

# Crestview Park 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 Crestview Park Residential Project (Project) in Porterville. The City of Porterville (City) 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

Crestview Park Residential Project

### Lead agency name and address

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

### Contact person and phone number

Claudia Calderon, Acting Community Development Director  
City of Porterville (559) 782-7460

### Project location

The City of Porterville is located in Tulare County in the southern part of the San Joaquin Valley. Porterville is bisected north-south by State Route (SR) 65 and SR 190 runs east-west in the southern portion of the City. The approximately 10.1-acre Project site is located in eastern Porterville and is bounded to the north by East Putnam Avenue and to the west-southwest by North Crestview Street/Olivecrest Avenue. Residential subdivisions lie to the north and west of the site, with single-family residences bordering the site to the northwest, vacant land to the east, and a cemetery to the southwest (see Figure 3).

Figure 1 – Project Location in County

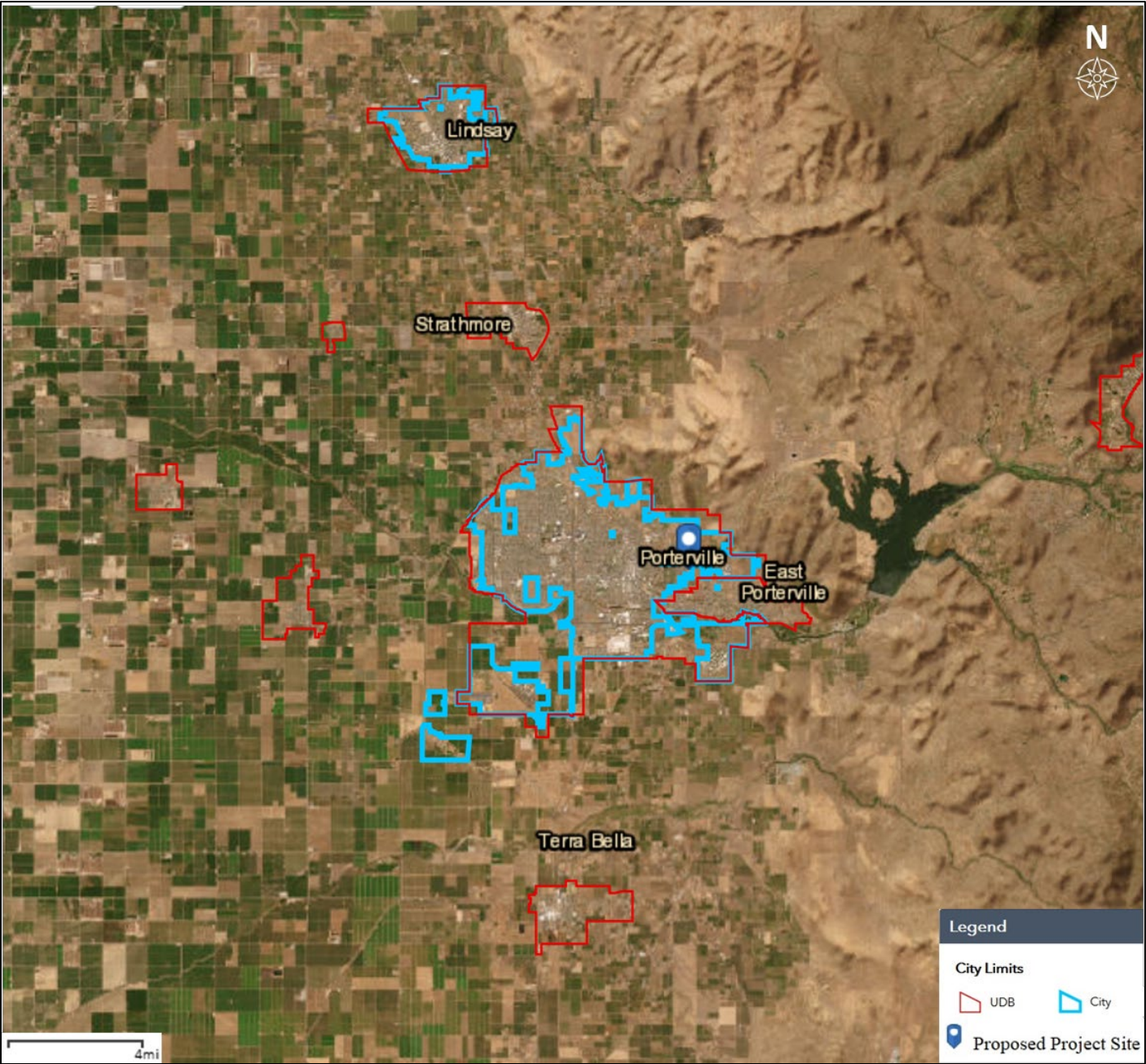




Figure 2 – Project Location in City

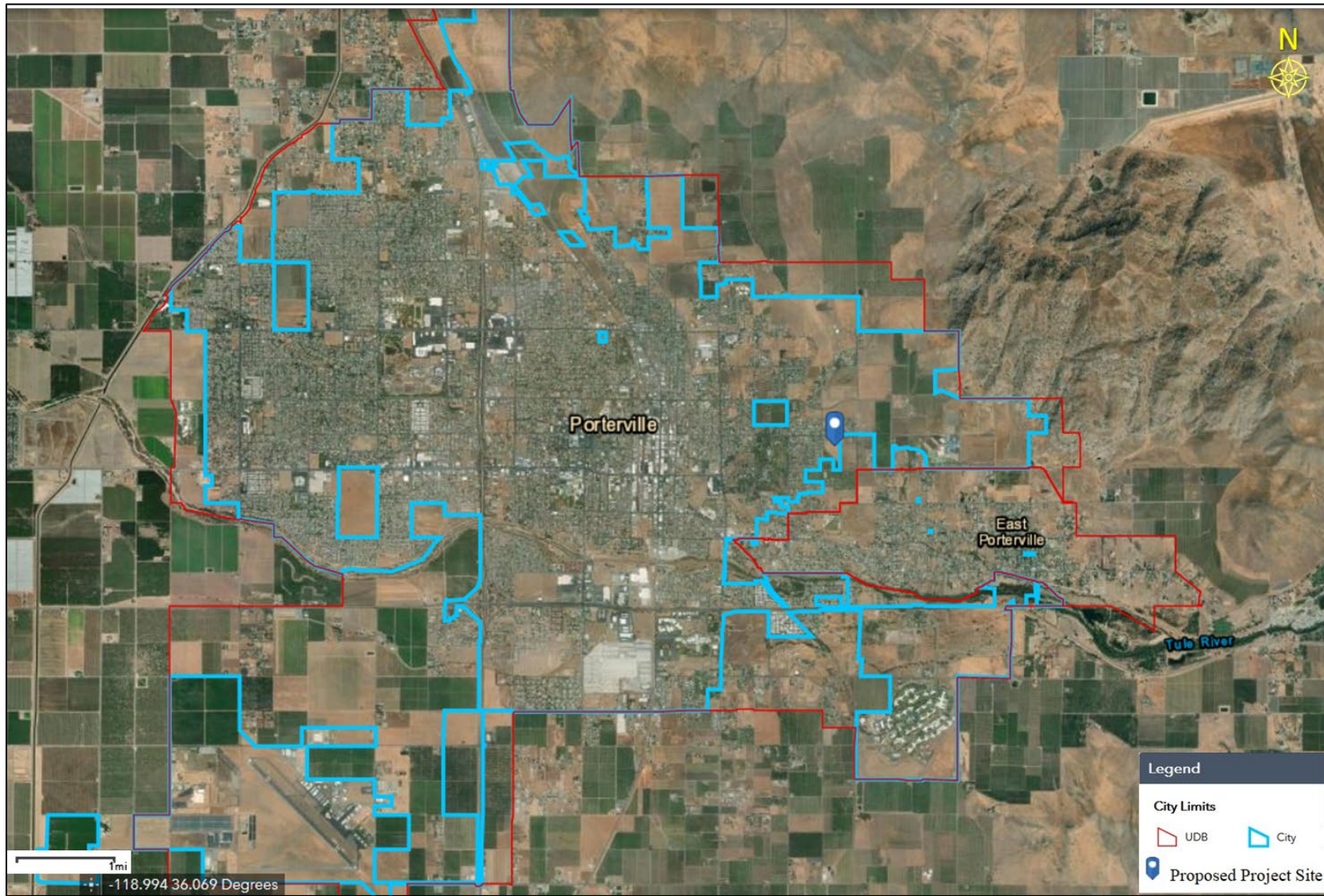




Figure 3 – Site Aerial

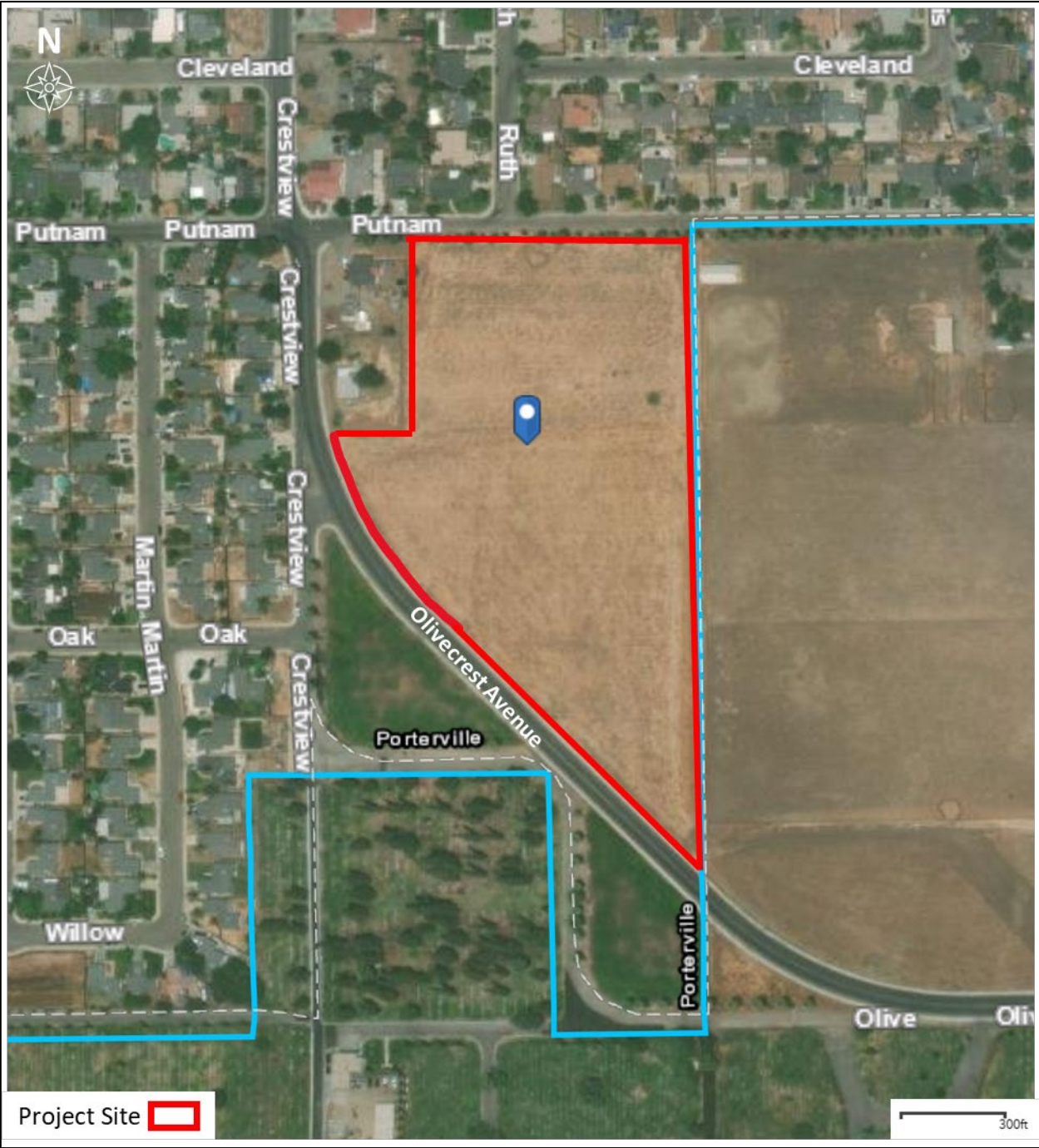
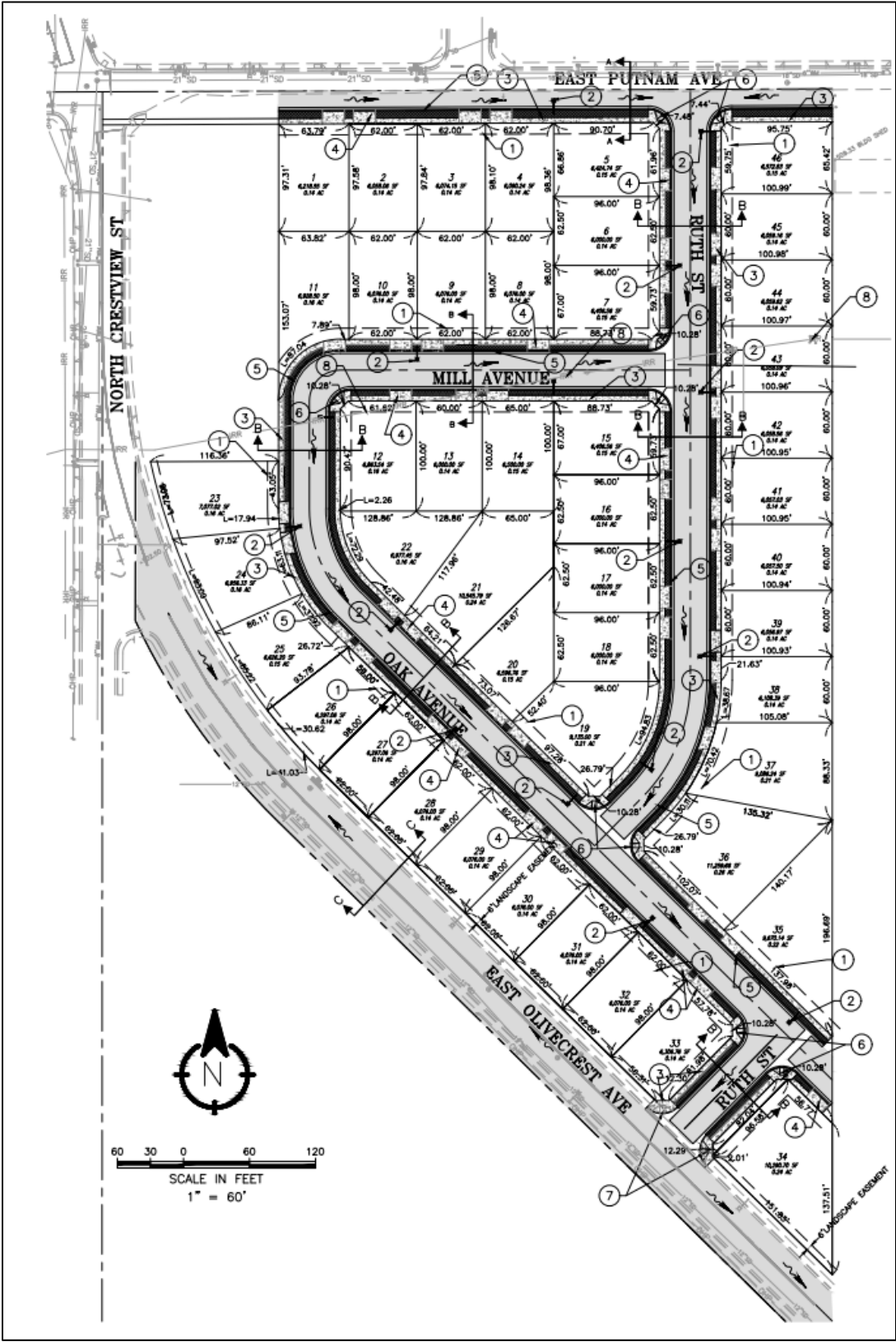


Figure 4 – Site Plan





## Project Sponsor's name/address

Maas Investment Group, LLC  
1788 E Niles Ave., Fresno, CA 93720

## General plan designation

Low Density Residential

## Zoning

RS-2 (Low Density Residential)

## Project Description

The proposed Project includes a vesting tentative map to facilitate development of 46 single-family residential lots on an approximately 10.1-acre site (APN 254-060-032, Project site) in the eastern portion of the City of Porterville. The Project site is designated Low Density Residential by the Porterville General Plan and is zoned RS-2 (Low Density Residential).

## Project Components

- Development of 46 single-family residential lots
- Improvement of all streets in or adjacent to the subdivision, in accordance with the approved improvements plan, per Section 407.02(h) of the Porterville Development Ordinance
- Development of a Landscape plan, in accordance with Chapter 303 of the Porterville Development Ordinance
- Development of a subdivision tree and landscaping design that will be approved by the City. At least one tree will be planted on each residential lot and street trees will be planted at 35 feet on center along all parkways within and/or bordering the subdivision.
- Construction of local roads with two points of ingress/egress; one at East Olivecrest Avenue on the southern site boundary and one at East Putnam Avenue on the northern site boundary.

## Project Operations

Water, sewage disposal and refuse collection services will be provided by the City of Portville and the Applicant will be required to tie into the City's existing facilities. The proposed Project would require gas, telephone, cable, and electrical improvements. Natural gas would be provided by The Gas Company; telephone services would be provided by AT&T; electric power would be provided by Southern California Edison Company; and cable television would be provided by Charter Communication. The extent of work required for utilities and gas would be determined during final Project design.

## Surrounding Land Uses/Existing Conditions

The Project site is currently vacant and disturbed, with minimal vegetation. The site is bordered by Putnam Avenue to the north, and Olivecrest Avenue to the west-southwest.

Lands directly surrounding the proposed Project are described as follows:

- North: East Putnam Avenue, Single-family residential subdivision
- South: Olivecrest Avenue, Vacant land, cemetery
- East: Vacant land, identified as Low-Medium Density Residential
- West: Olivecrest Avenue/Crestview Street, Single-family residential subdivision

## Other Public Agencies Involved

- Approval of Vesting Tentative Map by the City of Porterville
- Approval of a Stormwater Pollution Prevention Plan by the Central Valley Regional Water Quality Control Board
- Dust Control Plan Approval letter from the San Joaquin Valley Air Pollution Control District
- Compliance with other federal, State, and local requirements

## Tribal Consultation

Public Resources Code Section 21080.3.1, *et seq.* (codification of AB 52, 2013-14) requires that a lead agency, within 14 days of determining that it will undertake a project, must notify in writing any California Native American Tribe traditionally and culturally affiliated with the geographic area of the project if that Tribe has previously requested notification about projects in that geographic area. Letters were sent out to tribes on March 15<sup>th</sup>, 2024. The City of Porterville has not received any Project-specific requests from any Tribes in the geographic area with which it is traditionally and culturally affiliated with or otherwise to be notified about projects in the City of Porterville.



## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> Aesthetics                     | <input type="checkbox"/> Agriculture Resources<br>and Forest Resources | <input type="checkbox"/> Air Quality                           |
| <input type="checkbox"/> Biological Resources           | <input type="checkbox"/> Cultural Resources                            | <input type="checkbox"/> Energy                                |
| <input type="checkbox"/> Geology / Soils                | <input type="checkbox"/> Greenhouse Gas<br>Emissions                   | <input type="checkbox"/> Hazards & Hazardous<br>Materials      |
| <input type="checkbox"/> Hydrology / Water<br>Quality   | <input type="checkbox"/> Land Use / Planning                           | <input type="checkbox"/> Mineral Resources                     |
| <input type="checkbox"/> Noise                          | <input type="checkbox"/> Population / Housing                          | <input type="checkbox"/> Public Services                       |
| <input type="checkbox"/> Recreation                     | <input type="checkbox"/> Transportation                                | <input type="checkbox"/> Tribal Cultural Resources             |
| <input type="checkbox"/> Utilities / Service<br>Systems | <input type="checkbox"/> Wildfire                                      | <input type="checkbox"/> Mandatory Findings of<br>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.

\_\_\_\_\_  
Claudia Calderon  
Acting Community Development Director  
City of Porterville

\_\_\_\_\_  
Date

# 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## ENVIRONMENTAL SETTING

The Project site is located on the San Joaquin Valley floor in the eastern portion of the City of Porterville. The aesthetic features of the existing visual environment in the Project area are residential and vacant-disturbed land. There are no scenic resources or scenic vistas in the area. State Routes (SR) in the Project vicinity include SR 65 and SR 190.



## 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 allows county and city governments to apply to the California Department of Transportation (Caltrans) to establish a scenic corridor protection program which was created by the Legislature in 1963. Its purpose is to protect and enhance the natural scenic beauty of California highways and adjacent corridors, through special conservation treatment. The state laws governing the Scenic Highway Program are found in the Streets and Highways Code, Sections 260 through 263. While not Designated State Scenic Highways, two Eligible State Scenic Highways occur in Tulare County, SR 198 and SR 190.

### *Local*

#### **Porterville General Plan Policies**

- LU-I-14: Allow residential developments to employ creative site design, landscaping, and architectural quality that blend with the characteristics of each location and its surroundings and offer superior design solutions.
- LU-I-18: Protect existing residential neighborhoods from the encroachment of incompatible activities and land uses, and environmental hazards.
- L-I-20: Establish standards for pedestrian-oriented design in neighborhood centers. Pedestrian orientation design standards may include, but would not be limited to:
  - Limitations on maximum block length
  - Minimum sidewalk width
  - Required streetscape improvements, including street trees
  - Building height and articulation
  - Building setbacks

- Location of entries
- Parking location and required landscaping
- LU-I-25: Establish buffering requirements and performance standards intended to minimize harmful effects of excessive noise, light, glare, and other adverse environmental impacts.

## RESPONSES

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

**Less than Significant Impact.** The proposed Project includes the construction of up to 46 single-family lots and the improvements associated with a new residential development, including street access, lighting and site landscaping. The structures will conform to design standards set forth by the City's General Plan and Zoning Ordinance. The Project site is located in an area that is substantially surrounded by urban residential uses and will not result in a use that is visually incompatible with the surrounding area.

The City of Porterville 2030 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 the closest highway, located approximately one mile south of the Project site; however, the Project site is both physically and visually separated from it by intervening land uses. In addition, no scenic highways or roadways are listed within the Project area in the Porterville 2030 General Plan or Tulare County's General Plan. Based on the National Register of Historic Places (NRHP) and the City's General Plan, no historic buildings exist on

the Project site. The proposed Project would not cause damage to rock outcroppings or historic buildings within a State scenic highway corridor. Any impacts would be considered *less than significant*.

**Mitigation Measures:** None are required.

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

**Less than Significant Impact.** Site construction will include residences, internal streets, lighting, and site landscaping. The residences will be single-family and will conform to design standards set forth by the City's General Plan and Zoning Ordinance. The Project site is located in an area that is substantially surrounded by urban uses, including residential and vacant-disturbed land, and therefore 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, 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## ENVIRONMENTAL SETTING

The Project site is located within the city limits, in the eastern portion of the City of Porterville. The Project site is in an area surrounded by single-family residences and vacant-disturbed land.

## REGULATORY SETTING

### *Federal*

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

### *State*

State regulations for agriculture and forest resources are not applicable to the proposed Project as the Project site is within city limits and has been planned for urban development uses by the City's General Plan.

### *Local*

#### **Porterville 2030 General Plan Policies**

Porterville 2030 General Plan Policies for agriculture and forest resources are not relevant to the proposed Project because the Project site has been zoned and planned for urban uses as part of the City's General Plan.

## 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 within the City of Porterville limits. The site is currently zoned RS-2 and designated by the General Plan as Low Density Residential. The proposed Project consists of approval of a Vesting Tentative Map to allow for the development of up to 46 single-family residential lots on approximately 10.1 acres of land. The site is designated as Farmland of Local

Importance the State Farmland Mapping and Monitoring Program.<sup>1</sup> The site has been planned for development in the Porterville 2030 General Plan and the Porterville 2030 General Plan EIR (SCH 2006011033). Accordingly, impacts are *less than significant*.

**Mitigation Measures:** None are required.

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

**Less Than Significant Impact.** The site is not under a Williamson Act contract and is located in an area dominated by urban residential uses. The proposed Project would not conflict with existing Williamson Act contracts and the impact is considered *less than significant*.

**Mitigation Measures:** None are required.

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

**No Impact.** The Project is not zoned for forestland and does not propose any zone changes related to forest or timberland. There is *no impact*.

**Mitigation Measures:** None are required.

d. Result in the loss of forest land or conversion of forest land to non-forest use?

**No Impact.** No conversion of forestland, as defined under Public Resource Code section 4526 or Government Code section 51104(g), 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?

**No Impact.** The site is planned for residential uses according to the City of Porterville's General Plan and is being developed as such. The proposed Project does not have the potential to result in the conversion of Farmland to non-agricultural uses or forestland uses to non-forestland. There is *no impact*.

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<sup>1</sup> Department of Conservation, California Important Farmland Finder. <https://maps.conservation.ca.gov/DLRP/CIFF/>. Accessed January 2024.



**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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors or adversely affecting a substantial number of people)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### 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 Project site 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<sub>3</sub>), sulfur dioxide (SO<sub>2</sub>), nitrogen dioxide (NO<sub>2</sub>), particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>), 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<sub>3</sub>, a State and federal non-attainment area for PM<sub>2.5</sub>, a State non-attainment area for PM<sub>10</sub>, and federal and State attainment area for CO, SO<sub>2</sub>, NO<sub>2</sub>, and Pb.<sup>2</sup>

## 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<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), ozone (O<sub>3</sub>), particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>), 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<sub>2</sub>S), and vinyl chloride.

The Project site 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.

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<sup>2</sup> San Joaquin Valley Air Pollution Control District. Ambient Air Quality Standards & Valley Attainment Status. <https://ww2.valleyair.org/air-quality-information/ambient-air-quality-standards-valley-attainmnet-status/>. Accessed January 2024.

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

Standards and attainment status for listed pollutants in the Air District can be found in Table 1. Note that both state and federal standards are presented.

**Table 1**  
**Standards and Attainment Status for Listed Pollutants in the Air District<sup>3</sup>**

	<b>Federal Standard</b>	<b>California Standard</b>
<b>Ozone</b>	0.07 ppm (8-hr avg, 2015)	0.07 ppm (8-hr avg) 0.09 ppm (1-hr avg)
<b>Carbon Monoxide</b>	9.0 ppm (8-hr avg) 35.0 ppm (1-hr avg)	9.0 ppm (8-hr avg) 20.0 ppm (1-hr avg)
<b>Nitrogen Dioxide</b>	0.053 ppm (annual avg) 100 ppb (1-hr avg)	0.30 ppm (annual avg) 0.18 ppm (1-hr avg)
<b>Sulfur Dioxide</b>	0.5 ppm (3-hr avg) 0.075 ppm (1-hr avg)	0.04 ppm (24-hr avg) 0.25 ppm (1hr avg)
<b>Lead</b>	0.15 µg/m <sup>3</sup> (rolling 3-month avg)	1.5 µg/m <sup>3</sup> (30-day avg)
<b>Particulate Matter (PM<sub>10</sub>)</b>	150 µg/m <sup>3</sup> (24-hr avg) Revoked (annual)	20 µg/m <sup>3</sup> (annual avg) 50 µg/m <sup>3</sup> (24-hr avg)
<b>Particulate Matter (PM<sub>2.5</sub>)</b>	<u>(2012 standard)</u> 12 µg/m <sup>3</sup> (annual avg) 35 µg/m <sup>3</sup> (24-hr avg)	12 µg/m <sup>3</sup> (annual avg)

µg/m<sup>3</sup> = 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

<sup>3</sup> San Joaquin Valley Attainment Status, San Joaquin Valley Air Pollution Control District. <https://ww2.valleyair.org/air-quality-information/ambient-air-quality-standards-valley-attainmnet-status/>. Accessed January 2024.

equipment under a statewide program so they may operate it statewide without the need to obtain a permit from the local air district.

**EPA/CARB Off-Road Mobile Sources Emission Reduction Program** – The California Clean Air Act (CCAA) requires CARB to achieve a maximum degree of emissions reductions from off-road mobile sources to attain State Ambient Air Quality Standards (SAAQS); off-road mobile sources include most construction equipment. Tier 1 standards for large compression-ignition engines used in off-road mobile sources went into effect in California in 1996. These standards, along with ongoing rulemaking, address emissions of nitrogen oxides (NO<sub>x</sub>) and toxic particulate matter from diesel engines. CARB is currently developing a control measure to reduce diesel PM and NO<sub>x</sub> emissions from existing off-road diesel equipment throughout the state.

**California Global Warming Solutions Act** – In 2006, the Legislature passed the California Global Warming Solutions Act of 2006 [Assembly Bill 32 (AB 32)], which created a comprehensive, multi-year program to reduce greenhouse gas emissions in California.<sup>4</sup> The AB 32 Climate Change Scoping Plan is an actionable blueprint for aligning action to achieve California’s ambitious climate goals. The state achieved its 2020 GHG emissions reductions target of returning to 1990 levels 4 years earlier than mandated by AB 32. The state is currently implementing strategies in the 2017 Scoping Plan Update to further reduce its GHG emissions by 40% below 1990 levels by 2030.<sup>5</sup>

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.

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<sup>4</sup> AB 32 Climate Change Scoping Plan. California Air Resources Board. <https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan>. Accessed January 2024.

<sup>5</sup> California Air Resources Board. <https://ww2.arb.ca.gov/our-work/topics/climate-change>. Accessed January 2024.



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<sub>10</sub> Prohibitions) – This regulation, a series of eight regulations, is designed to reduce PM<sub>10</sub> emissions by reducing fugitive dust. Regulation VIII requires implementation of control measures to ensure that visible dust emissions are substantially reduced. The control measures are summarized in Table 2.

**Table 2**  
**San Joaquin Valley Air Pollution Control District**  
**Regulation VIII Control Measures for Construction Related Emissions of PM<sub>10</sub><sup>6</sup>**

<b>The following are required to be implemented at all construction sites:</b>
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
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.

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<sup>6</sup> San Joaquin Valley Air Pollution Control District. Current District Rules and Regulations. <https://ww2.valleyair.org/rules-and-planning/current-district-rules-and-regulations/regulation-viii-fugitive-pm10-prohibitions/>. Accessed January 2024.

<b>The following are required to be implemented at all construction sites:</b>
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-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.

The proposed Project construction schedule would begin in early 2024. Project construction and operational emissions were estimated using the California Emissions Estimator Model (CalEEMod), ver. 2020.4.0. The report can be found in its entirety in Appendix A.

### RESPONSES

- Conflict with or obstruct implementation of the applicable air quality plan?
- 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?
- 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 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 **Error! Reference source not found.** below, 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<sub>2.5</sub>. The SJVAB is designated nonattainment of State PM<sub>10</sub>. 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<sub>10</sub> Maintenance Plan and Request for Redesignation
- 2008 PM<sub>2.5</sub> Plan

Because of the region's non-attainment status for ozone, PM<sub>2.5</sub>, and PM<sub>10</sub>, if the Project-generated emissions of either of the ozone precursor pollutants (ROG or NO<sub>x</sub>), PM<sub>10</sub>, or PM<sub>2.5</sub> 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<sup>7</sup>:

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<sup>7</sup> 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 January 2024.

- 10 tons per year ROG
- 10 tons per year NO<sub>x</sub>
- 15 tons per year PM<sub>10</sub>
- 15 tons per year PM<sub>2.5</sub>

*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<sub>10</sub> emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM<sub>10</sub> 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 summer 2024 and would last through the year. Emissions were estimated using the California Emissions Estimator Model (CalEEMod), ver. 2020.4.0 (Appendix A). Construction-related emissions are shown in Table 3.<sup>8</sup>

**Table 3**  
**Project Construction and Operational Emissions**

	VOC (ROG) (tons/year)	NO <sub>x</sub> (tons/year)	PM <sub>2.5</sub> * (tons/year)	PM <sub>10</sub> * (tons/year)	CO <sub>2</sub> (MT/year)
<b>2024</b>	0.24	2.18	0.21	0.36	382.97
<b>2025</b>	0.87	0.76	0.04	0.05	154.58
<b>Annual Construction Emissions Maximum:</b>	0.87	2.18	0.21	0.36	382.97

<sup>8</sup> Air Emissions Modeling Output, CalEEMod ver. 2020.4.0, Appendix A.

	VOC (ROG) (tons/year)	NO <sub>x</sub> (tons/year)	PM <sub>2.5</sub> * (tons/year)	PM <sub>10</sub> * (tons/year)	CO <sub>2</sub> (MT/year)
<b>Total Operational Emissions:</b>	0.63	0.44	0.14	0.48	536.74
<b>Threshold of Significance</b>	10	10	15	15	--
<b>Exceed Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	N/A

As shown in Table 3, 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 contractor, which will further reduce construction PM<sub>10</sub> emissions. 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<sup>9</sup>. Likewise, the Project would not result in a cumulatively considerable net increase of any criteria pollutant within the SJVAPCD jurisdiction as no emissions thresholds were met.

Emissions occurring at or near the Project have the potential to create a localized impact that could expose sensitive receptors to substantial pollutant concentrations. The SJVAPCD considers a sensitive receptor to be a location that houses or attracts children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants. Examples of sensitive receptors include hospitals, residences, convalescent facilities, and schools. The closest existing sensitive receptors to the site area are residential land uses located across the adjacent streets, approximately 50 feet to the north and west of the Project site.

Based on Table 3, Project construction and operational emissions will not exceed the SJVAPCD's significance thresholds for ROG, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>, and will not lead to a cumulatively considerable net increase of these pollutants. Additionally, the Project consists of residential development, such as the surrounding land uses. Therefore, Project operation would not potentially expose nearby sensitive receptors to substantial pollutant concentrations or result in other emissions. 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.

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<sup>9</sup> 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.pdf>. Accessed January 2024



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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- 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 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 site.

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 10.1-acre Project site is located in eastern Porterville and bounded to the north by East Putnam Avenue and to the west-southwest by North Crestview Street/Olivecrest Avenue. Residential subdivisions lie to the north and west of the site, with single-family residences bordering the site to the northwest, vacant land to the east, and a cemetery to the southwest

## REGULATORY SETTING

### *Federal*

#### **Endangered Species Act**

The United States Fish and Wildlife Services (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 0ESA (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.<sup>10,11</sup> 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, Subsection 670.2, 670.51) prohibits the take of species listed under CESA (14 CCR Subsection 670.2, 670.5). Take is defined as hunt, pursue, catch, capture, or kill or attempt to hunt, pursue, catch, capture, or kill. Under CESA, State agencies are required to consult with the California Department of Fish and Wildlife (CDFW) 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

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<sup>10</sup> United States Army Corps of Engineers (USACE). 1987. Corps of Engineers Wetlands Delineation Manual. Wetland Research Program Technical Report Y-87-1.

<sup>11</sup> United States Army Corps of Engineers (USACE). 2008. Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region (Version 2.0). ERDC/EL TR-08-28. <https://usace.contentdm.oclc.org/utils/getfile/collection/p266001coll1/id/7627> . Accessed January 2024.



demonstrated that the impacts are minimized and mitigated. Take authorized under section 2081(b) must be minimized and fully mitigated. A CESA permit must be obtained if a project will result in take 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 (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**

Fish and Game Code Subsections 3503, 3503.5, and 3800 prohibit the possession, incidental take, or needless destruction of birds, their nests, and eggs. 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 Fish and Game Code Section 1602.

### **California Environmental Quality Act**

CEQA (Subsections 21000–21178) requires that CDFW be consulted during the CEQA review process regarding impacts of proposed projects on special-status species. Special-status species are defined under CEQA Guidelines subsection 15380(b) and (d) as those listed under ESA 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.<sup>12</sup> 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 ESA and the section of the Fish and Game Code dealing with rare and endangered plants and animals. Section 15380(d) allows a public agency to undertake a review to determine if a significant effect on species that have not yet been listed by either the USFWS or CDFW (i.e., candidate species) would occur. Thus, CEQA provides an agency with the ability to protect a species from the potential impacts of a project until the respective government agency has an opportunity to designate the species as protected, if warranted.

#### *Local*

#### **Porterville General Plan Policies**

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

#### RESPONSES

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

**Less than Significant Impact.** The proposed Project includes development of 46 single-family residential lots on an approximately 10.1-acre site in the eastern portion of the City of Porterville. The proposed Project site is currently vacant and disturbed, with minimal vegetation. The site is bordered by Putnam Avenue to the north, and Crestview Street/Olivecrest Avenue to the west-southwest. Lands directly surrounding the proposed site include single-family residential subdivision to the north, vacant land and cemetery to the south, vacant land identified as low-medium density residential to the east, and single-family residential subdivision to the west.

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<sup>12</sup> California Native Plant Society, Rare Plant Program. 2024. Rare Plant Inventory (online edition, v9.5). Website <https://www.rareplants.cnps.org>. Accessed 27 January 2024.

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 adobe-lily (*Fritillaria striata*), Madera leptosiphon (*Leptosiphon serrulatus*), Calico monkeyflower (*Mimulus pictus*), and Spiny-sepaled button celery (*Eryngium spinosepalum*). Additionally, the Valley elderberry longhorn beetle, which is a special status species, is supported by elderberry shrubs which are known to grown in several areas throughout the Planning Area.<sup>13</sup>

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

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

The Project site is highly disturbed and is disked regularly, which precludes viable habitat for sensitive species. As such, it is not expected to provide habitat for special status species. Thus, the impact remains *less than significant*.

**Mitigation Measures:** None are required.

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

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<sup>13</sup> Ch 6.4 Biological Resources, Open Space & Conservation Element, Porterville General Plan. Accessed January 2024.

**Less than Significant Impact.** There are no State or federally protected wetlands on the Project site. A manmade canal, Pioneer Ditch, is shown according to the National Wetlands Inventory map;<sup>14</sup> however, the canal has been undergrounded on the Project site and within the immediate vicinity. Any impacts remain *less than significant*.

**Mitigation Measures:** None are required.

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

**Less than Significant Impact.** According to the National Wetlands Inventory,<sup>15</sup> no wetlands occur in or near the Project site. Impacts would be *less than significant*.

**Mitigation Measures:** None are required.

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

**Less than Significant Impact with Mitigation.** Migratory birds are expected to nest on and near the Project site. The Project has the potential to impede the use of nursery sites for native birds protected under the MBTA and the 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:**

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<sup>14</sup> California Department of Fish and Wildlife. National Wetlands Inventory. Surface waters and wetlands. <https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/>. Accessed January 2024.

<sup>15</sup> National Wetlands Inventory. <https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/>. Accessed January 2024.

Protecting nesting birds

**BIO-1** Within 30 days prior to ground disturbance activities associated with construction or grading that would occur during the nesting/breeding season of native bird species potentially nesting on the site (typically January through September 15th 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. 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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 were 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 18<sup>th</sup> and 19<sup>th</sup> 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 comprised 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 B). These investigations are referenced for the impact analysis below.

## REGULATORY SETTING

### *Federal*

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

### *State*

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

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

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

- If the resource is listed in or determined eligible for listing in the California Register of Historical Resources (CRHR)
- If the resource is included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in an historical resource survey meeting the requirements of PRC Section 5024.1(g) 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 (CEQA Guidelines 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 Section 5097.5**

PRC 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

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

### *Local*

#### Porterville General Plan Policies

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

### RESPONSES

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

**Less than Significant Impact with Mitigation.** The records search conducted at the SSJVIC (RS 24-003, Appendix B) indicated that there have been no previous cultural resource studies completed within the Project area. There have been 10 cultural resource studies within the one-half mile radius: TU-00266, 00593, 00630, 01061, 01243, 01303, 01329, 01343, 01353, 01669.

There are two recorded resources within the Project area: P- 54-004354, 004701. There are seven additional recorded resources within the one-half mile radius: P-54- 002805, 002885, 003143, 003144, 003900, 004032, 005097. These resources consist of historic era single family properties, canals, a park, and a transmission line. Resource P-54-002885, a single-family property, has been given a National Register status code of 5D2, indicating this resource is a contributor to a multi-component resource that is eligible for local listing or designation. Additionally, resources P-54-003143, & 003144, single-family properties, have been given a National Register code of 3S, indicating these resources appear eligible for National Register individually through survey evaluation.

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.

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

**CUL-1** The following measures shall be implemented:

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

in place or other appropriate measure, as outlined in Public Resources Code section 21083.2. The City of Porterville shall implement said measures.

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

**Less than Significant Impact with Mitigation.** The possibility exists that subsurface construction activities may encounter undiscovered archaeological resources. This would be a potentially significant impact. Implementation of Mitigation Measure CUL-1 would require inadvertent 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*.

**Mitigation measures:** CUL-1

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL SETTING

California’s total energy consumption was the second-highest in the nation in 2020, but its per capita energy consumption was less than in all but three other states. In 2022, California was the fourth-largest electricity producer in the nation. The state was also the nation’s third-largest electricity consumer. In 2022, renewable resources including hydroelectric power and small-scale, customer-sited solar power, accounted for 49% of California's in-state electricity generation, while natural gas fueled another 42%, and nuclear power supplied almost all the rest.<sup>16</sup>

Energy usage is typically quantified using the British Thermal Unit (BTU). As a point of reference, the approximately amounts of energy contained in common energy sources are as follows<sup>17</sup>:

Energy Source/Fuel	BTUs
Motor Gasoline	120,214 per gallon
Natural Gas	1,036 per cubic foot
Electricity	3,412 per kilowatt-hour

<sup>16</sup> California Profile Overview, U.S. Energy Information Administration. <https://www.eia.gov/state/?sid=CA>. Accessed January 2024.

<sup>17</sup> U.S. Energy Information Administration. Energy Units and Calculators Explained. <https://www.eia.gov/energyexplained/units-and-calculators/british-thermal-units.php>. Accessed January 2024.



California energy consumption in 2021 was approximately 6,765.2 trillion BTU, as provided in Table 4.<sup>18</sup> This represents an approximately 2.4% decrease from energy consumption in 2020.

**Table 4**  
**2021 California Energy Consumption**

End User	BTU of energy consumed (in trillions)	Percentage of total consumption
Residential	1,228.7	18.2
Commercial	1,157	17.1
Industrial	1,595.6	23.6
Transportation	2,783.9	41.2
<b>Total</b>	<b>6,765.2</b>	--

Total electrical consumption by Tulare County in 2022 was 1547.25 GWh,<sup>19</sup> while total gas consumption was 52.32 million Therms.<sup>20</sup>

The California Department of Transportation (Caltrans) reports that approximately 35.66 million vehicles were registered in the state in 2022, while in 2021 a total estimated 310.9 billion annual vehicle miles were traveled (VMT).<sup>21</sup>

## REGULATORY SETTING

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

California Code of Regulations Title 24, Part 6 contains 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 California Energy Commission (CEC) in

<sup>18</sup> California Profile Overview, U.S. Energy Information Administration. <https://www.eia.gov/state/?sid=CA#tabs-2>. Accessed January 2024.

<sup>19</sup> California Energy Commission. Electricity Consumption by County. <http://ecdms.energy.ca.gov/elecbycounty.aspx>. Accessed January 2024.

<sup>20</sup> California Energy Commission. Gas Consumption by County. <http://ecdms.energy.ca.gov/gasbycounty.aspx>. Accessed January 2024.

<sup>21</sup> Caltrans Fact Booklet. June 2023. California Department of Transportation. <https://dot.ca.gov/-/media/dot-media/programs/research-innovation-system-information/documents/caltrans-fact-booklets/caltransfacts2023a11y.pdf>. Accessed January 2024.

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 2022 Building Energy Efficiency Standards focus on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings and include requirements to enable both demand reductions during critical peak periods and future solar electric and thermal system installations. Although it was not originally intended to reduce greenhouse gas (GHG) emissions, electricity production by fossil fuels results in GHG emissions and energy efficient buildings require less electricity. Therefore, increased energy efficiency results in decreased GHG emissions.

#### 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 (2022) became effective in January 2023.

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.

#### Clean Energy and Pollution Reduction Act (SB 350)

The Clean Energy and Pollution Reduction Act (SB 350) was signed by 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 includes development of 46 single family residential lots on an approximately 10.1-acre site in the eastern portion of the City of Porterville. The Project site is currently vacant and disturbed, with minimal vegetation. Lands directly surrounding the proposed site include single-family residential subdivision to the north, vacant land and cemetery to the south, vacant land identified as low-medium density residential to the east, and single-family residential subdivision to the west.

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, and similar residential uses. 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 5 and in Appendix A.

**Table 5**  
**Annual Project Energy Consumption**

Land Use	Electricity Use in kWh/year	Natural Gas Use in kBTU/year
Single Family Housing	365,192	1,093,100

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 423 average 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 assist 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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the most recently adopted Uniform Building Code	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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. 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 Project site, are usually less likely to erode than those located on slopes.

## REGULATORY SETTING

### *Federal*

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

### *State*

#### **California Building Code**

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

#### **Paleontological Resources**

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

CEQA requires that a determination be made as to whether a project would directly or indirectly destroy a unique paleontological resource or site or unique geological feature (CEQA Appendix G(v)(c)). If an impact is significant, CEQA requires feasible measures to minimize the impact (CCR Title 14(3) 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.

**No Impact.** The Project site is not located within the 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.<sup>22</sup> Since no known surface expression of active faults is believed to cross the site, fault rupture through the site is not anticipated. *No impacts* would occur.

The Project site is not located within an Alquist-Priolo Earthquake Fault Zone and no known faults cut through the local soil at the site. There are several faults located within a 70-mile radius of the proposed Project site. An unnamed fault is approximately seven miles southwest, Poso Creek Fault is approximately 33 miles southwest, Kern Canyon Fault is approximately 32 miles east, White Wolf Fault Zone is approximately 61 miles southwest, and San Andreas and Cholame-Carrizo Fault sections are approximately 71 miles southwest of the Project site.<sup>23</sup> 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.

**Mitigation Measures:** None are required.

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

**Less than Significant Impact.** Although the Project area occurs in an area with historically low to moderate level of seismicity, strong ground shaking could occur in the region; however, the Project would be designed to withstand strong ground shaking, in compliance with the California Building Code, to minimize the potential effects of ground shaking and other seismic activity. Impacts from seismic ground shaking would result in *less than significant impacts*.

**Mitigation Measures:** None are required.

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

**Less than Significant Impact.** See Response a-ii. According to the City of Porterville General Plan, Public Health and Safety Element the Project site has a moderate to high risk of damaging ground motion; however, the Project's Valley location has a low risk of liquefaction. No Subsidence prone soils or oil or gas production is involved with the proposed Project. Therefore, the impact is *less than significant*.

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<sup>22</sup> California Department of Conservation. CGS Information Warehouse. Regulatory Maps and Reports.

<https://maps.conservation.ca.gov/cgs/informationwarehouse/regulatorymaps/>. Accessed January 2024.

<sup>23</sup> Fault Activity Map of California, California Geological Survey, Department of Conservation. <https://maps.conservation.ca.gov/cgs/fam/>. Accessed January 2024.

**Mitigation Measures:** None are required.

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

**Less than Significant Impact.** The City of Porterville's 2030 General Plan, Figure 7-1 (Geological and Soil Hazards) indicates that the proposed Project site is located on relatively flat topography and is not 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?
- c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

**Less than Significant Impact.** The City of Porterville sits on top of the alluvial fans of the Tule River and its distributaries. The soil in the Project area is primarily clay, characterized as well drained. 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.

- 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.** Based on the General Plan's Geological and Soil Hazards map, the Project site is in an area of High Soil Expansion Potential.<sup>24</sup> Implementation of the current California Building Codes, local policies regarding construction in areas of expansive soils, and requirements set forth in the Project's geotechnical report will reduce the shrink and swell impacts on the proposed structures. See also Responses (c) and (a-ii). The impact is *less than significant*.

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<sup>24</sup> Ch 7 Public Health & Safety, City of Porterville General Plan. Fig 7-31.

**Mitigation Measures:** None are required.

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

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

**Mitigation Measures:** None are required.

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

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

**Mitigation Measures:** CUL-1 and CUL-2.

VIII. GREENHOUSE GAS EMISSIONS

**Would the project:**

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

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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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<sub>2</sub>), methane (CH<sub>4</sub>), ozone, Nitrous Oxide (NO<sub>x</sub>), 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<sub>2</sub>-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 EPA found that CO<sub>2</sub>, CH<sub>4</sub>, NO<sub>x</sub>, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride may contribute to air pollution and may endanger public health and welfare. This finding may result in the EPA regulating GHG emissions; however, to date the EPA has not proposed regulations based on this finding.

### *State*

The AB 32 Scoping Plan contains the main strategies California will use to reduce GHG emissions that cause climate change. The Scoping Plan has a range of GHG reduction actions which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 cost of implementation fee regulation to fund the program. The first regulation adopted by the CARB pursuant to AB 32 was the regulation requiring mandatory reporting of GHG emissions. The regulation requires large industrial

sources emitting more than 25,000 metric tons of CO<sub>2</sub> per year to report and verify their GHG emissions from combustion of both fossil fuels and biomass-derived fuels. The California Cap and Trade program is being developed and the CARB must adopt regulations by January 1, 2011. Finally, Governor Schwarzenegger directed the CARB, pursuant to Executive Order S-21-09, to adopt a regulation by July 31, 2010, requiring the state's load serving entities to meet a 33 percent renewable energy target by 2020.

The most recent version of the CARB's Scoping Plan, the 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan), was adopted in December 2022. The 2022 Scoping Plan provides a detailed sector-by-sector guide to address climate change by reducing GHG emissions by 85 percent and achieving carbon neutrality by 2045, with the bulk of emission reductions efforts being tackled in the transportation and energy sectors. The elements of the framework proposed to achieve the emission reduction targets include: Transportation, Clean Electricity Grid, Sustainable Manufacturing and Buildings, Carbon Dioxide Removal and Capture, Short-Lived Climate Pollutants (Non-Combustion Gases), Natural and Working Lands.

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

#### *Local*

#### **San Joaquin Valley Air Pollution Control District (SJVAPCD)**

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

In 2009, the SJVAPCD adopted the guidance document: Guidance for Valley Land-Use Agencies in Addressing GHG Emission Impacts for New Projects Under CEQA. This document recommends the usage of performance-based standards, otherwise known as Best Performance Standards (BPS), to assess significance of project-specific greenhouse gas emissions on global climate change during the environmental review process. Projects implementing BPS in accordance with SJVAPCD's guidance would be determined to have a less than significant individual and cumulative impact on greenhouse gas emissions and would not require project specific quantification of greenhouse gas emissions.<sup>25</sup>

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<sup>25</sup> SJVAPCD. Guidance for Assessing and Mitigating Air Quality Impacts. March 19, 2015.  
<https://www.valleyair.org/transportation/GAMAQI.pdf>. Page 112. Accessed January 2024



## RESPONSES

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

**Less Than Significant Impacts.** The proposed Project includes development of 46 single family residential lots on an approximately 10.1-acre site in the eastern portion of the City of Porterville.

As shown in the CalEEMod results (Appendix A), annual emissions of greenhouse gases associated with Project construction would total approximately 386 MTCO<sub>2</sub>e. When amortized over an assumed 30-year project life, annual emissions would total approximately 13 MTCO<sub>2</sub>e/year. Construction-generated GHG emissions would not exceed commonly applied significance thresholds, which generally range from 1,100 to 3,000 MTCO<sub>2</sub>e/year for non-industrial uses. During operations, annual GHG emissions are estimated to be 565 MTCO<sub>2</sub>e. Total annual GHG emissions generated by Project implementation are 578 MTCO<sub>2</sub>e. GHG emissions would not exceed commonly applied significance thresholds, which generally range from 1,100 to 3,000 MTCO<sub>2</sub>e/year for non-industrial uses. As such, any impacts resulting from GHG emissions, either directly or indirectly, as a result of Project development is considered *less than significant*.

**Mitigation Measures:** None are required.

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

**Less Than Significant.** Projects implementing Best Performance Standards (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. The Project consists of expansion of an existing Public Works yard, and 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, as applicable. 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*.

Accordingly, taking into account the proposed Project's emissions, Project design features, and the progress being made by the State towards reducing emissions in key sectors such as transportation, industry, and electricity, the Project would be consistent with State GHG Plans and would further the State's goals of reducing GHG emissions to 1990 levels by 2020, 40 percent below 1990 levels by 2030,

and 80 percent below 1990 levels by 2050, and does not obstruct their attainment. Impacts would be *less than significant*.

**Mitigation Measures:** None 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- |    |  |                          |                          |                          |                                     |
|----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f. | Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?             | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g. | Expose people or structures either directly or indirectly to a significant risk of loss, injury or death involving wildland fires? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

ENVIRONMENTAL SETTING

The approximate 10.1-acre Project site is located in eastern Porterville and bounded to the north by East Putnam Avenue and to the west-southwest by North Crestview Street/Olivecrest Avenue. Residential subdivisions lie to the north and west of the site, with single-family residences bordering the site to the northwest, vacant land to the east, and a cemetery to the southwest

The Teapot Dome Landfill plant was used by the City until recently. The nearest operational Solid Waste site is the Woodville Landfill approximately 14 miles northwest of the site, while the Porterville Wastewater Treatment Plant is located approximately 2.8 miles west of the site.<sup>26</sup>

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

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<sup>26</sup> Tulare County Solid Waste Locations. <https://tularecounty.ca.gov/solidWaste/landfills/locations-fees/>. Accessed January 2024.

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.<sup>27</sup>

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.

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<sup>27</sup> State Responsibility Viewer, CalFire. <https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=468717e399fa4238ad86861638765ce1>. Accessed January 2024.

- 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?

**Less Than Significant Impact.** The proposed Project includes development of 46 single family residential lots on an approximately 10.1-acre site in the eastern portion of the City of Porterville. The Project site is currently vacant and disturbed, with minimal vegetation. The site is bordered by Putnam Avenue to the north, and Crestview Street/Olivecrest Avenue to the west-southwest.

Project construction activities may involve the use and transport of hazardous materials. These materials may include fuels, oils, mechanical fluids, and other chemicals used during construction. Transportation, storage, use, and disposal of hazardous materials during construction activities would be required to comply with applicable federal, state, and local statutes and regulations. Compliance would ensure that human health and the environment are not exposed to hazardous materials. In addition, the Project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) permit program through the submission and implementation of a Stormwater Pollution Prevention Plan during construction activities to prevent contaminated runoff from leaving the project site. Therefore, no significant impacts would occur during construction activities.

The operational phase of the proposed Project would occur after construction is completed and residents move in to occupy the structures on a day-to-day basis. The proposed Project includes land uses that are considered compatible with the surrounding uses. None of these land uses routinely transport, use, or dispose of hazardous materials, or present a reasonably foreseeable release of hazardous materials, with the exception of common residential grade hazardous materials such as household and commercial cleaners, paint, etc. The proposed Project would not create a significant hazard through the routine transport, use, or disposal of hazardous materials, nor would a significant hazard to the public or to the

environment through the reasonably foreseeable upset and accidental conditions involving the likely release of hazardous materials into the environment occur. Therefore, the proposed Project will not create a significant hazard to the public or the environment and any impacts would be *less than significant*.

**Mitigation Measures:** None are required.

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

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

**Mitigation Measures:** None are required.

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

**Less Than Significant Impact.** The John J. Doyle Elementary School is located approximately 0.37 miles 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. The site is also separated from the school by intervening land uses. See also Responses a. and b. above regarding hazardous material handling. The impact is *less than significant*.

**Mitigation Measures:** None are required.

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



**No Impact.** The proposed Project site is not located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (Geotracker<sup>28</sup> and EnviroStor<sup>29</sup> databases – accessed in January 2024). Accordingly, *no impacts* would occur that would create a significant hazard to the public or the environment.

**Mitigation Measures:** None are required.

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

**No Impact.** The proposed Project site is approximately four miles northeast of the Porterville Municipal Airport. 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.

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<sup>28</sup> GeoTracker, State Water Resources Control Board.

<https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=Search+GeoTracker>. Accessed January 2024.

<sup>29</sup> Envirostor, Department of Toxic Substances Control. <https://www.envirostor.dtsc.ca.gov/public/map/>. Accessed January 2024.

## 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. Result in substantial erosion or siltation on- or off- site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL SETTING

The City of Porterville has a dry, desert-like climate with evaporation rates that exceed rainfall. Annual precipitation in the area 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 site.

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.<sup>30</sup> 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.<sup>31</sup>

According to the City of Porterville 2020 Urban Water Master Plan (UWMP),<sup>32</sup> 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

<sup>30</sup> California Department of Water Resources. Critically Overdrafted Basins Map. <https://water.ca.gov/Programs/Groundwater-Management/Bulletin-118/Critically-Overdrafted-Basins>. Accessed January 2024.

<sup>31</sup> City of Porterville – Hydraulic Analysis, page 1. Dee Jaspar & Associates, Inc. (May 2015).

<sup>32</sup> City of Porterville 2020 Urban Water Management Plan. April 2022. [https://wuedata.water.ca.gov/public/uwmp\\_attachments/6335752189/Porterville%5F2020%20UWMP%20Final%2Epdf](https://wuedata.water.ca.gov/public/uwmp_attachments/6335752189/Porterville%5F2020%20UWMP%20Final%2Epdf). Accessed August 2022.

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 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 IV which allows residents one day a week to water lawns and landscapes, prohibiting watering Monday through Fridays. This and other mandatory water conservation measures are being enforced with fines of up to \$500 for non-compliance.<sup>33</sup>

## 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

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<sup>33</sup> City of Porterville, Public Works, Water Conservation. [https://www.ci.porterville.ca.us/departments/public\\_works/water\\_conservation.php](https://www.ci.porterville.ca.us/departments/public_works/water_conservation.php). Accessed January 2024.

the U.S. including streams and wetlands (33 CFR 328.3). The CWA requires states to set standards to protect, maintain, and restore water quality by regulating point source and some non-point source discharges. Under Section 402 of the CWA, the National Pollutant Discharge Elimination System (NPDES) permit process was established to regulate these discharges.

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

### *State*

#### **State Water Resources Control Board**

The State Water Resources Control Board (SWRCB), located in Sacramento, is the agency with jurisdiction over water quality issues in the 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 Project site is located within the Central Valley Region.

#### **Regional Water Quality Board**

The Regional Water Quality Control Board (RWQCB) administers the NPDES storm water-permitting program in the Central Valley region. Construction activities on one acre or more are subject to the permitting requirements of the NPDES General Permit for Discharges of Storm Water Runoff Associated with Construction Activity (General Construction Permit). The General Construction Permit requires the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP). The plan will include specifications for Best Management Practices (BMPs) that will be implemented during proposed Project construction to control degradation of surface water by preventing the potential erosion of sediments or discharge of pollutants from the construction area. The General Construction Permit program was established by the RWQCB for the specific purpose of reducing impacts to surface waters that may occur due to construction activities. BMPs have been established by the RWQCB in the California Storm Water Best Management Practice Handbook (2003), and are recognized as effectively reducing degradation of surface waters to an acceptable level. Additionally, the SWPPP will describe measures to prevent or control runoff degradation after construction is complete, and identify a plan to inspect and maintain these facilities or project elements.

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

### *Local*

#### **Porterville General Plan Policies**

- OSC-I-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.
- PHS-I-7: Coordinate with the U.S. Army Corps of Engineers, the County and local irrigation districts on potential flooding risks, including risks associated with dam failure.
- PHS-I-8: Implement appropriate flood control measures to assure the safety of residents, while emphasizing maintenance of natural wildlife habitats and vegetation.
- PHS-I-9: Require new development to provide for the perpetual funding and ongoing maintenance of detention reservoirs.
- PHS-I-10: Continue to require any new development in the floodway to obtain a permit from the California Reclamation Board and enforce the Flood Damage Prevention Ordinance.
- PU-I-7: Continue to require water meters in all new development.

### 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 SWRCB requires any new construction project over an acre to complete a Stormwater Pollution Prevention Plan (SWPPP). A SWPPP involves site planning and scheduling, limiting disturbed soil areas, and determining best management practices to minimize the risk of pollution and sediments being discharged from construction sites. Implementation of the SWPPP will minimize the potential for impacts associated with erosion or siltation onsite or offsite.

The proposed Project will result in wastewater from residential units that will be discharged into the City's existing wastewater treatment system. The wastewater will be typical of other urban/residential developments consisting of bathrooms, kitchen drains, laundry, and other similar facilities. The Project is not anticipated to 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.** The proposed Project includes development of 46 single family residential lots on an approximately 10.1-acre site in the eastern portion of the City of Porterville. The site is designated in the General Plan and zoned as Low Density Residential.

Site development will result in an increased demand for water. The site has been planned for residential development in the General Plan and therefore has been accounted for in the City infrastructure planning documents. Project demands for groundwater resources would not substantially deplete groundwater supplies and/or otherwise interfere with groundwater recharge efforts being implemented by the City of Porterville. Future demand can be met with continued groundwater pumping and conservation measures. Additionally, compliance with existing State regulations will ensure that impacts to groundwater supply will be *less than significant*.

**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 Project site is currently vacant and disturbed, with minimal vegetation. The site will be designed so that during construction storm water is collected in compliance with Porterville 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 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. 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 central portion of the Project site is within Zone A, as indicated by FEMA flood hazard map 06107C1655E, effective 6/16/2009.<sup>34</sup> Flood Zone A represents a "1% Annual Chance Flood Hazard". According to the City's General Plan, a portion of the site is located in the 100-year Flood Zone.<sup>35</sup>

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<sup>34</sup> National Flood Hazard Layer Viewer. FEMA. <https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd>. Accessed January 2024.

<sup>35</sup> Ch 7 Public Health & Safety, City of Porterville General Plan. Fig 7-3.

Per City of Porterville's General Plan policies, new developments in floodways may be required to enforce Flood Damage Prevention Ordinance and may be required to obtain permits from the Central Valley Flood Protection Board. Implementation of other General Plan policies as mentioned above will ensure developments within Flood Zones include appropriate flood control measures and are safe for the residents. The Applicant is required to comply with the City Flood Damage Prevention Ordinance No. 1777 in all areas of special flood hazards (i.e., Zones A, AE, AH, AO, AR or A99), where applicable.

Flows into the Tule River (located approximately two miles south of the Project site) are controlled by the Success Dam located approximately five miles upstream from the City. A dam failure is usually the result of neglect, poor design, or structural damage caused by a major event such as an earthquake. Dams must be operated and maintained in a safe manner, which is ensured through inspections for safety deficiencies, analyses using current technologies and designs, and taking corrective actions as needed based on current engineering practices. The Project site is not located within the Success Dam inundation area, as shown on Figure 7-3 of the 2030 General Plan.<sup>36</sup>

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. Therefore, 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.

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<sup>36</sup> Ibid.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL SETTING

Existing land uses in City of Porterville have been organized into generalized categories that are summarized below on Table 6. City of Porterville has the Porterville 2030 General Plan planned build-out of approximately 36,341 acres in size, equivalent to approximately 56.6 square-miles.

**Table 6**  
**Existing Land Use: City of Porterville Planning Area (2005)<sup>37</sup>**

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%

<sup>37</sup> City of Porterville General Plan, Land Use Element.

Generalized Land Use Category	Total	Percentage
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).

*State*

SB 330 Housing Crisis Act of 2019

The Senate Bill 330 (SB 330) established the Housing Crisis Act of 2019 (HCA) and was signed on October 9, 2019 and went into effect on January 1, 2020. On September 16, 2021, Senate Bill 8 (SB 8) was signed into law which made some clarifications and updated SB 330, extending the HCA from January 1, 2025 to January 1, 2030. These laws were passed to address the current “housing crisis” in the State with three general aims:

- 1) increase residential unit development;
- 2) protect existing housing inventory; and,
- 3) expedite permit processing.

Both SB 330 and SB 8 make numerous changes to the existing legislation such as the Permit Streamlining Act and the Housing Accountability Act.<sup>38</sup>

Under this legislation, municipal and county agencies are restricted in ordinances and policies that can be applied to residential development. The revised definition of “Housing Development” now contains

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<sup>38</sup> Summary of Housing Crisis Act of 2019. Southern California Association of Governments. [https://scag.ca.gov/sites/main/files/file-attachments/senate\\_bill\\_330\\_and\\_senate\\_bill\\_8\\_-\\_summary\\_of\\_housing\\_crisis\\_act\\_of\\_2019.pdf](https://scag.ca.gov/sites/main/files/file-attachments/senate_bill_330_and_senate_bill_8_-_summary_of_housing_crisis_act_of_2019.pdf). Accessed January 2024.

residential projects of two or more units, mixed-use projects (with two-thirds of the floor area designated for residential use), transitional, supportive, and emergency housing projects.

## RESPONSES

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

**No Impact.** The proposed Project includes development of 46 single family residential lots on an approximately 10.1-acre site in the eastern portion of the City of Porterville. The development will be on APN 254-060-032, which is designated in the General Plan and zoned as RS-2, Low Density Residential. The Project is located within the City limits of Porterville and will require approval of a Vesting Tentative Subdivision Map. The Project construction will also include street lighting and landscaping.

The proposed Project site is currently vacant and disturbed, with minimal vegetation. The site is bordered by Putnam Avenue to the north, and Olivecrest/Crestview Street to the west-southwest.

Lands directly surrounding the proposed Project are described as follows:

- North: East Putnam Avenue, Single-family residential subdivision
- South: Olivecrest Avenue, Vacant land, cemetery
- East: Vacant land, identified as Low-Medium Density Residential
- West: Olivecrest/Crestview Avenue, Single-family residential subdivision

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 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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.

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

## REGULATORY SETTING

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

## RESPONSES

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

**No Impact.** As shown in Figure 6-3 of the Porterville 2030 General Plan, the proposed Project area is not included in a State classified mineral resource zone.<sup>39</sup> Therefore, there is *no impact*.

**Mitigation Measures:** None are required.

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

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

**Mitigation Measures:** None are required.

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<sup>39</sup> Ch. 6 Open Space & Conservation, City of Porterville General Plan. Fig 6-3, Soil and Mineral Conversation.



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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL SETTING

The Project site is located in eastern Porterville and bounded to the north by East Putnam Avenue and to the west-southwest by North Crestview Street/Olivecrest Avenue. Residential subdivisions lie to the north and west of the site, with single-family residences bordering the site to the northwest, vacant land to the east, and a cemetery to the southwest.

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

REGULATORY SETTING

*Federal*

The Federal Railway Administration (FRA) and the Federal Transit Administration (FTA) have published guidance relative to vibration impacts. According to the FRA, fragile buildings can be exposed to ground-borne vibration levels of 0.5 PPV without experiencing structural damage.<sup>32</sup> 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 ( $L_{dn}$ ). Both reflect noise exposure over an average day with weighting to reflect the increased sensitivity to noise during the evening and night. The two descriptors are roughly equivalent. The CNEL descriptor is used in relation to major continuous noise sources, such as aircraft or traffic, and is the reference level for the Noise Element under State planning law. The Noise Element included in the 2030 City of Porterville General Plan (2008) includes noise and land use compatibility standards for various land uses (Table 7).

**Table 7**  
**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)
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
<p><u>Normally acceptable</u> – Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.</p> <p><u>Conditionally acceptable</u> – 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.</p> <p><u>Normally unacceptable</u> – 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.</p> <p><u>Clearly unacceptable</u> – New construction or development should generally not be undertaken.</p>				

### 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 55dB or 60dB CNEL noise contours.<sup>40</sup>

The site itself is located in a growing part of the city, surrounded by existing residential subdivisions and roadways in the area. 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.

Table 8 indicates the anticipated noise levels of the typical construction-related equipment (i.e., graders, trenchers, tractors) based on a distance of 50-feet between the equipment and the sensitive noise receptor.<sup>41</sup>

**Table 8**  
**Typical Construction Noise Levels**

Equipment	Typical Noise Level (dBA) 50 ft from Source
Air Compressor	80

<sup>40</sup> Ch. 9 Noise, City of Porterville General Plan. Fig. 9-2 Existing Noise Contours.

<sup>41</sup> The Noise and Vibration Impact Assessment Manual, Federal Transit Administration, U.S. Department of Transportation. September 2018. [https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123\\_0.pdf](https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf). Table 7-1. Accessed January 2024.

<b>Equipment</b>	<b>Typical Noise Level (dBA) 50 ft from Source</b>
Backhoe	80
Compactor	82
Concrete Mixer	85
Dozer	85
Generator	82
Grader	85
Jack Hammer	88
Loader	85
Paver	85
Truck	84

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.

The primary source of on-going noise from the Project will be from vehicles traveling on internal access roads and from traffic traveling along E Putnam Avenue, N Hillcrest Street, E Olivecrest Avenue, and other city roadways. The Project will result in an increase in traffic on some roadways in the Project area. However, the relatively low number of new trips associated with the Project is not likely to increase the ambient noise levels by a significant amount. The area is active with vehicles, residential housing, and agricultural land uses, so the proposed Project will not introduce a new significant source of noise that isn't already occurring in the area.

#### *Vibration Levels*

Typical outdoor sources of perceptible ground borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. Construction vibrations can be transient, random, or

continuous. Construction associated with the proposed Project includes the construction of residences and roadways.

The approximate threshold of vibration perception is 65 VdB, while 85 VdB is the vibration acceptable only if there are an infrequent number of events per day. Table 9 describes the typical construction equipment vibration levels.<sup>42</sup>

**Table 9**  
**Typical Construction Vibration Levels**

Equipment	VdB at 25 ft
Small Bulldozer	58
Jackhammer	79

Vibration from construction activities will be temporary and not exceed the FTA threshold for the nearest residences which are located to the north and west of the Project site. 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 proposed Project site is approximately four miles northeast of the Porterville Municipal Airport. The site is not located within the Airport's projected airport influence area. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.

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<sup>42</sup> Ibid.

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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL SETTING

The Project site is located in the eastern part of the City of Porterville and is currently vacant and disturbed, with minimal vegetation. The site is bordered by Putnam Avenue to the north, and Crestview Street/Olivecrest Avenue to the west-southwest. Residential subdivisions lie to the north and west of the site, with single-family residences bordering the site to the northwest, vacant land to the east, and a cemetery to the southwest

According to the Porterville 2030 General Plan, at the time of adoption of the GP, the city’s population was 45,220. At the time of adoption of the Housing Element in 2015, the estimated population was 55,852. The Housing Element also includes that Tulare County Association of Government (TCAG) growth projections indicate that Porterville’s population will continue to grow by 17 percent from 2010 to 2020 and again (17 percent) from 2020 to 2030. In the decade between 2030 and 2040, the City’s population is expected to grow by 37 percent and reach 97,097 residents.<sup>43</sup> The City’s population has increased steadily for several decades and even though the growth rate has slowed in recent years, is expected to continue to grow over the next 25 years. Build-out of the Porterville 2030 General Plan will accommodate a population of approximately 107,300 in Porterville.

<sup>43</sup> City of Porterville Housing Element 2015-2023. Pg 18



## 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 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.<sup>44</sup>

### *State*

The California Department of Housing and Community Development's (HCD) mission is to "promote safe, affordable homes and vibrant, inclusive, sustainable communities for all Californians."<sup>45</sup> In 1977, 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 Government Code Sections 65580 through 65589. The law requires 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

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<sup>44</sup> U.S. Department of Housing and Urban Development, Mission, <https://www.hud.gov/about/mission>. Accessed January 2024.

<sup>45</sup> California Department of Housing and Community Development, Mission, <https://www.hcd.ca.gov/about-hcd>. Accessed January 2024.

of 2015, and contains information on housing needs, land inventory, constraints, and a program of action.<sup>46</sup>

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

**Less than Significant Impact.** The proposed Project includes development of 46 single family residential lots on an approximately 10.1-acre site in the eastern portion of the City of Porterville.

Estimates for 2023 shows that the City has a population of 62,588 and 19,212 housing units with an average of 3.32 people per household.<sup>47</sup> There are 46 new homes associated with the proposed Project and there are no residential structures currently on-site. The site would provide additional housing for approximately 153 people. This is a relatively small population and is not expected to affect any regional population, housing, or employment projections anticipated by City documents.

Additionally, the site is designated as “Low Density Residential” by the City’s General Plan and the increase in population has been planned for. The proposed Project would require approval of a Vesting Tentative Subdivision Map. The proposed Project will alleviate some overcrowding in the regional population by contributing reliable housing, and will additionally provide temporary construction jobs to the local workforce. In conclusion, the Project implementation will not displace substantial numbers of people and instead provide needed housing. Any impacts are considered *less than significant*.

**Mitigation Measures:** None are required.

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<sup>46</sup> City of Porterville Housing Element 2015-2023.

[https://cms9files.revize.com/PortervilleCA/Document\\_Center/Department/Community%20Development/Planning/Documents/20151216HousingElementFinal.pdf](https://cms9files.revize.com/PortervilleCA/Document_Center/Department/Community%20Development/Planning/Documents/20151216HousingElementFinal.pdf). Accessed January 2024.

<sup>47</sup> Population and Housing Estimates for Cities, Counties, and the State, 2020-2023, California Department of Finance.

<https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2023/>. Accessed January 2024.

XV. PUBLIC SERVICES

Would the project:

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

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL SETTING

The Project site is located within the City limits of Porterville and will require approval of a Vesting Tentative Subdivision Map. Water, sewage disposal and refuse collection services will be provided by the City of Portville and the Applicant will be required to tie into the City’s existing facilities. The proposed Project would require gas, telephone, cable, and electrical improvements. Natural gas would be provided by The Gas Company; telephone services would be provided by AT&T; electric power would be provided by Southern California Edison Company; and cable television would be provided by Charter Communication.

The Teapot Dome Landfill plant was used by the City until recently. The nearest operational Solid Waste site is the Woodville Landfill approximately 14 miles northwest of the site, while the Porterville Wastewater Treatment Plant is located approximately 2.8 miles west of the site.<sup>48</sup>

## 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 2022 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**

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<sup>48</sup> Tulare County Solid Waste Locations. <https://tularecounty.ca.gov/solidWaste/landfills/locations-fees/>. Accessed January 2024.

- 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 be served by City of Porterville Fire Station 71, which is approximately 1.2 miles west of the 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. The proposed Project at full buildout will add to the number of “customers” served, however, the Fire Department has capacity for the additional service need. No additional fire equipment, personnel, or services are anticipated to be required by Project implementation. In addition, the Project applicant will be required to pay all associated impact fees related to public services. As such, any impacts are *less than significant*.

### Police Protection?

**Less than Significant Impact.** Protection services would be provided to the Project site from the existing Porterville Police Department, approximately 1.3 miles to the west of the site. The Project site is located in an area currently served by the Porterville Police Department; the Department would not need to expand its existing service area or construct a new facility to serve the Project site. In addition, the Project applicant will be required to pay all associated impact fees related to public services. Impacts are *less than significant*.

### Schools?

**Less than Significant Impact.** The proposed Project site is located within the Porterville Unified School District. John J. Doyle Elementary School is the nearest school, located approximately 0.37 miles south of the Project site. 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<sup>49</sup>), the proposed Project would generate approximately 19 elementary school students, 5 middle school students and 10 high school students. Pursuant to Education Code Section 17620(a)(1), the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district for the purpose of funding the construction or reconstruction of school facilities. The Project applicant would be required to pay such fees to reduce any impacts of new residential development of school services. Payment of the developer fees will offset the addition of school-age children within the district. Accordingly, any impacts would be *less than significant*.

#### Parks?

**Less than Significant Impact.** The nearest City park to the proposed Project site is the Murry Park, approximately 0.39 miles west of the site. 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 may 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. 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.

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<sup>49</sup> Porterville 2030 General Plan EIR. SCH 2006011033. Page 234.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL SETTING

The City of Porterville provides its residents with 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 an estimated 2023 population of 62,588 residents,<sup>50</sup> the City has a ratio of 4.9 acres of parkland per 1,000 residents. The park ratio is based on Neighborhood Parks, Community Parks, and Specialized Recreation areas only. Trails, Community Facilities and Pocket Parks do not contribute to the ratio.

<sup>50</sup> Population and Housing Estimates for Cities, Counties, and the State, 2020-2023, California Department of Finance.  
<https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2023/>.  
Accessed January 2024.

## REGULATORY SETTING

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

## 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.** The proposed Project includes development of 46 single-family lots, is compatible with the General Plan designation and zoning use of Low Density Residential and development has been planned for at this location. 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. 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 may 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## ENVIRONMENTAL SETTING

Porterville is bisected north-south by State Route (SR) 65 and SR 190 runs east-west in the southern portion of the City. The proposed Project site is currently vacant and disturbed, with minimal vegetation. The site is bordered by Putnam Avenue to the north, and Crestview Street/Olivecrest Avenue to the west-southwest. The proposed Project site is approximately four miles northeast of the Porterville Municipal Airport.

## REGULATORY SETTING

*Federal*Federal Transit Administration.

The 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?

**Less than Significant Impact.** The proposed Project includes the development of 46 residential lots in the City of Porterville. The proposed Project could generate approximately 423 average daily vehicle trips (ADT), modeled using CalEEMod ver. 2020.4.0, and the report is available in its entirety in Appendix A. Project development would be in accordance with the Circulation Element and alternative transportation policies included in the City of Porterville’s General Plan, the Tulare County Transportation Commission Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), and any other adopted policies, plans or programs supporting transportation. The proposed development is located in an area consisting of similar single family residential developments and vacant/disturbed land. As such, the proposed residential Project is considered a typical project within the area and is not expected to significantly increase traffic volumes. Impacts will be *less than significant*.

**Mitigation Measures:** None are required.

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

**Less Than Significant Impact.** 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” (Guidelines), dated June 8, 2020, which contain recommendations regarding VMT assessment, significance thresholds and mitigation measures.

According to the Guidelines, some projects are small enough that they can be presumed to have a less than significant transportation impact without doing a detailed VMT analysis. For Tulare County, projects that generate less than 500 trips per day can be presumed to have a less than significant impact.<sup>51</sup>

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<sup>51</sup> County of Tulare. SB 743 Guidelines. June 8, 2020. Page 6.

<https://generalplan.co.tulare.ca.us/documents/GP/001Adopted%20Tulare%20County%20General%20Plan%20Materials/000General%20Plan%202030%20Part%20I%20and%20Part%20II/Tulare%20County%20SB%20743%20Guidelines%20final.pdf>. Accessed January 2024.

As the proposed Project will generate approximately 423 trips per day, impacts have been predetermined to be *less than significant*.

**Mitigation Measures:** None are required.

- 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. On-site circulation patterns do not involve high speeds, sharp curves or dangerous intersections. Although there will be an increase in the volume of vehicles accessing the site and surrounding areas, the proposed Project will not present a substantial increase in hazards. The points of ingress/egress to the proposed Project site will be sized appropriately for emergency vehicles. Therefore, 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:

- 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.

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## 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.<sup>52</sup>

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;

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<sup>52</sup> California Office of Historic Preservation, Mission and Responsibilities, [http://ohp.parks.ca.gov/?page\\_id=1066](http://ohp.parks.ca.gov/?page_id=1066), Accessed January 2024.

- Is associated with the lives of persons important to 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; or
- Has yielded, or may be likely to yield, information important in prehistory or history.<sup>53</sup>

Tribal Consultation Requirements: SB 18 (Burton, 2004)<sup>54</sup>

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 are notified to request consultation, unless a shorter timeframe has been agreed to by the tribe.

Tribal Consultation Requirements: AB 52 (Gatto, 2014)<sup>55</sup>

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

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<sup>53</sup> California Office of Historic Preservation, California Register of Historical Resources: Criteria for Designation. [https://ohp.parks.ca.gov/?page\\_id=21238](https://ohp.parks.ca.gov/?page_id=21238). Accessed January 2024.

<sup>54</sup> Senate Bill No. 18, Chapter 905. [https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=200320040SB18](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200320040SB18). Accessed January 2024.

<sup>55</sup> Assembly Bill No. 52, Chapter 532. [http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201320140AB52](http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140AB52), Accessed January 2024.

agency of proposed projects in that geographic area and the tribe requests consultation, prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project.

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.<sup>56</sup>

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 March 15, 2024 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
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<sup>56</sup> Native American Heritage Commission, About the Native American Heritage Commission <http://nahc.ca.gov/about/>. Accessed January 2024.



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?

**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 CUL-1 would reduce impacts to unknown archaeological deposits, including TCRs, to a less than significant level. As discussed under criterion (d), compliance with 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## ENVIRONMENTAL SETTING

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

## REGULATORY SETTING

### *State*

#### **State Water Resources Control Board (SWRCB)**

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

#### **National Pollutant Discharge Elimination System (NPDES) Permit**

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

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

### *Local*

#### **Porterville 2030 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.** 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 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 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 Low Density Residential, which accommodates the proposed development.

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. Additionally, the proposed Project applicant would be required to comply with any applicable City and WWTF regulations and would be subject to applicable development impact fees and wastewater connection charges. Therefore, with compliance to applicable standards and payment of required fees and connection charges, the Project would not result in a significant impact related to construction or expansions of existing wastewater treatment facilities.

**Mitigation Measures:** None are required.

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

**Less than Significant Impact.** Disposal services in the City are provided by the City of Porterville. The Teapot Dome Landfill plant was used by the City until recently. The nearest operational Solid Waste site is the Woodville Landfill approximately 14 miles northwest of the site, while the Porterville Wastewater Treatment Plant is located approximately 2.8 miles west of the site.<sup>57</sup>

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

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<sup>57</sup> Tulare County Solid Waste Locations. <https://tularecounty.ca.gov/solidWaste/landfills/locations-fees/>. Accessed January 2024.

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.

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. The proposed Project would result in *less than significant* impacts to solid waste and landfill facilities.

**Mitigation Measures:** None are required.

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

**Less than Significant Impact.** See Response *f*, above. The proposed Project would be required to comply with all federal, State, and local regulations related to solid waste. Furthermore, the proposed Project would be required to comply with all standards related to solid waste diversion, reduction, and recycling during Project construction and operation. The proposed Project will comply with all federal, state and local statutes and regulations related to solid waste. As such, any impacts would be *less than significant*.

**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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## 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.<sup>58</sup> The majority of the Porterville is developed into urban uses or in active agriculture, severely reducing the risk of wildland fire. According to the 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 a growing part of the City in an area developed primarily with residential 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.

According to the City's Public Health & Safety Element of the General Plan, even though Porterville is not considered to be a fire-prone city, structural fires pose a greater risk to life and property than wildland fires. The City of Porterville requires all new development and subdivisions to meet or exceed the Uniform Fire Code provisions (Porterville City Code: Chapter 12) which address topography, geology, climate, and development conditions. The Public Works Department and Fire Department review all development applications during the review process.

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<sup>58</sup> Tulare County General Plan Background Report. February 2010. Page 8-21.



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:

- 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?

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	-------------------------------------	--------------------------	--------------------------

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 With Mitigation.** The analyses of environmental issues contained in this Initial Study indicate that the proposed Project is not expected to have a substantial impact on the environment or on any resources identified in the Initial Study. Mitigation measures have been incorporated in the Project to reduce all potentially significant 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. Due to the nature of the Project and consistency with environmental policies, incremental contributions to impacts are considered less than cumulatively considerable. The proposed Project would not 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.). The impact is *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 With Mitigation.** The analyses of environmental issues contained in this Initial Study indicate that the Project is not expected to have substantial impact on human beings, either directly or indirectly. Mitigation measures have been incorporated in the Project to reduce all potentially significant impacts to *less than significant*.

## LIST OF PREPARERS

### **Crawford & Bowen Planning, Inc.**

- Emily Bowen, LEED AP, Principal Environmental Planner
- Travis Crawford, AICP, Principal Environmental Planner
- Deepesh Tourani, Associate Environmental Planner

## Persons and Agencies Consulted

### **City of Porterville**

- Claudia Calderon, Acting Community Development Director
- Jeff O'Neal, Contract City Planner
- Oscar Zepeda, Associate Planner
- Rocio Mejia, Assistant Planner

### **California Historic Resources Information System**

- Celeste Thomson, Coordinator

# **Appendix A**

## CalEEMod Output Files

Crestview Park 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

Crestview Park 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
Single Family Housing	46.00	Dwelling Unit	10.10	82,800.00	146

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.7	Precipitation Freq (Days)	45
Climate Zone	7			Operational Year	2025
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 - Single-family residential project in the City of Porterville.

Land Use - Proposed development of 46 single-family residences on an approximately 10.1-acre site.

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	14.94	10.10
tblWoodstoves	NumberCatalytic	10.10	0.00
tblWoodstoves	NumberNoncatalytic	10.10	0.00

2.0 Emissions Summary

## Crestview Park 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					
2024	0.2351	2.1736	2.3462	4.4000e-003	0.2572	0.0961	0.3533	0.1109	0.0898	0.2007	0.0000	382.9608	382.9608	0.0955	1.7800e-003	385.8790
2025	0.8622	0.7589	1.0264	1.7800e-003	0.0102	0.0323	0.0425	2.7600e-003	0.0303	0.0330	0.0000	154.5794	154.5794	0.0352	9.0000e-004	155.7257
<b>Maximum</b>	<b>0.8622</b>	<b>2.1736</b>	<b>2.3462</b>	<b>4.4000e-003</b>	<b>0.2572</b>	<b>0.0961</b>	<b>0.3533</b>	<b>0.1109</b>	<b>0.0898</b>	<b>0.2007</b>	<b>0.0000</b>	<b>382.9608</b>	<b>382.9608</b>	<b>0.0955</b>	<b>1.7800e-003</b>	<b>385.8790</b>

**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					
2024	0.2351	2.1736	2.3462	4.4000e-003	0.2572	0.0961	0.3533	0.1109	0.0898	0.2007	0.0000	382.9604	382.9604	0.0955	1.7800e-003	385.8786
2025	0.8622	0.7589	1.0264	1.7800e-003	0.0102	0.0323	0.0425	2.7600e-003	0.0303	0.0330	0.0000	154.5792	154.5792	0.0352	9.0000e-004	155.7256
<b>Maximum</b>	<b>0.8622</b>	<b>2.1736</b>	<b>2.3462</b>	<b>4.4000e-003</b>	<b>0.2572</b>	<b>0.0961</b>	<b>0.3533</b>	<b>0.1109</b>	<b>0.0898</b>	<b>0.2007</b>	<b>0.0000</b>	<b>382.9604</b>	<b>382.9604</b>	<b>0.0955</b>	<b>1.7800e-003</b>	<b>385.8786</b>

## Crestview Park 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	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-9-2024	4-8-2024	0.9551	0.9551
2	4-9-2024	7-8-2024	0.4946	0.4946
3	7-9-2024	10-8-2024	0.5001	0.5001
4	10-9-2024	1-8-2025	0.4974	0.4974
5	1-9-2025	4-8-2025	0.4546	0.4546
6	4-9-2025	7-8-2025	0.7614	0.7614
7	7-9-2025	9-30-2025	0.3670	0.3670
		Highest	0.9551	0.9551



## Crestview Park 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	0.4134	0.0211	0.3486	1.3000e-004		3.2800e-003	3.2800e-003		3.2800e-003	3.2800e-003	0.0000	20.4855	20.4855	9.2000e-004	3.7000e-004	20.6172
Energy	5.8900e-003	0.0504	0.0214	3.2000e-004		4.0700e-003	4.0700e-003		4.0700e-003	4.0700e-003	0.0000	58.3319	58.3319	1.1200e-003	1.0700e-003	58.6786
Mobile	0.2058	0.3677	1.9398	4.7100e-003	0.4665	4.2100e-003	0.4707	0.1248	3.9600e-003	0.1288	0.0000	445.8198	445.8198	0.0227	0.0246	453.7039
Waste						0.0000	0.0000		0.0000	0.0000	11.1503	0.0000	11.1503	0.6590	0.0000	27.6244
Water						0.0000	0.0000		0.0000	0.0000	0.9508	0.0000	0.9508	0.0977	2.3100e-003	4.0795
<b>Total</b>	<b>0.6251</b>	<b>0.4392</b>	<b>2.3098</b>	<b>5.1600e-003</b>	<b>0.4665</b>	<b>0.0116</b>	<b>0.4781</b>	<b>0.1248</b>	<b>0.0113</b>	<b>0.1362</b>	<b>12.1011</b>	<b>524.6372</b>	<b>536.7383</b>	<b>0.7813</b>	<b>0.0283</b>	<b>564.7036</b>

## Crestview Park 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	0.4134	0.0211	0.3486	1.3000e-004		3.2800e-003	3.2800e-003		3.2800e-003	3.2800e-003	0.0000	20.4855	20.4855	9.2000e-004	3.7000e-004	20.6172
Energy	5.8900e-003	0.0504	0.0214	3.2000e-004		4.0700e-003	4.0700e-003		4.0700e-003	4.0700e-003	0.0000	58.3319	58.3319	1.1200e-003	1.0700e-003	58.6786
Mobile	0.2058	0.3677	1.9398	4.7100e-003	0.4665	4.2100e-003	0.4707	0.1248	3.9600e-003	0.1288	0.0000	445.8198	445.8198	0.0227	0.0246	453.7039
Waste						0.0000	0.0000		0.0000	0.0000	11.1503	0.0000	11.1503	0.6590	0.0000	27.6244
Water						0.0000	0.0000		0.0000	0.0000	0.9508	0.0000	0.9508	0.0977	2.3100e-003	4.0795
Total	0.6251	0.4392	2.3098	5.1600e-003	0.4665	0.0116	0.4781	0.1248	0.0113	0.1362	12.1011	524.6372	536.7383	0.7813	0.0283	564.7036

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

## 3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/9/2024	2/5/2024	5	20	
2	Site Preparation	Site Preparation	2/6/2024	2/19/2024	5	10	
3	Grading	Grading	2/20/2024	4/1/2024	5	30	

## Crestview Park 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**

4	Building Construction	Building Construction	4/2/2024	5/26/2025	5	300
5	Paving	Paving	5/27/2025	6/23/2025	5	20
6	Architectural Coating	Architectural Coating	6/24/2025	7/21/2025	5	20

**Acres of Grading (Site Preparation Phase): 15****Acres of Grading (Grading Phase): 90****Acres of Paving: 0****Residential Indoor: 167,670; Residential Outdoor: 55,890; 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

## Crestview Park 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**

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	17.00	5.00	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	3.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction****3.2 Demolition - 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	0.0224	0.2088	0.1971	3.9000e-004		9.6000e-003	9.6000e-003		8.9200e-003	8.9200e-003	0.0000	33.9961	33.9961	9.5100e-003	0.0000	34.2338
<b>Total</b>	<b>0.0224</b>	<b>0.2088</b>	<b>0.1971</b>	<b>3.9000e-004</b>		<b>9.6000e-003</b>	<b>9.6000e-003</b>		<b>8.9200e-003</b>	<b>8.9200e-003</b>	<b>0.0000</b>	<b>33.9961</b>	<b>33.9961</b>	<b>9.5100e-003</b>	<b>0.0000</b>	<b>34.2338</b>

## Crestview Park 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****3.2 Demolition - 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
<b>Total</b>	<b>4.3000e-004</b>	<b>2.8000e-004</b>	<b>3.4500e-003</b>	<b>1.0000e-005</b>	<b>1.2000e-003</b>	<b>1.0000e-005</b>	<b>1.2100e-003</b>	<b>3.2000e-004</b>	<b>1.0000e-005</b>	<b>3.2000e-004</b>	<b>0.0000</b>	<b>0.9468</b>	<b>0.9468</b>	<b>3.0000e-005</b>	<b>3.0000e-005</b>	<b>0.9552</b>

**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	0.0224	0.2088	0.1971	3.9000e-004		9.6000e-003	9.6000e-003		8.9200e-003	8.9200e-003	0.0000	33.9960	33.9960	9.5100e-003	0.0000	34.2338
<b>Total</b>	<b>0.0224</b>	<b>0.2088</b>	<b>0.1971</b>	<b>3.9000e-004</b>		<b>9.6000e-003</b>	<b>9.6000e-003</b>		<b>8.9200e-003</b>	<b>8.9200e-003</b>	<b>0.0000</b>	<b>33.9960</b>	<b>33.9960</b>	<b>9.5100e-003</b>	<b>0.0000</b>	<b>34.2338</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****3.2 Demolition - 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
<b>Total</b>	<b>4.3000e-004</b>	<b>2.8000e-004</b>	<b>3.4500e-003</b>	<b>1.0000e-005</b>	<b>1.2000e-003</b>	<b>1.0000e-005</b>	<b>1.2100e-003</b>	<b>3.2000e-004</b>	<b>1.0000e-005</b>	<b>3.2000e-004</b>	<b>0.0000</b>	<b>0.9468</b>	<b>0.9468</b>	<b>3.0000e-005</b>	<b>3.0000e-005</b>	<b>0.9552</b>

**3.3 Site Preparation - 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					
Fugitive Dust					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0133	0.1359	0.0917	1.9000e-004		6.1500e-003	6.1500e-003		5.6600e-003	5.6600e-003	0.0000	16.7285	16.7285	5.4100e-003	0.0000	16.8638
<b>Total</b>	<b>0.0133</b>	<b>0.1359</b>	<b>0.0917</b>	<b>1.9000e-004</b>	<b>0.0983</b>	<b>6.1500e-003</b>	<b>0.1044</b>	<b>0.0505</b>	<b>5.6600e-003</b>	<b>0.0562</b>	<b>0.0000</b>	<b>16.7285</b>	<b>16.7285</b>	<b>5.4100e-003</b>	<b>0.0000</b>	<b>16.8638</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****3.3 Site Preparation - 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
<b>Total</b>	<b>2.6000e-004</b>	<b>1.7000e-004</b>	<b>2.0700e-003</b>	<b>1.0000e-005</b>	<b>7.2000e-004</b>	<b>0.0000</b>	<b>7.2000e-004</b>	<b>1.9000e-004</b>	<b>0.0000</b>	<b>1.9000e-004</b>	<b>0.0000</b>	<b>0.5681</b>	<b>0.5681</b>	<b>2.0000e-005</b>	<b>2.0000e-005</b>	<b>0.5731</b>

**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	0.0133	0.1359	0.0917	1.9000e-004		6.1500e-003	6.1500e-003		5.6500e-003	5.6500e-003	0.0000	16.7285	16.7285	5.4100e-003	0.0000	16.8638
<b>Total</b>	<b>0.0133</b>	<b>0.1359</b>	<b>0.0917</b>	<b>1.9000e-004</b>	<b>0.0983</b>	<b>6.1500e-003</b>	<b>0.1044</b>	<b>0.0505</b>	<b>5.6500e-003</b>	<b>0.0562</b>	<b>0.0000</b>	<b>16.7285</b>	<b>16.7285</b>	<b>5.4100e-003</b>	<b>0.0000</b>	<b>16.8638</b>

## Crestview Park 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****3.3 Site Preparation - 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
<b>Total</b>	<b>2.6000e-004</b>	<b>1.7000e-004</b>	<b>2.0700e-003</b>	<b>1.0000e-005</b>	<b>7.2000e-004</b>	<b>0.0000</b>	<b>7.2000e-004</b>	<b>1.9000e-004</b>	<b>0.0000</b>	<b>1.9000e-004</b>	<b>0.0000</b>	<b>0.5681</b>	<b>0.5681</b>	<b>2.0000e-005</b>	<b>2.0000e-005</b>	<b>0.5731</b>

**3.4 Grading - 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					
Fugitive Dust					0.1381	0.0000	0.1381	0.0548	0.0000	0.0548	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0483	0.4857	0.4158	9.3000e-004		0.0200	0.0200		0.0184	0.0184	0.0000	81.7793	81.7793	0.0265	0.0000	82.4405
<b>Total</b>	<b>0.0483</b>	<b>0.4857</b>	<b>0.4158</b>	<b>9.3000e-004</b>	<b>0.1381</b>	<b>0.0200</b>	<b>0.1581</b>	<b>0.0548</b>	<b>0.0184</b>	<b>0.0732</b>	<b>0.0000</b>	<b>81.7793</b>	<b>81.7793</b>	<b>0.0265</b>	<b>0.0000</b>	<b>82.4405</b>



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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****3.4 Grading - 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	8.7000e-004	5.6000e-004	6.9000e-003	2.0000e-005	2.4000e-003	1.0000e-005	2.4100e-003	6.4000e-004	1.0000e-005	6.5000e-004	0.0000	1.8935	1.8935	5.0000e-005	5.0000e-005	1.9104
<b>Total</b>	<b>8.7000e-004</b>	<b>5.6000e-004</b>	<b>6.9000e-003</b>	<b>2.0000e-005</b>	<b>2.4000e-003</b>	<b>1.0000e-005</b>	<b>2.4100e-003</b>	<b>6.4000e-004</b>	<b>1.0000e-005</b>	<b>6.5000e-004</b>	<b>0.0000</b>	<b>1.8935</b>	<b>1.8935</b>	<b>5.0000e-005</b>	<b>5.0000e-005</b>	<b>1.9104</b>

**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					0.1381	0.0000	0.1381	0.0548	0.0000	0.0548	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0483	0.4857	0.4158	9.3000e-004		0.0200	0.0200		0.0184	0.0184	0.0000	81.7792	81.7792	0.0265	0.0000	82.4404
<b>Total</b>	<b>0.0483</b>	<b>0.4857</b>	<b>0.4158</b>	<b>9.3000e-004</b>	<b>0.1381</b>	<b>0.0200</b>	<b>0.1581</b>	<b>0.0548</b>	<b>0.0184</b>	<b>0.0732</b>	<b>0.0000</b>	<b>81.7792</b>	<b>81.7792</b>	<b>0.0265</b>	<b>0.0000</b>	<b>82.4404</b>

## Crestview Park 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****3.4 Grading - 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	8.7000e-004	5.6000e-004	6.9000e-003	2.0000e-005	2.4000e-003	1.0000e-005	2.4100e-003	6.4000e-004	1.0000e-005	6.5000e-004	0.0000	1.8935	1.8935	5.0000e-005	5.0000e-005	1.9104
<b>Total</b>	<b>8.7000e-004</b>	<b>5.6000e-004</b>	<b>6.9000e-003</b>	<b>2.0000e-005</b>	<b>2.4000e-003</b>	<b>1.0000e-005</b>	<b>2.4100e-003</b>	<b>6.4000e-004</b>	<b>1.0000e-005</b>	<b>6.5000e-004</b>	<b>0.0000</b>	<b>1.8935</b>	<b>1.8935</b>	<b>5.0000e-005</b>	<b>5.0000e-005</b>	<b>1.9104</b>

**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	0.1442	1.3175	1.5844	2.6400e-003		0.0601	0.0601		0.0565	0.0565	0.0000	227.2121	227.2121	0.0537	0.0000	228.5554
<b>Total</b>	<b>0.1442</b>	<b>1.3175</b>	<b>1.5844</b>	<b>2.6400e-003</b>		<b>0.0601</b>	<b>0.0601</b>		<b>0.0565</b>	<b>0.0565</b>	<b>0.0000</b>	<b>227.2121</b>	<b>227.2121</b>	<b>0.0537</b>	<b>0.0000</b>	<b>228.5554</b>

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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 - 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	0.0217	6.4700e-003	1.0000e-004	3.2500e-003	1.4000e-004	3.3900e-003	9.4000e-004	1.4000e-004	1.0700e-003	0.0000	9.3212	9.3212	4.0000e-005	1.3900e-003	9.7375
Worker	4.8200e-003	3.0900e-003	0.0383	1.1000e-004	0.0133	7.0000e-005	0.0134	3.5400e-003	6.0000e-005	3.6000e-003	0.0000	10.5154	10.5154	3.0000e-004	2.9000e-004	10.6092
<b>Total</b>	<b>5.3500e-003</b>	<b>0.0248</b>	<b>0.0448</b>	<b>2.1000e-004</b>	<b>0.0166</b>	<b>2.1000e-004</b>	<b>0.0168</b>	<b>4.4800e-003</b>	<b>2.0000e-004</b>	<b>4.6700e-003</b>	<b>0.0000</b>	<b>19.8365</b>	<b>19.8365</b>	<b>3.4000e-004</b>	<b>1.6800e-003</b>	<b>20.3468</b>

**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	0.1442	1.3175	1.5844	2.6400e-003		0.0601	0.0601		0.0565	0.0565	0.0000	227.2119	227.2119	0.0537	0.0000	228.5551
<b>Total</b>	<b>0.1442</b>	<b>1.3175</b>	<b>1.5844</b>	<b>2.6400e-003</b>		<b>0.0601</b>	<b>0.0601</b>		<b>0.0565</b>	<b>0.0565</b>	<b>0.0000</b>	<b>227.2119</b>	<b>227.2119</b>	<b>0.0537</b>	<b>0.0000</b>	<b>228.5551</b>

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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 - 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	0.0217	6.4700e-003	1.0000e-004	3.2500e-003	1.4000e-004	3.3900e-003	9.4000e-004	1.4000e-004	1.0700e-003	0.0000	9.3212	9.3212	4.0000e-005	1.3900e-003	9.7375
Worker	4.8200e-003	3.0900e-003	0.0383	1.1000e-004	0.0133	7.0000e-005	0.0134	3.5400e-003	6.0000e-005	3.6000e-003	0.0000	10.5154	10.5154	3.0000e-004	2.9000e-004	10.6092
<b>Total</b>	<b>5.3500e-003</b>	<b>0.0248</b>	<b>0.0448</b>	<b>2.1000e-004</b>	<b>0.0166</b>	<b>2.1000e-004</b>	<b>0.0168</b>	<b>4.4800e-003</b>	<b>2.0000e-004</b>	<b>4.6700e-003</b>	<b>0.0000</b>	<b>19.8365</b>	<b>19.8365</b>	<b>3.4000e-004</b>	<b>1.6800e-003</b>	<b>20.3468</b>

**3.5 Building Construction - 2025****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	0.0711	0.6484	0.8364	1.4000e-003		0.0274	0.0274		0.0258	0.0258	0.0000	120.5981	120.5981	0.0284	0.0000	121.3068
<b>Total</b>	<b>0.0711</b>	<b>0.6484</b>	<b>0.8364</b>	<b>1.4000e-003</b>		<b>0.0274</b>	<b>0.0274</b>		<b>0.0258</b>	<b>0.0258</b>	<b>0.0000</b>	<b>120.5981</b>	<b>120.5981</b>	<b>0.0284</b>	<b>0.0000</b>	<b>121.3068</b>

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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 - 2025****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	2.7000e-004	0.0115	3.3600e-003	5.0000e-005	1.7200e-003	7.0000e-005	1.8000e-003	5.0000e-004	7.0000e-005	5.7000e-004	0.0000	4.8559	4.8559	2.0000e-005	7.3000e-004	5.0726
Worker	2.3700e-003	1.4600e-003	0.0189	6.0000e-005	7.0700e-003	3.0000e-005	7.1000e-003	1.8800e-003	3.0000e-005	1.9100e-003	0.0000	5.4443	5.4443	1.4000e-004	1.4000e-004	5.4905
<b>Total</b>	<b>2.6400e-003</b>	<b>0.0129</b>	<b>0.0222</b>	<b>1.1000e-004</b>	<b>8.7900e-003</b>	<b>1.0000e-004</b>	<b>8.9000e-003</b>	<b>2.3800e-003</b>	<b>1.0000e-004</b>	<b>2.4800e-003</b>	<b>0.0000</b>	<b>10.3002</b>	<b>10.3002</b>	<b>1.6000e-004</b>	<b>8.7000e-004</b>	<b>10.5631</b>

**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	0.0711	0.6484	0.8364	1.4000e-003		0.0274	0.0274		0.0258	0.0258	0.0000	120.5980	120.5980	0.0284	0.0000	121.3067
<b>Total</b>	<b>0.0711</b>	<b>0.6484</b>	<b>0.8364</b>	<b>1.4000e-003</b>		<b>0.0274</b>	<b>0.0274</b>		<b>0.0258</b>	<b>0.0258</b>	<b>0.0000</b>	<b>120.5980</b>	<b>120.5980</b>	<b>0.0284</b>	<b>0.0000</b>	<b>121.3067</b>

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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 - 2025****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	2.7000e-004	0.0115	3.3600e-003	5.0000e-005	1.7200e-003	7.0000e-005	1.8000e-003	5.0000e-004	7.0000e-005	5.7000e-004	0.0000	4.8559	4.8559	2.0000e-005	7.3000e-004	5.0726
Worker	2.3700e-003	1.4600e-003	0.0189	6.0000e-005	7.0700e-003	3.0000e-005	7.1000e-003	1.8800e-003	3.0000e-005	1.9100e-003	0.0000	5.4443	5.4443	1.4000e-004	1.4000e-004	5.4905
<b>Total</b>	<b>2.6400e-003</b>	<b>0.0129</b>	<b>0.0222</b>	<b>1.1000e-004</b>	<b>8.7900e-003</b>	<b>1.0000e-004</b>	<b>8.9000e-003</b>	<b>2.3800e-003</b>	<b>1.0000e-004</b>	<b>2.4800e-003</b>	<b>0.0000</b>	<b>10.3002</b>	<b>10.3002</b>	<b>1.6000e-004</b>	<b>8.7000e-004</b>	<b>10.5631</b>

**3.6 Paving - 2025****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	9.1500e-003	0.0858	0.1458	2.3000e-004		4.1900e-003	4.1900e-003		3.8500e-003	3.8500e-003	0.0000	20.0193	20.0193	6.4700e-003	0.0000	20.1811
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>9.1500e-003</b>	<b>0.0858</b>	<b>0.1458</b>	<b>2.3000e-004</b>		<b>4.1900e-003</b>	<b>4.1900e-003</b>		<b>3.8500e-003</b>	<b>3.8500e-003</b>	<b>0.0000</b>	<b>20.0193</b>	<b>20.0193</b>	<b>6.4700e-003</b>	<b>0.0000</b>	<b>20.1811</b>

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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 - 2025****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-004	2.5000e-004	3.2000e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9238	0.9238	2.0000e-005	2.0000e-005	0.9316
<b>Total</b>	<b>4.0000e-004</b>	<b>2.5000e-004</b>	<b>3.2000e-003</b>	<b>1.0000e-005</b>	<b>1.2000e-003</b>	<b>1.0000e-005</b>	<b>1.2000e-003</b>	<b>3.2000e-004</b>	<b>1.0000e-005</b>	<b>3.2000e-004</b>	<b>0.0000</b>	<b>0.9238</b>	<b>0.9238</b>	<b>2.0000e-005</b>	<b>2.0000e-005</b>	<b>0.9316</b>

**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	9.1500e-003	0.0858	0.1458	2.3000e-004		4.1900e-003	4.1900e-003		3.8500e-003	3.8500e-003	0.0000	20.0192	20.0192	6.4700e-003	0.0000	20.1811
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>9.1500e-003</b>	<b>0.0858</b>	<b>0.1458</b>	<b>2.3000e-004</b>		<b>4.1900e-003</b>	<b>4.1900e-003</b>		<b>3.8500e-003</b>	<b>3.8500e-003</b>	<b>0.0000</b>	<b>20.0192</b>	<b>20.0192</b>	<b>6.4700e-003</b>	<b>0.0000</b>	<b>20.1811</b>

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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 - 2025****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-004	2.5000e-004	3.2000e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9238	0.9238	2.0000e-005	2.0000e-005	0.9316
<b>Total</b>	<b>4.0000e-004</b>	<b>2.5000e-004</b>	<b>3.2000e-003</b>	<b>1.0000e-005</b>	<b>1.2000e-003</b>	<b>1.0000e-005</b>	<b>1.2000e-003</b>	<b>3.2000e-004</b>	<b>1.0000e-005</b>	<b>3.2000e-004</b>	<b>0.0000</b>	<b>0.9238</b>	<b>0.9238</b>	<b>2.0000e-005</b>	<b>2.0000e-005</b>	<b>0.9316</b>

**3.7 Architectural Coating - 2025****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.7772					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.7100e-003	0.0115	0.0181	3.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	2.5533	2.5533	1.4000e-004	0.0000	2.5567
<b>Total</b>	<b>0.7789</b>	<b>0.0115</b>	<b>0.0181</b>	<b>3.0000e-005</b>		<b>5.2000e-004</b>	<b>5.2000e-004</b>		<b>5.2000e-004</b>	<b>5.2000e-004</b>	<b>0.0000</b>	<b>2.5533</b>	<b>2.5533</b>	<b>1.4000e-004</b>	<b>0.0000</b>	<b>2.5567</b>



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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****3.7 Architectural Coating - 2025****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.0000e-005	5.0000e-005	6.4000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.1848	0.1848	0.0000	0.0000	0.1863
<b>Total</b>	<b>8.0000e-005</b>	<b>5.0000e-005</b>	<b>6.4000e-004</b>	<b>0.0000</b>	<b>2.4000e-004</b>	<b>0.0000</b>	<b>2.4000e-004</b>	<b>6.0000e-005</b>	<b>0.0000</b>	<b>6.0000e-005</b>	<b>0.0000</b>	<b>0.1848</b>	<b>0.1848</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.1863</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.7772					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.7100e-003	0.0115	0.0181	3.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	2.5533	2.5533	1.4000e-004	0.0000	2.5567
<b>Total</b>	<b>0.7789</b>	<b>0.0115</b>	<b>0.0181</b>	<b>3.0000e-005</b>		<b>5.2000e-004</b>	<b>5.2000e-004</b>		<b>5.2000e-004</b>	<b>5.2000e-004</b>	<b>0.0000</b>	<b>2.5533</b>	<b>2.5533</b>	<b>1.4000e-004</b>	<b>0.0000</b>	<b>2.5567</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****3.7 Architectural Coating - 2025****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.0000e-005	5.0000e-005	6.4000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.1848	0.1848	0.0000	0.0000	0.1863
<b>Total</b>	<b>8.0000e-005</b>	<b>5.0000e-005</b>	<b>6.4000e-004</b>	<b>0.0000</b>	<b>2.4000e-004</b>	<b>0.0000</b>	<b>2.4000e-004</b>	<b>6.0000e-005</b>	<b>0.0000</b>	<b>6.0000e-005</b>	<b>0.0000</b>	<b>0.1848</b>	<b>0.1848</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.1863</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****4.0 Operational Detail - Mobile****4.1 Mitigation Measures Mobile**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2058	0.3677	1.9398	4.7100e-003	0.4665	4.2100e-003	0.4707	0.1248	3.9600e-003	0.1288	0.0000	445.8198	445.8198	0.0227	0.0246	453.7039
Unmitigated	0.2058	0.3677	1.9398	4.7100e-003	0.4665	4.2100e-003	0.4707	0.1248	3.9600e-003	0.1288	0.0000	445.8198	445.8198	0.0227	0.0246	453.7039

**4.2 Trip Summary Information**

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	434.24	438.84	393.30	1,243,304	1,243,304
Total	434.24	438.84	393.30	1,243,304	1,243,304

**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
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
Single Family Housing	0.517111	0.052324	0.170980	0.155671	0.027786	0.007423	0.013424	0.026160	0.000649	0.000313	0.023324	0.001439	0.003395

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	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	5.8900e-003	0.0504	0.0214	3.2000e-004		4.0700e-003	4.0700e-003		4.0700e-003	4.0700e-003	0.0000	58.3319	58.3319	1.1200e-003	1.0700e-003	58.6786
NaturalGas Unmitigated	5.8900e-003	0.0504	0.0214	3.2000e-004		4.0700e-003	4.0700e-003		4.0700e-003	4.0700e-003	0.0000	58.3319	58.3319	1.1200e-003	1.0700e-003	58.6786

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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					
Single Family Housing	1.0931e+006	5.8900e-003	0.0504	0.0214	3.2000e-004		4.0700e-003	4.0700e-003		4.0700e-003	4.0700e-003	0.0000	58.3319	58.3319	1.1200e-003	1.0700e-003	58.6786
<b>Total</b>		<b>5.8900e-003</b>	<b>0.0504</b>	<b>0.0214</b>	<b>3.2000e-004</b>		<b>4.0700e-003</b>	<b>4.0700e-003</b>		<b>4.0700e-003</b>	<b>4.0700e-003</b>	<b>0.0000</b>	<b>58.3319</b>	<b>58.3319</b>	<b>1.1200e-003</b>	<b>1.0700e-003</b>	<b>58.6786</b>

**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					
Single Family Housing	1.0931e+006	5.8900e-003	0.0504	0.0214	3.2000e-004		4.0700e-003	4.0700e-003		4.0700e-003	4.0700e-003	0.0000	58.3319	58.3319	1.1200e-003	1.0700e-003	58.6786
<b>Total</b>		<b>5.8900e-003</b>	<b>0.0504</b>	<b>0.0214</b>	<b>3.2000e-004</b>		<b>4.0700e-003</b>	<b>4.0700e-003</b>		<b>4.0700e-003</b>	<b>4.0700e-003</b>	<b>0.0000</b>	<b>58.3319</b>	<b>58.3319</b>	<b>1.1200e-003</b>	<b>1.0700e-003</b>	<b>58.6786</b>

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

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Single Family Housing	365192	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			
Single Family Housing	365192	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

6.0 Area Detail

6.1 Mitigation Measures Area

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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	0.4134	0.0211	0.3486	1.3000e-004		3.2800e-003	3.2800e-003		3.2800e-003	3.2800e-003	0.0000	20.4855	20.4855	9.2000e-004	3.7000e-004	20.6172
Unmitigated	0.4134	0.0211	0.3486	1.3000e-004		3.2800e-003	3.2800e-003		3.2800e-003	3.2800e-003	0.0000	20.4855	20.4855	9.2000e-004	3.7000e-004	20.6172

**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	0.0777					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3234					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	2.0100e-003	0.0172	7.3200e-003	1.1000e-004		1.3900e-003	1.3900e-003		1.3900e-003	1.3900e-003	0.0000	19.9275	19.9275	3.8000e-004	3.7000e-004	20.0460
Landscaping	0.0103	3.9300e-003	0.3412	2.0000e-005		1.8900e-003	1.8900e-003		1.8900e-003	1.8900e-003	0.0000	0.5579	0.5579	5.3000e-004	0.0000	0.5713
<b>Total</b>	<b>0.4134</b>	<b>0.0211</b>	<b>0.3486</b>	<b>1.3000e-004</b>		<b>3.2800e-003</b>	<b>3.2800e-003</b>		<b>3.2800e-003</b>	<b>3.2800e-003</b>	<b>0.0000</b>	<b>20.4855</b>	<b>20.4855</b>	<b>9.1000e-004</b>	<b>3.7000e-004</b>	<b>20.6172</b>

## Crestview Park 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	0.0777					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3234					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	2.0100e-003	0.0172	7.3200e-003	1.1000e-004		1.3900e-003	1.3900e-003		1.3900e-003	1.3900e-003	0.0000	19.9275	19.9275	3.8000e-004	3.7000e-004	20.0460
Landscaping	0.0103	3.9300e-003	0.3412	2.0000e-005		1.8900e-003	1.8900e-003		1.8900e-003	1.8900e-003	0.0000	0.5579	0.5579	5.3000e-004	0.0000	0.5713
<b>Total</b>	<b>0.4134</b>	<b>0.0211</b>	<b>0.3486</b>	<b>1.3000e-004</b>		<b>3.2800e-003</b>	<b>3.2800e-003</b>		<b>3.2800e-003</b>	<b>3.2800e-003</b>	<b>0.0000</b>	<b>20.4855</b>	<b>20.4855</b>	<b>9.1000e-004</b>	<b>3.7000e-004</b>	<b>20.6172</b>

**7.0 Water Detail****7.1 Mitigation Measures Water**



Crestview Park 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

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.9508	0.0977	2.3100e-003	4.0795
Unmitigated	0.9508	0.0977	2.3100e-003	4.0795

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	2.99709 / 1.88947	0.9508	0.0977	2.3100e-003	4.0795
Total		0.9508	0.0977	2.3100e-003	4.0795

Crestview Park 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

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	2.99709 / 1.88947	0.9508	0.0977	2.3100e-003	4.0795
Total		0.9508	0.0977	2.3100e-003	4.0795

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	11.1503	0.6590	0.0000	27.6244
Unmitigated	11.1503	0.6590	0.0000	27.6244

Crestview Park 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

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	54.93	11.1503	0.6590	0.0000	27.6244
Total		11.1503	0.6590	0.0000	27.6244

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	54.93	11.1503	0.6590	0.0000	27.6244
Total		11.1503	0.6590	0.0000	27.6244

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

10.0 Stationary Equipment

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Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

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## **Appendix B**

### CHRIS Results Letter



**To:** Deepesh Tourani  
Crawford Bowen Planning, Inc.  
113 N. Church Street, Suite 310  
Visalia, CA 93291

**Record Search 24-003**

**Date:** January 16, 2024

**Re:** Crestview Park Residential Project

**County:** Tulare

**Map(s):** Success Dam 7.5'

### CULTURAL RESOURCES RECORDS SEARCH

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

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

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

According to the information in our files, there have been no previous cultural resource studies completed within the project area. There have been 10 cultural resource studies within the one-half mile radius: TU-00266, 00593, 00630, 01061, 01243, 01303, 01329, 01343, 01353, 01669.

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

According to the information in our files, there are two recorded resources within the project area: P-54-004354, 004701. There are seven additional recorded resources within the one-half mile radius: P-54-002805, 002885, 003143, 003144, 003900, 004032, 005097. These resources consist of historic era single family properties, canals, a park, and a transmission line.

Resource P-54-002885, a single-family property, has been given a National Register status code of 5D2, indicating this resource is a contributor to a multi-component resource that is eligible for local listing or designation. Additionally, resources P-54-003143, & 003144, single family properties, have been given a National Register code of 3S, indicating these resources appear eligible for National Register individually through survey evaluation. 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, for the California State Historic Landmarks.

## COMMENTS AND RECOMMENDATIONS

We understand this project includes the development of 46 single family properties in the eastern portion of the City of Porterville. Further, we understand the project area is currently vacant. Because this project area has not 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](http://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: January 16, 2024

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