEQA; however, there are no additional federal, state or local regulations, plans, programs, and guidelines associated with recreation that are applicable to the proposed Project.

RESPONSES

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

Less than Significant Impact. As described in Impact XIV(a), the City has established a Park Impact Fee through the Municipal Code, which states that parks must be constructed or expanded commensurate with growth of the City. The City requires the applicant to pay a Park Impact Fee, dedicate land for open space, or a combination of both. The applicant intends to construct a 37,600 square foot (0.87 acre) park in the center of the residential development. As such, any impacts will be ***less than significant***.

Mitigation Measures: None are required.

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less than Significant Impact. As stated previously, the proposed Project includes the construction of recreation facilities (a community park) in the site development plan. The developer will receive a credit against their park fees as a result of the City requirement to include a park in the residential development. As such, the payment of a Park Impact Fee as directed by the Municipal Code is likely not required. ***Less than significant impacts*** would occur.

Mitigation Measures: None are required.

XVII. TRANSPORTATION/TRAFFIC

Would the project:

		Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a.	Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☒	☐	☐
b.	Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☒	☐	☐
c.	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d.	Result in inadequate emergency access?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

The proposed development is located on APN 269-060-020 and is bounded to the north by West Gibbons Avenue, and will be bound to the south by a proposed extension of Scranton Avenue. Kessing Street is approximately 340 ft. to the east, with residential subdivisions to the north, east, and south. St. Anne's Cemetery lies adjacent to and west of the site. Porterville is bisected north-to-south by State Route (SR) 65 and SR 190 runs east-west in the southern portion of the City. The nearest airport to the proposed Project site is the Porterville Municipal Airport, which is located approximately 1.7 miles southwest of the site.

A Vehicle Miles Traveled (VMT) Analysis was performed on behalf of the proposed Project by Ruettgers & Schuler Civil Engineers (Appendix D). The following discussion and impact analysis are directly referencing this technical report.

Regulatory Setting

Federal

Federal Transit Administration.

The Federal Transit Administration (FTA) is an authority that provides financial and technical assistance to local public transit systems, including buses, subways, light rail, commuter rail, trolleys, and ferries. The FTA is funded by Title 49 of the United States Code, which states the FTA's interest in fostering the development and revitalization of public transportation.

Americans with Disabilities Act of 1990.

Titles I, II, III, IV, and V of the ADA have been codified in Title 42 of the United States Code, beginning at Section 12101. Title III prohibits discrimination on the basis of disability in "places of public accommodation" (businesses and nonprofit agencies that serve the public) and "commercial facilities" (other businesses). The regulation includes Standards for Accessible Design, which establish minimum standards for ensuring accessibility when designing and constructing a new facility or altering an existing facility.*State*

Senate Bill (SB) 743.

On September 27, 2013, Governor Jerry Brown signed SB 743 into law and codified a process that changed transportation impact analysis as part of CEQA compliance. SB 743 directs the California Office of Planning and Research (OPR) to administer new CEQA guidance for jurisdictions that removes automobile vehicle delay and LOS or other similar measures of vehicular capacity or traffic congestions from CEQA transportation analysis. Rather, it requires the analysis of VMT or other measures that "promote the reduction of greenhouse gas emissions, the development of multi-modal transportation networks, and a diversity of land uses," to be used as a basis for determining significant impacts to circulation in California. The goal of SB 743 is to appropriately balance the needs of congestion management with statewide goals related to reducing GHG emissions, encourage infill development, and promote public health through active transportation.

Local

The City of Porterville and the Tulare County Regional Transportation Plan designate level of service "D" as the minimum acceptable intersection peak hour level of service standard.

Porterville General Plan Policies

- C-G-6: Maintain acceptable levels of service and ensure that future development and the circulation system are in balance.
- C-G-7: Ensure that new development pays its fair share of the costs of transportation facilities.
- C-I-12: Continue to require that new development pay a fair share of the costs of street and other traffic and local transportation improvements based on traffic generated and impacts on traffic service levels.

RESPONSES

a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less Than Significant Impact with Mitigation. The proposed residential Project will have access along Gibbons Avenue. Based on the latest site plan, the Project is estimated to generate a maximum of 822 average daily trips (ADT), 61 AM peak hour trips and 81 PM peak hour trips at build-out (Table 12). Baseline VMT was determined utilizing data from the California Statewide Travel Demand Model (CSTDM). The proposed residential project is located in Traffic Analysis Zone (TAZ) 2735, which has an average VMT/capita of 11.51 miles.

Table 12
Trip Generation

General Information			Daily Trips		AM Peak Hour Trips			PM Peak Hour Trips		
ITE Code	Development Type	Variable	ADT RATE	ADT	Rate	In % Split/ Trips	Out % Split/ Trips	Rate	In % Split/ Trips	Out % Split/ Trips
210	Single-Family detached Housing	80 Dwelling Units	eq	822	eq	26% 16	74% 45	eq	63% 51	37% 30
Total			**822**		**61**			**81**		

The proposed residential project is considered a typical project within the TAZ and therefore the project would be expected to have the same VMT per capita. There are no special considerations with the project to assume the project would produce a VMT/capita lower than the average for the TAZ. The threshold of significance for residential project VMT/capita is if the project VMT is below the average in the TAZ where the project is located. Since VMT/capita is assumed to be equal to the average for the aforementioned zone, it is anticipated that the proposed project will have a significant transportation impact prior to mitigation.

The guidelines include a minimum cost for mitigation of $20 per daily trip generated by the Project. As noted earlier, the Project is anticipated to generate 822 daily trips, which equates to a target value of improvements of $16,440. Proposed mitigation includes installing a total of 525 feet of sidewalk located on the east side of Jaye Street between Gibbons Avenue and Melinda Avenue, which has a total estimated Project cost of $16,537.50. Therefore, with the construction of the identified improvements,

the Project will meet the minimum cost requirement for mitigation. At the time of construction should prices fluctuate, an adjustment in the scope of improvements may need to be made.

Pursuant to the guidelines, if a Project provides mitigation which meets the minimum threshold, the Project can presume a 1% reduction in VMT. The assumed VMT/capita reduction is 1% of 11.51 or 0.1151. The resulting VMT/capita after mitigation is 11.39 which is below the average VMT/capita in the TAZ which the Project is located. Implementation of Mitigation Measure TRA-1 will ensure impacts remain *less than significant.*

Mitigation Measures:

TRA-1

> The project developer shall pay a total of $16,537.50 in improvement fees, prior to issuance of building permits, to the City of Porterville to construct a sidewalk along the east side of Jaye Street, north of Gibbons Ave.

c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

d. Result in inadequate emergency access?

Less than Significant Impact. No roadway design features associated with this proposed Project would result in an increase in hazards due to a design feature or be an incompatible use. The points of ingress/egress to the proposed Project site will be sized appropriately for emergency vehicles. As such, the proposed Project has been appropriately designed for emergency access. Any impacts would be considered ***less than significant.***

Mitigation Measures: None are required.

XVIII. TRIBAL CULTURAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☒	☐
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of the Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

REGULATORY SETTING

Federal

The National Historic Preservation Act

The National Historic Preservation Act of 1966 (NHPA) established federal regulations for the purpose of protecting significant cultural resources. The legislation established the National Register of Historic Places and the National Historic Landmarks Program. It mandated the establishment of the Office of Historic Preservation, responsible for implementing statewide historic preservation programs in each state.

State

California State Office of Historic Preservation (OHP)

The California State Office of Historic Preservation (OHP) is responsible for administering federally and state mandated historic preservation programs to further the identification, evaluation, registration and protection of California's irreplaceable archaeological and historical resources under the direction of the State Historic Preservation Officer (SHPO), appointed by the governor, and the State Historical Resources Commission, a nine-member state review board appointed by the governor.

Among OHP's responsibilities are identifying, evaluating, and registering historic properties; and ensuring compliance with federal and state regulations. The OHP administers the State Register of Historical Resources and maintains the California Historical Resources Information System (CHRIS) database. The CHRIS database includes statewide Historical Resources Inventory (HRI) database. The records are maintained and managed under contract by eleven independent regional Information Centers. Tulare, Fresno, Kern, Kings and Madera counties are served by the Southern San Joaquin Valley Information Center (Center), located in Bakersfield, CA. The Center provides information on known historic and cultural resources to governments, institutions and individuals.[34]

A historical resource may be eligible for inclusion in the California Register of Historical Resources (CRHR) if it:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- Is associated with the lives of persons important to our past;

[34] California Office of Historic Preservation, Mission and Responsibilities, http://ohp.parks.ca.gov/?page_id=1066, Accessed April 2021.

- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- Has yielded, or may be likely to yield, information important in prehistory or history.[35]

Tribal Consultation Requirements: SB 18 (Burton, 2004) [36]

On September 29, 2004, Governor Schwarzenegger signed Senate Bill 18, Tribal Consultation Guidelines, into law. This bill amended Section 815.3 of the Civil Code, to amend Sections 65040.2, 65092, 65351, 65352, and 65560 of, and to add Sections 65352.3, 65352.4, and 65562.2 to, the Government Code, relating to traditional tribal cultural Places. SB 18, enacted March 1, 2005, creates a mechanism for California Native American Tribes to identify culturally significant sites that are located within public or private lands within the city or county's jurisdiction. SB 18 requires cities and counties to contact, and offer to consult with, California Native American Tribes before adopting or amending a General Plan, a Specific Plan, or when designating land as Open Space, for the purpose of protecting Native American Cultural Places (PRC 5097.9 and 5097.993). The Native American Heritage Commission (NAHC) provides local governments with a consultation list of tribal governments with traditional lands or cultural places located within the Project Area of Potential Effect. Tribes have 90 days from the date on which they receive notification to request consultation, unless a shorter timeframe has been agreed to by the tribe. As noted, tribes identified by the NAHC were notified by mail on October 4, 2022.

Tribal Consultation Requirements: AB 52 (Gatto, 2014)[37]

This bill was approved by Governor Brown on September 25, 2014 and became effective July 1, 2015. This bill amended Section 5097.94 of, and to add Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3 to, the Public Resources Code, relating to Native Americans. The bill specifies that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource, as defined, is a project that may have a significant effect on the environment. This bill requires a lead agency to begin consultation with a California Native American tribe that is traditionally and culturally affiliated (can be a tribe anywhere within the State of California) with the geographic area of the proposed project, if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation, prior to

[35] California Office of Historic Preservation, California Register of Historical Resources: Criteria for Designation. https://ohp.parks.ca.gov/?page_id=21238. Accessed August 2022.

[36] Senate Bill No. 18, Chapter 905. https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200320040SB18. Accessed August 2022.

[37] Assembly Bill No. 52, Chapter 532. https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140AB52. Accessed August 2022.

determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project.

Existing law establishes the Native American Heritage Commission (NAHC) and vests the commission with specified powers and duties. This bill required the NAHC to provide each California Native American tribe, as defined, on or before July 1, 2016, with a list of all public agencies that may be a lead agency within the geographic area in which the tribe is traditionally and culturally affiliated, the contact information of those agencies, and information on how the tribe may request those public agencies to notify the tribe of projects within the jurisdiction of those public agencies for the purposes of requesting consultation.

The NAHC provides protection to Native American burials from vandalism and inadvertent destruction, provides a procedure for the notification of most likely descendants regarding the discovery of Native American human remains and associated grave goods, brings legal action to prevent severe and irreparable damage to sacred shrines, ceremonial sites, sanctified cemeteries and place of worship on public property, and maintains an inventory of sacred places.[38]

The NAHC performs a Sacred Lands File search for sites located on or near the Project site upon request. The NAHC also provides local governments with a consultation list of tribal governments with traditional lands or cultural places located within the Project Area of Potential Effect. The City sent letters to the tribal governments listed by the NAHC on January 13, 2022 as required by AB 52.

Local

Porterville General Plan Policies

- OSC-I-72: Develop an agreement with Native American representatives for consultation in the cases where new development may result in disturbance to Native American sites.

RESPONSES

a-i, a-ii. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k) or a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources

[38] Native American Heritage Commission, About the Native American Heritage Commission http://nahc.ca.gov/about/. Accessed August 2022.

Code section 5024.1. In applying the criteria set forth in subdivision (c) of the Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less than Significant Impact. A Tribal Cultural Resource (TCR) is defined under Public Resources Code Section 21074 as a site, feature, place, cultural landscape that is geographically defined in terms of size and scope, sacred place, and object with cultural value to a California Native American tribe that are either included and that is listed or eligible for inclusion in the California Register of Historic Resources or in a local register of historical resources, or if the City of Porterville, acting as the Lead Agency, supported by substantial evidence, chooses at its discretion to treat the resource as a TCR.

As discussed above, under Section V, Cultural Resources, criteria (b) and (d), no known archeological resources, ethnographic sites or Native American remains are located on the proposed Project site. As discussed under criterion (b) implementation of Mitigation Measure CULT-1 would reduce impacts to unknown archaeological deposits, including TCRs, to a less than significant level. As discussed under criterion (d), compliance with California Health and Safety Code Section 7050.5 would reduce the likelihood of disturbing or discovering human remains, including those of Native Americans. Any impacts to TCR would be considered ***less than significant***.

Mitigation Measures: No additional measures are required.

XIX. UTILITIES AND SERVICE SYSTEMS

Would the project:

		Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a.	Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b.	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d.	Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e.	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐
g.	Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

Utilities required to serve the proposed Project would include: water, sanitary sewer, storm drainage, electricity, and telecommunications infrastructure. Water service, sewage disposal and refuse collection would be provided by the City of Porterville.

Regulatory Setting

State

State Water Resources Control Board (SWRCB)

Waste Discharge Requirements Program. State regulations pertaining to the treatment, storage, processing, or disposal of solid waste are found in Title 27, CCR, Section 20005, et seq. (hereafter Title 27). In general, the Waste Discharge Requirements (WDRs) Program (sometimes also referred to as the "Non Chapter 15 (Non 15) Program") regulates point discharges that are exempt pursuant to Subsection 20090 of Title 27 and not subject to the Federal Water Pollution Control Act. Exemptions from Title 27 may be granted for nine categories of discharges (e.g., sewage, wastewater, etc.) that meet, and continue to meet, the preconditions listed for each specific exemption. The scope of the WDRs Program also includes the discharge of wastes classified as inert, pursuant to section 20230 of Title 2744. Several SWRCB programs are administered under the WDR Program, including the Sanitary Sewer Order and recycled water programs.

National Pollutant Discharge Elimination System (NPDES) Permit

As authorized by the Clean Water Act (CWA), the National Pollutant Discharge Elimination System (NDPES) Permit Program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. In California, it is the responsibility of Regional Water Quality Control Boards (RWQCB) to preserve and enhance the quality of the state's waters through the development of water quality control plans and the issuance of waste discharge requirements (WDRs). WDRs for discharges to surface waters also serve as NPDES permits. Tulare County is within the Central Valley RWQCB's jurisdiction.

In addition, the proposed Project is being evaluated pursuant to CEQA.

Local

Porterville General Plan Policies

- OSC-I-44: Work with the Regional Water Quality Control Board to ensure that all point source pollutants are adequately mitigated (as part of the CEQA review and project approval process) and monitored to ensure long-term compliance.
- OSC-I-51: Prior to the approval of individual projects, require the City Engineer and/or Building Official to verify that the provisions of applicable point source pollution programs have been satisfied.

RESPONSES

a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less than Significant Impact. Implementation of the proposed Project would include up to 80 single-family residential units on the Project site. The Project site is located within the service territory of the Porterville Wastewater Treatment Facility (WWTF). Since the WWTF is considered a publicly owned treatment works, operational discharge flows treated at the WWTF would be required to comply with applicable water discharge requirements issued by the Central Valley Regional Water Quality Control Board (RWQCB). Compliance with conditions or permit requirements established by the City as well as water discharge requirements outlined by the Central Valley RWQCB would ensure that wastewater discharges coming from the proposed Project site and treated by the WWTF system would not exceed applicable Central Valley RWQCB wastewater treatment requirements.

As discussed in Section X, Hydrology and Water Quality, with an increase in the area of impervious surfaces on the Project site, an increase in the amount of storm water runoff is anticipated. The site will be designed so that storm water is collected and deposited in the City's existing storm drain system. The storm water collection system design will be subject to review and approval by the City Public Works Department. Storm water during construction will be managed as part of the Storm Water Pollution Prevention Plan (SWPPP). A copy of the SWPPP is retained on-site during construction. Thus, the proposed Project would have a ***less than significant impact.***

Mitigation Measures: None are required.

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

Less than Significant Impact. See Section X – Hydrology for a full discussion pertaining to available water supply. The site is designated and zoned for urban development and has been accounted for in the General Plan and other infrastructure planning documents. The site land use designation is currently Public/Institutional and Low Density Residential. As a part of the Project, land use will be redesignated as Very Low Density Residential, which is a less intensive use than what was analyzed in the General Plan EIR.

The City will have sufficient supply to serve the proposed Project and as such, the proposed Project will have a ***less than significant impact.***

Mitigation Measures: None are required.

c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. As discussed in Section XVIII(a), implementation of the proposed Project would result in the need for additional wastewater treatment service; however, the proposed development was accounted for in the General Plan and the land use changes proposed as a part of the project will result in a less intensive use than what was planned. In addition, as acknowledged in the General Plan, the City will begin planning for additional WWTF capacity to accommodate growth and development allowed under the General Plan when the influent flow reaches 6.4 million gallons per day (MGD). Currently, flows average 4.5 MGD.[39] Additionally, the proposed Project applicant would be required to comply with any applicable City and WWTF regulations and would be subject to applicable development impact fees and wastewater connection charges. Therefore, with compliance to applicable standards and payment of required fees and connection charges, the Project would not result in a significant impact related to construction or expansions of existing wastewater treatment facilities.

Mitigation Measures: None are required.

d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

[39] Michael Knight, City of Porterville Public Works Director, email communication.

Less than Significant Impact. Disposal services in the City are provided by the City of Porterville. As of 2004, the City's solid waste was disposed at Teapot Dome Landfill, located approximately five miles southwest of the City limits. Teapot Dome Landfill is a County-operated Class III landfill permitted to discharge up to 300 tons per day. As of 2004, the landfill was at 84.7 percent capacity with a remaining capacity of 998,468 cubic yards. According to the City's General Plan, once Teapot Dome Landfill reaches capacity, the City anticipates using its transfer facility to divert waste to the Visalia landfill.

The Visalia Disposal Site located approximately 28 miles northwest of the City limits, is a County-operated Class III landfill permitted to discharge up to 2,000 tons a day. As of 2017, there was approximately 18,000,000 cubic yards of capacity with an expected closure date of 2049.[40] The estimated closure date is considered to be worst case scenario, where diversion goals are not met.

Pena Disposal accepts all the recyclables for the City. This processing and transfer facility is approximately 35 miles from City limits and is permitted for unlimited recycling, 2,000 tons per day of mixed solid waste, 100 tons per day of yard waste and 175 tons per day of construction and demolition waste. Most household hazardous wastes, including e-waste, must be taken to various sites in Visalia, except on the biannual clean-up days when the County sets up a drop-off site in Porterville.

According to the General Plan, solid waste generation rates in Porterville are approximately 2.0 pounds per day per resident. Therefore, the proposed Project would include the development of 80 residential units resulting in a population increase of approximately 272 persons, generating approximately 544 pounds per day of solid waste.

Implementation of the proposed Project would result in an increase in solid waste disposal needs; however, this increase would be minimal and, as indicated in the General Plan, the County anticipates the available landfill capacity will be sufficient through 2030. The proposed Project would result in ***less than significant*** impacts to solid waste and landfill facilities.

Mitigation Measures: None are required.

e. Comply with federal, state, and local statutes and regulations related to solid waste?

Less than Significant Impact. See Response f, above. The proposed Project would be required to comply with all federal, State, and local regulations related to solid waste. Furthermore, the proposed Project would be required to comply with all standards related to solid waste diversion, reduction, and recycling

[40] Jonah Trevino, Environmental Coordinator for Tulare County Solid Waste Department. Personal communication on 6/24/2021.

during Project construction and operation. The proposed Project will comply with all federal, state and local statutes and regulations related to solid waste. As such, any impacts would be ***less than significant.***

Mitigation Measures: None are required.

XX. WILDFIRE

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

ENVIRONMENTAL SETTING

Human activities such as smoking, debris burning, and equipment operation are the major causes of wildland fires. Within Tulare County, over 1,029,130 acres (33% of the total area) are classified as "Very High" fire threat and approximately 454,680 acres (15% of the total area) are classified as "High" fire threat. The portion of the county that transitions from the valley floor into the foothills and mountains is characterized by high to very high threat of wildland fires.[41] The majority of the Porterville is developed into urban uses or in active agriculture, severely reducing the risk of wildland fire. According to the

[41] Tulare County General Plan Background Report. February 2010. Page 8-21.

Tulare County Background Report Figure 8-2, the majority of the City has no threat of wildfire. The proposed Project site is relatively flat in an area actively utilized with primarily residential and agricultural uses.

RESPONSES

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?

b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

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

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

Less Than Significant Impact. The proposed Project is located in an area developed with residential and agricultural uses, which precludes the risk of wildfire. The area is flat in nature which would limit the risk of downslope flooding and landslides, and limit any wildfire spread.

To receive building permits, the proposed Project would be required to be in compliance with the adopted emergency response plan. As such, any wildfire risk to the project structures or people would be ***less than significant.***

Mitigation Measures: None are required.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

RESPONSES

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict

the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact. The analyses of environmental issues contained in this Initial Study indicate that the proposed Project may have substantial impact on the environment or on any resources identified in the Initial Study. Mitigation measures have been incorporated in the project design to reduce potential impacts to less than significant.

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. CEQA Guidelines Section 15064(i) states that a Lead Agency shall consider whether the cumulative impact of a project is significant and whether the effects of the project are cumulatively considerable. The assessment of the significance of the cumulative effects of a project must, therefore, be conducted in connection with the effects of past projects, other current projects, and probable future projects. The proposed Project may contribute substantially to adverse cumulative conditions, or create any substantial indirect impacts (i.e., increase in population could lead to an increase need for housing, increase in traffic, air pollutants, etc). Mitigation measures have been incorporated in the project design to reduce potential impacts to less than significant.

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 analyses of environmental issues contained in this Initial Study indicate that the project may have substantial impact on human beings, either directly or indirectly. Mitigation measures have been incorporated in the project design to reduce potential impacts to less than significant.

LIST OF PREPARERS

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- Jason Ridenour, Assistant City Manager

California Historic Resources Information System

- Celeste Thomson, Coordinator

APPENDIX A

Land Evaluation Site Assessment

NOTES

Calculation of the Land Evaluation (LE) Score

Part 1. Land Capability Classification (LCC) Score:

(1) Determine the total acreage of the project.
(2) Determine the soil types within the project area and enter them in **Column A** of the **Land Evaluation Worksheet** provided on page 2-A.
(3) Calculate the total acres of each soil type and enter the amounts in **Column B**.
(4) Divide the acres of each soil type (**Column B**) by the total acreage to determine the proportion of each soil type present. Enter the proportion of each soil type in **Column C**.
(5) Determine the LCC for each soil type from the applicable Soil Survey and enter it in **Column D**.
(6) From the LCC Scoring Table below, determine the point rating corresponding to the LCC for each soil type and enter it in **Column E**.

LCC Scoring Table

LCC Class	I	IIe	IIs,w	IIIe	IIIs,w	IVe	IVs,w	V	VI	VII	VIII
Points	100	90	80	70	60	50	40	30	20	10	0

(7) Multiply the proportion of each soil type (**Column C**) by the point score (**Column E**) and enter the resulting scores in **Column F**.
(8) Sum the LCC scores in **Column F**.
(9) Enter the LCC score in box <1> of the **Final LESA Score Sheet** on page 10-A.

Part 2. Storie Index Score:

(1) Determine the Storie Index rating for each soil type and enter it in **Column G**.
(2) Multiply the proportion of each soil type (**Column C**) by the Storie Index rating (**Column G**) and enter the scores in **Column H**.
(3) Sum the Storie Index scores in **Column H** to gain the Storie Index Score.
(4) Enter the Storie Index Score in box <2> of the **Final LESA Score Sheet** on page 10-A.

Land Evaluation Worksheet

Land Capability Classification (LCC) and Storie Index Scores

A	B	C	D	E	F	G	H
Soil Map Unit	Project Acres	Proportion of Project Area	LCC	LCC Rating	LCC Score	Storie Index	Storie Index Score
124	3.5	0.179	3s	70	12.53	30	5.37
154	15.9	0.812	3s	70	56.84	30	24.36
155	0.2	0.009	3e	60	0.54	30	0.27
Totals	19.6	(Must Sum to 1.0)		***LCC Total Score***	69.37	***Storie Index Total Score***	30

Site Assessment Worksheet 1.

Project Size Score

	I	J	K
	LCC Class I - II	LCC Class III	LCC Class IV - VIII
		3.5	
		15.9	
		0.2	
Total Acres		19.6	
Project Size Scores		30	

Highest Project Size Score 30

NOTES

Calculation of the Site Assessment (SA) Score

Part 1. Project Size Score:.

(1) Using **Site Assessment Worksheet 1** provided on page 2-A, enter the acreage of each soil type from **Column B** in the **Column - I, J or K** - that corresponds to the LCC for that soil. (Note: While the Project Size Score is a component of the Site Assessment calculations, the score sheet is an extension of data collected in the Land Evaluation Worksheet, and is therefore displayed beside it).
(2) Sum **Column I** to determine the total amount of class I and II soils on the project site.
(3) Sum **Column J** to determine the total amount of class III soils on the project site.
(4) Sum **Column K** to determine the total amount of class IV and lower soils on the project site.
(5) Compare the total score for each LCC group in the Project Size Scoring Table below and determine which group receives the highest score.

Project Size Scoring Table

Class I or II		**Class III**		**Class IV or Lower**	
Acreage	Points	Acreage	Points	Acreage	Points
>80	100	>160	100	>320	100
60-79	90	120-159	90	240-319	80
40-59	80	80-119	80	160-239	60
20-39	50	60-79	70	100-159	40
10-19	30	40-59	60	40-99	20
10<	0	20-39	30	40<	0
		10-19	10		
		10<	0		

(6) Enter the **Project Size Score** (the highest score from the three LCC categories) in box <3> of the **Final LESA Score Sheet** on page 10-A.

NOTES

Part 2. Water Resource Availability Score:

(1) Determine the type(s) of irrigation present on the project site, including a determination of whether there is dryland agricultural activity as well.

(2) Divide the site into portions according to the type or types of irrigation or dryland cropping that is available in each portion. Enter this information in **Column B** of **Site Assessment Worksheet 2. - Water Resources Availability**.

(3) Determine the proportion of the total site represented for each portion identified, and enter this information in **Column C**.

(4) Using the Water Resources Availability Scoring Table, identify the option that is most applicable for each portion, based upon the feasibility of irrigation in drought and non-drought years, and whether physical or economic restrictions are likely to exist. Enter the applicable Water Resource Availability Score into **Column D**.

(5) Multiply the Water Resource Availability Score for each portion by the proportion of the project area it represents to determine the weighted score for each portion in **Column E**.

(6) Sum the scores for all portions to determine the project's total Water Resources Availability Score

(7) Enter the Water Resource Availability Score in box <4> of the **Final LESA Score Sheet** on page 10-A.

Site Assessment Worksheet 2. - Water Resources Availability

A	B	C	D	E
Project Portion	Water Source	Proportion of Project Area	Water Availability Score	Weighted Availability Score (C x D)
1	Groundwater	1	90	90
2				
3				
4				
5				
6				
		(Must Sum to 1.0)	***Total Water Resource Score***	90

Water Resource Availability Scoring Table

Option	Non-Drought Years			Drought Years			WATER RESOURCE SCORE
	RESTRICTIONS			RESTRICTIONS			
	Irrigated Production Feasible?	Physical Restrictions ?	Economic Restrictions ?	Irrigated Production Feasible?	Physical Restrictions ?	Economic Restrictions ?	
1	YES	NO	NO	YES	NO	NO	100
2	YES	NO	NO	YES	NO	YES	95
3	YES	NO	YES	YES	NO	YES	90
4	YES	NO	NO	YES	YES	NO	85
5	YES	NO	NO	YES	YES	YES	80
6	YES	YES	NO	YES	YES	NO	75
7	YES	YES	YES	YES	YES	YES	65
8	YES	NO	NO	NO	-- --	-- --	50
9	YES	NO	YES	NO	-- --	-- --	45
10	YES	YES	NO	NO	-- --	-- --	35
11	YES	YES	YES	NO	-- --	-- --	30
12	Irrigated production not feasible, but rainfall adequate for dryland production in both drought and non-drought years						25
13	Irrigated production not feasible, but rainfall adequate for dryland production in non-drought years (but not in drought years)						20
14	Neither irrigated nor dryland production feasible						0

NOTES

Part 3. Surrounding Agricultural Land Use Score:

(1) Calculate the project's Zone of Influence (ZOI) as follows:
(a) a rectangle is drawn around the project such that the rectangle is the smallest that can completely encompass the project area.
(b) a second rectangle is then drawn which extends one quarter mile on all sides beyond the first rectangle.
(c) The ZOI includes all parcels that are contained within or are intersected by the second rectangle, less the area of the project itself.
(2) Sum the area of all parcels to determine the total acreage of the ZOI.
(3) Determine which parcels are in agricultural use and sum the areas of these parcels
(4) Divide the area in agriculture found in step (3) by the total area of the ZOI found in step (2) to determine the percent of the ZOI that is in agricultural use.
(5) Determine the Surrounding Agricultural Land Score utilizing the Surrounding Agricultural Land Scoring Table below.

Surrounding Agricultural Land Scoring Table

Percent of ZOI in Agriculture	Surrounding Agricultural Land Score
90-100	100
80-89	90
75-79	80
70-74	70
65-69	60
60-64	50
55-59	40
50-54	30
45-49	20
40-44	10
<40	0

(5) Enter the Surrounding Agricultural Land Score in box <5> of the **Final LESA Score Sheet** on page 10-A.

Site Assessment Worksheet 3.
Surrounding Agricultural Land and Surrounding Protected Resource Land

A	B	C	D	E	F	G
Zone of Influence						
Total Acres	Acres in Agriculture	Acres of Protected Resource Land	Percent in Agriculture (A/B)	Percent Protected Resource Land (A/C)	Surrounding Agricultural Land Score (From Table)	Surrounding Protected Resource Land Score (From Table)
263	111.1	49.3	42.25	18.75	10	0

NOTES

Part 4. Protected Resource Lands Score:

The Protected Resource Lands scoring relies upon the same Zone of Influence information gathered in Part 3, and figures are entered in Site Assessment Worksheet 3, which combines the surrounding agricultural and protected lands calculations.

(1) Use the total area of the ZOI calculated in Part 3. for the Surrounding Agricultural Land Use score.

(2) Sum the area of those parcels within the ZOI that are protected resource lands, as defined in the California Agricultural LESA Guidelines.

(3) Divide the area that is determined to be protected in Step (2) by the total acreage of the ZOI to determine the percentage of the surrounding area that is under resource protection.

(4) Determine the Surrounding Protected Resource Land Score utilizing the Surrounding Protected Resource Land Scoring Table below.

Surrounding Protected Resource Land Scoring Table

Percent of ZOI Protected	Protected Resource Land Score
90-100	100
80-89	90
75-79	80
70-74	70
65-69	60
60-64	50
55-59	40
50-54	30
45-49	20
40-44	10
<40	0

(5) Enter the Protected Resource Land score in box <6> of the **Final LESA Score Sheet** on page 10-A.

NOTES

Final LESA Score Sheet

Calculation of the Final LESA Score:

(1) Multiply each factor score by the factor weight to determine the weighted score and enter in Weighted Factor Scores column.
(2) Sum the weighted factor scores for the LE factors to determine the total LE score for the project.
(3) Sum the weighted factor scores for the SA factors to determine the total SA score for the project.
(4) Sum the total LE and SA scores to determine the Final LESA Score for the project.

	Factor Scores	Factor Weight	Weighted Factor Scores
LE Factors			
Land Capability Classification	<1> 69.37	0.25	17.343
Storie Index	<2> 30	0.25	7.5
LE Subtotal		***0.50***	24.843
SA Factors			
Project Size	<3> 30	0.15	4.5
Water Resource Availability	<4> 90	0.15	13.5
Surrounding Agricultural Land	<5> 0	0.15	1.5
Protected Resource Land	<6> 0	0.05	0
SA Subtotal		***0.50***	19.5
		Final LESA Score	44.343

For further information on the scoring thresholds under the California Agricultural LESA Model, consult Section 4 of the Instruction Manual.

APPENDIX B

CalEEMod Output Files

Smee Homes Sierra Meadows Residential Project - San Joaquin Valley Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Smee Homes Sierra Meadows Residential Project

San Joaquin Valley Unified APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.87	Acre	0.87	37,897.20	0
Single Family Housing	80.00	Dwelling Unit	20.50	144,000.00	254

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.7	**Precipitation Freq (Days)**	45
Climate Zone	7			**Operational Year**	2024
Utility Company					
CO2 Intensity (lb/MWhr)	0	**CH4 Intensity (lb/MWhr)**	0	**N2O Intensity (lb/MWhr)**	0

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Development of single-family residential housing including a neighborhood park.

Land Use - Project includes 80 single-family residences and one neighborhood park.

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	25.97	20.50
tblWoodstoves	NumberCatalytic	20.50	0.00
tblWoodstoves	NumberNoncatalytic	20.50	0.00

2.0 Emissions Summary

Smee Homes Sierra Meadows Residential Project - San Joaquin Valley Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.1493	1.4678	1.2210	2.4400e-003	0.2742	0.0672	0.3413	0.1184	0.0623	0.1807	0.0000	214.2565	214.2565	0.0584	1.3200e-003	216.1100
2023	0.2250	1.9686	2.2837	4.3000e-003	0.0597	0.0918	0.1515	0.0162	0.0864	0.1025	0.0000	376.9162	376.9162	0.0730	6.7400e-003	380.7509
2024	1.4173	0.5762	0.7441	1.3600e-003	0.0171	0.0258	0.0428	4.6100e-003	0.0242	0.0288	0.0000	119.3940	119.3940	0.0251	1.7100e-003	120.5297
Maximum	**1.4173**	**1.9686**	**2.2837**	**4.3000e-003**	**0.2742**	**0.0918**	**0.3413**	**0.1184**	**0.0864**	**0.1807**	**0.0000**	**376.9162**	**376.9162**	**0.0730**	**6.7400e-003**	**380.7509**

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					
2022	0.1493	1.4678	1.2210	2.4400e-003	0.2742	0.0672	0.3413	0.1184	0.0623	0.1807	0.0000	214.2562	214.2562	0.0584	1.3200e-003	216.1098
2023	0.2250	1.9686	2.2837	4.3000e-003	0.0597	0.0918	0.1515	0.0162	0.0864	0.1025	0.0000	376.9158	376.9158	0.0730	6.7400e-003	380.7505
2024	1.4173	0.5762	0.7441	1.3600e-003	0.0171	0.0258	0.0428	4.6100e-003	0.0242	0.0288	0.0000	119.3939	119.3939	0.0251	1.7100e-003	120.5295
Maximum	**1.4173**	**1.9686**	**2.2837**	**4.3000e-003**	**0.2742**	**0.0918**	**0.3413**	**0.1184**	**0.0864**	**0.1807**	**0.0000**	**376.9158**	**376.9158**	**0.0730**	**6.7400e-003**	**380.7505**

Smee Homes Sierra Meadows Residential Project - San Joaquin Valley Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	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**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**8-2-2022**	**11-1-2022**	1.2183	1.2183
2	**11-2-2022**	**2-1-2023**	0.5890	0.5890
3	**2-2-2023**	**5-1-2023**	0.5368	0.5368
4	**5-2-2023**	**8-1-2023**	0.5540	0.5540
5	**8-2-2023**	**11-1-2023**	0.5545	0.5545
6	**11-2-2023**	**2-1-2024**	0.5432	0.5432
7	**2-2-2024**	**5-1-2024**	0.5428	0.5428
8	**5-2-2024**	**8-1-2024**	1.2684	1.2684
		Highest	1.2684	1.2684

Smee Homes Sierra Meadows Residential Project - San Joaquin Valley Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.7193	0.0368	0.6065	2.2000e-004		5.7100e-003	5.7100e-003		5.7100e-003	5.7100e-003	0.0000	35.6269	35.6269	1.6000e-003	6.4000e-004	35.8561
Energy	0.0103	0.0876	0.0373	5.6000e-004		7.0800e-003	7.0800e-003		7.0800e-003	7.0800e-003	0.0000	101.4468	101.4468	1.9400e-003	1.8600e-003	102.0497
Mobile	0.3777	0.6752	3.5596	8.4800e-003	0.8123	7.6100e-003	0.8199	0.2174	7.1500e-003	0.2246	0.0000	796.5691	796.5691	0.0417	0.0445	810.8596
Waste						0.0000	0.0000		0.0000	0.0000	19.4141	0.0000	19.4141	1.1473	0.0000	48.0975
Water						0.0000	0.0000		0.0000	0.0000	1.6536	0.0000	1.6536	0.1698	4.0100e-003	7.0948
Total	**1.1073**	**0.7996**	**4.2034**	**9.2600e-003**	**0.8123**	**0.0204**	**0.8327**	**0.2174**	**0.0199**	**0.2373**	**21.0677**	**933.6428**	**954.7105**	**1.3625**	**0.0510**	**1,003.9577**

Smee Homes Sierra Meadows Residential Project - San Joaquin Valley Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.7193	0.0368	0.6065	2.2000e-004		5.7100e-003	5.7100e-003		5.7100e-003	5.7100e-003	0.0000	35.6269	35.6269	1.6000e-003	6.4000e-004	35.8561
Energy	0.0103	0.0876	0.0373	5.6000e-004		7.0800e-003	7.0800e-003		7.0800e-003	7.0800e-003	0.0000	101.4468	101.4468	1.9400e-003	1.8600e-003	102.0497
Mobile	0.3777	0.6752	3.5596	8.4800e-003	0.8123	7.6100e-003	0.8199	0.2174	7.1500e-003	0.2246	0.0000	796.5691	796.5691	0.0417	0.0445	810.8596
Waste						0.0000	0.0000		0.0000	0.0000	19.4141	0.0000	19.4141	1.1473	0.0000	48.0975
Water						0.0000	0.0000		0.0000	0.0000	1.6536	0.0000	1.6536	0.1698	4.0100e-003	7.0948
Total	**1.1073**	**0.7996**	**4.2034**	**9.2600e-003**	**0.8123**	**0.0204**	**0.8327**	**0.2174**	**0.0199**	**0.2373**	**21.0677**	**933.6428**	**954.7105**	**1.3625**	**0.0510**	**1,003.9577**

	ROG	NOx	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

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	8/2/2022	8/29/2022	5	20	
2	Site Preparation	Site Preparation	8/30/2022	9/12/2022	5	10	
3	Grading	Grading	9/13/2022	10/31/2022	5	35	

4	Building Construction	Building Construction	11/1/2022	4/1/2024	5	370	
5	Paving	Paving	4/2/2024	4/29/2024	5	20	
6	Architectural Coating	Architectural Coating	4/30/2024	5/27/2024	5	20	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 105

Acres of Paving: 0

Residential Indoor: 291,600; Residential Outdoor: 97,200; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (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
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	7.00	231	0.29
Demolition	Excavators	3	8.00	158	0.38
Grading	Excavators	2	8.00	158	0.38
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45

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	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	45.00	15.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	9.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0264	0.2572	0.2059	3.9000e-004		0.0124	0.0124		0.0116	0.0116	0.0000	33.9902	33.9902	9.5500e-003	0.0000	34.2289
Total	**0.0264**	**0.2572**	**0.2059**	**3.9000e-004**		**0.0124**	**0.0124**		**0.0116**	**0.0116**	**0.0000**	**33.9902**	**33.9902**	**9.5500e-003**	**0.0000**	**34.2289**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.1000e-004	3.6000e-004	4.0900e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9973	0.9973	3.0000e-005	3.0000e-005	1.0073
Total	**5.1000e-004**	**3.6000e-004**	**4.0900e-003**	**1.0000e-005**	**1.2000e-003**	**1.0000e-005**	**1.2100e-003**	**3.2000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**0.9973**	**0.9973**	**3.0000e-005**	**3.0000e-005**	**1.0073**

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	0.0264	0.2572	0.2059	3.9000e-004		0.0124	0.0124		0.0116	0.0116	0.0000	33.9902	33.9902	9.5500e-003	0.0000	34.2289
Total	**0.0264**	**0.2572**	**0.2059**	**3.9000e-004**		**0.0124**	**0.0124**		**0.0116**	**0.0116**	**0.0000**	**33.9902**	**33.9902**	**9.5500e-003**	**0.0000**	**34.2289**

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3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.1000e-004	3.6000e-004	4.0900e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9973	0.9973	3.0000e-005	3.0000e-005	1.0073
Total	**5.1000e-004**	**3.6000e-004**	**4.0900e-003**	**1.0000e-005**	**1.2000e-003**	**1.0000e-005**	**1.2100e-003**	**3.2000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**0.9973**	**0.9973**	**3.0000e-005**	**3.0000e-005**	**1.0073**

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0159	0.1654	0.0985	1.9000e-004		8.0600e-003	8.0600e-003		7.4200e-003	7.4200e-003	0.0000	16.7197	16.7197	5.4100e-003	0.0000	16.8549
Total	**0.0159**	**0.1654**	**0.0985**	**1.9000e-004**	**0.0983**	**8.0600e-003**	**0.1064**	**0.0505**	**7.4200e-003**	**0.0579**	**0.0000**	**16.7197**	**16.7197**	**5.4100e-003**	**0.0000**	**16.8549**

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3.3 Site Preparation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.1000e-004	2.2000e-004	2.4500e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5984	0.5984	2.0000e-005	2.0000e-005	0.6044
Total	**3.1000e-004**	**2.2000e-004**	**2.4500e-003**	**1.0000e-005**	**7.2000e-004**	**0.0000**	**7.2000e-004**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.5984**	**0.5984**	**2.0000e-005**	**2.0000e-005**	**0.6044**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0159	0.1654	0.0985	1.9000e-004		8.0600e-003	8.0600e-003		7.4200e-003	7.4200e-003	0.0000	16.7197	16.7197	5.4100e-003	0.0000	16.8549
Total	**0.0159**	**0.1654**	**0.0985**	**1.9000e-004**	**0.0983**	**8.0600e-003**	**0.1064**	**0.0505**	**7.4200e-003**	**0.0579**	**0.0000**	**16.7197**	**16.7197**	**5.4100e-003**	**0.0000**	**16.8549**

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3.3 Site Preparation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.1000e-004	2.2000e-004	2.4500e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5984	0.5984	2.0000e-005	2.0000e-005	0.6044
Total	**3.1000e-004**	**2.2000e-004**	**2.4500e-003**	**1.0000e-005**	**7.2000e-004**	**0.0000**	**7.2000e-004**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.5984**	**0.5984**	**2.0000e-005**	**2.0000e-005**	**0.6044**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1611	0.0000	0.1611	0.0639	0.0000	0.0639	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0634	0.6798	0.5082	1.0900e-003		0.0286	0.0286		0.0263	0.0263	0.0000	95.4356	95.4356	0.0309	0.0000	96.2072
Total	**0.0634**	**0.6798**	**0.5082**	**1.0900e-003**	**0.1611**	**0.0286**	**0.1897**	**0.0639**	**0.0263**	**0.0903**	**0.0000**	**95.4356**	**95.4356**	**0.0309**	**0.0000**	**96.2072**

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3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	1.2000e-003	8.4000e-004	9.5400e-003	3.0000e-005	2.8000e-003	2.0000e-005	2.8100e-003	7.4000e-004	1.0000e-005	7.6000e-004	0.0000	2.3270	2.3270	8.0000e-005	7.0000e-005	2.3504
Total	**1.2000e-003**	**8.4000e-004**	**9.5400e-003**	**3.0000e-005**	**2.8000e-003**	**2.0000e-005**	**2.8100e-003**	**7.4000e-004**	**1.0000e-005**	**7.6000e-004**	**0.0000**	**2.3270**	**2.3270**	**8.0000e-005**	**7.0000e-005**	**2.3504**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1611	0.0000	0.1611	0.0639	0.0000	0.0639	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0634	0.6798	0.5082	1.0900e-003		0.0286	0.0286		0.0263	0.0263	0.0000	95.4354	95.4354	0.0309	0.0000	96.2071
Total	**0.0634**	**0.6798**	**0.5082**	**1.0900e-003**	**0.1611**	**0.0286**	**0.1897**	**0.0639**	**0.0263**	**0.0903**	**0.0000**	**95.4354**	**95.4354**	**0.0309**	**0.0000**	**96.2071**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	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	1.2000e-003	8.4000e-004	9.5400e-003	3.0000e-005	2.8000e-003	2.0000e-005	2.8100e-003	7.4000e-004	1.0000e-005	7.6000e-004	0.0000	2.3270	2.3270	8.0000e-005	7.0000e-005	2.3504
Total	**1.2000e-003**	**8.4000e-004**	**9.5400e-003**	**3.0000e-005**	**2.8000e-003**	**2.0000e-005**	**2.8100e-003**	**7.4000e-004**	**1.0000e-005**	**7.6000e-004**	**0.0000**	**2.3270**	**2.3270**	**8.0000e-005**	**7.0000e-005**	**2.3504**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0375	0.3435	0.3600	5.9000e-004		0.0178	0.0178		0.0168	0.0168	0.0000	50.9796	50.9796	0.0122	0.0000	51.2849
Total	**0.0375**	**0.3435**	**0.3600**	**5.9000e-004**		**0.0178**	**0.0178**		**0.0168**	**0.0168**	**0.0000**	**50.9796**	**50.9796**	**0.0122**	**0.0000**	**51.2849**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.1000e-004	0.0181	5.2100e-003	7.0000e-005	2.1900e-003	2.0000e-004	2.3900e-003	6.3000e-004	1.9000e-004	8.2000e-004	0.0000	6.6265	6.6265	4.0000e-005	9.9000e-004	6.9236
Worker	3.3900e-003	2.3900e-003	0.0270	7.0000e-005	7.9100e-003	4.0000e-005	7.9600e-003	2.1000e-003	4.0000e-005	2.1400e-003	0.0000	6.5822	6.5822	2.2000e-004	2.0000e-004	6.6484
Total	**4.1000e-003**	**0.0205**	**0.0322**	**1.4000e-004**	**0.0101**	**2.4000e-004**	**0.0104**	**2.7300e-003**	**2.3000e-004**	**2.9600e-003**	**0.0000**	**13.2087**	**13.2087**	**2.6000e-004**	**1.1900e-003**	**13.5720**

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	0.0375	0.3435	0.3600	5.9000e-004		0.0178	0.0178		0.0168	0.0168	0.0000	50.9795	50.9795	0.0122	0.0000	51.2848
Total	**0.0375**	**0.3435**	**0.3600**	**5.9000e-004**		**0.0178**	**0.0178**		**0.0168**	**0.0168**	**0.0000**	**50.9795**	**50.9795**	**0.0122**	**0.0000**	**51.2848**

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3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.1000e-004	0.0181	5.2100e-003	7.0000e-005	2.1900e-003	2.0000e-004	2.3900e-003	6.3000e-004	1.9000e-004	8.2000e-004	0.0000	6.6265	6.6265	4.0000e-005	9.9000e-004	6.9236
Worker	3.3900e-003	2.3900e-003	0.0270	7.0000e-005	7.9100e-003	4.0000e-005	7.9600e-003	2.1000e-003	4.0000e-005	2.1400e-003	0.0000	6.5822	6.5822	2.2000e-004	2.0000e-004	6.6484
Total	**4.1000e-003**	**0.0205**	**0.0322**	**1.4000e-004**	**0.0101**	**2.4000e-004**	**0.0104**	**2.7300e-003**	**2.3000e-004**	**2.9600e-003**	**0.0000**	**13.2087**	**13.2087**	**2.6000e-004**	**1.1900e-003**	**13.5720**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2045	1.8700	2.1117	3.5000e-003		0.0910	0.0910		0.0856	0.0856	0.0000	301.3462	301.3462	0.0717	0.0000	303.1383
Total	**0.2045**	**1.8700**	**2.1117**	**3.5000e-003**		**0.0910**	**0.0910**		**0.0856**	**0.0856**	**0.0000**	**301.3462**	**301.3462**	**0.0717**	**0.0000**	**303.1383**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.1500e-003	0.0862	0.0264	3.9000e-004	0.0129	5.6000e-004	0.0135	3.7400e-003	5.3000e-004	4.2700e-003	0.0000	37.6968	37.6968	1.6000e-004	5.6400e-003	39.3815
Worker	0.0184	0.0123	0.1456	4.1000e-004	0.0468	2.5000e-004	0.0470	0.0124	2.3000e-004	0.0127	0.0000	37.8732	37.8732	1.1800e-003	1.1000e-003	38.2311
Total	**0.0205**	**0.0985**	**0.1720**	**8.0000e-004**	**0.0597**	**8.1000e-004**	**0.0605**	**0.0162**	**7.6000e-004**	**0.0169**	**0.0000**	**75.5700**	**75.5700**	**1.3400e-003**	**6.7400e-003**	**77.6126**

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	0.2045	1.8700	2.1117	3.5000e-003		0.0910	0.0910		0.0856	0.0856	0.0000	301.3458	301.3458	0.0717	0.0000	303.1380
Total	**0.2045**	**1.8700**	**2.1117**	**3.5000e-003**		**0.0910**	**0.0910**		**0.0856**	**0.0856**	**0.0000**	**301.3458**	**301.3458**	**0.0717**	**0.0000**	**303.1380**

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3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.1500e-003	0.0862	0.0264	3.9000e-004	0.0129	5.6000e-004	0.0135	3.7400e-003	5.3000e-004	4.2700e-003	0.0000	37.6968	37.6968	1.6000e-004	5.6400e-003	39.3815
Worker	0.0184	0.0123	0.1456	4.1000e-004	0.0468	2.5000e-004	0.0470	0.0124	2.3000e-004	0.0127	0.0000	37.8732	37.8732	1.1800e-003	1.1000e-003	38.2311
Total	**0.0205**	**0.0985**	**0.1720**	**8.0000e-004**	**0.0597**	**8.1000e-004**	**0.0605**	**0.0162**	**7.6000e-004**	**0.0169**	**0.0000**	**75.5700**	**75.5700**	**1.3400e-003**	**6.7400e-003**	**77.6126**

3.5 Building Construction - 2024

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	0.0486	0.4436	0.5335	8.9000e-004		0.0202	0.0202		0.0190	0.0190	0.0000	76.5102	76.5102	0.0181	0.0000	76.9625
Total	**0.0486**	**0.4436**	**0.5335**	**8.9000e-004**		**0.0202**	**0.0202**		**0.0190**	**0.0190**	**0.0000**	**76.5102**	**76.5102**	**0.0181**	**0.0000**	**76.9625**

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3.5 Building Construction - 2024

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	5.3000e-004	0.0219	6.5400e-003	1.0000e-004	3.2800e-003	1.4000e-004	3.4300e-003	9.5000e-004	1.4000e-004	1.0800e-003	0.0000	9.4163	9.4163	4.0000e-005	1.4100e-003	9.8369
Worker	4.3000e-003	2.7600e-003	0.0342	1.0000e-004	0.0119	6.0000e-005	0.0119	3.1600e-003	5.0000e-005	3.2100e-003	0.0000	9.3729	9.3729	2.7000e-004	2.6000e-004	9.4566
Total	**4.8300e-003**	**0.0247**	**0.0407**	**2.0000e-004**	**0.0152**	**2.0000e-004**	**0.0154**	**4.1100e-003**	**1.9000e-004**	**4.2900e-003**	**0.0000**	**18.7892**	**18.7892**	**3.1000e-004**	**1.6700e-003**	**19.2935**

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	0.0486	0.4436	0.5335	8.9000e-004		0.0202	0.0202		0.0190	0.0190	0.0000	76.5101	76.5101	0.0181	0.0000	76.9624
Total	**0.0486**	**0.4436**	**0.5335**	**8.9000e-004**		**0.0202**	**0.0202**		**0.0190**	**0.0190**	**0.0000**	**76.5101**	**76.5101**	**0.0181**	**0.0000**	**76.9624**

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3.5 Building Construction - 2024

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	5.3000e-004	0.0219	6.5400e-003	1.0000e-004	3.2800e-003	1.4000e-004	3.4300e-003	9.5000e-004	1.4000e-004	1.0800e-003	0.0000	9.4163	9.4163	4.0000e-005	1.4100e-003	9.8369
Worker	4.3000e-003	2.7600e-003	0.0342	1.0000e-004	0.0119	6.0000e-005	0.0119	3.1600e-003	5.0000e-005	3.2100e-003	0.0000	9.3729	9.3729	2.7000e-004	2.6000e-004	9.4566
Total	**4.8300e-003**	**0.0247**	**0.0407**	**2.0000e-004**	**0.0152**	**2.0000e-004**	**0.0154**	**4.1100e-003**	**1.9000e-004**	**4.2900e-003**	**0.0000**	**18.7892**	**18.7892**	**3.1000e-004**	**1.6700e-003**	**19.2935**

3.6 Paving - 2024

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	9.8800e-003	0.0953	0.1463	2.3000e-004		4.6900e-003	4.6900e-003		4.3100e-003	4.3100e-003	0.0000	20.0265	20.0265	6.4800e-003	0.0000	20.1885
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**9.8800e-003**	**0.0953**	**0.1463**	**2.3000e-004**		**4.6900e-003**	**4.6900e-003**		**4.3100e-003**	**4.3100e-003**	**0.0000**	**20.0265**	**20.0265**	**6.4800e-003**	**0.0000**	**20.1885**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2024

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	4.3000e-004	2.8000e-004	3.4500e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9468	0.9468	3.0000e-005	3.0000e-005	0.9552
Total	**4.3000e-004**	**2.8000e-004**	**3.4500e-003**	**1.0000e-005**	**1.2000e-003**	**1.0000e-005**	**1.2100e-003**	**3.2000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**0.9468**	**0.9468**	**3.0000e-005**	**3.0000e-005**	**0.9552**

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	9.8800e-003	0.0953	0.1463	2.3000e-004		4.6900e-003	4.6900e-003		4.3100e-003	4.3100e-003	0.0000	20.0265	20.0265	6.4800e-003	0.0000	20.1884
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**9.8800e-003**	**0.0953**	**0.1463**	**2.3000e-004**		**4.6900e-003**	**4.6900e-003**		**4.3100e-003**	**4.3100e-003**	**0.0000**	**20.0265**	**20.0265**	**6.4800e-003**	**0.0000**	**20.1884**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2024

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	4.3000e-004	2.8000e-004	3.4500e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9468	0.9468	3.0000e-005	3.0000e-005	0.9552
Total	**4.3000e-004**	**2.8000e-004**	**3.4500e-003**	**1.0000e-005**	**1.2000e-003**	**1.0000e-005**	**1.2100e-003**	**3.2000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**0.9468**	**0.9468**	**3.0000e-005**	**3.0000e-005**	**0.9552**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.3516					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.8100e-003	0.0122	0.0181	3.0000e-005		6.1000e-004	6.1000e-004		6.1000e-004	6.1000e-004	0.0000	2.5533	2.5533	1.4000e-004	0.0000	2.5569
Total	**1.3534**	**0.0122**	**0.0181**	**3.0000e-005**		**6.1000e-004**	**6.1000e-004**		**6.1000e-004**	**6.1000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.4000e-004**	**0.0000**	**2.5569**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2024

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	2.6000e-004	1.7000e-004	2.0700e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5681	0.5681	2.0000e-005	2.0000e-005	0.5731
Total	**2.6000e-004**	**1.7000e-004**	**2.0700e-003**	**1.0000e-005**	**7.2000e-004**	**0.0000**	**7.2000e-004**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.5681**	**0.5681**	**2.0000e-005**	**2.0000e-005**	**0.5731**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.3516					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.8100e-003	0.0122	0.0181	3.0000e-005		6.1000e-004	6.1000e-004		6.1000e-004	6.1000e-004	0.0000	2.5533	2.5533	1.4000e-004	0.0000	2.5568
Total	**1.3534**	**0.0122**	**0.0181**	**3.0000e-005**		**6.1000e-004**	**6.1000e-004**		**6.1000e-004**	**6.1000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.4000e-004**	**0.0000**	**2.5568**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2024

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	2.6000e-004	1.7000e-004	2.0700e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5681	0.5681	2.0000e-005	2.0000e-005	0.5731
Total	**2.6000e-004**	**1.7000e-004**	**2.0700e-003**	**1.0000e-005**	**7.2000e-004**	**0.0000**	**7.2000e-004**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.5681**	**0.5681**	**2.0000e-005**	**2.0000e-005**	**0.5731**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.3777	0.6752	3.5596	8.4800e-003	0.8123	7.6100e-003	0.8199	0.2174	7.1500e-003	0.2246	0.0000	796.5691	796.5691	0.0417	0.0445	810.8596
Unmitigated	0.3777	0.6752	3.5596	8.4800e-003	0.8123	7.6100e-003	0.8199	0.2174	7.1500e-003	0.2246	0.0000	796.5691	796.5691	0.0417	0.0445	810.8596

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.68	1.71	1.91	2,136	2,136
Single Family Housing	755.20	763.20	684.00	2,162,268	2,162,268
Total	755.88	764.91	685.91	2,164,404	2,164,404

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Single Family Housing	10.80	7.30	7.50	45.60	19.00	35.40	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.511221	0.052103	0.170611	0.160645	0.028932	0.007649	0.013284	0.025916	0.000654	0.000315	0.023645	0.001472	0.003552
Single Family Housing	0.511221	0.052103	0.170611	0.160645	0.028932	0.007649	0.013284	0.025916	0.000654	0.000315	0.023645	0.001472	0.003552

5.0 Energy Detail

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0103	0.0876	0.0373	5.6000e-004		7.0800e-003	7.0800e-003		7.0800e-003	7.0800e-003	0.0000	101.4468	101.4468	1.9400e-003	1.8600e-003	102.0497
NaturalGas Unmitigated	0.0103	0.0876	0.0373	5.6000e-004		7.0800e-003	7.0800e-003		7.0800e-003	7.0800e-003	0.0000	101.4468	101.4468	1.9400e-003	1.8600e-003	102.0497

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	1.90104e+006	0.0103	0.0876	0.0373	5.6000e-004		7.0800e-003	7.0800e-003		7.0800e-003	7.0800e-003	0.0000	101.4468	101.4468	1.9400e-003	1.8600e-003	102.0497
Total		**0.0103**	**0.0876**	**0.0373**	**5.6000e-004**		**7.0800e-003**	**7.0800e-003**		**7.0800e-003**	**7.0800e-003**	**0.0000**	**101.4468**	**101.4468**	**1.9400e-003**	**1.8600e-003**	**102.0497**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	1.90104e+006	0.0103	0.0876	0.0373	5.6000e-004		7.0800e-003	7.0800e-003		7.0800e-003	7.0800e-003	0.0000	101.4468	101.4468	1.9400e-003	1.8600e-003	102.0497
Total		**0.0103**	**0.0876**	**0.0373**	**5.6000e-004**		**7.0800e-003**	**7.0800e-003**		**7.0800e-003**	**7.0800e-003**	**0.0000**	**101.4468**	**101.4468**	**1.9400e-003**	**1.8600e-003**	**102.0497**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	635116	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	635116	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

Smee Homes Sierra Meadows Residential Project - San Joaquin Valley Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.7193	0.0368	0.6065	2.2000e-004		5.7100e-003	5.7100e-003		5.7100e-003	5.7100e-003	0.0000	35.6269	35.6269	1.6000e-003	6.4000e-004	35.8561
Unmitigated	0.7193	0.0368	0.6065	2.2000e-004		5.7100e-003	5.7100e-003		5.7100e-003	5.7100e-003	0.0000	35.6269	35.6269	1.6000e-003	6.4000e-004	35.8561

Smee Homes Sierra Meadows Residential Project - San Joaquin Valley Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1352					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.5628					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	3.5000e-003	0.0299	0.0127	1.9000e-004		2.4200e-003	2.4200e-003		2.4200e-003	2.4200e-003	0.0000	34.6566	34.6566	6.6000e-004	6.4000e-004	34.8625
Landscaping	0.0179	6.8400e-003	0.5938	3.0000e-005		3.2900e-003	3.2900e-003		3.2900e-003	3.2900e-003	0.0000	0.9703	0.9703	9.3000e-004	0.0000	0.9936
Total	**0.7193**	**0.0368**	**0.6065**	**2.2000e-004**		**5.7100e-003**	**5.7100e-003**		**5.7100e-003**	**5.7100e-003**	**0.0000**	**35.6269**	**35.6269**	**1.5900e-003**	**6.4000e-004**	**35.8561**

Smee Homes Sierra Meadows Residential Project - San Joaquin Valley Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1352					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.5628					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	3.5000e-003	0.0299	0.0127	1.9000e-004		2.4200e-003	2.4200e-003		2.4200e-003	2.4200e-003	0.0000	34.6566	34.6566	6.6000e-004	6.4000e-004	34.8625
Landscaping	0.0179	6.8400e-003	0.5938	3.0000e-005		3.2900e-003	3.2900e-003		3.2900e-003	3.2900e-003	0.0000	0.9703	0.9703	9.3000e-004	0.0000	0.9936
Total	**0.7193**	**0.0368**	**0.6065**	**2.2000e-004**		**5.7100e-003**	**5.7100e-003**		**5.7100e-003**	**5.7100e-003**	**0.0000**	**35.6269**	**35.6269**	**1.5900e-003**	**6.4000e-004**	**35.8561**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1.6536	0.1698	4.0100e-003	7.0948
Unmitigated	1.6536	0.1698	4.0100e-003	7.0948

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 1.03659	0.0000	0.0000	0.0000	0.0000
Single Family Housing	5.21232 / 3.28603	1.6536	0.1698	4.0100e-003	7.0948
Total		**1.6536**	**0.1698**	**4.0100e-003**	**7.0948**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 1.03659	0.0000	0.0000	0.0000	0.0000
Single Family Housing	5.21232 / 3.28603	1.6536	0.1698	4.0100e-003	7.0948
Total		**1.6536**	**0.1698**	**4.0100e-003**	**7.0948**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	19.4141	1.1473	0.0000	48.0975
Unmitigated	19.4141	1.1473	0.0000	48.0975

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.07	0.0142	8.4000e-004	0.0000	0.0352
Single Family Housing	95.57	19.3999	1.1465	0.0000	48.0623
Total		**19.4141**	**1.1473**	**0.0000**	**48.0975**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.07	0.0142	8.4000e-004	0.0000	0.0352
Single Family Housing	95.57	19.3999	1.1465	0.0000	48.0623
Total		**19.4141**	**1.1473**	**0.0000**	**48.0975**

9.0 Operational Offroad

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

APPENDIX C

CHRIS Results Letter

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: Emily Bowen
Crawford & Bowen Planning, Inc.
113 N. Church Street, Suite 302
Visalia, CA 93291

Record Search 22-294

Date: August 1, 2022

Re: Sierra Meadows Smee Homes Project

County: Tulare

Map(s): Porterville 7.5'

CULTURAL RESOURCES RECORDS SEARCH

The California Office of Historic Preservation (OHP) contracts with the California Historical Resources Information System's (CHRIS) regional Information Centers (ICs) to maintain information in the CHRIS inventory and make it available to local, state, and federal agencies, cultural resource professionals, Native American tribes, researchers, and the public. Recommendations made by IC coordinators or their staff regarding the interpretation and application of this information are advisory only. Such recommendations do not necessarily represent the evaluation or opinion of the State Historic Preservation Officer in carrying out the OHP's regulatory authority under federal and state law.

The following are the results of a search of the cultural resource files at the Southern San Joaquin Valley Information Center. These files include known and recorded cultural resources sites, inventory and excavation reports filed with this office, and resources listed on the National Register of Historic Places, the OHP Built Environment Resources Directory, California State Historical Landmarks, California Register of Historical Resources, California Inventory of Historic Resources, and California Points of Historical Interest. Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the OHP are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area.

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

According to the information in our files, there has been no previous cultural resource studies conducted within the project area. There have been three cultural resource studies conducted within the one-half mile radius: TU-00489, 01832, 01886.

Record Search 22-294

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

According to the information in our files, there are no recorded resource within the project area. There are two known resources within the one-half mile radius: P-54-002208, 004626. These resources are known as the Poplar Ditch and the Southern Pacific Railroad.

There are no other recorded cultural resources within the project area or radius that are listed in the National Register of Historic Places, the California Register of Historical Resources, the California Points of Historical Interest, California Inventory of Historic Resources, or the California State Historic Landmarks.

COMMENTS AND RECOMMENDATIONS

We understand this project consists of the development of 80 single family residential units, a neighborhood park, and the future extension of Scranton Avenue to the west. We also understand the Project site is currently vacant with minimal vegetation. According to aerial photos this project area is past agricultural land. Please note that agriculture does not constitute previous development, as it does not destroy cultural resources, but merely moves them around within the plow zone. Because none of this project area has been previously studied for cultural resources, it is unknown if any are present. As such, prior to ground disturbance activities, we recommend a qualified, professional consultant 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 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:

Jeremy E David, Assistant Coordinator **Date**: August 1, 2022

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

APPENDIX D

Vehicle Miles Traveled Analysis

1800 30th Street, Suite 260
Bakersfield, CA 93301

December 13, 2022

524-25
Electronic Mail

Emily Bowen
Crawford & Bowen
113 N. Church Street, Suite 302
Visalia, CA 93291

REF: Vehicle Miles Traveled (VMT) Analysis for Proposed Residential Development Located on Gibbons Avenue West of Jaye Street in Porterville, CA.

Dear Ms. Bowen:

This letter is in response to your request for a Vehicle Miles Traveled (VMT) analysis, as required by the City of Porterville for a proposed single-family residential development. The proposed project is located on Gibbons Avenue west of Jaye Street in Porterville, CA and will consist of 80 single-family lots. Proposed project access will be along Gibbons Avenue.

Trip Generation

The trip generation volumes shown in Table 1 were calculated using the Institute of Transportation Engineers (ITE) Trip Generation, 11th Edition. The ADT, AM, and PM peak hour rates and the peak hour directional splits for ITE Land Use Code 210 (Single-Family Residential) were used to estimate the project traffic volumes.

Table 1
Trip Generation

General Information			Daily Trips		AM Peak Hour Trips			PM Peak Hour Trips		
ITE Code	Development Type	Variable	ADT RATE	ADT	Rate	In % Split/ Trips	Out % Split/ Trips	Rate	In % Split/ Trips	Out % Split/ Trips
210	Single-Family detached Housing	80 Dwelling Units	eq	822	eq	26% 16	74% 45	eq	63% 51	37% 30
Total			**822**		**61**			**81**		

The results of the trip generation calculations show that the project would generate approximately 822 daily trips, 81 trips during the PM peak hour and 61 trips during the AM peak hour of a typical weekday.

Vehicle Miles Traveled (VMT) Evaluation

An evaluation of vehicle miles traveled (VMT) for project traffic was conducted in accordance with California Environmental Quality Act (CEQA) requirements. The City of Porterville has adopted the "County of Tulare SB 743 Guidelines", dated June 8, 2020, which contains recommendations regarding VMT assessment, significance thresholds and mitigation measures.

Analysis

Baseline VMT is determined utilizing data from the California Statewide Travel Demand Model (CSTDM). The proposed residential project is located in Traffic Analysis Zone (TAZ) 2735, which has an average VMT/capita of 11.51 miles. The proposed residential project is considered a typical project within the TAZ and therefore the project would be expected to have the same VMT per capita. There are no special considerations with the project to assume the project would produce a VMT/capita lower than the average for the TAZ. The threshold of significance for residential project VMT/capita is if the project VMT is below the average in the TAZ where the project is located. Since VMT/capita is assumed to be equal to the average for the aforementioned zone, it is anticipated that the proposed project will have a significant transportation impact prior to mitigation.

Mitigation

The Tulare County guidelines include detailed instructions for mitigation if a project has significant impacts. The guidelines state "The preferred method of VMT mitigation in Tulare County is for project applicants to provide transportation improvements that facilitate travel by walking, bicycling, or transit." In accordance with these guidelines, a survey was conducted within a half mile of the project to determine any pedestrian, bicycle or transit facilities deficiencies exist. After review, sidewalk improvements were identified as mitigation measures.

The proposed mitigation measures are identified as follows:

- A total of 525 feet of sidewalk located on the east side of Jaye Street between Gibbons Avenue and Melinda Avenue

Figure 1
VMT Mitigation

The guidelines include a minimum cost for mitigation of $20 per daily trip generated by the project. As shown in Table 1, the project is anticipated to generate 822 daily trips, which equates to a target value of improvements of $16,440. The total estimated project cost is $16,537.50. Therefore, with the construction of the above identified improvements, the project with meet the minimum cost requirement for mitigation. At the time of construction should prices fluctuate, an adjustment in the scope of improvements may need to be made.

Pursuant to the guidelines, if a project provides mitigation which meets the minimum threshold listed above, the project can presume a 1% reduction in VMT. The assumed VMT/capita reduction is 1% of 11.51 or 0.1151. The resulting VMT/capita after mitigation is 11.39 which is below the average VMT/capita in the TAZ which the project is located. After mitigation, the project will have a less than significant transportation impact.

Please contact me should you have any questions.

Very truly yours,

REGISTERED PROFESSIONAL ENGINEER
IAN JEFFREY PARKS
No. C58155
Exp. 6-30-24
CIVIL
STATE OF CALIFORNIA

Ian J. Parks
R.C. E. 58155