



336 Pacific Avenue, Shafter, CA 93263
Meeting Held In-Person and Via Zoom and Livestream on YouTube.

**AGENDA
REGULAR MEETING
SHAFTER PLANNING COMMISSION
TUESDAY, NOVEMBER 14, 2023**

NOTICE TO THE PUBLIC:

Any documents produced by the City and distributed to a majority of the Planning Commission regarding any item on this agenda will be made available in the City Clerk's Office during normal business hours at City Hall located at 336 Pacific Avenue, Shafter CA. In addition, such documents will be posted on the City's website at www.shafter.com.

CALL TO ORDER:	6:00 PM
PLEDGE OF ALLEGIANCE:	Commissioner Joshan
INVOCATION:	Chairman Sanchez
ROLL CALL:	Chairman Sanchez Vice Chairman Frantz Commissioner Joshan Commissioner Piuser Commissioner Wiebe

APPROVAL OF AGENDA:

MINUTES OF PREVIOUS MEETING:

1. Approval of Minutes: October 10, 2023.

PUBLIC COMMENT:

This portion of the meeting is reserved for persons wanting to address the Commission only on matters not listed on this agenda. Speakers are limited to five minutes unless additional time is needed for translation. Please state your name and address for the record before making your presentation.

PUBLIC HEARING:

Should anyone challenge any proposed action which is the subject of a public hearing listed on this agenda, that person challenging any action taken after the public hearing

may be limited to raising only those issues addressed at the public hearing described in this notice, or in written correspondence delivered to the Planning Commission at or prior to this public hearing.

1. Specific Plan Amendment No. 23-08 (Marcona Preserve Specific Plan):

Planning Commission conduct a public hearing; and adopt Resolution No. 23-432, a Resolution of the Planning Commission of the City of Shafter making findings and recommending the City Council of the City of Shafter adopt the Amendment (Specific Plan Amendment No. 23-08) to the Marcona Preserve Specific Plan as provided in Exhibit "A" and certify the Addendum to the Certified Final Program Environmental Impact Report for the 2005 General Plan Update (SCH No. 2004101029) as provided in Exhibit "B". (Planning Director Esselman)

ROLL CALL

2. Conditional Use Permit 23-138 (ABC Type 47 license at El Michoacano Restaurant):

Planning Commission conduct a public hearing; and adopt Resolution 23-431, a Resolution of the Planning Commission of the City of Shafter approving Conditional Use Permit No. 23-138 for On-Sale General – Eating Place (ABC Type 47 license) at El Michoacano Restaurant located at 237 Central Avenue; adopt the above findings; and approve the proposed conditions of approval. **See Exhibit 2.** (Planning Director Esselman)

ROLL CALL

COMMISSIONER REPORTS:

ADJOURNMENT:

Pursuant to the Americans with Disabilities Act, if you need special assistance to participate in a City Council Meeting, please contact the City Clerk at (661) 746-5000 at least three (3) days prior to the meeting or time the special services are needed to allow City staff in making reasonable arrangements to provide you with access to the meeting. Any public record, relating to an open session agenda item, that is distributed within 72 hours prior to the meeting is available for public inspection in the City Clerk's Office at Shafter City Hall, 336 Pacific Ave., Shafter, CA 93263. This is to certify that this Agenda notice was posted at City Hall and Police Dept. by 5:00 p.m., November 9, 2023. Yazmina Pallares, S/S, City Clerk

REMOTE PUBLIC PARTICIPATION IS ALLOWED IN THE FOLLOWING WAYS, SEE BELOW FOR INSTRUCTIONS.

1. You are strongly encouraged to observe the Planning Commission meetings live via YouTube <https://www.youtube.com/user/CityofShafter/>
2. If you wish to make a comment on a specific agenda item or public comment, please submit your comment via email by **6:00 PM on November 14, 2023** to the City Clerk at CityClerk@shafter.com
3. If you wish to make a written comment to the City Clerk, 336 Pacific Avenue, Shafter, CA 93263.

4. If you wish to make a comment during the live meeting, callers must first register with the City Clerk at 661-746-5012 before the meeting begins to receive instructions and the call-in number and code. Please call by 5:00pm on the Monday prior to the Planning Commission meeting to allow ample time for sign up. You will need to provide your name, phone number and the item number you wish to address.
5. All public comments are provided to the Planning Commission and applicable Staff, for review and consideration by the Board prior to taking action on any matters listed on the agenda and are incorporated into the official record of the Planning Commission meeting.

**MINUTES OF THE REGULAR MEETING OF THE
SHAFTER PLANNING COMMISSION
COUNCIL CHAMBER, 336 PACIFIC AVENUE
MEETING HELD IN-PERSON AND VIA ZOOM AND LIVESTREAM TO YOUTUBE
TUESDAY, OCTOBER 10, 2023**

CALL TO ORDER: 6:00 PM

PLEDGE OF ALLEGIANCE: Commissioner Piuser

INVOCATION: Vice Chairman Frantz

ROLL CALL:

PRESENT(In-Person): Vice Chairman Frantz, Commissioners Joshan, and Piuser. Absent with an excused absence: Chairman Sanchez and Commissioner Wiebe. Also present: Planning Director Esselman, IT Specialist Herrera, City Clerk Pallares, and IT Specialist Rogers.

APPROVAL OF AGENDA:

*MOVED (PIUSER) AND SECONDED (JOSHAN) COMMISSIONERS APPROVED THE AGENDA AS PRESENTED.
MOTION CARRIED BY THE FOLLOWING VOTE:*

AYES: FRANTZ, JOSHAN, AND PIUSER.

NAYS: NONE.

ABSENT: SANCHEZ AND WIEBE.

ABSTENTIONS: NONE.

PUBLIC COMMENT:

There were no members of the public wishing to speak.

MINUTES OF PREVIOUS MEETING:

1. Approval of Minutes: July 11, 2023.

MOVED (PIUSER) AND SECONDED (JOSHAN) COMMISSIONERS APPROVED THE MINUTES OF THE REGULAR MEETING OF JULY 11, 2023 AS PRESENTED. MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: FRANTZ, JOSHAN, AND PIUSER.

NAYS: NONE.

ABSENT: SANCHEZ AND WIEBE.

ABSTENTIONS: NONE.

PUBLIC HEARING:

Should anyone challenge any proposed action which is the subject of a public hearing listed on this agenda, that person challenging any action taken after the public hearing may be limited to raising only those issues addressed at the public hearing described in this notice, or in written correspondence delivered to the Planning Commission at or prior to this public hearing.

1. Amendment No. 1 to Development Agreement No. 21-20 for Tentative Tract No. 6490:

Planning Director Esselman made introductory comments. A notice of public hearing was properly advertised.

Vice Chairman Frantz opened the public hearing.

Being no members of the public wishing to speak, the public hearing was closed.

MOVED (PIUSER) AND SECONDED (JOSHAN) COMMISSIONERS CONDUCTED A PUBLIC HEARING; AND ADOPTED RESOLUTION NO. 23-429, A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SHAFTER, RECOMMENDING THE CITY COUNCIL APPROVE AND ADOPTED EXECUTION OF A FIRST AMENDMENT TO DEVELOPMENT AGREEMENT NO. 21-20 FOR TENTATIVE TRACT NO. 6490. MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: FRANTZ, JOSHAN, AND PIUSER.

NAYS: NONE.

ABSENT: SANCHEZ AND WIEBE.

ABSTENTIONS: NONE.

COMMISSIONER REPORTS: There were no Commissioner Reports.

ADJOURNMENT:

MOVED (JOSHAN) AND SECONDED (PIUSER) COMMISSIONERS ADJOURNED THE MEETING AT 6:07 P.M. MOTION CARRIED WITH NO OPPOSITION WITH CHAIRMAN SANCHEZ AND COMMISSIONER WIEBE ABSENT.

John Sanchez, Chairman

ATTEST:

Yazmina Pallares, City Clerk

DATE: November 14, 2023
TO: Planning Commission
FROM: Planning Department
SUBJECT: Specific Plan Amendment No. 23-08 (Marcona Preserve Specific Plan)

RECOMMENDATION:

Planning Commission conduct a public hearing; and adopt Resolution No. 23-432, a Resolution of the Planning Commission of the City of Shafter making findings and recommending the City Council of the City of Shafter adopt the Amendment (Specific Plan Amendment No. 23-08) to the Marcona Preserve Specific Plan as provided in Exhibit "A" and certify the Addendum to the Certified Final Program Environmental Impact Report for the 2005 General Plan Update (SCH No. 2004101029) as provided in Exhibit "B".

APPLICANT

QK Inc.
5080 California Avenue, Suite 220
Bakersfield, CA 93309

OWNER

Franmar Company, LP
5100 California Avenue, Suite 201
Bakersfield, CA 93309

LOCATION: The Marcona Preserve Specific Plan area is located north of Seventh Standard Road between the Calloway Canal and Friant-Kern Canal. The Specific Plan area as well as the future school site and drill island affected because of this proposed amendment are illustrated in **Exhibit 1**.

PROJECT DATA:

1. General Plan Designation: The current land use designation for the future school site and drill island is SP (Specific Plan).
2. Zoning: The current zoning classification for the future school site and drill island is SP (Specific Plan).

PROJECT ANALYSIS:

Franmar Company, LP (Franmar) is requesting to amend the Marcona Preserve Specific Plan to change the 16.88-acre portion of land currently designated for a future school site and potentially change the 3.30-acre area designated as a drill island site to low-density residential, which will accommodate up to a combined 96 single-family additional residential lots. The change in residential lots for PA-1 (drill island) will be a total of 72 units (12-unit increase) and, for PA-3 (school site), a total of 185 homes (84-unit increase). The Norris School District has provided a letter to staff stating that it no longer has an interest in utilizing the future school site and therefore, the land is released to pursue other uses. Additionally, Lennar Homes of California, Inc., the other

PUBLIC HEARING

property owner within the Specific Plan area, has provided staff with a letter stating that it authorizes Franmar to process the specific plan amendment request.

More specifically, the revisions to the Marcona Preserve Specific Plan consist of:

- Removing mention of a future school site and instead replacing the language in the text and maps with “low-density residential” or “future tract map.” The change to the school site would allow for the development of up to 84 additional low-density residential units.
- Removing mention of a future drill island and instead replacing the language in the text and maps with “low-density residential” or “future tract map.” The change is in anticipation that existing State regulation will remain in effect that requires a larger 3,200-foot setback between new oil wells and residences. The change to the drill island would allow for the development of up to 12 additional low-density residential units.
- Updating some of the background information related to the census, municipal service review, etc.
- Additional non-substantive grammatical revisions for clarity.

In summary, the revisions to the Specific Plan would remove the future school and drilling island sites with low-density residential, thus increasing the total number of allowable low-density residential units from 880 to up to 976 units, or an increase of up to 96 units. Please see **Exhibit A of Exhibit 2** to review the revisions to the Marcona Preserve Specific Plan in strikethrough/underline format.

SPECIFIC PLAN CONSISTENCY:

The proposed changes are consistent with the adopted Marcona Preserve Specific Plan. While the revisions eliminate a school site and drill island, the Norris School District has determined that it no longer needs the school site and State law will likely preclude the use of the drill island. The Specific Plan’s purpose is to develop a precisely planned low-density residential neighborhood and the inclusion of 96 additional low-density residential units is not in conflict with this intent. The 96 additional units would have to be developed using the development standards of the approved Specific Plan and the additional 96 units would have to be built in substantial conformance with the conceptual residential renderings just like the 880 already approved units. Wall, street, landscaping, etc. requirements would remain the same.

CEQA:

An Addendum to the Program Environmental Impact Report for the 2005 General Plan Update and related actions (SCH No. 2004101029) (Addendum) was prepared for Specific Plan Amendment No. 23-08 (see **Exhibit B of Exhibit 2**). The Addendum determined that no new significant impacts would occur because of Specific Plan Amendment No. 23-08 nor would any substantial increase in the severity of any previously identified significant environmental impact occur. Additionally, no new information of substantial importance shows that mitigation measures or alternatives

that were previously found not be feasible or that are considerably different from those analyzed in the previous Program Environmental Impact Report for the 2005 General Plan Update and related actions would substantially reduce one or more significant effects on the environment. Therefore, it has been determined that Specific Plan Amendment No. 23-08 does not meet the criteria set in Section 15162 of the CEQA Guidelines for preparation of a subsequent EIR and that the amendment is within the scope of the certified Program Environmental Impact Report for the 2005 General Plan Update and related actions. The criteria for determining the significance of environmental impacts in the Addendum are the same as those contained within the previously certified Program Environmental Impact Report.

ATTACHMENTS

EXHIBIT

Maps

1

Resolution No. 23-432

2



Figure 1
Modified Project Area

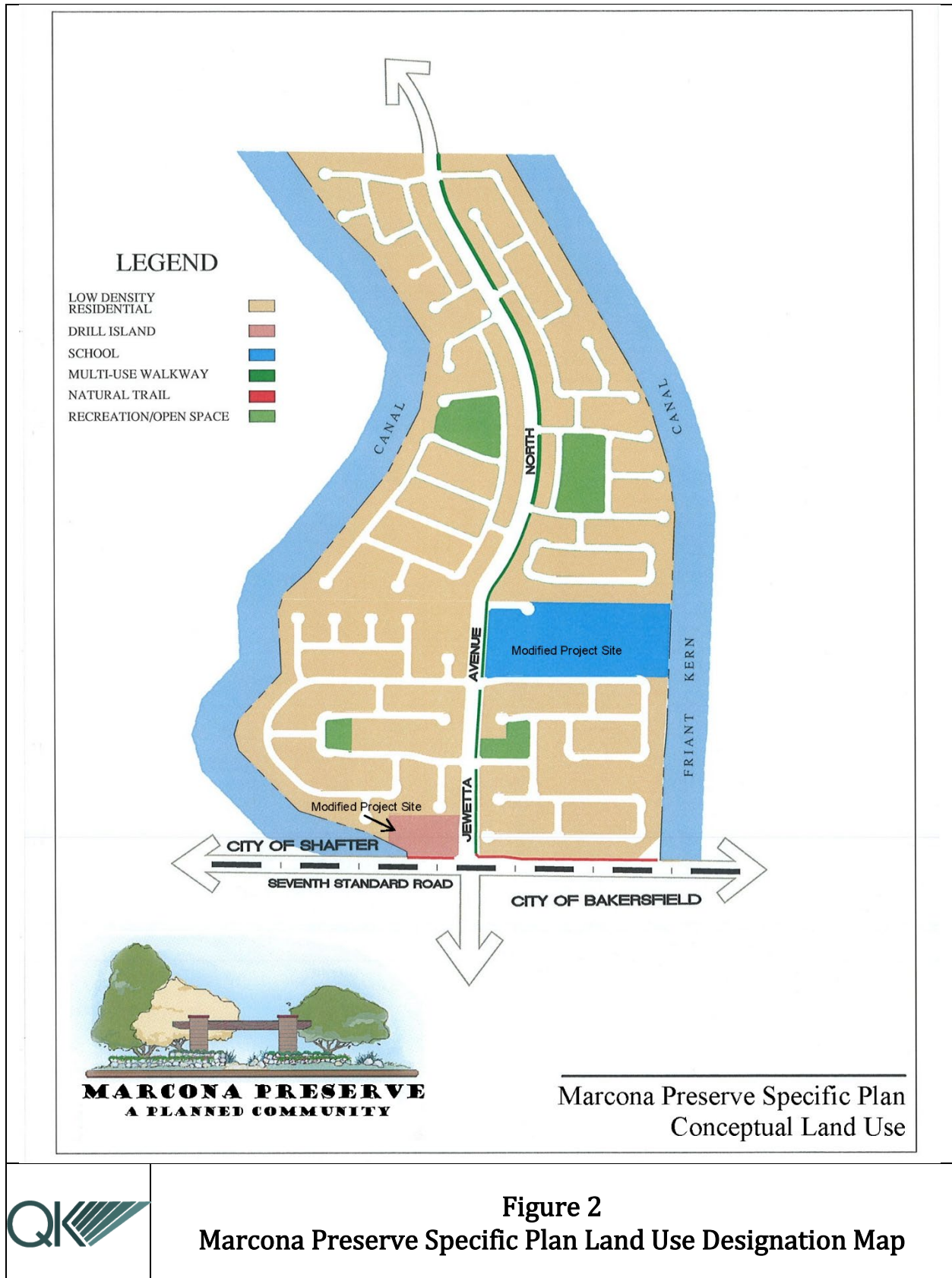


Figure 2
Marcona Preserve Specific Plan Land Use Designation Map

RESOLUTION NO. 23-432

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SHAFTER MAKING FINDINGS AND RECOMMENDING THE CITY COUNCIL OF THE CITY OF SHAFTER ADOPT THE AMENDMENT (SPECIFIC PLAN AMENDMENT NO. 23-08) TO THE MARCONA PRESERVE SPECIFIC PLAN AS PROVIDED IN EXHIBIT “A” AND CERTIFY THE ADDENDUM TO THE CERTIFIED FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT FOR THE 2005 GENERAL PLAN UPDATE (SCH NO. 2004101029) AS PROVIDED IN EXHIBIT “B”.

WHEREAS, Franmar Company, LP (“Franmar”), a limited partnership, is requesting to amend the Marcona Preserve Specific Plan to:

- 1) Remove mention of a future school site and instead replacing the language in the text and maps with “low-density residential” or “future tract map.” The change to the school site would allow for the development of up to 84 additional low-density residential units.
- 2) Remove mention of a future drill island and instead replacing the language in the text and maps with “low-density residential” or “future tract map.” The change is in anticipation that existing State regulation will remain in effect that requires a larger 3,200-foot setback between new oil wells and residences. The change to the drill island would allow for the development of up to 12 additional low-density residential units.
- 3) Update some of the background information related to the census, municipal service review, etc.
- 4) Include additional non-substantive grammatical revisions for clarity; and

WHEREAS, the Planning Commission of the City of Shafter, at its regularly scheduled meeting on November 14, 2023, studied and considered the Addendum to the Program Environmental Impact Report for the 2005 General Plan Update and related actions (SCH No. 2004101029) for Specific Plan Amendment No. 23-08 (“Addendum”); and

WHEREAS, no new information or conditions have been submitted or identified that would require the preparation of a Negative Declaration or subsequent Environmental Impact Report, pursuant to Section 15162 of the State CEQA Guidelines, for Specific Plan Amendment No. 23-08; and

WHEREAS, the Planning Commission has determined that the Addendum adequately describes the environmental effects of Specific Plan Amendment No. 23-08; and

WHEREAS, a timely and properly noticed public hearing for Specific Plan Amendment No. 23-08 was held by the Planning Commission of the City of Shafter at a regular meeting on November 14, 2023, at which hearing evidence, oral and documentary, was admitted on behalf of Specific Plan Amendment No. 23-08.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Shafter, in regular session assembled on the 14th day of November, 2023, resolved to recommend to the City Council of the City Shafter approval of Specific Plan Amendment No. 23-08, as provided in

Exhibit “A”, and certification of the Addendum, as provided in Exhibit “B”, both attached hereto, and made part of this resolution.

BE IT FURTHER RESOLVED that a copy of this Resolution be delivered forthwith by the Planning Commission Secretary to the City Council of the City of Shafter.

PASSED AND ADOPTED THIS 14th DAY OF NOVEMBER, 2023.

John Sanchez, Chairman

ATTEST

Vanessa Uribe, Deputy City Clerk

Marcona Preserve Specific Plan

A Master Planned Community by

LENNAR



Prepared For:
Franmar, Inc.
5100 California Avenue, Suite 209
Bakersfield, CA 93309

and

Lennar Homes of California, Inc.
8080 North Palm Avenue, Suite 110
Fresno, CA 93711

And

City of Shafter
Planning Division
336 Pacific Avenue
Shafter, CA 93263
(661) 746-2065

Prepared By:
QK
5080 California Avenue, Suite 220
Bakersfield, CA 93309
(661) 626-2600

MARCONA PRESERVE SPECIFIC PLAN

Mayor and City Council

Chad Givens, Mayor
Cathy Prout, Mayor Pro Tem
Gilbert Alvarado, Council Member
Pete Espinoza, Council Member
Gustavo Olvera, Jr., Council Member

City Manager

Gabriel Gonzalez

Planning Department

Steven Esselman, Planning Director

Adopted February 21, 2006 (Ord. 06-574)
Amended September 16, 2014 (Ord. 658)
Amended September 5, 2017 (Ord. 699)
Amended December 20, 2022 (Ord. 744)
Amended xxxxx xx, 2023 (Ord. xxx)

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CHAPTER 1

INTRODUCTION

A. PURPOSE AND INTENT

The purpose of the Marcona Preserve Specific Plan, formerly Heritage Ranch Specific Plan, is to define zoning, development standards, and design guidelines for the approximately 263 acres located north of Seventh Standard Road, between the Friant-Kern Canal and Calloway Canal. The property is situated within the City of Shafter Sphere of Influence, in the County of Kern, State of California. The City of Shafter General Plan update (2005) designates an area in the southeastern portion of the Sphere of Influence as Specific Plan. This area includes the Marcona Preserve property. The City annexed the property in 2005 and requires a Specific Plan to define the quality and character of development in the area. This Specific Plan will generally conform to the zoning and design guidelines outlined in the City of Shafter General Plan and Title 17 of the City of Shafter Municipal Code (Zoning Ordinance). The Specific Plan's intent is not to create a fundamentally new standard, but to outline how existing standards will be implemented in the Specific Plan area in order to create a high quality, cohesive community. This Specific Plan will be adopted by ordinance.

In those cases where the master developer does request variances from existing General Plan standards, an alternate design standard will be proposed for approval by the City of Shafter. To aid in this effort, this Specific Plan will discuss the general character and quality of the design proposed for the master-planned community and provide illustrations and examples that will serve as basis for future discussions between the City, community, and developer.

The Marcona Preserve Specific Plan complements the City of Shafter General Plan, ratified by the Shafter City Council on June 21, 2005. At the broadest possible level, the Marcona Preserve Specific Plan consists of a master-planned community on approximately 263 acres within the City of Shafter's Sphere of Influence. The Specific Plan allows for a mix of residential, ~~public facility,~~¹ and recreational land uses. It establishes the location, land use, intensity, and character of development. It examines these land uses, considering environmental compatibility and development capacity. Finally, it provides for adequate infrastructure to ensure the continuity of quality and design within the area.

The Specific Plan area will include single-family residential development characterized predominantly by suburban-type residential densities, ~~a middle school,~~ recreation amenities that include four public parks (two ±1.0-acre parks, 3.8 acre park, and a 4.3-acre park), meandering sidewalks, bike path, a natural trail, and all infrastructure improvements required to service the community. Residential development will include a mix of

products that will address the needs of first-time home buyers and provide “move-up” opportunities for area residents. The Marcona Preserve Specific Plan presents an opportunity to establish a unique and cohesive community identity in southeast Shafter with a combination of distinctive entry signs, landscape treatments, streetscapes, and architecture. The Specific Plan will promote the implementation of the concept of livable neighborhoods in the subject property. Livable neighborhoods are characterized by a well-defined community identity and by encouraging social interaction among residents. In order to achieve this goal, the Marcona Preserve Specific Plan incorporates some Neo-Traditional neighborhood design elements such as a balanced mix of uses (including recreational amenities), community connectivity, and pedestrian-friendly design.

The Marcona Preserve Specific Plan is a device used to implement the City of Shafter General Plan. It is a more detailed plan for a focused area. The Specific Plan articulates planning objectives and establishes regulations or controls for proposed uses. The Specific Plan is the combination of concepts, procedures, and regulations from numerous planning documents. It serves as the zoning and design standard for the Specific Plan property.

The Marcona Preserve Specific Plan must be updated every 10 years after approval to reflect changing market conditions, government regulations, and physical conditions. Estimated build-out for the Specific Plan area is 3 to 8 years.

B. AUTHORITY AND SCOPE

The provisions of California Government Code Section 65450 grant local government agencies the authority to prepare specific plans for the development of any area covered by a general plan, for the purpose of establishing systematic methods of implementation of the agency’s General Plan. Upon adoption of a specific plan, the city must make findings of consistency between the specific plan and any proposed tentative subdivision map before the subdivision can be approved. Hearings will be held by the Planning Commission and City Council before the Specific Plan is adopted by ordinance as a regulatory document.

The City of Shafter Development Code, Title 17, Chapter 15, establishes the purpose, requirements, regulations and procedures for preparation of a Specific Plan in the City of Shafter. The Marcona Preserve Specific Plan is a regulatory plan which will serve as the zoning ordinance for the project. Proposed development plans, or agreements, preliminary plats, site plans, and any other development approval must be consistent with this Specific Plan. Projects which are found consistent with the Specific Plan will be deemed consistent with the City of Shafter General Plan.

C. SPECIFIC PLAN USER'S GUIDE

This Specific Plan is organized into six chapters, as detailed below:

- **Chapter 1 – Introduction:** Includes the document's purpose and intent, authority and scope as well as this user's guide to the Specific Plan.
- **Chapter 2 – Project Location and Setting:** Provides general information about the property location, existing site conditions, and the Specific Plan's general relationship to the City of Shafter General Plan, Land Uses, and Zoning.
- **Chapter 3 – Community Development Plan:** Sets forth a master plan for development of the property consisting of a land use plan, and a circulation plan, ~~and public facility information.~~
- **Chapter 4 – Development Standards and Regulations:** Includes zoning criteria for the Specific Plan area.
- **Chapter 5 – Design Guidelines:** Contains design guidelines that will define the community character including, but not limited to: architecture, landscaping, entry signs, lighting, and walls.
- **Chapter 6 – Specific Plan Administration:** Describes the project phasing and sets forth administrative procedures for implementing the Specific Plan.

CHAPTER 2

PROJECT LOCATION AND SETTING

A. LOCATION

The City of Shafter is located in the heart of the San Joaquin Valley, approximately 15 miles northwest of the City of Bakersfield. The Marcona Preserve Specific Plan area is located in the southeastern portion of the City of Shafter, California, (see Exhibit 2-1: Regional Location Map). State Route 43 (SR-43) and State Route 99 (SR-99) provide regional access to Shafter.

The Marcona Preserve Specific Plan area is within a portion of Section 36, Township 28 South, Range 26 East, M.D.M. The property is situated approximately 1.2 miles west of SR-99, which is the closest freeway to Marcona Preserve, and approximately 3 miles from Meadows Field Airport in Bakersfield. Access to the site is primarily provided by Seventh Standard Road (see Exhibit 2-2: Vicinity Map).

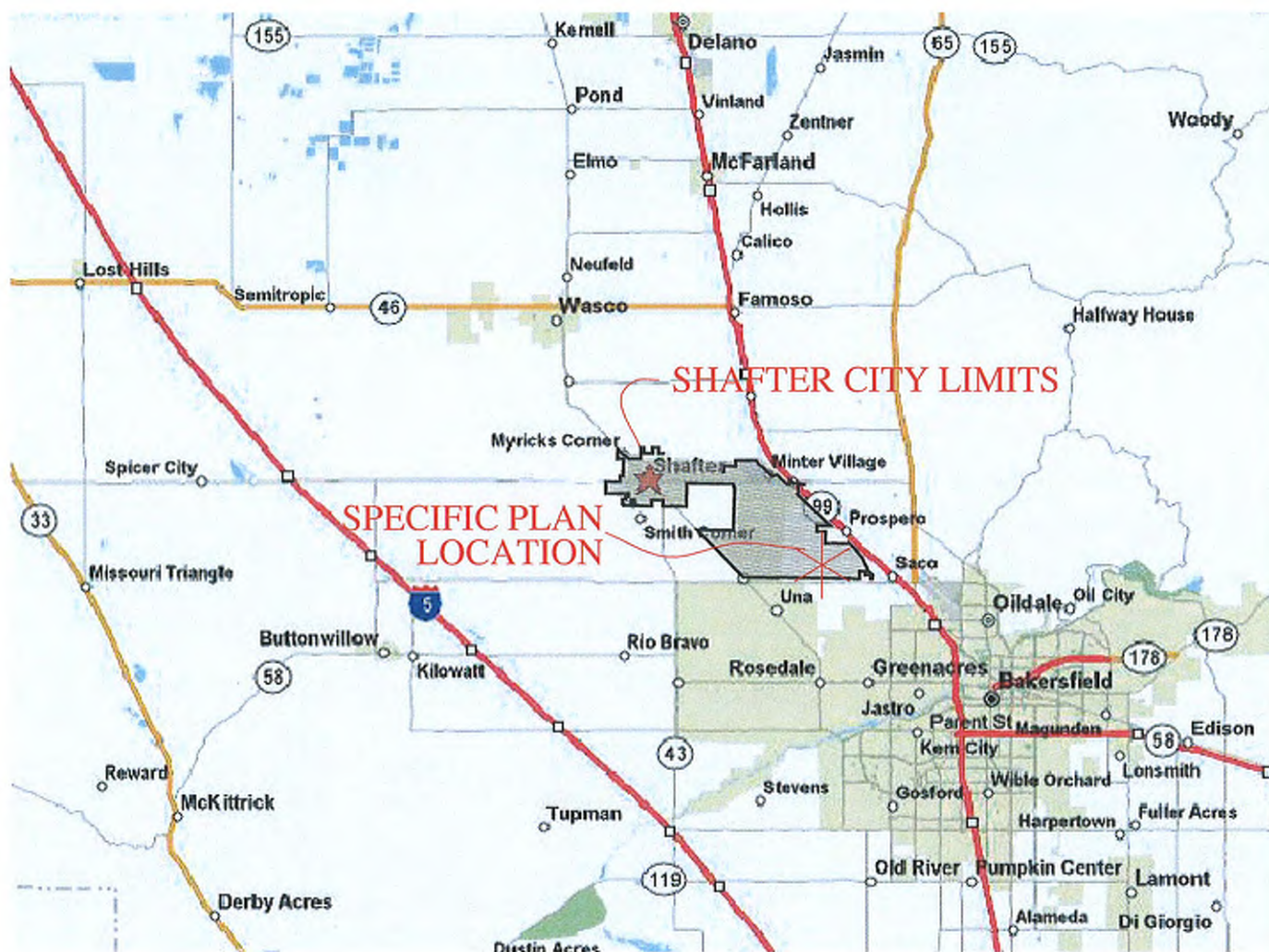
The 263-acre site is bordered on the south by Seventh Standard Road, on the east by the Friant-Kern Canal, on the west by the Calloway Canal, and on the north by a canal that transfers water from the Lerdo Canal to the Calloway Canal by the North Kern Water Storage District.

B. MARCONA PRESERVE SPECIFIC PLAN BACKGROUND

The City of Shafter has recently annexed the surrounding area north of Seventh Standard Road, west of SR-99, and east of Cherry Avenue. The southeastern portion of the City of Shafter includes 3,663 acres designated *Specific Plan*. This area lies west of SR-99 and north of Seventh Standard Road.

The area designated *Specific Plan*, which includes the Marcona Preserve Specific Plan property, allows for residential development, as well as for development opportunities associated with the Wonderful Industrial Park (or WIP, an industrial park) and the SR-99 (a major transportation corridor). Pressure for development within the area designated *Specific Plan* is a result of three rapidly expanding concentrations of urban development:

- Northward expansion of existing residential areas south of Shafter.
- Southerly and easterly expansion of existing industrial uses along Lerdo Highway.
- Expansion of existing industrial uses within WIP.

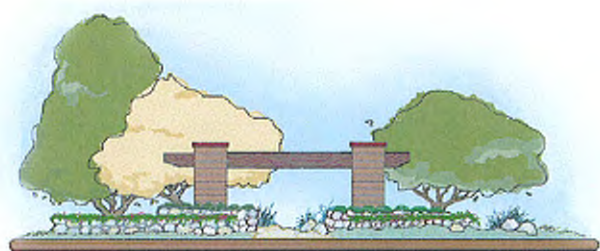
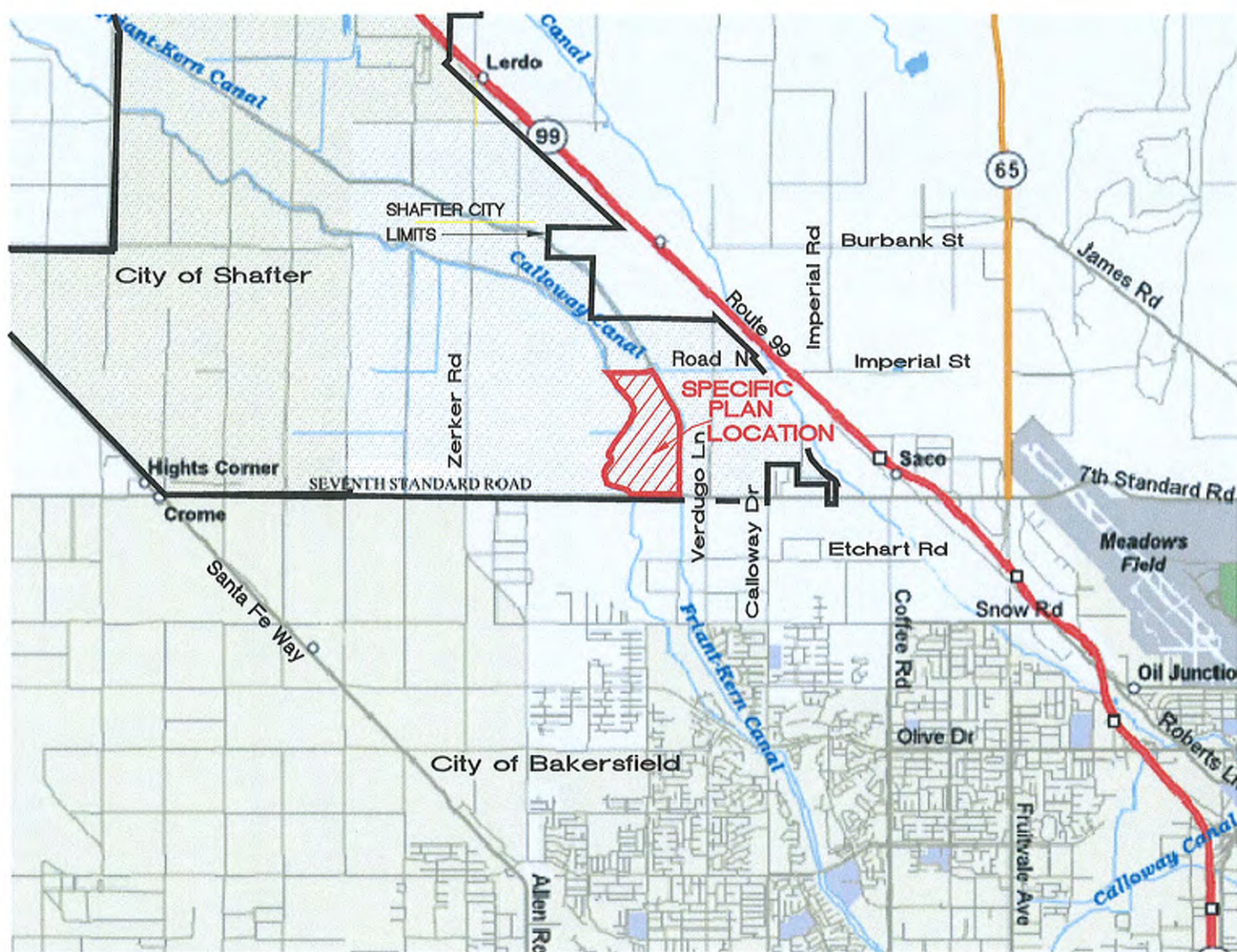


MARCONA PRESERVE

A PLANNED COMMUNITY

EXHIBIT 2.1

Regional Location Map



MARCONA PRESERVE
A PLANNED COMMUNITY

EXHIBIT 2.2
Vicinity Map

The WIP is a 3,300-acre industrial park with 500 acres developed and 1,000 acres available for immediate development located on the main line of the Burlington Northern Santa Fe Railway and approximately 4.5 miles west of the project site. This facility is designed to combine a quality industrial setting with a regional transportation solution, including an intermodal facility allowing direct rail service to and from the Ports of Los Angeles and Long Beach, for shippers and distributors serving the western United States.

Urban residential development was approved in this area in 1996, when the Kern County Board of Supervisors approved a 568-acre residential planned community known as Coberly Farms along the north side of Seventh Standard Road. Concurrent with the Coberly Farms development, Kern County also approved urban development on the “Etcheverry Property,” south of Seventh Standard Road. This joint project is also known as “Coberly-Etcheverry.”

The area designated *Specific Plan* provides the City of Shafter with the opportunity to establish a unique, planned community, with amenities that will promote high quality of life in the area. The City of Shafter recognizes that the potential to preserve agricultural greenbelts and to plan the area in large blocks provides an opportunity to apply “smart growth” principles and implement a walkable community with a broad range of housing, commercial and employment opportunities in close proximity to each other. The area designated *Specific Plan* was thoroughly analyzed in the City of Shafter General Plan update and related Environmental Impact Report (EIR, 2005).

The Heritage Ranch Specific Plan, now Marcona Preserve Specific Plan, was adopted on February 7, 2006, and will contribute to fulfill the City of Shafter General Plan goals and objectives for the area designated *Specific Plan*. Project compliance with the City of Shafter General Plan is demonstrated in Appendix B to this *Specific Plan*.

C. SURROUNDING LAND USES AND DEVELOPMENT

At the present time, with the exception of small isolated areas of rural residential development, the Marcona Preserve Specific Plan site and surrounding property either supports agricultural activities or is vacant (see Exhibit 2-3: Aerial Photograph). Low density residential uses are located less than one mile east and south of the *Specific Plan* area. In addition, the land use designation for properties south of the *Specific Plan* site is LR-Low Density Residential within the City of Bakersfield jurisdiction. Urban development is planned for the areas east, west, north, and south of the Marcona Preserve Specific Plan site. Development west of Marcona Preserve Specific Plan is detailed in the adopted Mission Lakes Specific Plan and development north and east of the Marcona Preserve property is detailed in the adopted Gossamer Grove Specific Plan. Both Mission Lakes and Gossamer Grove Specific Plans are planned communities characterized by urban and suburban-type residential densities. Development south of Marcona Preserve Specific Plan is currently planned within active Tentative Tract Maps 6765 & 6766 within the City of Bakersfield.

Land uses adjacent to the Specific Plan property are summarized below:

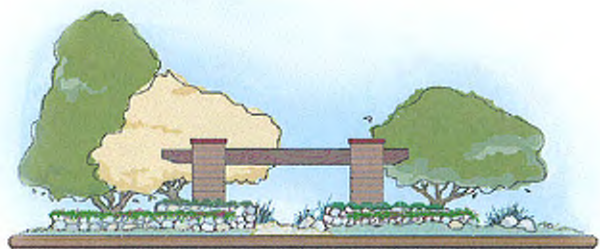
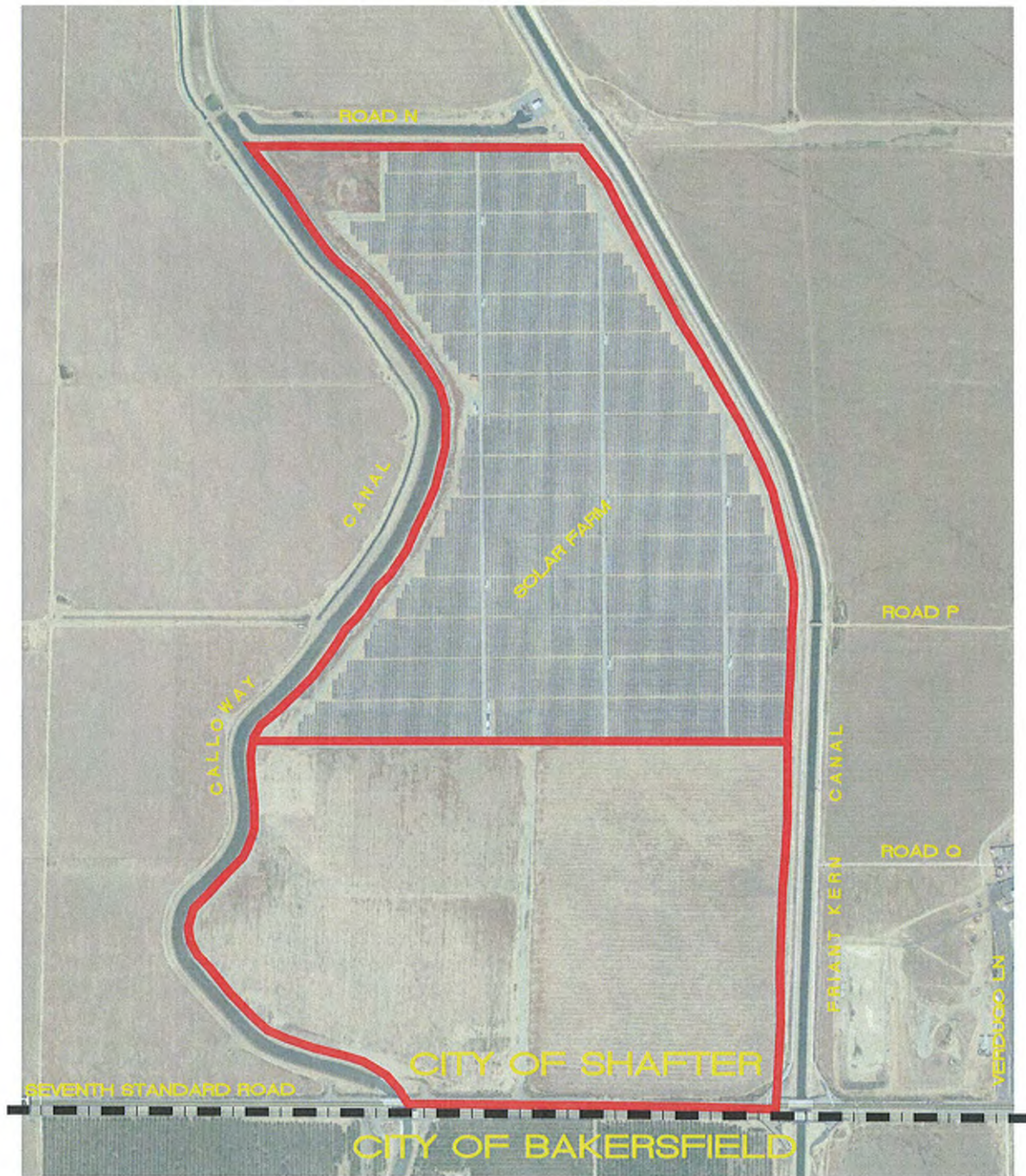
- **North:** The Gossamer Grove Specific Plan is situated north of the subject property. Currently, a dirt road, utility power poles, a canal from the Lerdo Canal that drains into the Calloway Canal, and agricultural property are located north of the subject property.
- **East:** The Gossamer Grove Specific Plan is situated east of the subject property. Currently, a dirt road, the Friant-Kern Canal, and single-family residential development on a portion of Gossamer Grove are located east of the subject property.
- **West:** The Mission Lakes Specific Plan is situated west of the subject property. Currently, a dirt road, the Calloway Canal, and agricultural property are located west of the subject property.
- **South:** The Etcheverry Property, located south of the subject property, is within the City of Bakersfield. Currently, a Shell pipeline, utility power poles and Seventh Standard Road separate the project site and the Etcheverry Property. The Etcheverry Property is entitled for residential use and is currently used for agricultural purposes. Tentative Tract 6765 was approved on October 15, 2015. Tentative Tract 6766 was approved on February 15, 2017. Both are located south of the subject property.

D. EXISTING SITE CONDITIONS

The Marcona Preserve Specific Plan property lies between the Friant-Kern Canal and Calloway Canal. The subject property is currently agricultural land in the southern portion and a solar photovoltaic facility occupies the northern portion. The solar photovoltaic power facility was approved by City of Shafter Planning Commission per Conditional Use Permit (CUP) No. 10-57 and was adopted by Resolution No. 11-201 on February 8, 2011. The CUP does not affect the adopted Specific Plan. Historical and current aerial photographs contributed to determine that the majority of the subject property has been used as agricultural land for over seventy-five years. There are no permanent or temporary structures on the subject property, with the exception of the solar panels.

Agricultural and oil extraction activities have disturbed much of the surface of the land in the subject property. There may remain, however, subsurface archaeological sites that are undisturbed. If cultural or paleontological resources are encountered during grading, alteration of earth materials in the vicinity of the find shall be halted until a qualified expert has evaluated the find and recorded identified cultural resources.

The Specific Plan site is not subject to any Williamson Act Land Conservation Contract. The contracts previously in place were cancelled by the City of Shafter in 2006. The



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EXHIBIT 2.3
Aerial Photograph

conversion of agricultural lands to urban uses was considered in the City of Shafter General Plan update and EIR when the land use designation *Specific Plan* was adopted for the project site.

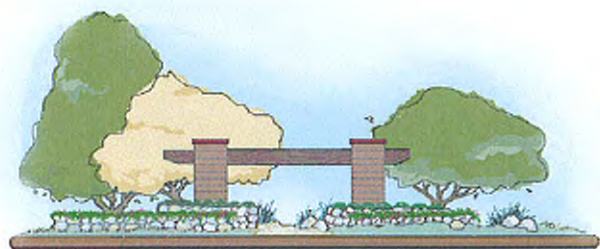
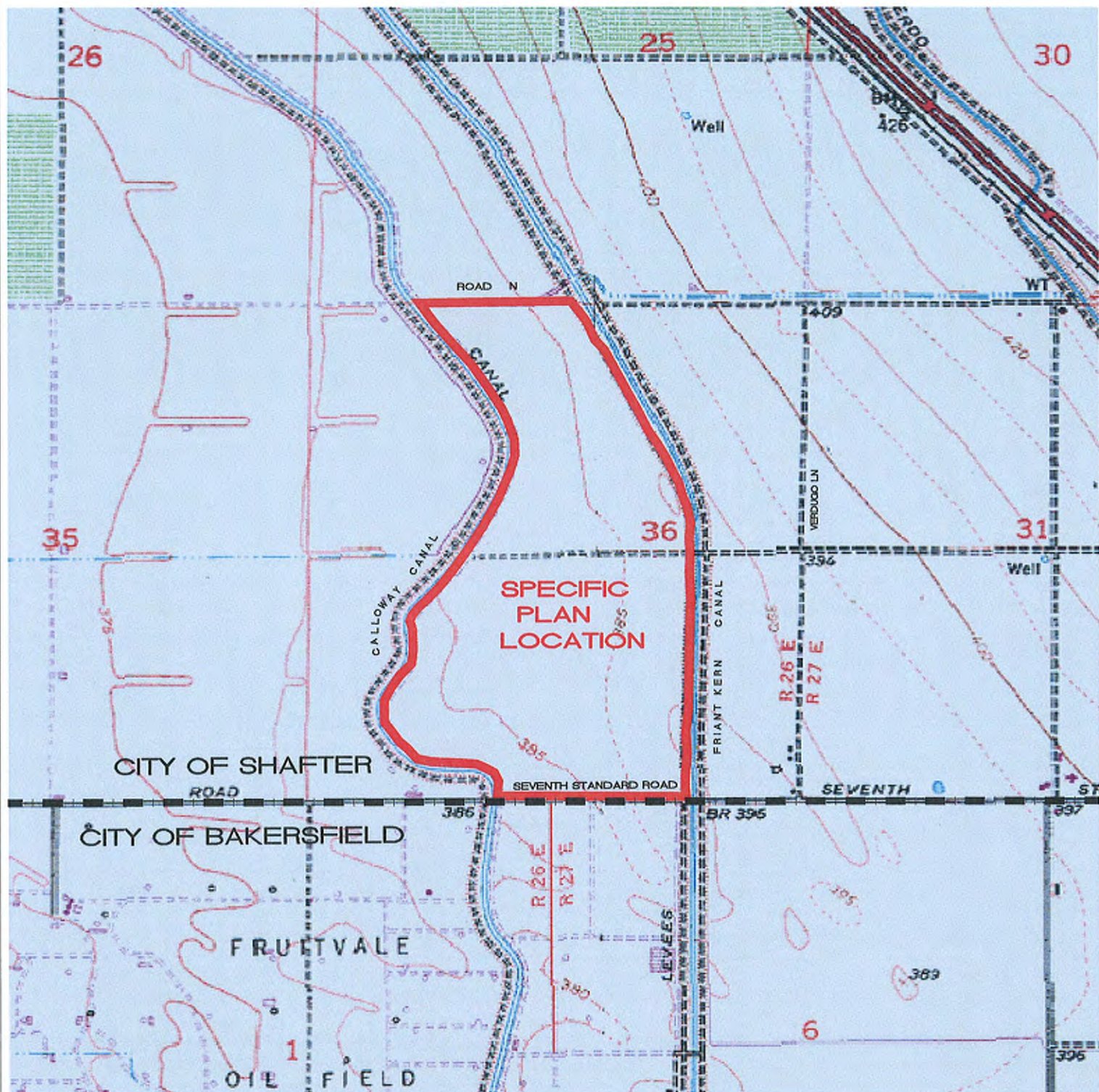
According to the State of California Geologic Energy Management Division (CalGEM) Map, a portion of the subject property is located within the Rosedale Ranch Oilfield. Oilfield activities have occurred on the subject property, and there are two oil wells onsite. Ne-Tex Oil Corp. Well “Lerdo” 1-36 is an abandoned well per CalGEM report of abandonment dated May 22, 1956 and is located within the Park Site Lot C in PA-2. Freedom Oil Co., “LLC 3” 48-36 was recently reactivated and redrilled per Permit P415-1779 dated 4/3/2015 and is located within the designated Drill Site. In the event that a building is constructed within 10 feet of an abandoned oil well, a leak test must be performed. This consists of exposing the well casing that is normally 5 feet below the ground surface and checking for the presence of any leaks with a soap solution. In very rare instances, a building is allowed to be constructed over an abandoned well. When allowed, a single well vent system must be constructed according to CalGEM requirements. According to the CalGEM map, oilfield activities have also occurred adjacent to the subject property and within a one-mile radius of the subject property. There are five abandoned oil wells, one idle oil well, and one active oil well within properties adjacent to the subject site. There are thirty-three abandoned oil wells and thirty-one active oil wells within the one-mile radius area.

Surface water resources within or adjacent to the project site include Calloway Canal, Friant-Kern Canal, and other man-made irrigation structures. According to the Improvement District No. 4 Report on Water Conditions 2016 (Kern County Water Agency, February 1, 2017), the groundwater beneath the subject property is at an approximate depth of 300 feet below ground surface and flows towards the southwest.

The Specific Plan area has been studied by the Federal Emergency Management Agency (FEMA). The Specific Plan area is contained within Flood Insurance Rate Map (FIRM) Panel 1800 of 4125 Map Number 06029C1800E, and Panel 1825 of 4125 Map Number 06029C1825E (Kern County, CA, effective September 26, 2008). The FIRM Map depicts the Specific Plan site as Other Areas Zone X (areas determined to be outside the 0.2% annual chance floodplain).

Topographically, the site is characterized as gently sloping, as shown in Exhibit 2.4: Topography. According to the contour lines on the United States Geological Survey (USGS) Oildale and Rosedale, California Topographic Quadrangle Map, 7.5-minute series, the subject property elevation is approximately 385 feet above mean sea level. The topographic quadrangle map indicates that the property slopes to the southwest. The property does not have any distinguishing geologic formations or topographic features.

The southern portion of the San Joaquin Valley is surrounded on all sides, excluding the north, by active fault systems, including the San Andreas, White Wolf-Breckenridge-Kern



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EXHIBIT 2.4
Topography

Canyon, and Garlock Faults. Numerous smaller faults exist within the San Joaquin Valley. The closest known faults to the subject site are located in the Pond and North of Oildale Quadrangles, approximately 12 and 6 miles from the subject site, respectively.

The Marcona Preserve Specific Plan site is located within a structural trough between the Coastal Range and the Sierra Nevada Mountains. Erosion from both of these mountain ranges has resulted in the deposition of immense thickness of sediments in the San Joaquin Valley floor. Heavily laden streams from the Sierra Nevada have built very prominent alluvial fans along the margins of the Valley. The soil types prevalent on the subject property are listed in the United States Department of Agriculture Soil Conservation Service Northwestern Part and Natural Resources Conservation Services book and map Southwestern Part. The number following the soil designation represents the index to the Soil Survey of Kern County, California.

- **Driver coarse sandy loam (#145)** - Deep, well drained soil is on terraces, with a 0 to 2 percent slopes. It formed in alluvium derived dominantly from granitic rock. The surface layer is yellowish brown coarse sandy loam about 16 inches thick, with the upper 10 inches of the substratum is brown, weakly cemented coarse sandy loam, and the lower part to a depth of 65 inches is yellowish brown and pale brown, stratified loam and loamy coarse sand. In some areas the surface layer is loamy sand or fine sandy loam. Permeability of the Driver soil is moderately slow in the subsoil and slow in the weakly cemented substratum. Runoff is very slow, and the hazard of water erosion is slight. Effective rooting depth is 60 inches or more. This unit is suited for irrigated crops, mainly cotton and alfalfa. These soils are in capability Unit IIs-8 (17), irrigated, and capability Subclass VIIs, non-irrigated.
- **Kimberlina fine sandy loam (#174)** - Sandy loam and deep well-drained soil, with a 0 to 2 percent slope on alluvial fans and plains. The surface layer is typically a brown fine sandy loam about 9 inches thick with the upper 36 inches of the underlying material a pale brown fine sandy loam, and the lower part to a depth of 71 inches is a pale brown silt loam. Permeability is moderate and available water capacity is high. Runoff is slow, and the hazard of water erosion is slight. Effective rooting depth is 60 inches or more. Most areas of these soils are used for irrigated crops mainly almonds, alfalfa, cotton, and grapes. Among the other crops grown are potatoes, sugar beets, pistachios, and onions. The soil is also suited for irrigated crops, hay and pasture. The limitation of these soils for urban development is due to rare periods of flooding and moderate to high density developments require sewage systems to prevent contamination of groundwater. These soils are in capability Class I (17) irrigated and capability Subclass VIIc non-irrigated.

Review of historical aerial photographs (County of Kern Engineering and Surveying Services and Western Photogrammetrics) helped determine that the majority of the property has been used for agricultural activities since 1937. The Marcona Preserve

Specific Plan project site is generally devoid of natural vegetation, except for a few isolated locations. Over the years the site has regularly been cleared and plowed for agricultural activities. The majority of vegetation on-site exists in a disturbed condition as a result of past and present agricultural activities. Disturbed vegetation consists primarily of non-native grasslands and scrubs. Large areas of natural habitats have been eliminated by past agricultural practices. Due to the disturbance of the natural vegetation cover onsite resulting from agricultural activities, the site presents low wildlife activity.

E. LAND USE DESIGNATIONS AND ZONING

GENERAL PLAN

The Marcona Preserve Specific Plan property is part of a larger area that has been designated as *Specific Plan* in the City of Shafter General Plan update (see Exhibit 2.5: City of Shafter General Plan Land Use Designations). The *Specific Plan* designation is a special classification that provides for development of a master-planned community, by means of preparation of a Specific Plan for the area. The designation requires that appropriate infrastructure and public services be provided with development.

The City of Shafter General Plan provides for the development of the area and ensures that circulation and additional infrastructure is planned to meet the needs of the areas designated *Specific Plan*. Planned improvements include the ultimate widening of Seventh Standard Road to six lanes from SR-99 to Santa Fe Way. The General Plan states that long-term regional transportation improvements are anticipated, including development of a ‘westerly beltway’ (a north-south expressway or freeway connecting the westerly portion of Bakersfield with State Route 99 in the central to northern portion of the Shafter planning area) and a ‘northerly beltway,’ providing an east-west connection between the State Route 99 and Interstate 5.”

The Marcona Preserve Specific Plan provides for a detailed planning process and covers development issues in a comprehensive manner for a portion of the area designated *Specific Plan* in the General Plan.

ZONING

The City of Shafter has pre-zoned the site as *Specific Plan*. The Marcona Preserve Specific Plan will determine the zoning for the proposed project area.

LEGEND

-  GENERAL PLAN AREA BOUNDARY
-  RURAL RESIDENTIAL (0.4 DU/AC)
-  RURAL COMMUNITY (1 DU/AC)
-  VERY LOW DENSITY RESIDENTIAL (3.5 DU/AC)
-  LOW DENSITY RESIDENTIAL (5 DU/AC)
-  MEDIUM DENSITY RESIDENTIAL (10 DU/AC)
-  MEDIUM HIGH DENSITY RESIDENTIAL (20 DU/AC)
-  AGRICULTURE/OPEN SPACE
-  SPECIFIC PLAN
-  BUSINESS PARK
-  COMMUNITY FACILITIES
-  COMMERCIAL/PROFESSIONAL OFFICE
-  INDUSTRIAL
-  PARKS & SCHOOL
-  RESOURCE MANAGEMENT
-  CANAL/RIGHT OF WAY

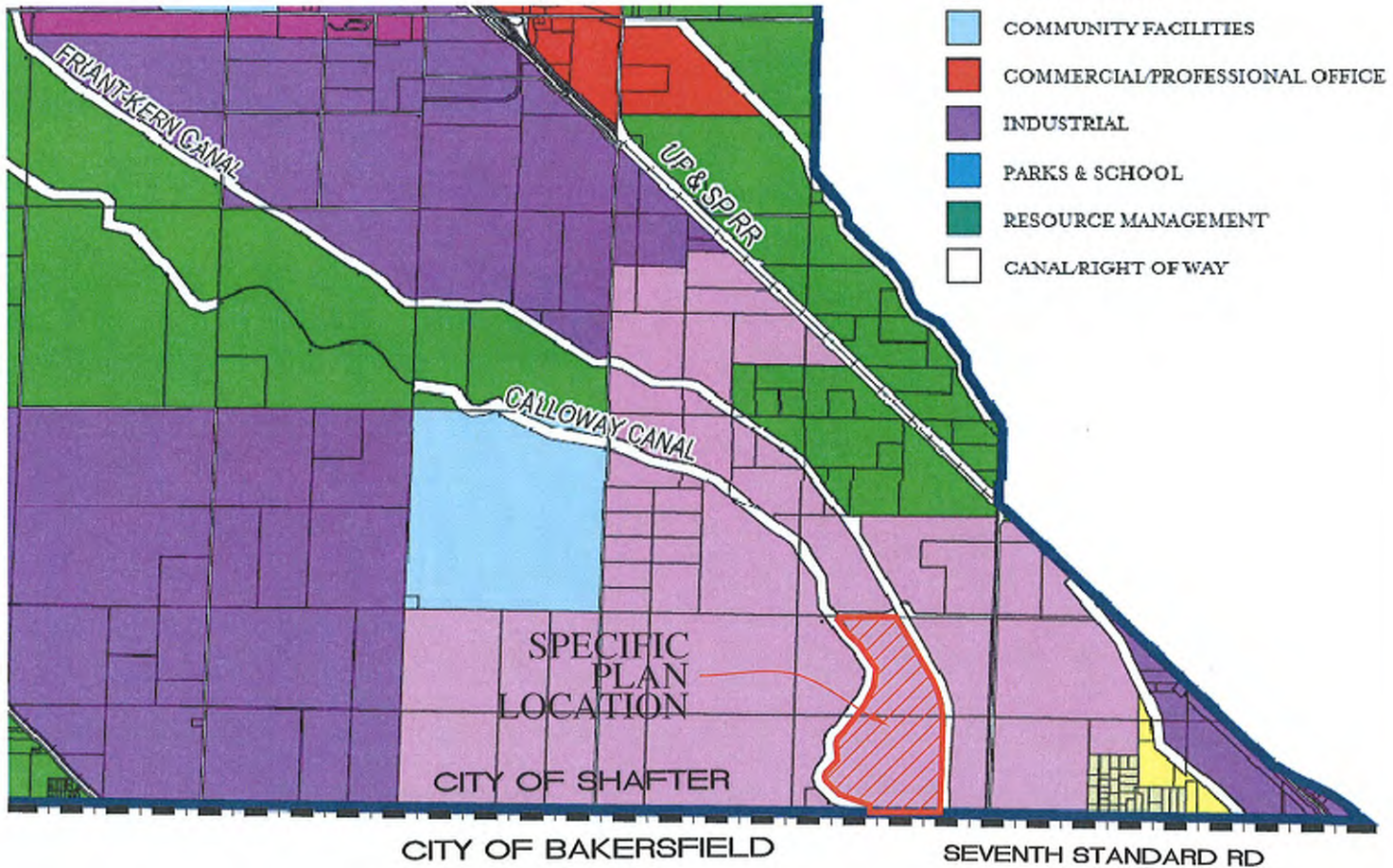


EXHIBIT 2.5
City of Shafter General Plan
Land Use Designation

CHAPTER 3

COMMUNITY DEVELOPMENT PLAN

A. PROJECT SUMMARY

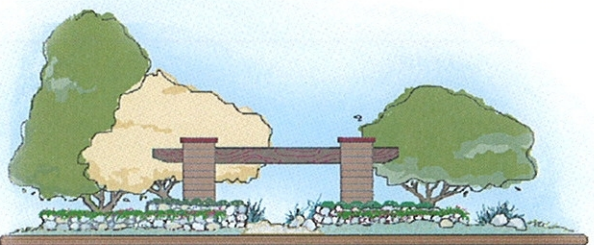
The Marcona Preserve Specific Plan area is envisioned as a master-planned community containing a maximum of ~~880-976~~ single-family residential units, ~~a middle school~~ and public recreational facilities. The minimum square footage for residential lots within the Specific Plan area is 5,500 square feet. Recreation facilities consist of four ~~(4)~~ public parks; a 4.3-acre, a 1.01 acre, a 1.75 acre, and a 3.8-acre public park and a multi-use walkway. The parks may include recreational amenities such as playground equipment and park ~~furniture, and~~ ~~furniture and~~ will support primarily passive recreation uses. The parks will be connected to a multi-use walkway along Jewetta Avenue North, the Specific Plan's main roadway. ~~A 16.88-acre middle school site is also planned for the Marcona Preserve Specific Plan area (see Exhibit 3.1 – Marcona Preserve Specific Plan Land Use).~~ The entire Specific Plan area will be tied together by common design elements, which will help create a strong community identity. The use of a thematic architectural design, entry signs, a distinct landscape plant palette, and a unique system of street lighting will convey the community theme. These elements are discussed in more detail in Chapter 5.

The new community proposed by the Marcona Preserve Specific Plan emphasizes the concept of livable neighborhoods. Livable neighborhoods are characterized by a well-defined community identity and by encouraging social interaction among residents. In order to achieve this goal, the Marcona Preserve Specific Plan incorporates some Neo-Traditional neighborhood design elements such as a balanced mix of uses, community connectivity, pedestrian-friendly design, and neighborhood parks. The multi-use walkway along Jewetta Avenue North will increase connectivity of residential areas with the parks, ~~school,~~ and adjacent developments, thus reducing dependence on automobile travel within the Specific Plan area. The multi-use walkway will also encourage social interaction among residents. The walkway, natural trail, bike path, and the neighborhood parks will provide the community with recreational opportunities and contribute to tie the Specific Plan area together.

As part of the development, infrastructure improvements will be made to the project site and surrounding area. Improvements to the circulation system will include widening of Seventh Standard Road (which is the primary access to the site), a traffic signal at the main entrance at Seventh Standard Road and Jewetta Avenue North, landscaping, street lighting, parks and recreation facilities and sidewalk installation within the project site and a Natural Trail along Seventh Standard Road property frontage, pedestrian bridges across both the Friant-Kern Canal and the Calloway Canal. Other infrastructure improvements

LEGEND

LOW DENSITY
RESIDENTIAL
DRILL ISLAND
SCHOOL
MULTI-USE WALKWAY
NATURAL TRAIL
RECREATION/OPEN SPACE



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EXHIBIT 3.1
Marcona Preserve Specific Plan
Conceptual Land Use

will also be implemented to support the development, such as water, wastewater, and drainage systems.

Development of roadways and public facilities will occur concurrently with residential development and are planned to accommodate the built-out requirements of the Marcona Preserve Specific Plan community, ensuring that the Specific Plan standards for orderly growth are implemented. Due to the single access point from Seventh Standard Road, a traffic signal at the intersection of Seventh Standard Road and Jewetta Avenue North will be installed prior to occupancy of any home within the development property.

Development also requires ~~to be equipped to access to~~ the City of Shafter's fiber communications system. Infrastructure for the fiber system will be installed throughout the Marcona Preserve Specific Plan community. Equipment and conduits will connect residences and the recreation center to the fiber system which will be located in the street.

B. DESIGN OBJECTIVES

The Marcona Preserve Specific Plan provides for a comprehensive planning approach that will implement the City of Shafter General Plan. The Specific Plan will help create a high quality development, with a strong sense of place.

To achieve this goal, a number of important issues were considered during the preparation of this Specific Plan, including the City of Shafter General Plan (2005), City of Shafter Zoning Ordinance (updated May 2016), and the City of Shafter Municipal Service Review (September 2014), as well as other regulatory policies, environmental constraints, development phasing, and local community goals. To ensure the functional integrity, environmental sensitivity, and positive aesthetic contribution of the Specific Plan to the Southeast Shafter area, this extensive analysis was used to establish the following list of project objectives:

- Set forth a comprehensive development plan that implements the applicable portions of the City of Shafter General Plan and achieves the City's development goals for this portion of Southeast Shafter.
- Provide a balance of compatible and complementary residential and; recreational; ~~and educational~~ land uses in a well-designed master-planned community.
- Ensure coordinated, responsible planning through the use of cohesive procedures, regulations, standards, and guidelines (quality growth).
- Create an aesthetically pleasing and distinct community identity through the establishment of design criteria for architecture, landscaping, walls, street improvements, signs, and other planning and design features.

- Ensure that supporting infrastructure systems sufficiently sustain the land use plan by approving development predicated on the ability to provide adequate water supply, sewer and storm water infrastructure, public services, and transportation system connections in a comprehensive and timely manner.

C. LAND USE PLAN OVERVIEW

The Marcona Preserve Specific Plan area will contain a high quality and aesthetically pleasing community composed of single-family residential, ~~and~~ recreational, ~~and public facility~~ land uses on 263 acres. The land use plan was developed to create a complementary mix of land uses that will address the needs of the Marcona Preserve community. The Marcona Preserve Specific Plan design also reflects a plan consistent with applicable City of Shafter ordinances, development standards, and guidelines.

Land uses within the Specific Plan area include residential, ~~and~~ recreational/open space, ~~and school~~, as described below and illustrated in Exhibit 3.1 - Marcona Preserve Specific Plan Land Use.

RESIDENTIAL

Residential uses account for approximately 254 acres of the project site, which will contain a maximum of ~~880-1,018-976~~ dwelling units. Residential uses are divided into five categories, according to location. Future residential development Planning Area 5 (PA-5), (current solar project), ~~will~~ may be developed by a tentative tract map at a later date. The portion of the residential development along Seventh Standard Road east of Jewetta Avenue North will be developed with smaller single-family residential lots (5,500-13,601 s.f.) and will be called Planning Area 4 (PA-4). The portion of the residential development east of Jewetta Avenue North, ~~to the south of the school site~~, will generally include smaller to medium sized single-family residential lots (5,500-14,672 s.f.) and will be called Planning Area 3 (PA-3). The portion of the Specific Plan west of Jewetta Avenue North, approximately centered in the Specific Plan area will generally include medium sized single-family lots (6,000-14,668 s.f.). This area of the Marcona Preserve development will be called Planning Area 2 (PA-2). The portion of the residential development west of Jewetta, along Seventh Standard Road will generally contain larger single-family lots (9,450+ s.f.). This area of the Specific Plan will be called Planning Area 1 (PA-1). All residential lots within the Specific Plan area will have a minimum lot size of 5,500 square feet for interior and corner lots.

FORMER DRILL ISLAND

There is a 3.30-acre portion of PA-1 that is designated as a Drill Island. It has been determined that a Drill Island will not be feasible due to the recent legislation requiring larger setbacks between new oil wells and residences. Therefore, it is contemplated that this

area will be redesignated for low density residential use with an additional 14 single family homes.

RECREATIONAL/OPEN SPACE

The main recreation/open space features within the Specific Plan area include four public parks. One 3.8-acre park on the west side of Jewetta Avenue North and one 4.3-acre park on the east side of Jewetta Avenue North, ~~north of the school site both are~~ proposed in the north of the development (PA-5), as well as one 1.01-acre park (PA-2),- and one 1.75-acre park in the south of the school site (PA-3). In addition, a ~~14'-14-foot~~ wide multi-use walkway, sidewalks and bike lanes are located along Jewetta Avenue North. The parks are planned primarily as passive recreation facilities, with open turf areas, playground equipment, picnic areas, and other park furniture. ~~A-The~~ meandering multi-use walkway is planned along the eastern side of the future Jewetta Avenue North (this multi-use walkway is described in more detail in Chapter 3, Section F, and illustrated in Exhibits 3.6, 5.7, 5.8, and 5.9). The multi-use walkways, sidewalks and bike lanes will increase community connectivity, since it will tie residential uses to the ~~school and parks, uses~~. ~~Sidewalks will also connect the two parks (1.01-acre and 1.75-acre located east and west of Jewetta Avenue North) and the school area.~~

The multi-use walkway connection with the parks, ~~school~~, and the Natural Trail along Seventh Standard Road will tie into the future bike path along the westerly right-of-way of the Friant-Kern Canal and trails within the Mission Lakes and Gossamer Grove Specific Plans. In addition, Jewetta Avenue North will have Class II bike lanes on both sides, which is consistent with the City of Shafter General Plan – Circulation Element. The coordinated walkways, bike lanes, and trails will enhance recreational opportunities and promote pedestrian and bicycle circulation within the community.

FORMER SCHOOL SITE

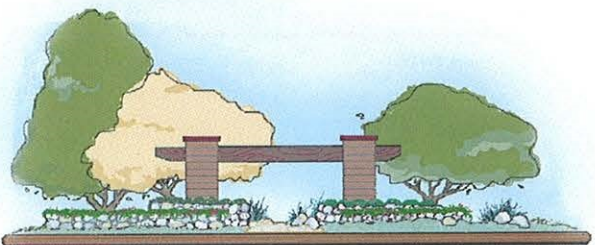
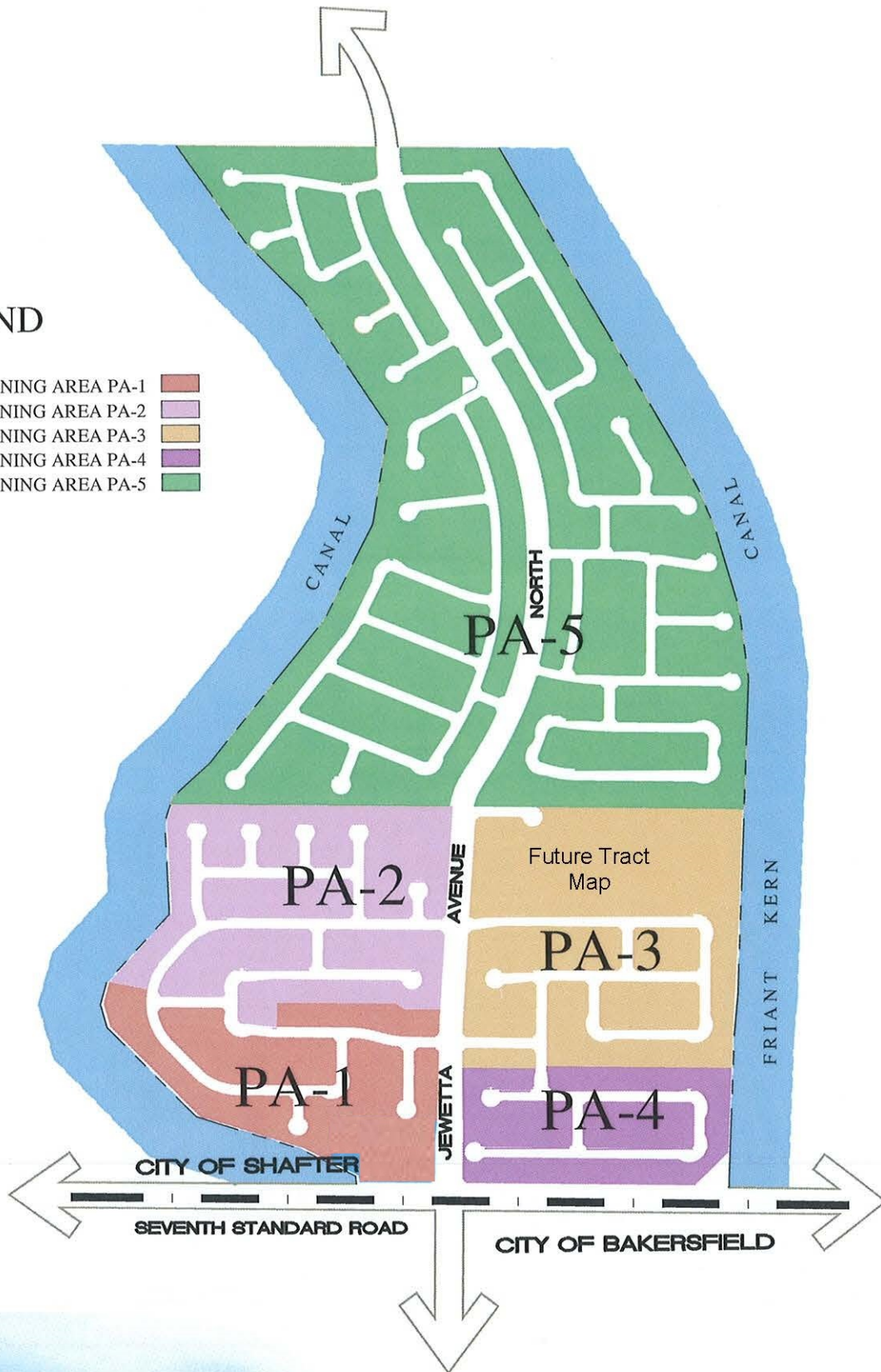
~~A-Formerly, a~~ 16.88-acre middle school site ~~is was~~ planned within the Specific Plan area to the east of Jewetta Avenue North (PA-3). ~~Due to~~ Based on a demographic study conducted to analyzing student generation and enrollment rates, the school site is no longer needed to be acquired by the Norris School District. Since dDevelopment of a new school is no longer necessary will address the future residents' need for middle education facilities, the 16.88 acre area will consist of additional smaller to medium sized single-family residential lots similar to the other lots within the Specific Plan area (PA-3).

D. PLANNING AREAS

Five distinct development areas, referred to as “Planning Areas” have been created to implement the planning objectives of the Marcona Preserve Specific Plan. These Planning Areas were formed based on their land uses. Each Planning Area has unique characteristics, but will be integrated into a broader, cohesive community though

LEGEND

- RESIDENTIAL PLANNING AREA PA-1
- RESIDENTIAL PLANNING AREA PA-2
- RESIDENTIAL PLANNING AREA PA-3
- RESIDENTIAL PLANNING AREA PA-4
- RESIDENTIAL PLANNING AREA PA-5



MARCONA PRESERVE
A PLANNED COMMUNITY

EXHIBIT 3.2

Marcona Preserve Specific Plan
Conceptual Planning Areas

complementary architectural, landscape, signage, and lighting themes and common recreational amenities.

Of the Planning Areas, all five are Residential Planning Areas (see Exhibit 3.2: Marcona Preserve Planning Areas). Specific information on each Planning Area is included in Table 3-1.

**TABLE 3-1
MARCONA PRESERVE SPECIFIC PLAN – PLANNING AREAS**

Planning Area	Specific Plan Land Use	Approximate Net Acreage	Max. Dwelling Units
PA-1	single-family residential lots; drill site	16.32	601 <u>10972</u>
PA-2	single-family residential lots, recreation/open space/sump lot	23.63	142
PA-3	single-family residential lots, recreation/open space, school	32.81	101 <u>185</u>
PA-4	single-family residential lots	13.99	92
PA-5	single-family residential lots, recreation/open space	138	485
	Total:	224.75 (net acres)	880 <u>976</u>

Development standards for each Planning Area are described in Chapter 4. Development in the Planning Areas of the Marcona Preserve Specific Plan will be in substantial conformance with the design standards presented in this document. Actual residential lotting will be determined at the tentative tract map stage.

RESIDENTIAL PLANNING AREA PA-1

Residential Planning Area PA-1 will include approximately 16.32 net acres, with a maximum density of 3.68 units per net acre. ~~PA-1 will also contain a 3.861-acre site for a drill island.~~ Design considerations for Residential Planning Area PA-1 are as follows:

1. Street lighting within Residential Planning Area PA-1 shall be consistent with lighting along Jewetta Avenue North. Street lighting within the Specific Plan area will be thematic and consistent with the overall rustic ranch theme (please refer to Chapter 5, Section E for more detail in lighting design guidelines).
2. Landscaping throughout the Planning Area PA-1 shall be cohesive with landscaping used along Jewetta Avenue North (please refer to Chapter 3, Section G and Exhibit 3.7: Landscape Plan with Signs).
3. Sidewalks will connect the multi-use walkway along Jewetta Avenue North to the parks within Planning Area PA-2 and PA-3, increasing connectivity within the Specific Plan area and providing for a pedestrian-friendly environment (please refer to Exhibit 3.6: Parks and Recreation Plan).
4. Wall and buffering requirements for residential properties adjacent to Seventh Standard Road, the Drill Island, or canal will follow the City of Shafter Development Code standards and canal company requirements, as appropriate (please refer to Chapter 3, Exhibit 3.8: Wall Plan and Chapter 5, Exhibit 5.11).
5. Site-specific design of the park shall be determined and executed by a landscape architect and shall meet the approval of the Planning Director or his/her designee.

RESIDENTIAL PLANNING AREA PA-2

Residential Planning Area PA-2 will include approximately 23.63 net acres, with a maximum density of 6.0 units per net acre. Planning Area PA-2 will also contain a 1.01-acre neighborhood park. Design considerations for Planning Area PA-2 are as follows:

1. Street lighting within Residential Planning Area PA-2 shall be consistent with lighting along Jewetta Avenue North. Street lighting within the Specific Plan area will be thematic and consistent with the overall rustic ranch theme (please refer to Chapter 5, Section E for more detail in lighting design guidelines).
2. Landscaping throughout the Planning Area PA-2, including the park, shall be cohesive with landscaping used along Jewetta Avenue North (please refer to Chapter 3, Section G and Exhibit 3.7: Landscape Plan with Signs).
3. Sidewalks will connect the multi-use walkway along Jewetta Avenue North to the parks within Planning Areas PA-2 and PA-3, increasing connectivity within the Specific Plan area and providing for a pedestrian-friendly environment (please refer to Exhibit 3.6: Parks and Recreation Plan).
4. Wall and buffering requirements for residential properties adjacent to the canal will follow the City of Shafter Development Code standards and canal company requirements, as appropriate (please refer to Chapter 3, Exhibit 3.8: Wall Plan and Chapter 5, Exhibit 5.11).
5. Site-specific design of the park shall be determined and executed by a landscape architect and shall meet the approval of the Planning Director.
6. Maintenance of the park will be provided the City of Shafter.

RESIDENTIAL PLANNING AREA PA-3

Residential Planning Area PA-3 includes approximately 32.81 net acres with a maximum density of 6.13 units per net acre, located in the eastern portion of the Marcona Preserve property, with access to Jewetta Avenue North. Residential Planning Area PA-3 will contain a 1.75-acre park ~~and middle school. The school shall be provided with a minimum of two points of access per California Department of Education siting requirements. Development of the school shall be coordinated with the Norris School District.~~ Design Considerations for Planning Area PA-3 are as follows:

1. Street lighting within Residential Planning Area PA-3 shall be consistent with lighting along Jewetta Avenue North. Street lighting within the Specific Plan area will be thematic and consistent with the overall rustic ranch theme (please refer to Chapter 5, Section E for more detail in lighting design guidelines).
2. Landscaping throughout the Planning Area PA-3, including the park, shall be cohesive with landscaping used along Jewetta Avenue North (please refer to Chapter 3, Section G and Exhibit 3.7: Landscape Plan with Signs).
3. Wall and buffering requirements for residential properties adjacent to the canal will follow the City of Shafter Development Code standards and canal company requirements, as appropriate (please refer to Chapter 3, Exhibit 3.8: Wall Plan and Chapter 5, Exhibit 5.11).
4. Site-specific design of the park shall be determined and executed by a landscape architect and shall meet the approval of the Planning Director.
5. Maintenance of the park and recreational ~~facility~~facilities will be provided by the City of Shafter.

RESIDENTIAL PLANNING AREA PA-4

Residential Planning Area PA-4 will include approximately 13.99 net acres, with a maximum density of 6.57 units per net acre and is located in the southeast portion of the ~~Heritage Ranch-Marcona Preserve~~ Specific Plan.

1. Street lighting within Residential Planning Area PA-4 shall be consistent with lighting along Jewetta Avenue North. Street lighting within the Specific Plan area will be thematic and consistent with the overall rustic ranch theme (please refer to Chapter 5, Section E for more detail in lighting design guidelines).
2. Landscaping throughout the Planning Area PA-4, shall be cohesive with landscaping used along Jewetta Avenue North (please refer to Chapter 3, Section G and Exhibit 3.7: Landscape Plan with Signs).
3. Sidewalks will connect to the multi-use walkway along Jewetta Avenue North and to the parks within Planning Areas PA-2 and PA-3, increasing connectivity within the Specific Plan area and providing for a pedestrian-friendly environment (please refer to Exhibit 3.6: Parks and Recreation Plan).
4. Wall and buffering requirements for residential properties adjacent to the canal and Seventh Standard Road will follow the City of Shafter Development Code

standards and canal company requirements, as appropriate (please refer to Chapter 3, Exhibit 3.8: Wall Plan and Chapter 5, Exhibit 5.11).

RESIDENTIAL PLANNING AREA PA-5

Residential Planning Area PA-5 will include approximately 138 gross acres. Planning Area PA-5 will also contain 3.8-acre and 4.3-acre neighborhood parks. Design considerations for Planning Area PA-5 are as follows:

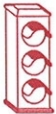
1. Street lighting within Residential Planning Area PA-5 shall be consistent with lighting along Jewetta Avenue North. Street lighting within the Specific Plan area will be thematic and consistent with the overall rustic ranch theme (please refer to Chapter 5, Section E for more detail in lighting design guidelines).
2. Landscaping throughout the Planning Area PA-5, including the parks, shall be cohesive with landscaping used along Jewetta Avenue North (please refer to Chapter 3, Section G and Exhibit 3.7: Landscape Plan with Signs).
3. Sidewalks will connect to the multi-use walkway along Jewetta Avenue North and to the parks within Planning Area PA-5, increasing connectivity within the Specific Plan area and providing for a pedestrian-friendly environment (please refer to Exhibit 3.6: Parks and Recreation Plan).
4. Wall and buffering requirements for residential properties adjacent to the canal will follow the City of Shafter Development Code standards and canal company requirements, as appropriate (please refer to Chapter 3, Exhibit 3.8: Wall Plan and Chapter 5, Exhibit 5.11).
5. Site-specific design of the park shall be determined and executed by a landscape architect and shall meet the approval of the Planning Director.
6. Maintenance of the park and recreational facilities will be provided by the City of Shafter.

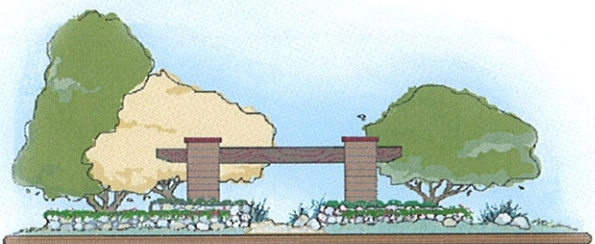
E. CIRCULATION

The main objective of the circulation plan and the planned roadway improvements is to provide direct and convenient access to the community through a safe and efficient network of roadways. A roadway concept has been developed for the Marcona Preserve Specific Plan as illustrated on Exhibit 3-3: Circulation Plan. Circulation improvements constructed for the project will improve the functional efficiency of the Southeast Shafter/Northwest Bakersfield circulation system and will enhance the aesthetics of the street network through landscape improvements along the project's frontage and Jewetta Avenue North. All streets within the Specific Plan area shall be dedicated as public streets.

Access to the project site will be provided primarily via Seventh Standard Road. A secondary entrance will be provided through Jewetta Avenue North, which connects to the Gossamer Grove Specific Plan, located immediately north of the Marcona Preserve Specific

LEGEND

-  DESIGNATED EXPRESSWAY
-  ARTERIAL STREET
-  CLASS II BIKE LANES
-  SIGNALIZED INTERSECTION



MARCONA PRESERVE
A PLANNED COMMUNITY

EXHIBIT 3.3

Marcona Preserve Specific Plan
Conceptual Circulation Plan

Plan site. Typical Marcona Preserve Specific Plan Street Cross Sections are illustrated in Exhibit 3-4. A description of the circulation concept follows:

- ***Seventh Standard Road*** is an adopted Specific Plan line with Kern County and the City of Shafter. Seventh Standard Road forms the southerly boundary of the project site and is designated by the City of Shafter General Plan Circulation Element as a Designated Express Way, with a base right-of-way width of 126 feet. The Marcona Preserve Specific Plan primary entry sign will be located at the intersection of Seventh Standard Road and Jewetta Avenue North, creating a gateway to the community. Prior to occupancy within the Specific Plan, a traffic signal will be installed at the intersection of Seventh Standard Road and Jewetta Avenue North.
- ***Jewetta Avenue North*** will extend in a north-south alignment, from the northern project boundary to Seventh Standard Road. Jewetta Avenue North will connect residential, ~~and~~ recreational ~~al~~, ~~and school~~ uses. A multi-use walkway will follow Jewetta Avenue North on the east side, which will enhance the community's recreational opportunities, as well as contribute to create a strong community identity and an aesthetically pleasant main street. A Class II bike lane shall be striped along both the east and west sides of Jewetta Avenue North. Jewetta Avenue North is an arterial south of Seventh Standard Road (in the City of Bakersfield Metropolitan Bakersfield General Plan) and will be classified as an arterial within the Marcona Preserve Plan area. The arterial designation for the avenue within the Specific Plan area will allow for appropriate roadway connection at the intersection of Seventh Standard Road and Jewetta Avenue North.

The typical arterial cross section in the City of Shafter includes 110-foot right-of-way. From the northern right-of-way line of Seventh Standard Road to a point 1,000 feet north of it, the cross section for Jewetta Avenue North will include a 10-foot sidewalk/landscape area along the western side, a 17-foot sidewalk/landscape area along the eastern side, and a 14-foot auxiliary lane plus two 12-foot through lanes on each side, separated by a 14-foot median. From a point 1,000 feet north of the northern right-of-way line of Seventh Standard Road to the northern project boundary, Jewetta Avenue North will include a 14-foot sidewalk/landscape area along the western side, a 10-foot auxiliary lane and two 12-foot through lanes on each side, separated by a 14-foot median. Along this northern portion of the roadway, Jewetta Avenue North will have an additional 7-foot strip to create a 21-foot wide landscape and multi-use walkway area along the eastern side. All sidewalks on Jewetta Avenue North and Seventh Standard Road shall be separated from pavement and curb with landscaping.

The applicant/developer of the Marcona Preserve Specific Plan area and City staff will negotiate the location of traffic signal along Jewetta Avenue North, north of Seventh Standard Road, within the Marcona Preserve Specific Plan area. The developer shall participate in the Regional Transportation Impact Fee (RTIF) program and will be entitled to reimbursement through the program. Reimbursement through the RTIF will include the signal at the intersection of Jewetta Avenue North and Seventh Standard Road and signals offsite. Reimbursement through the RTIF will not include signals directly serving the subdivisions within the Marcona Preserve Specific Plan area that are not regional in nature.

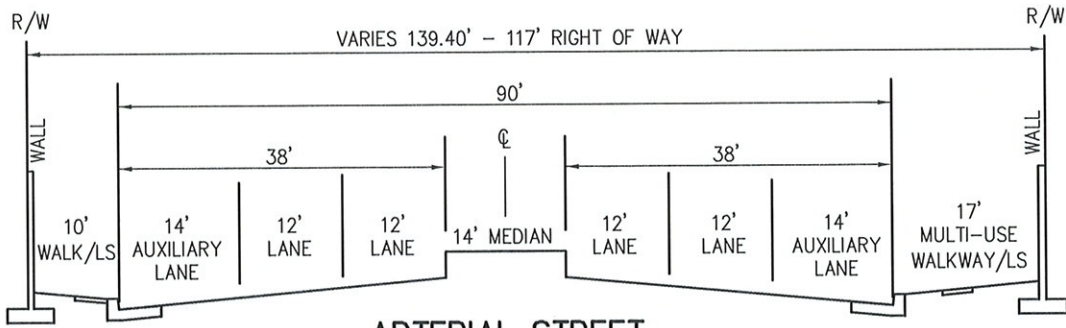
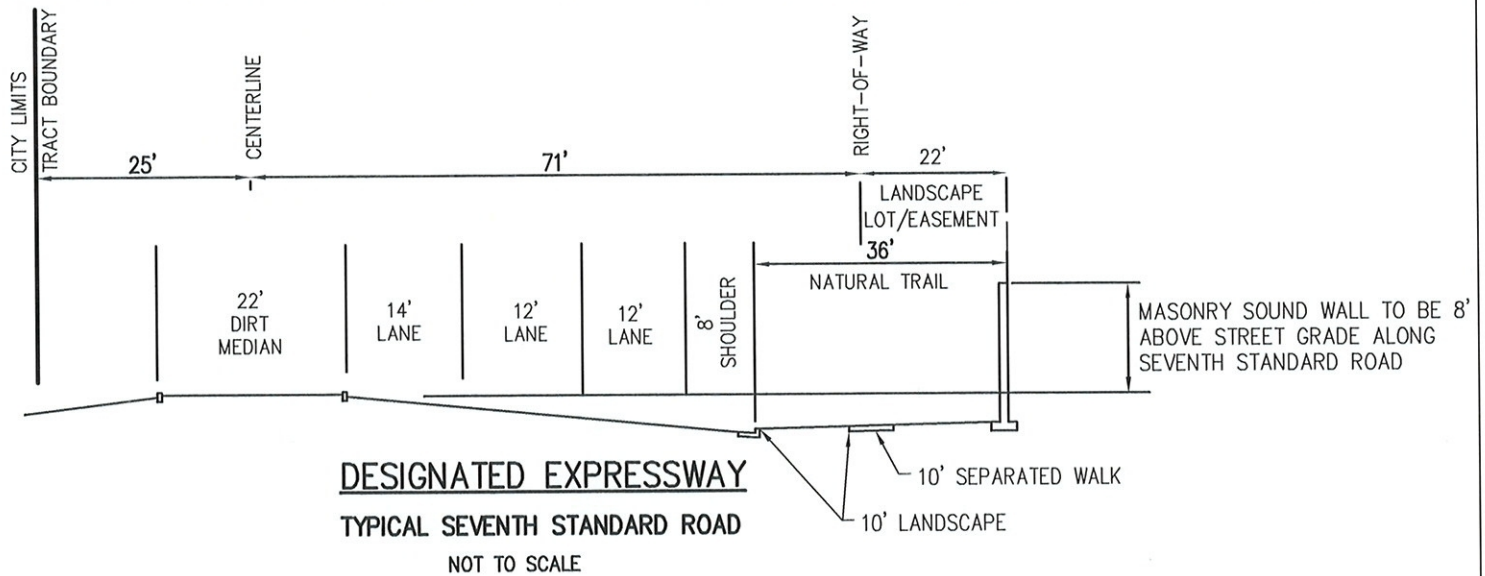
- ***The remaining streets within the Specific Plan area are designated as local streets.*** Local streets, including cul-de-sacs, provide circulation within the individual planning areas. Local streets will have a base right-of-way width of 52 feet that will include two-way lanes (12-foot) as well as 8-foot parking lanes and 6-foot sidewalks on both sides of the street. Implementation of sidewalks and painted bicycle lanes along the public roadways will facilitate non-vehicular circulation and increase connectivity with the trail system in the area. The project will comply with the City of Shafter Bikeway Plan included in the General Plan, as Class II bike lanes will be implemented along Jewetta Avenue North (see Exhibit 3-5: City of Shafter Bicycle Trail Plan and Policy 11, Section 3.4 of the Transportation Program of the City of Shafter General Plan). Final design of local streets will be determined at the tract map stage.

According to the City of Shafter Municipal Service Review (September 2014), the interchange at Seventh Standard Road and State Route 99 has undergone an upgrade and a railroad grade separation, which contributes to improved traffic circulation to and from the Specific Plan area.

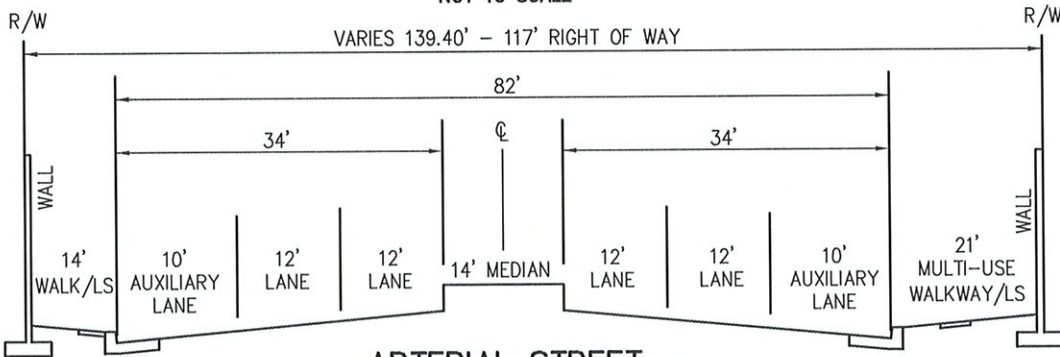
F. PARKS AND RECREATION PLAN

Park and recreation facilities within the City of Shafter Sphere of Influence are provided by four entities: the City of Shafter, the Shafter Recreation and Park District, the Kern County Park and Recreation Department, and the North of the River Recreation and Park District. The North of the River Recreation and Park District covers the southeastern portion of the planning area.

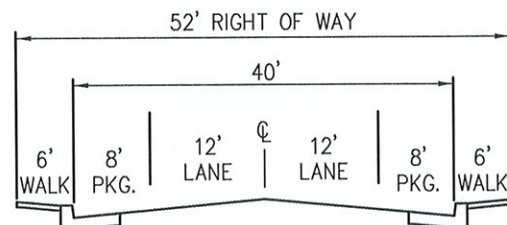
The following parks in the City core are operated and maintained by the City of Shafter: Mannel Park (4.5 acres, within the Shafter “core area”), Rodriguez Park (6.1 acres, located within the southeast portion of the City of Shafter), Stringham Park (1.2 acre, located downtown Shafter), Veteran’s Park (15.7 acres, located in the southeast portion of the City of Shafter) and Kirschenmann Park (6.2 acres, at the intersection of Birch Street and



(JEWETTA AVENUE NORTH FROM THE NORTHERN ROW LINE OF SEVENTH STANDARD
 TO A POINT 1,000 FEET NORTH OF THE SEVENTH STANDARD ROW)
 NOT TO SCALE



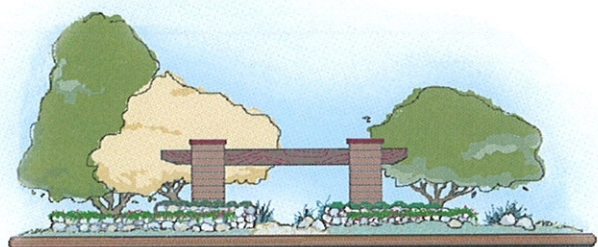
(JEWETTA AVENUE NORTH FROM A POINT 1,000 FEET NORTH OF THE NORTHERN ROW LINE OF
 SEVENTH STANDARD TO THE NORTHERN PROJECT BOUNDARY)
 NOT TO SCALE



LOCAL STREET
 NOT TO SCALE

EXHIBIT 3.4

Marcona Preserve Specific Plan Typical Street Cross-Sections



MARCONA PRESERVE
 A PLANNED COMMUNITY

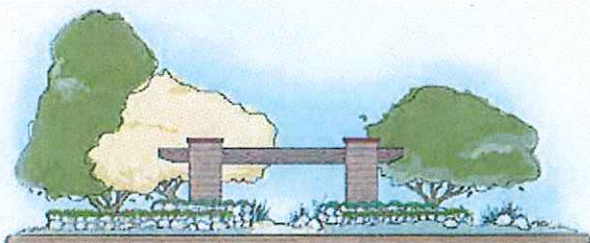
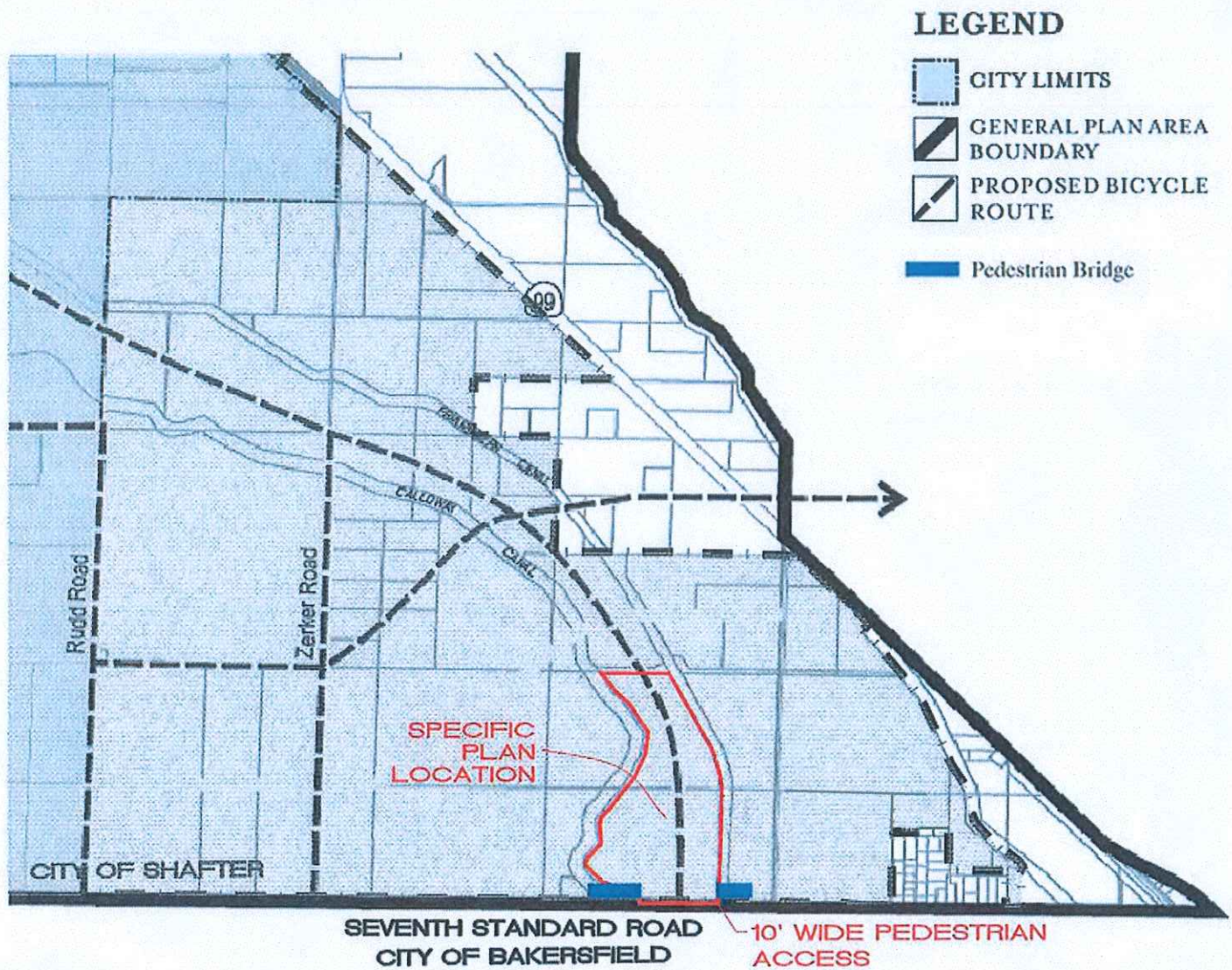


EXHIBIT 3.5
Marcona Preserve Specific Plan
City of Shafter Conceptual Bicycle Plan

Euclid Avenue). The City also operates Flight Park (3.2 acres) located within the Gossamer Grove Specific Plan.

Recreational facilities within the City of Shafter Sphere of Influence include tennis courts and athletic fields at Shafter High School, and the Shafter Aquatic Center at 269 Poso Street. The Community Action Partnership of Kern operates a youth facility west of SR-43, south of East Euclid Avenue, and north of East Ash Street. This facility includes an 18,000-square foot gym, a computer training room, a day care center with playground, and food service facilities. The Shafter Recreation and Park District operates the Walker Senior Center at 505 Sunset Avenue. Just south of the youth facility, the City of Shafter has constructed a skate park.

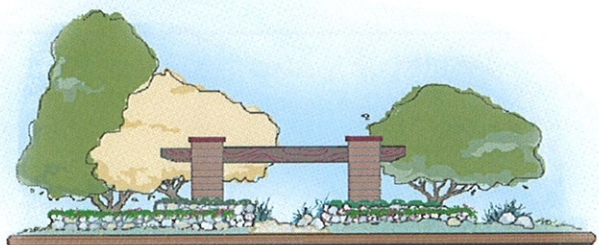
The Parks and Recreation Plan, shown in Exhibit 3-6, is an important element of the Marcona Preserve Specific Plan. The Parks and Recreation Plan provides adequate recreational/open space facilities to address the needs of the Specific Plan community. The Parks and Recreation Plan features a 3.8-acre public park on the western side of Jewetta Avenue North, a 4.3-acre park on the eastern side of Jewetta Avenue North, north of ~~the school site~~ Planning Area PA-2 and PA-3. One approximately 1.01-acre park and one approximately 1.75-acre park are located on each side of Jewetta Avenue North, south of ~~the school site~~ Planning Area PA-5. In addition, the Specific Plan will develop a multi-use walkway along Jewetta Avenue North, the Specific Plan's main road. Sidewalks will also connect Jewetta Avenue North to the parks and Natural Trail and pedestrian bridges across both the Friant-Kern Canal and the Calloway Canal along Seventh Standard Road are also planned, as additional amenities that will further increase connectivity of the area's trail system, expected to be developed as part of the Gossamer Grove and Mission Lakes Specific Plan areas (east and west of the Marcona Preserve property). Sidewalks will connect the parks ~~to and the school areas~~ east and west of Jewetta Avenue North. A Class II bike lane will also be implemented along Jewetta Avenue North and the development will provide multiple access points to a bicycle trail, originating in the City of Bakersfield.

The public parks are envisioned as gathering places for the ~~community, and community and~~ and may accommodate small neighborhood events. These areas, together with the multi-use walkway, will be focal points of the Marcona Preserve community. The parks will be primarily passive recreation ~~areas, and areas and~~ and may include amenities such as a children's play area with adjacent seating and paths, multipurpose turf, bike racks, picnic tables, and other park furniture. Lighting within the parks will be consistent with street lighting along Jewetta Avenue North. Landscaping will also be consistent with the landscape design along Jewetta Avenue North. The 1.01-acre and 1.75-acre public parks will be maintained by the City of Shafter and the larger parks in Planning Area-5 may be maintained by Shafter.

The multi-use walkway along Jewetta Avenue North will be a meandering path that will accommodate pedestrians and bicyclists, as well as other non-motorized users. The multi-use walkway will provide residents with an alternative mode of transportation throughout the ~~community, and community and~~ and may enhance social interaction within the Specific

LEGEND

LOW DENSITY RESIDENTIAL	
DRILL ISLAND	
SCHOOL	
MULTI-USE WALKWAY	
NATURAL TRAIL	
RECREATION/OPEN SPACE	



MARCONA PRESERVE
A PLANNED COMMUNITY

EXHIBIT 3.6
Marcona Preserve Specific Plan
Conceptual Parks & Recreation Plan

Plan area. In addition, Class II bike lanes will be implemented along both sides of Jewetta Avenue North. Sidewalks will be developed to connect the parks and ~~the school~~residences to Jewetta Avenue North.

A minimum 36-foot wide Natural Trail will be implemented along the entire frontage along Seventh Standard Road, which will tie into the trails planned as part of the Mission Lakes and Gossamer Grove Specific Plans. The Natural Trail will include a 10-foot wide landscaped sidewalk separated from Seventh Standard Road by at least 10 feet of landscaping. The Natural Trail will be a major recreational amenity within the Specific Plan area and will also enhance community connectivity, since it will link residential uses to the neighboring residential developments.

The City of Shafter has established a park-to-population ratio of 2.5 acres of park space for every 1,000 residents. The number of persons per dwelling unit per ~~2010-2020~~ US Census, rounded to 4.0 ~~pp~~people/du x ~~880-1,018,976~~ dwelling units x 2.5 = ~~8,800~~~~10,180~~9,760 for a required ~~8-8~~~~10.18~~ acres of required parkland. The proposed total park acreage of 10.86 acres exceeds the City requirement and addresses the Specific Plan area residents' recreation and open space needs adequately.

G. LANDSCAPE PLAN

The landscaping and signage will contribute greatly to define the Marcona Preserve community character. Exhibit 3-7: Landscape Plan with Signs includes conceptual locations for landscaping, and for primary tract, ~~school~~ and park signs. Distinctive landscape and streetscape features contribute to integrate the diverse elements of the built environment. These features help unify the street aesthetics, provide orientation to residents and visitors, and create a powerful, memorable view.

The purpose of the Landscape Plan with Signs is to establish a cohesive landscape framework that permeates the community, contributing towards an aesthetic continuity in the Specific Plan area. Elements of the Plan are as follows:

Primary Entry Signs: these signs will be designed to identify the main entrance to the Marcona Preserve community and will be located on both sides of Jewetta Avenue North, near the intersection with Seventh Standard Road. The signs will create a visual gateway to the Specific Plan area and will contribute to establish a strong community identity (see Exhibits 5-1: Primary Entry Sign Plan; 5-2: Primary Entry Sign Elevation; and 5-3: Primary Entry Sign Elevation-Detail).

Major Roadway Streetscape: this type of landscaping shall be used along Jewetta Avenue North and Seventh Standard Road and shall clearly identify the roadway hierarchy within the Specific Plan area. The streetscape will accommodate bike lanes and multi-use walkways, and a Natural Trail in some portions of these roadways. Tree species will

include a mixture of evergreen and deciduous species, for added visual interest. Please refer to Chapter 5, Section C for detailed streetscape design guidelines.

Local Roadways Streetscape: this type of landscaping shall be used along local roadways. A unifying plant palette in similar patterns that reflect the community's design theme will be used to create the local roadway ~~streetscapes~~streetscapes. Please refer to Chapter 5, Section C for detailed streetscape design guidelines.

Primary entry signs~~—~~and ~~school~~/park signs will follow standards shown in this Specific Plan (Exhibits 5.1, 5.2, 5.3, and 5.4).

H. WALL PLAN

A sample wall plan was developed for the Marcona Preserve Specific Plan and is shown in Exhibit 3-8. A block wall with pilasters will be built along Jewetta Avenue North and along the residential property lines adjacent to parks (please refer to Chapter 5, Exhibit 5.11 for an illustration of the proposed wall). A block wall with slumpstone cap and color compatible with the theme wall will be implemented along the ~~northern~~, eastern, and western boundaries of the ~~school~~ site, as a buffer to residential properties and the canal. The Wall Plan objective is to shield residential uses while being consistent with the community theme.

Distinct pilasters will be spaced along the block wall. Decorative accents will be applied to it, to create a wall design consistent with the Specific Plan architecture theme.

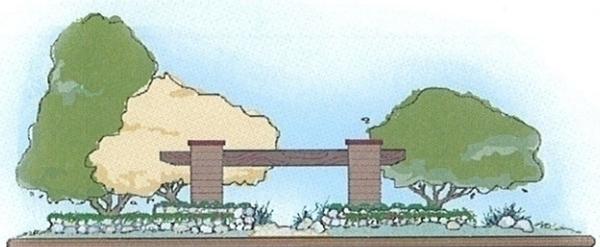
An 8-foot tall block wall is to be constructed along the frontage of Seventh Standard Road and 300 feet north of Seventh Standard Road along the eastern and western project boundaries. The wall will be stepped down to 6 feet and extended along the east and west project boundaries to separate the residential parcels from the Friant-Kern Canal and the Calloway Canal. Cross-section drawings are depicted in Exhibit 3.8. The block wall will be maintained at 8 feet in height above the grade of Seventh Standard Road, as measured from the median, to top of wall at all points of construction.

I. GRADING CONCEPT

Grading for the Marcona Preserve Specific Plan is tailored to the existing topography of the project site. The project site is on a flat to gently sloping terrain. Soil and geologic conditions present no known significant constraints to grading. The primary objectives of the grading concept are to:

LEGEND

PRIMARY ENTRY SIGN	
SCHOOL & PARK SIGN	
TREE GROVES	
LOW DENSITY RESIDENTIAL	
DRILL ISLAND	
SCHOOL	
RECREATION/OPEN SPACE	



MARCONA PRESERVE
A PLANNED COMMUNITY

EXHIBIT 3.7

Marcona Preserve Specific Plan
Conceptual Landscape Plan With Signs

- Establish road grades that are consistent with those of the existing City streets around the site.
- Provide stable development pads for residential, educational, or recreational structures or amenities.
- Balance the cut and fill grading quantities on-site.

The grading plans shall be designed to accommodate drainage and a street system that meets the City of Shafter standards.

J. PUBLIC FACILITIES

WATER DISTRIBUTION

The City of Shafter and the Oildale Mutual Water company are the only municipal and industrial water purveyors in and adjacent to the City and the Specific Plan area. The City of Shafter owns and operates its own public water system. Four major canals affect water resources in the Shafter area. These ~~include~~include the Friant-Kern Canal (also known as the ~~Federal~~federal Central Valley Project), the California Aqueduct (also known as the State Water Project), Lerdo or Beardsley Canal, and the Calloway Canal. These canals are vital to agricultural fields throughout the County and State.

Oildale Mutual Water Company currently provides water to residential and commercial development north of Seventh Standard Road and west of ~~Highway~~State Route 99. Oildale Mutual's existing water supply is a combination of groundwater and treated surface water.

Oildale Mutual Water Company will provide water services to the Specific Plan area with a dual water supply system. This system includes a domestic water supply and a landscape irrigation water supply. The water supply and distribution system will comply with all Oildale Mutual Water Company standards.

The primary connection points available for the Marcona Preserve Specific Plan area will be from the ~~Gossamer~~ Grove and Mission Lakes Specific Plan areas through Street "D", as shown in the Mission Lakes Specific Plan, and additionally along Seventh Standard Road to the east to form a looped system (Exhibit 3-9: Utility Concept Plan - Water).

The proposed water system will include a water line along Jewetta Avenue North, extending from the 12-inch minimum water line at Seventh Standard Road to the 12-inch

LEGEND

STANDARD BLOCK WALL
WITH PILASTERS



8' HIGH BLOCK WALL WITH
PILASTERS (THEME WALL)



STANDARD 8' HIGH BLOCK WALL



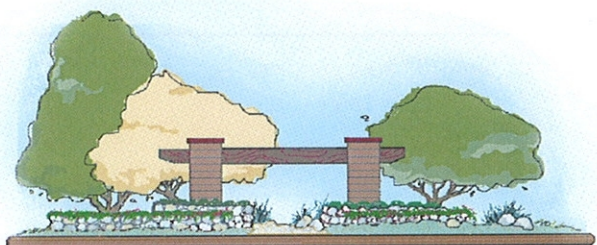
TO 300' NORTH OF
SEVENTH STANDARD
ROAD @ 8' ABOVE GRADE
OF 7TH STANDARD ROAD

TO 300' NORTH OF SEVENTH
STANDARD ROAD @ 8' ABOVE
GRADE OF 7TH STANDARD
ROAD

CITY OF SHAFTER

CITY OF BAKERSFIELD

SEVENTH STANDARD ROAD



MARCONA PRESERVE
A PLANNED COMMUNITY



EXHIBIT 3.8

Marcona Preserve Specific Plan
Conceptual Wall Plan

minimum water line at Street “D” between the Gossamer Grove and Mission Lakes Specific Plan areas, and 6-inch and 8-inch lines within the internal roadways to provide domestic service to each proposed residence ~~and the school~~, as well as supply sufficient fire flows to fire hydrants placed in accordance with the Kern County Fire Department standards.

SEWER SERVICES

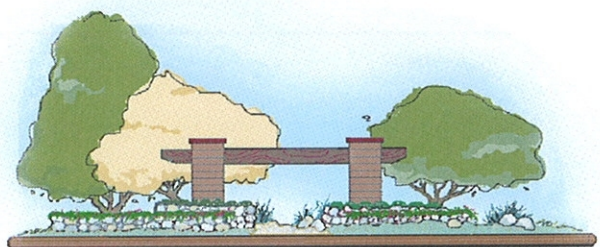
Wastewater (effluent) treatment involves cleaning used water and sewage so that it can be returned safely to the environment or reused in place of other resources. The City of Shafter Department of Public Works is responsible for the operation and maintenance of the City’s public sewer system. Wastewater treatment service provided to the City is accomplished through a co-ownership of the Shafter/North of River Sanitation District No. 1 (NORS) regional treatment plant that guarantees a set share of its capacity. The City of Shafter owns one-third of the wastewater treatment plant capacity and NORS owns two thirds of the plant. According to the *Municipal Services Review* prepared for the City of Shafter in September 2014, both the City sewer mains and the regional wastewater treatment plant have plenty of capacity for the long-term future.

The proposed sewer plan for this Specific Plan consists of an extension of the already existing facilities west of the project. A gravity sewer line ranging in size from 18 to 30 inches has been constructed along Seventh Standard Road and provides sewer service to the project. A 10-inch gravity main will connect to the gravity main in Seventh Standard Road as depicted in Exhibit 3-10. The sewer system will also include 6-inch and 8-inch lines within the internal roadways to provide domestic service to each proposed residence. Sewage disposal facilities shall be installed in accordance with requirements and specifications of the State Department of Health Services and the Kern County Department of Public Health.

DRAINAGE PLAN

A preliminary on-site hydrology study will be performed to analyze the project’s approximate 263 acres and determine an approximation of flows generated by the current undeveloped conditions and build-out conditions. The preliminary on-site hydrology study will be based on conceptual grading plans.

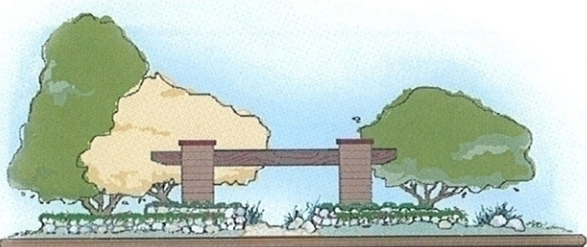
The Marcona Preserve Specific Plan site is classified by the USGS as Quaternary alluvium in the southern Joaquin Valley. The southwesterly flowing Kern River is approximately 6 miles south of the site. Existing topographic relief consists of relatively flat contours, with the existing site drainage generally sheet flowing in a northeasterly direction. The site is not located within the 500-year Kern River floodplain zone. No 100-year floodplains are located onsite. Calloway Canal and the Friant-Kern Canal delineate the western and eastern borders of the Specific Plan area, respectively. The drainage plan for Marcona



MARCONA PRESERVE
A PLANNED COMMUNITY

EXHIBIT 3.9

Marcona Preserve Specific Plan Utility Concept Plan - Water



MARCONA PRESERVE
A PLANNED COMMUNITY

EXHIBIT 3.10
Marcona Preserve Specific Plan
Utility Concept Plan - Sewer

Preserve Specific Plan will be consistent with common practice in the area and City of Shafter standards.

Prior to approval of any final map associated with the Marcona Preserve Specific Plan, detailed drainage/hydrological studies shall be required to address on-site drainage conditions and increased runoff flows associated with proposed land uses on a subdivision-level basis. Drainage facilities within public road right-of-way and drainage easements are proposed to be maintained by the City of Shafter.

K. PUBLIC SERVICES

The following information is a brief summary of services to be provided to the Marcona Preserve Specific Plan community.

FIRE AND POLICE PROTECTION

Fire Protection Services

The City of Shafter contracts with the Kern County Fire Department (KCFD) for fire protection services. The KCFD provides response to all fire and life safety emergencies. Within the City core and areas in the northern portion of the City, fire prevention services are provided from Station 32, located in the downtown area. Station 61, located at 6400 Fruitvale Avenue currently is and would continue to be the station serving the southeast Shafter area. [The City of Shafter 2019 Municipal Service Review indicates that This sStation 61](#) contains both an Engine Company and a Ladder Company, each with a full-time captain, engineer, and firefighter. Station 61 operates three shifts (48 hours on-duty) and has one Type I engine and one ladder truck. KCFD is planning for a new fire station (Station 68) near the intersection of Seventh Standard Road and Allen Road. Currently, the new station has no construction date. Depending on the severity of the fire emergency, additional units from Bakersfield, Oildale, or other locations may respond [\(City of Shafter Municipal Service Review, September 2014\)](#).

While the Insurance Services Office (ISO) considers the ideal travel distance for a fire engine to be 1.5 miles, for planning purposes, the Kern County Fire Department (KCFD) uses a travel distance of 2 miles for a fire engine as the standard response distance. For ladder trucks, the ideal ISO travel distance is 2.5 miles. The KCFD uses a standard response distance of 3 miles. KCFD's staff and equipment will have to increase in order to respond adequately to the Marcona Preserve, Mission Lakes, and Gossamer Grove Specific Plan developments. The Mission Lakes and Gossamer Grove Specific Plans state that acreage for fire facilities will be provided within those Specific Plan areas as required by the

City of Shafter/Kern County. No additional acreage for those uses will be necessary within the Marcona Preserve Specific Plan boundaries.

Police Protection Services

Law enforcement services in the City of Shafter and surrounding area are provided by three agencies: the Shafter Police Department, the Kern County Sheriff's Department, and the California Highway Patrol. These three agencies coordinate their efforts to ensure adequate police protection services are provided to residents and businesses.

The City of Shafter Police Department provides police protection services within the incorporated limits of the City. The Department employs 296 uniformed officers and 13-8 civilian support personnel. The Department maintains 2 uniformed officers and 1 police supervisor per shift, 24 hours per day, 7 days per week. The Department's desired police officer to population ratio is 1.1 sworn officers per 1,000 residents. The 2024 US Census has established the City of Shafter's population at 19,953 persons. Based on the Department's preferred ratio, 26-29 sworn officers meet desired staffing goals.

The ~~2020 California Department of Finance has estimated~~ US Census indicates the population in the City of Shafter ~~in 2017~~, to be ~~18,868~~ 19,953. Based on the current population, the City needs a total of 284 sworn officers to service the residential areas and one to service the industrial development. As the population grows in the southeast portion of the City, additional police personnel, equipment, and facilities will be needed.

Police protection services for the unincorporated areas surrounding the City of Shafter are provided by the Kern County Sheriff's Department. The Buttonwillow Substation provides service to the unincorporated areas surrounding the City.

The California Highway Patrol (CHP) provides traffic enforcement on major roads, State Highways, and Freeways within the City of Shafter and City's Sphere of Influence.

The Gossamer Grove Specific Plan identifies areas for police facilities within the Specific Plan areas as required by the City of Shafter/Kern County. No additional acreage for those uses will be necessary within the Marcona Preserve Specific Plan boundaries.

SCHOOLS

The Marcona Preserve Specific Plan is within the Norris Elementary School District. ~~The Marcona Preserve Specific Plan proposes the construction of a middle school on a 16.88-acre site to meet the future Specific Plan area residents' educational needs. The middle school is anticipated to join the Norris Elementary School District.~~ The Kern High School District will serve high school students of the Marcona Preserve community.

PUBLIC LIBRARY

The Shafter Library and Learning Center is operated by the Shafter Education Partnership. The library, located at 236 James Street, maintains a collection of over 30,000 books, videos, DVDs, audio books, and other media in their facility. The Shafter Education Partnership operates the Shafter Learning Center out of the same building. The Learning Center hosts classes that challenge advanced students and enriches education in Shafter. The Shafter Learning Center also has computers available to the public.

UTILITIES

The Marcona Preserve Specific Plan will be served with telephone, cable, internet, electricity, natural gas and solid waste collection services from public and private companies as detailed below:

Utility	Provider
Electricity	PG&E
Gas	Southern California Gas Co.
Water	Oildale Mutual Water District
Sewer	City of Shafter
Solid Waste	Varner Brothers
Telephone	AT&T and Shafter Connect
Cable	AT&T, Spectrum, and Shafter Connect

CHAPTER 4

DEVELOPMENT STANDARDS AND REGULATIONS

The following Development Standards and Regulations implement the planning and design concepts of this Specific Plan. These standards and regulations address site development issues and provide the basic criteria that govern all development within the boundaries of the Marcona Preserve Specific Plan. Development within the Specific Plan shall be subject to the review processes discussed further in this document (Chapter 6). Any standard or regulation contained herein that differs from the City of Shafter Municipal Code shall take precedence over and supersede the City of Shafter Municipal Code, unless otherwise prohibited. Any standard or regulation of the City of Shafter not covered in this Specific Plan in the areas of site development, administration, review procedures, environmental review, and parking regulations, shall apply to this Specific Plan. Where a discrepancy occurs, which unreasonably restricts the implementation of this Specific Plan, a Specific Plan Amendment shall be required.

A. GENERAL PROVISIONS

DEFINITION OF TERMS

All terms used in this document shall have the same definitions as provided in the City of Shafter Municipal Code, Zoning Ordinance, Section 1.190, except where altered in the definitions provided below:

- ***Abutting, Adjoining, Adjacent.*** Having district boundaries or lot lines in common. Where properties would have had lot line in common except for the existence of an alley, the lot lines of those properties are considered to be abutting, adjoining, or adjacent.
- ***Accessory Structure.*** Any subordinate structure or portions of the main structure, the use of which is incidental to that of the main structure on the same lot or premises, and which is used exclusively by the occupants of the main structure. An accessory structure may be erected only after the principal structure is established.
- ***Acreage, Gross.*** The total fee ownership of a parcel or land area including any easements.
- ***Acreage, Net.*** The land area which remains after dedication of ultimate rights-of-way for 1) exterior boundary streets, 2) flood control rights-of-way, and 3) easements.

- **Architectural Features.** Any portion of the outer surface of a structure, including, but not limited to, the kind, color and texture of the building material, the type and style of windows, doors, lights, signs, walls, fences, awnings, canopies, screens, sculptures, decoration, roof shape and materials, and other fixtures appurtenant to a structure.
- **Architectural Projections.** A marquee, fireplace, chimney, porch, canopy, or similar projection of a building.
- **Builder.** The person or entities who acquire Planning Areas (as defined below) in the Marcona Preserve Specific Plan from the Master Developer.
- **Building Height.** The vertical distance from the grade to the highest point of the coping of a flat roof or to the deck line of a mansard roof or to the highest point of the highest gable of a pitch or hip roof, but exclusive of vents, air conditioners, chimneys, or other such incidental appurtenances.
- **Coverage, Lot or Site.** “Lot or Site Coverage” shall mean the ratio between the ground floor area of the habitable buildings (or buildings as defined by the Uniform Building Code) and the lot area.
- **Density.** The number of permanent dwelling units per planning area based on net acreage.
- **Developers.** The person or entities who acquire Planning Areas (as defined below) in the Marcona Preserve Specific Plan Area from the Owner for the purpose of developing said Planning Areas.
- **Dwelling, Single-Family.** A building containing one dwelling unit on one lot.
- **Easement.** The right to use property owned by another for specific purposes or to gain access to another property. For example, utility companies may have easements on private properties to be able to install and maintain utility facilities.
- **Floor Area, Gross.** The total enclosed area of all floors of a building measured to the inside face of the exterior walls including halls, stairways, elevator shafts at each floor level, service and mechanical equipment rooms, and basement or attic areas having a height of more than 7 feet, but excluding area used exclusively for vehicle parking or loading.
- **Floor Area, Net.** The total building floor area excluding garages, hallways, lobbies, elevators, and other common spaces.
- **Frontage, Building.** The side or face of the building which is parallel to or is at an angle of 45 degrees or less to a public street or a public parking area.
- **Frontage, Road.** A minor street which is parallel to, and adjacent to an arterial street or freeway, and which provides access to abutting properties and protection from through and fast traffic.
- **Frontage, Street or Highway.** That portion of a lot or parcel of land which borders and has access to a public street, highway, or parkway. The frontage shall be measured

along the common lot line separating the lot or parcel of land from the public street, highway, or parkway.

- **Garage.** A permanently roofed structure with 3 enclosed sides and a garage door which is used for automobile shelter and storage.
- **Lot.** A site or parcel of land under one ownership having frontage upon a street, other than an alley, or a private easement determined by the Public Works Manager to be adequate for purposes of access.
- **Lot Area.** The horizontal area within the property lines excluding area to be included in future street right-of-way as established by dedication.
- **Lot, Corner.** A site bounded by 2 or more adjacent street lines that have an angle of intersection of not more than 135 degrees.
- **Lot Depth.** The average horizontal distance between the front and rear lot lines measured in the mean direction of the side lot lines.
- **Lot, Double Frontage.** An interior lot having frontage on more than one street.
- **Lot, Interior.** A lot other than a corner lot.
- **Lot Line.** A line of record that divides one lot from another lot or from a public or private street or any other public space.
- **Lot Width.** The average horizontal distance between the side lot lines, measured at right angles to the lot depth as a point midway between the front and rear lot lines.
- **Open Space.** Any area of land, essentially left undeveloped and not occupied by structures that is set aside, dedicated, or reserved in perpetuity for public or private enjoyment as a preservation or conservation area. Open space areas may include developed areas for passive recreation. Facilities within open space areas may include nature trails, exercise trails, seating areas, picnic tables, grills, and children's playground equipment.
- **Open Space, Usable.** Outdoor space which serves a recreational function or provides visual relief from the building mass, the minimum dimension of which shall be 6 feet excluding required front yards.
- **Passive Recreation.** Recreational activities which can be done in natural open space areas without extensive development of the area, i.e., hiking, walking, day picnicking.
- **Planning Area.** A designated sub-area of the Specific Plan with specified permitted uses and regulations covering the development of those uses.
- **Project.** Any proposal for new or changed use, or for new construction, alteration or enlargement of any structure, that is subject to the provisions of this Specific Plan.
- **Property Line, Front.** The shortest boundary line of a lot which is coterminous with a street line. Boundary lines of a double frontage lot which are coterminous with street lines shall be front lines and shall both meet minimum front yard set back requirements. When the boundary lines of a corner lot, which are coterminous with

street lines, are of equal or substantially equal lengths, the front line shall be determined by the Planning Director. In determining the front line, the City of Shafter Planning Director shall take into consideration the character of the improvements in the neighborhood of the lot, the relative impact to abutting property owners from the establishment of either of such boundaries as a front line, the character of the building proposed to be constructed and the distance that the buildings are set back from the lines of the two streets on which the lot in question abuts.

- ***Property Line, Interior.*** A lot line not abutting a street.
- ***Property Line, Rear.*** A lot line that is parallel or approximately parallel to the front lot line. Where no lot line is within 45 degrees of being parallel to the front lot line, a line 10 feet in length within the lot, parallel to and at the maximum possible distance from the front lot line, shall be deemed the rear lot line for the purpose of measuring rear yard depth.
- ***Property Line, Side.*** Any lot line that is not a front lot line or a rear lot line.
- ***Property Line, Streetside.*** A side lot line abutting a street.
- ***Recreational Area.*** Any private or public land use which relates to the pursuit of active or passive movement to refresh body or mind, such as tennis, golf, baseball, soccer, swimming, walking, jogging, etc.
- ***Residential.*** Any land designated for the establishment of structures in which to live.
- ***Setback.*** The minimum distance required by zoning to be maintained between two structures or between a structure and a property line.
- ***Specific Plan.*** A plan as defined in California Government Code 65450.
- ***Structure.*** Anything constructed or erected that requires a location on the ground, including a building, but not including a fence or a wall used as a fence if the height does not exceed 6 feet, or access drives, or walks, or swimming pools.
- ***Yard or Court.*** An open space on the same site as a structure, unoccupied, and unobstructed by structures from the ground upward or from the floor level of the structure requiring the yard or court upward except as otherwise provided in this title, including a front yard, side yard, rear yard, or court between structures.
- ***Yard, Front.*** A yard extending the full width of a site, the depth of which is the minimum horizontal distance between the front property line and a line parallel thereto on the site. The front yard of a corner lot is the yard adjacent to the shorter street frontage.
- ***Yard, Rear.*** A yard extending across the full width of a site, the depth of which is the minimum horizontal distance between the rear property line and a line parallel thereto on the site, except that on a corner lot the rear yard shall extend only to the side yard abutting a street.

- ***Yard, Side.*** A yard extending from the rear line of the required front yard, or the front property line of the site where no front yard is required, to the front of the line of the required rear yard, or the rear property line if the site where no rear yard is required, the width of which is the horizontal distance between the side property line and line parallel thereto on the site, except that the side yard on the street side of a corner lot shall extend to the rear lot line.

GENERAL NOTES

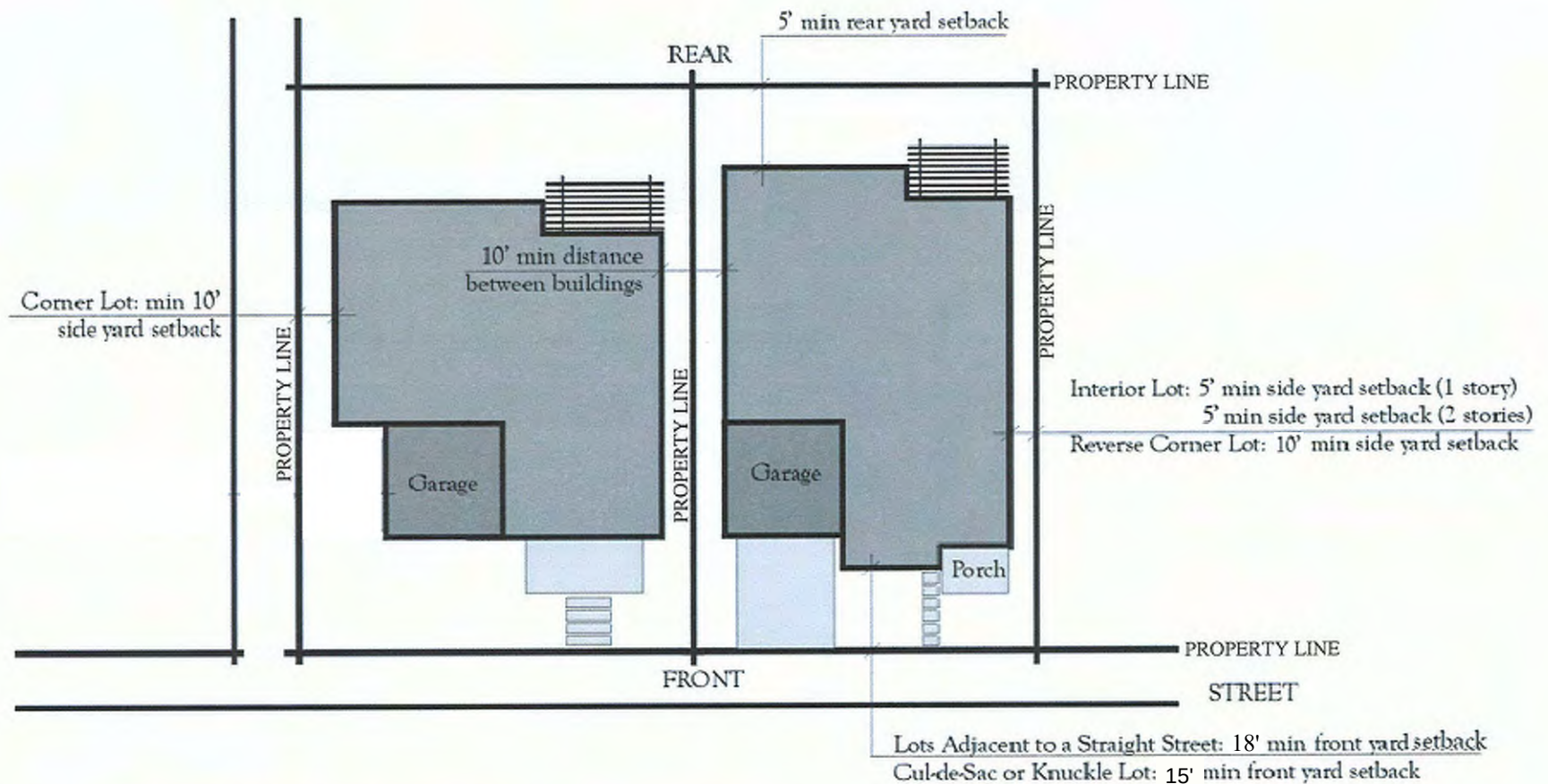
1. The Marcona Preserve Specific Plan Development Regulations shall be applied only to the Marcona Preserve Specific Plan area.
2. Any reference to Development Regulations shall mean the Marcona Preserve Specific Plan Development Regulations.
3. Whenever a use has not specifically been listed as being a permitted use in a particular zone classification within the Specific Plan, the City of Shafter Planning Director may determine said use is similar in nature to allowable uses and consistent with the goals and objectives of the Specific Plan and therefore an allowable use.
4. The maximum number of residential dwelling units permitted by the Marcona Preserve Specific Plan shall be ~~880~~976.
5. Development standards contained in Chapters 10 through 14 of the Zoning Ordinance (Title 17 of the City of Shafter Municipal Code) shall be applicable to performance standards, parking, signage, swimming pools and other specific uses, accessory structures and other general development in the Specific Plan area. Where a discrepancy occurs, the standards and regulations contained in this section of the Specific Plan document shall supersede Chapters 10 through 14 of the Zoning Ordinance.
6. Specific development standards contained in Chapter 4 of the Zoning Ordinance (Title 17 of the City of Shafter Municipal Code) shall be applicable to the Specific Plan area except as noted herein. Specific development standards include parking requirements, landscaping, open space, private open space, pedestrian circulation, security fencing, laundry facilities, lighting, trash collection areas, and security devices. Where a discrepancy occurs, the standards and regulations contained in this section of the Specific Plan document shall supersede Chapter 4 of the Zoning Ordinance.
7. Minor boundary, density, and acreage variations (up to 15%) in the Planning Areas may be permitted, subject to approval of the City of Shafter Planning Director, without an Amendment to the Specific Plan. Requests for variance and modification may be approved by the City of Shafter Planning Director during the tentative tract map process.

8. The setback requirements are as specified within the development standards for each planning unit. If not otherwise specified, all setbacks shall be determined as the perpendicular distance from the existing or planned street right-of-way, or property line, to the foundation point of the closest structure, except covered patios, whichever is most restrictive.
9. Setbacks for all permitted accessory structures shall be the same as those required by the Shafter Zoning Ordinance.
10. The Marcona Preserve Specific Plan identifies only those uses and development regulations unique to the project. These Development Regulations modify or supersede those found in the Shafter Zoning Ordinance and General Plan.
11. If any provisions (or portions of any provision) of these Specific Plan Development Regulations or their application to any person or circumstance is held to be invalid, the remainder of the Specific Plan Development Regulations and the application of that provision to other persons or circumstances shall not be affected.
12. All construction within the Marcona Preserve Specific Plan shall comply with the provisions outlined herein, and relevant City of Shafter provisions. Building and other construction permits shall be issued only after the City of Shafter Planning Director or designee has determined that said permit applications are consistent with the applicable provisions of the Specific Plan and Development Regulations outlined herein.
13. The hierarchy of applicability shall be first to the Marcona Preserve Specific Plan and these Specific Plan Development Regulations, and then to the applicable provisions of the City of Shafter Zoning Ordinance, and other City codes and ordinances.
14. The site plan approval process for all developments requiring site plan review shall be in accordance with the City of Shafter Development Code.
15. Any persons, firm, or corporation, whether a principal, agent, employee or otherwise, violating any provisions of these regulations shall be made to comply with the City of Shafter ordinances pertaining to zoning violations.

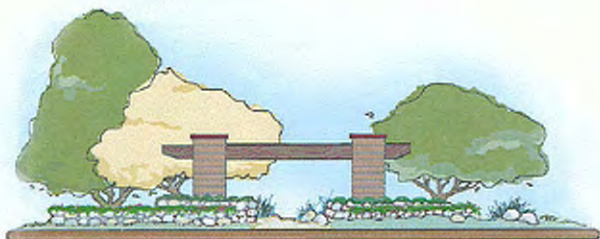
B. DEVELOPMENT STANDARDS AND REGULATIONS

The following Section sets forth development standards for all land uses within the Marcona Preserve Specific Plan community. This Section has been prepared in accordance with California Government Code Section 65450 and all applicable development and design standards of the City of Shafter Zoning Ordinance, with some modification to accommodate the Marcona Preserve Specific Plan land use plan.

All setbacks established in this Chapter, unless otherwise noted below, shall be measured from the property line.



NOTE: THIS SITE PLAN IS CONCEPTUAL AND IS ONLY ONE OF MANY DESIGN SOLUTIONS
THAT ARE PERMITTED IN THE RESIDENTIAL PLANNING AREAS
SEE TABLE 4-1 AND FOOTNOTES
NOT TO SCALE



MARCONA PRESERVE
A PLANNED COMMUNITY

EXHIBIT 4.1

Marcona Preserve Specific Plan
Development Standards - Residential Planning Areas

RESIDENTIAL PLANNING AREAS

Permitted and conditionally permitted uses in the Residential Planning Areas (PA-1, PA-2, PA-3, PA-4, and PA-5) shall be all those allowed under the City of Shafter Zoning Ordinance R-1 Zone. There is no maximum lot coverage being proposed. The Marcona Preserve Specific Plan Residential Planning Areas will comply with the *Use Regulations for Residential Districts* included in Section 4.3 of Title 17 of the City of Shafter Municipal Code. The following standards are applicable to the Residential Planning Areas (Exhibit 4-1 Development Standards – Residential Planning Area):

TABLE 4-1 RESIDENTIAL PLANNING AREA STANDARDS

	All Residential Planning Areas
Maximum Density (dwelling units per gross acre) for entire Specific Plan Area ¹	4.25
Minimum Lot Area (net area in square feet)	
a. interior lot	5,500
b. corner lot	5,500
Minimum lot width ²	
a. interior lot	50'
b. corner lot	55'
Minimum lot depth ³	100'
Minimum front yard setback	
a. Lot adjacent to a straight street to habitable space	15'
b. Cul-de-sac lot or knuckle lot to habitable space	15'
c. Lot adjacent to a straight street to garage	18'
d. Cul-de-sac lot or knuckle lot to garage	18'
Minimum interior side yard setback ⁴	
a. Single- and multi-story structures	5'
Minimum street side yard setback	
a. corner lot	10'
b. reverse corner lot	10'
Minimum rear yard setback	5'
Maximum height for buildings and structures	35'
Minimum distance between buildings ⁵	10'
Minimum dwelling unit size (square feet)	1,400

¹ Per the City of Shafter General Plan update, Section 2.8, Policy 4, the maximum allowable residential density for the entire Specific Plan area is 4.25 dwelling units per gross acre, excluding acreage within the rights-of-way of Seventh Standard Road and existing canals. Residential development products with higher densities than 4.25 d.u./acre may be permitted, provided that sufficient usable open space or non-residential uses are provided so as not to exceed the maximum overall allowable density of the project.

² Minimum lot width along the arc of the front property line shall be 35 feet for cul-de-sac lots and 40 feet for knuckle lots.

- ³ 100' average lot depth does not apply to lots in the southeast corner specifically Lots 117 & 118 of RTM 7244.
- ⁴ All lot types except street side yards.
- ⁵ A one-hour fire wall, approved by the Building Official, reduces the minimum distance between buildings to 5 feet.

▪ ***RESIDENTIAL PLANNING AREA PA-1***

A Drill Island is permitted in the Residential Planning Area PA-1.

▪ ***RESIDENTIAL PLANNING AREA PA-2***

Common recreation areas are permitted in the Residential Planning Area PA-2. Residential Planning Area PA-2 will accommodate a 1.01-acre public recreational/open space facility. This park will be centrally located within the Specific Plan area and will be surrounded by residential land uses. This area is planned primarily for passive recreational uses, but may also include amenities such as:

- Picnic/Barbecue Facilities
- Playground Furniture
- Shade Tree Plantings and Turf Areas

PA-2 standard building setbacks do not apply to the park area. Parking for each use shall comply with Chapter 13 of the City of Shafter Municipal Code, Title 17 (Zoning Ordinance).

▪ ***RESIDENTIAL PLANNING AREA PA-3***

Common recreation areas ~~and public school uses~~ are permitted in the Residential Planning Area PA-3. ~~Residential Planning Area PA-3 will accommodate a 16.88-acre educational facility. Final educational facility location, construction, and design will be determined in conjunction with the School District. PA-3 standard building setbacks do not apply to the school area.~~

Residential Planning Area PA-3 will also accommodate a 1.75-acre public recreational/open space facility. The park will be surrounded by residential land uses. The area is planned primarily for passive recreational uses, but may also include amenities such as:

- Recreational Facility
- Picnic/Barbecue Facilities
- Playground Furniture
- Shade Tree Plantings and Turf Areas

PA-3 standard setbacks do not apply to the park area. Parking for each use shall comply with Chapter 13 of the City of Shafter Municipal Code, Title 17 (Zoning Ordinance). Deviations from these standards may be approved by the Planning Commission at the time of site plan review.

▪ ***RESIDENTIAL PLANNING AREA PA-4***

A neighborhood consisting of ~~no more than 92~~ single-family residential lots is permitted in Residential Planning Area PA-4. Minimum lot widths of 50 feet will be allowed within Residential Planning Area PA-4.

▪ ***RESIDENTIAL PLANNING AREA PA-5***

Common recreation areas are permitted in the Residential Planning Area PA-5. Residential Planning Area PA-5 will consist of access to the Natural Trail and future pedestrian bridge by means of a 10-foot wide pedestrian access through the eastern wall. PA-5 will also accommodate 3.8-acre and 4.3-acre public recreational/open space facilities. These parks will be surrounded by residential land uses. These areas are planned primarily for passive recreational uses, but may also include amenities such as:

- Picnic/Barbecue Facilities
- Playground Furniture
- Shade Tree Plantings and Turf Areas

PA-5 standard setbacks do not apply to the park areas. Parking for each use shall comply with Chapter 13 of the City of Shafter Municipal Code, Title 17 (Zoning Ordinance). Deviations from these standards may be approved by the Planning Director at the time of site plan review.

CHAPTER 5

DESIGN GUIDELINES

A. PURPOSE AND INTENT

The Marcona Preserve Specific Plan Design Guidelines provide general criteria for architecture, landscaping, entry signs, lighting, and wall design in order to ensure high-quality development, unique community character, and land use compatibility within the Specific Plan area. They are also presented to give guidance to City staff, the Planning Commission and the City Council in their review of development projects within the Marcona Preserve Specific Plan area.

These guidelines are intended to provide criteria for design, while allowing flexibility for architects, landscape architects, developers, builders, and others involved in the design of community elements. The Design Guidelines are intended to work in concert with the Development Standards contained in Section 4.0 of this document.

B. ARCHITECTURAL DESIGN GUIDELINES

The goal of the architectural design guidelines is to allow for a diversification of architecture styles while ensuring visual compatibility. These guidelines are not intended to limit designs, but to provide a flexible framework to accomplish a cohesive design concept and to promote high quality construction.

Architecture, or building design, contributes significantly to create a visual and spatial expression of special design considerations and solutions. All architecture is intended to appear to be an integrated part of an overall site design concept.

Architectural styles should reflect a variety of compatible elements to avoid monotonous neighborhoods. This can be accomplished efficiently through the use of compatible materials, color combinations, setback variations, and articulated wall surfaces and rooflines.

ARCHITECTURAL THEME

The architectural theme for the Marcona Preserve Specific Plan area is based on the history and tradition associated with the City of Shafter and general Specific Plan region. The Marcona Preserve Specific Plan architecture shall reflect the traditional agricultural and ranching practices in the area and the values of the regional community. The historic and cultural inspiration translates into a modern interpretation of a rustic, ranch-style

architecture. Conceptual renderings that illustrate the design of residential structures are included in Appendix C.

The unifying architectural theme will not only promote the physical integration of structures within the overall ~~community, but~~community but will also contribute to create a “sense of place” among community residents, which also ties into the historic Shafter core area. Neo-traditional design elements will be incorporated to encourage social interaction among residents, resulting in a welcoming community to the new homeowners.

ARCHITECTURAL STYLES

The Marcona Preserve Specific Plan recommends that architectural styles that have historical precedence in Central California be used as design inspiration. Contemporary interpretation and variation of styles such as “Spanish Colonial”, “Colonial”, “Craftsman”, “Bungalow”, “Monterey”, and “Cottage” shall be encouraged. Additional architectural styles that are consistent with the community theme may be incorporated into the Marcona Preserve Specific Plan.

The Specific Plan architectural themes shall address today’s market conditions, economics, and building industry standards.

COLORS AND BUILDING MATERIALS

The colors and building materials used in the Specific Plan structures shall be complementary, and when considered together, shall reflect a distinct community character, keeping with the overall Marcona Preserve Specific Plan theme, and exterior building materials shall be consistent with said theme. A variety of natural materials and earth tone-based colors will provide the diversity required for visual interest while unifying the building with their settings and creating a timeless appeal.

The primary purpose of the color palette is to avoid monotony, provide a variety of color schemes, and promote visual diversity. Recommended major colors are subdued earth tone colors such as browns, tans, and grays with additional accent colors.

Coordinated use of external building materials can contribute greatly to create a unifying architectural theme. Building materials add texture and color variety to architectural design and complement the use of a color palette. Recommended building materials are:

- Masonry (including brickwork and stonework)
- Stucco
- Concrete (including salt finished and concrete with decorative impressions)
- Cast iron
- Wrought iron

The use of river rock, river cobble, and decomposed granite for stonework.

Ranch-style architecture and rustic design traditionally calls for the use of wood. However, to increase durability, the use of metal or plastic molded and colored to imitate wood is recommended.

Color and building material recommendations are as follows:

- Incorporate a minimum of three colors within each elevation, such as one body, one trim, and one accent color.
- Select individual color schemes that are appropriate to each of the architectural styles, with a harmonious selection of accent materials and roof profile and colors.
- Avoid the use of the same exterior color scheme on two adjacent homes with the same floor plan. A scheme of color on exterior elements should be distinct on adjacent homes, with deeper tones encouraged to promote variation.
- If balconies are provided, match or complement those materials on the main portion of the building.

BUILDING MASS, FORM, AND SCALE

Creating an aesthetically pleasing street scene with visual variety is one of the Marcona Preserve Specific Plan design guidelines' objectives. The following recommendations are intended to develop variation in appearance and a sense of individuality for each home:

1. Single-story components such as porches, reduced heights of living spaces, and/or garage areas may be used to create a sense of variety within the street scene and to break up building massing.
2. Homes with entries, windows, front porches, and living areas closer to the street and with recessed garages are encouraged.
3. The fenestration for each structure should vary according to the architectural style chosen.
4. Garage doors shall be integrated into the design of the architecture and complement the building elevation. Accent colors may be considered to complement the architecture and to provide visual variety along streetscapes.

RESIDENTIAL

Residential architecture shall be oriented to the street so that interactive elements reinforce the human scale and are inviting to the street scene. Interactive elements include porches, porticos, trellises, arbors, and courtyards. The quality design and orientation of interactive elements contribute to pedestrian safety, a sense of place, activity, and neighborhood socialization.

The roofs' pitch and form are major visible community features. A varied range of roof forms and roof pitches can add an appealing visual impact to the community and to the streetscape. Roof overhangs are allowed and shall be designed as an integral part of the roof form. The roofing material shall be constructed of non-reflective, non-combustible materials and exhibit muted earth tones. —Concrete tile, tile, or architectural style composition shingle with dimensional color variation is allowed per City Zoning Ordinance. Wood, metal, and standard “flat” composition roofing materials will not be permitted.

All walls and fences used within the residential area shall be of material compatible with the architectural design of the structure. Walls shall not exceed six feet in height except for retaining walls. If the fence or wall connects two separate units they shall be of the same color and material; and be compatible with the color and material of the architecture.

Rectangular plans and variations of the rectangle can assure compatibility and variation. Variety and interest can be created by varying dimensions and positions of structures.

All parking structures, either free-standing or attached garages, shall incorporate the same design element as the dwelling unit. In order to de-emphasize the role of the garage in front elevations, “neo-traditional” treatments such as staggered setbacks, recessed garages, detached garages, among others, are encouraged. Garages shall be constructed of materials compatible with the architectural style of the primary structure.

Recessed doors, windows and wall openings are characteristic elements of the intended architectural theme and convey the appearance of thick protective exterior walls. Fully recessed openings are encouraged, although plaster projections and projecting windows may be used to add articulation to wall surfaces. Buildings may have a shadow relief. Offsets, pop-outs, overhangs and recesses, all may be used to produce effective shadow interest areas.

SCHOOL BUILDINGS

~~Architectural styles for the school component of the project shall complement the community theme. The placement and design of structures should facilitate and encourage pedestrian activity and convey a physical and visual link to the adjacent residential developments, streets, and sidewalks, including the multi-use walkway along Jewetta Avenue North. Long linear vistas and building edges should be avoided by varying and articulating building facades, heights and rooflines.~~

~~Roof projections over windows are encouraged. Roofs may be constructed of clay tile, slate, concrete or asphaltic compound shingles. No mechanical equipment of any kind is permitted on roofs. All vents and other projections shall be colored to blend with the roof.~~

~~Flat roofs with parapet walls to screen rooftop equipment are appropriate, although building with angular forms and changes in roof planes are encouraged.~~

~~Perimeter walls shall not exceed a height of 8 feet above finished grade except for retaining walls. Refer to Section E of this Chapter for more detail on neighborhood walls. Walls shall match primary buildings with respect to color, texture and overall design.~~

~~Decorative paving may be incorporated into parking lot design, driveway entries, pedestrian walkways, and crosswalks. Parking lots and driveway lighting shall provide uniform illumination with accent illumination at key points, such as entrances, exits, and loading zones. Parking lots shall be landscaped with a minimum of one shade tree per 10 stalls.~~

~~The architectural design standards and requirements of the school buildings within Planning Area PA-3 shall be consistent with the applicable sections of the City of Shafter Zoning and Development Code at the time of development.~~

C. LANDSCAPE DESIGN GUIDELINES

The Marcona Preserve Specific Plan Design Guidelines determines a landscape theme for the project and sets forth general criteria for landscaping of the residential community, ~~school site,~~ and recreational areas.

Landscape elements contribute significantly to the development of the community identity, as well as to the overall aesthetic character of a project area. Community character is reinforced through ~~the coordinated~~coordinated design and choice of landscape materials. To achieve uniformity, guidelines are presented for the following categories:

- Entries and Signs
- Streetscapes
- Project Edges
- Multi-Use Walkway
- Public Park
- Landscape Buffering or Screening
- Natural Trail

Water conservation shall be taken into account during development of the plant palette. The plant palette shall be composed of species that require low to medium water use and are compatible with year-round weather of the proposed project area.

Selected plant material and design will be similar to the palette used at Gossamer Grove along Seventh Standard and the Natural Trail.

The landscape design for the Marcona Preserve Specific Plan shall include one or more “theme” trees for the community, which will be planted at the main entrances to the project, as well as accompany signs, and permeate the project area. This repetition of one or more types of trees will reinforce the community identity.

Once a particular plant or plant combination is used for a particular application, it is recommended that its use be repeated in similar areas of the community to reinforce a sense of neighborhood cohesion. For example, flowering tree species may be used at major intersections and along traffic calming devices.

The landscape design for the Marcona Preserve community shall be detailed at the time of site development plan.

ENTRIES AND SIGNS

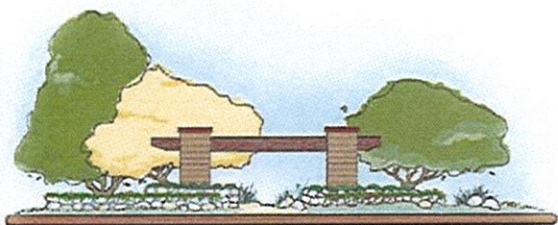
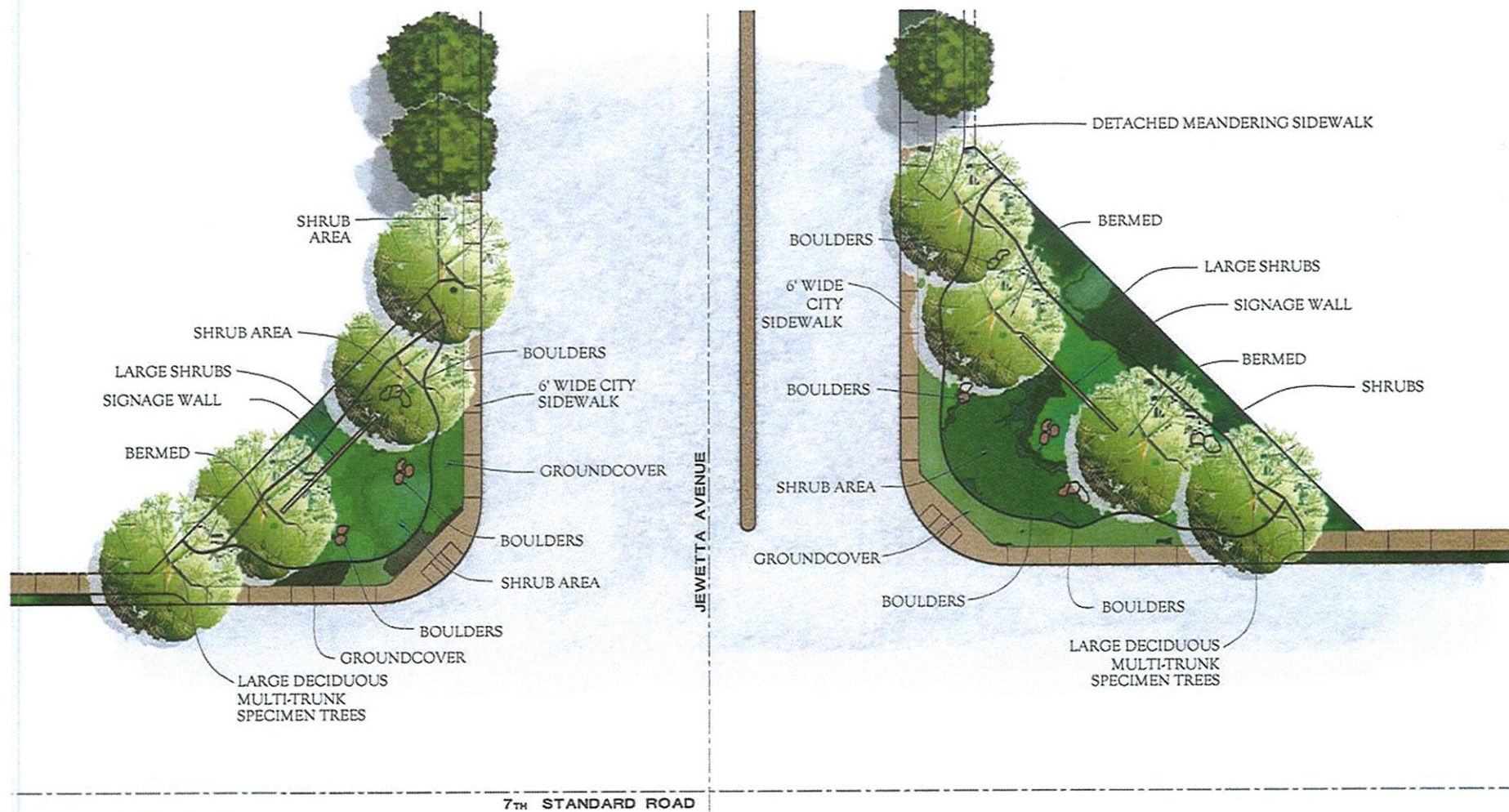
The Marcona Preserve Landscape Plan with Signs is shown in Exhibit 3.7. Landscape and streetscape elements will be used to create visual continuity throughout the Marcona Preserve Specific Plan area.

The design of the primary entry (intersection of Seventh Standard Road and Jewetta Avenue North) into the project shall symbolically form a gateway and clearly identify the transition to the Marcona Preserve community. Special landscape treatments with specialty paving, lush plantings, signage, and primary entry signs shall be used to emphasize and contrast the entryway with the rest of the environment. Clear views for traffic safety and project signage must be maintained. Primary entry signs and ~~school~~/park signs will follow standards shown in this Specific Plan (Exhibits 5.1, 5.2, 5.3, and 5.4).

Exhibits 5-1: Primary Entry Sign - Plan, 5.2: Primary Entry Sign - Elevation, and 5.3: Conceptual Primary Entry Sign illustrate the sign that will occupy the northern corners of the intersection of Seventh Standard Road and Jewetta Avenue North. The sign will be located over an 18-inch high decorative wall. Groundcover such as grass or flowers may be planted on the high wall base. Whenever possible, the theme tree for the Specific Plan area shall be planted behind the structure, in order to visually frame the sign and reinforce the community identity.

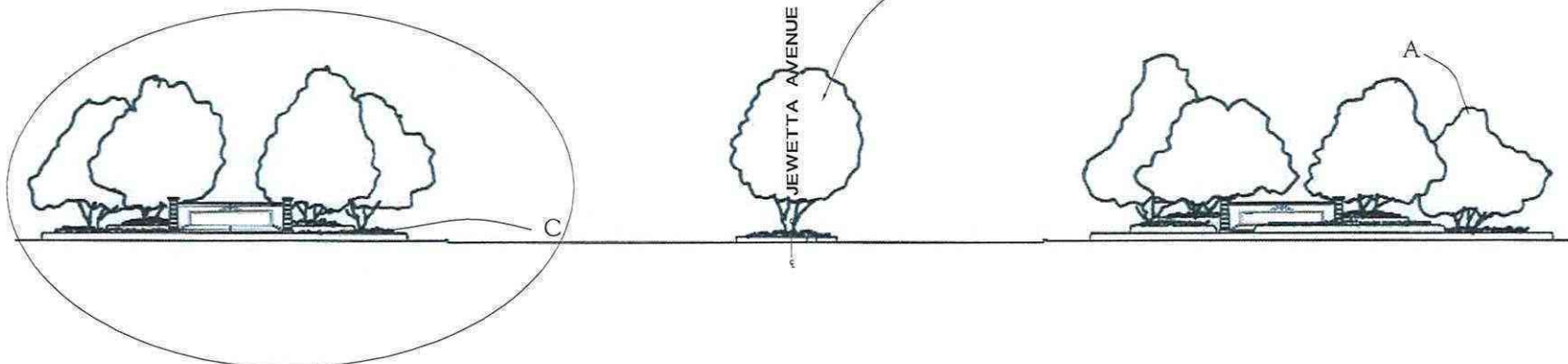
Tract signs will be designed to identify entrances into the public parks ~~and school~~. This type of sign will be accompanied with the theme tree or accent plant species, such as flowering trees, with specialty paving and plantings, and shall be consistent with the style of the major entrances. Recommended design for these signs is shown in Exhibit 5.4: ~~School~~/Park Sign.

A 20-foot minimum building- and parking-free area shall be maintained at the entry intersection to provide adequate visual access to entry signs.



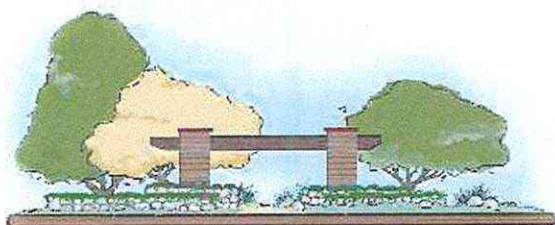
MARCONA PRESERVE
A PLANNED COMMUNITY

EXHIBIT 5.1
Primary Entry Sign Plan



Detail-Exhibit 5.3

- A Large canopy deciduous multi-trunk specimen accent tree.
- B Medium canopy evergreen multi-trunk specimen tree on shrubbed median
- C Shrubs to be drought tolerant, low water usage plant material with a range from fine to coarse textures and colors that vary from dark green to soft gray. Flowering shrubs should be mixed based on color and different flowering seasons to maintain some flowering accent throughout the year with the monument feature.

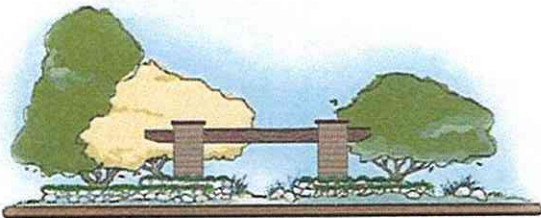
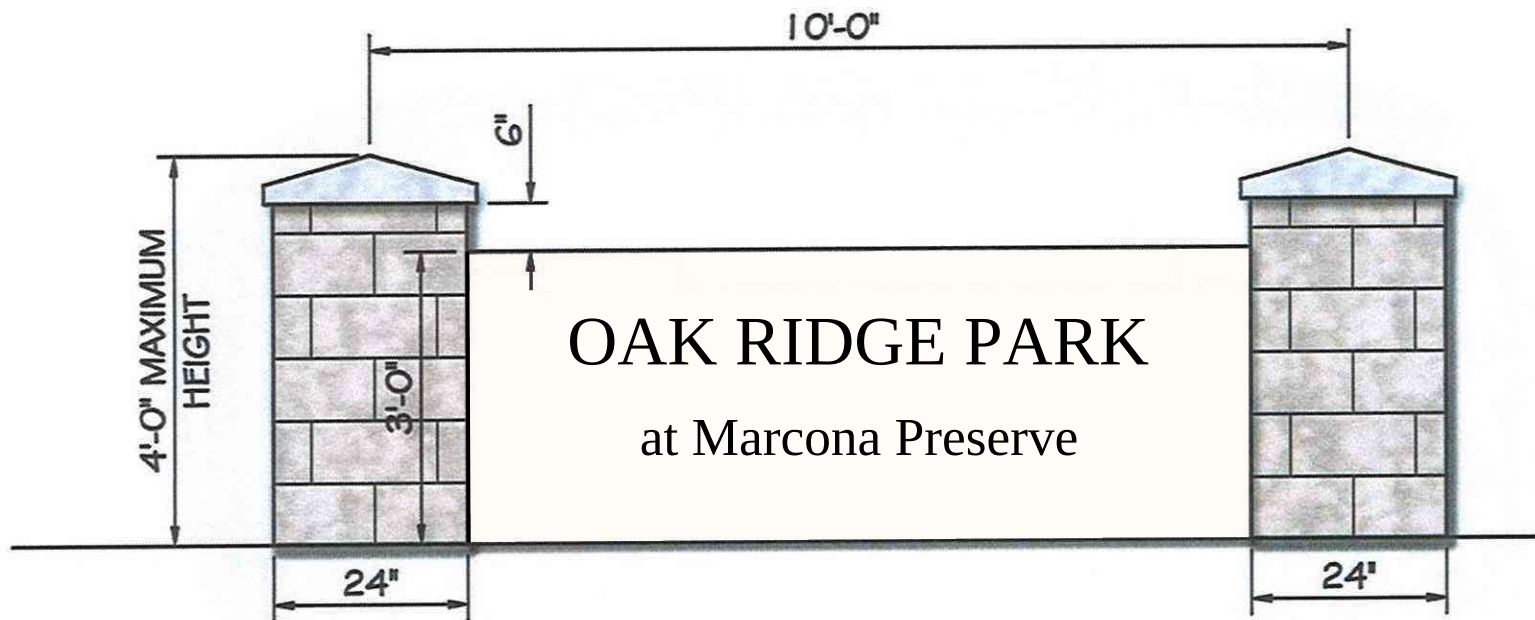


MARCONA PRESERVE
A PLANNED COMMUNITY

EXHIBIT 5.2
Primary Entry Sign Elevation



EXHIBIT 5.3
Conceptual Primary Entry Sign



MARCONA PRESERVE
A PLANNED COMMUNITY

EXHIBIT 5.4
Park Sign

STREETSCAPE

Landscaping of perimeter and internal streets will provide continuity throughout the community and create an appropriate link with adjacent areas. Street trees within the Marcona Preserve Specific Plan area will reflect the community's design theme, as well as provide shade, colorful ground plane treatment, and enhanced views. The use of a unifying plant palette in similar patterns will reinforce the community identity. In addition, a unifying paving theme may be utilized throughout the project site to complement the use of landscaping and signage.

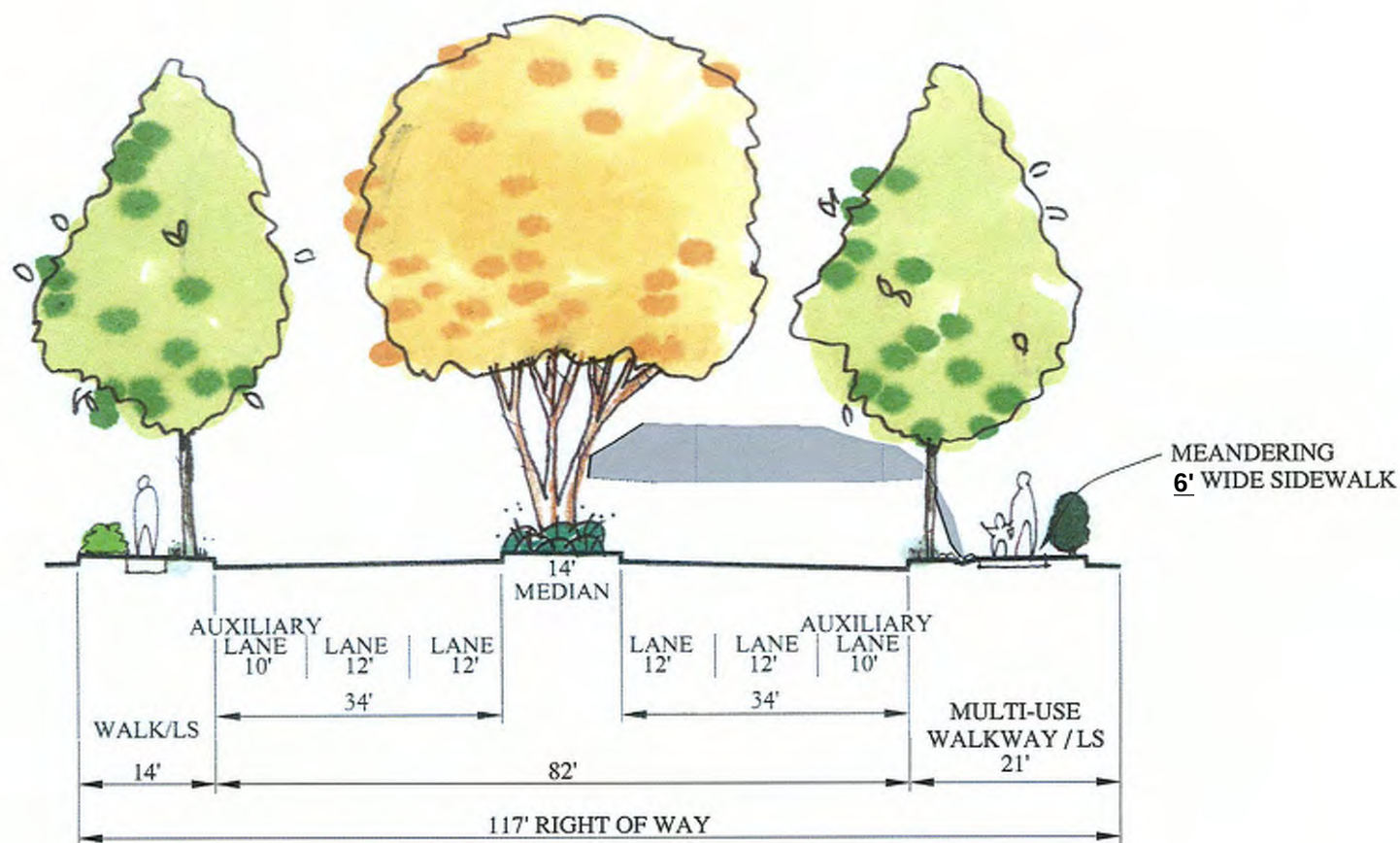
Landscaping along roadways will contribute to identify Jewetta Avenue North as the primary circulation feature within the Specific Plan area. Street trees along Seventh Standard Road will be consistent with the landscape treatment implemented along Mission Lakes and Gossamer Grove Specific Plan frontages. The remaining roadways will receive landscape treatment that will establish continuity within the Specific Plan area.

The different streetscapes for the Marcona Preserve Specific Plan as described below.

Jewetta Avenue North – Jewetta Avenue North will be an arterial street (refer to Exhibit 3-3 – Circulation Plan and 3-4 – Typical Street Cross-Sections) and will have a median that may receive medium canopy evergreen multi-trunk tree species, such as olive trees (Exhibit 5.5 – Streetscape: Jewetta Avenue North Cross Section and Exhibit 5.6: Streetscape – Jewetta Avenue North Plan).

A 6-foot wide multi-use walkway, with planting areas along both sides, will follow the eastern side of Jewetta Avenue North within the Specific Plan area (Exhibit 5.7 – Multi-Purpose Trail - Elevation and Exhibit 5.8 – Multi-Purpose Walkway-Perspective). A sidewalk and landscaping will follow the entire western side of Jewetta Avenue North. Medium canopy evergreen trees and groupings of large shrub hedges may be implemented along this side of the street to counterbalance the landscape treatment along the eastern site of the roadway. Landscaping will separate the pedestrian walkway from the roadway (Exhibit 5.6: Streetscape – Jewetta Avenue North Plan).

Seventh Standard Road – Exhibit 5.9 – Streetscape – Natural Trail at Seventh Standard Road – Frontage illustrates the conceptual pedestrian facility and landscaping along the Marcona Preserve Specific Plan frontage. A 10-foot wide concrete sidewalk will be implemented along the north side of Seventh Standard Road, with planting areas along both sides of the sidewalk. Medium canopy trees may be planted along the planting area adjacent to Seventh Standard Road within drought tolerant ground covers and low flowering shrubs (less than 3 feet). The landscaping treatment shall create a relatively natural feel to the project frontage, with varying elements and pleasant aesthetics.



NOTES: LS=LANDSCAPE

REFER TO EXHIBIT 3.4 FOR JEWETTA AVENUE NORTH
CROSS SECTION FROM SEVENTH STANDARD ROAD
TO A POINT 1,000 FEET NORTH OF THE SEVENTH
STANDARD ROW



MARCONA PRESERVE
A PLANNED COMMUNITY

EXHIBIT 5.5 Streetscape - Jewetta Avenue North Cross Section

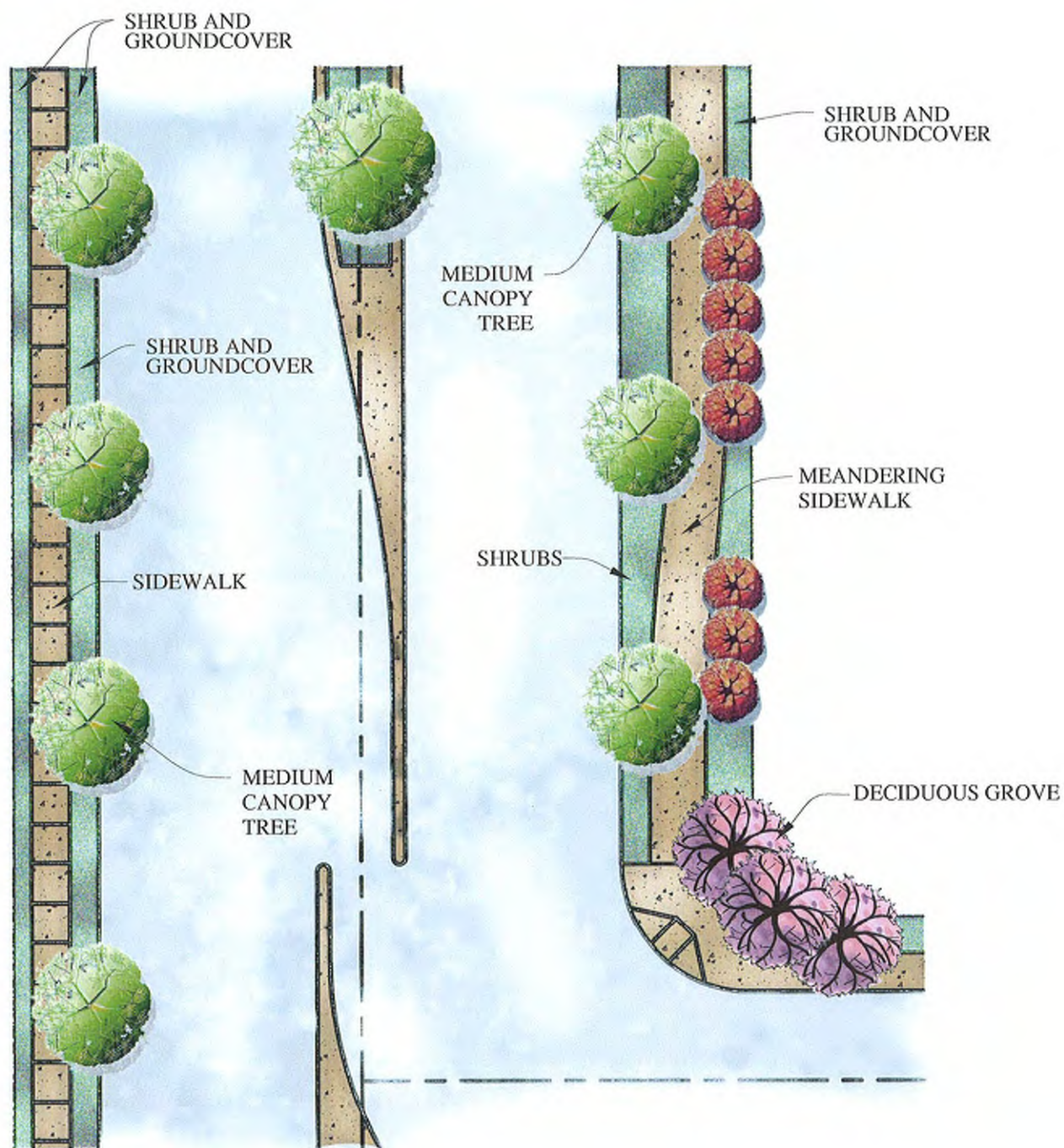
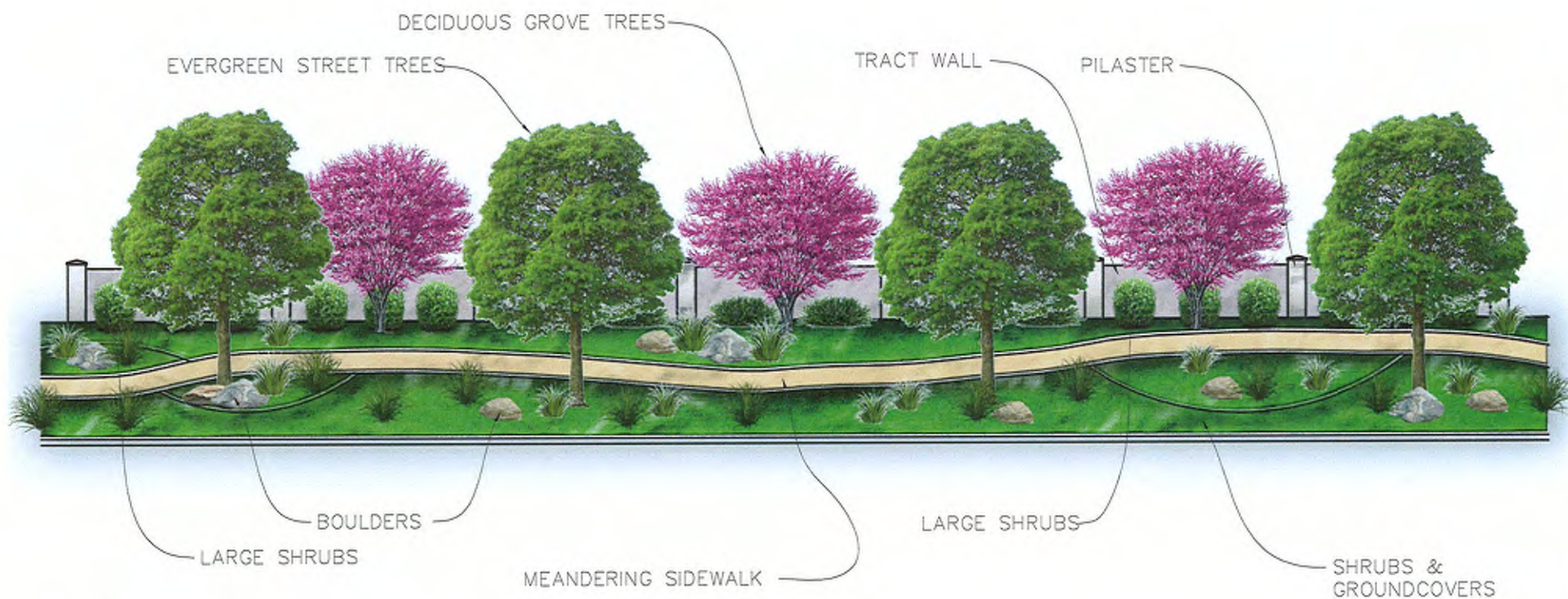
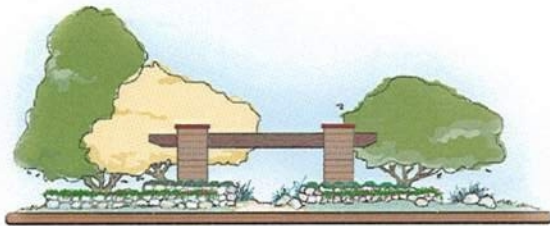


EXHIBIT 5.6
Streetscape: Jewetta Avenue North Plan



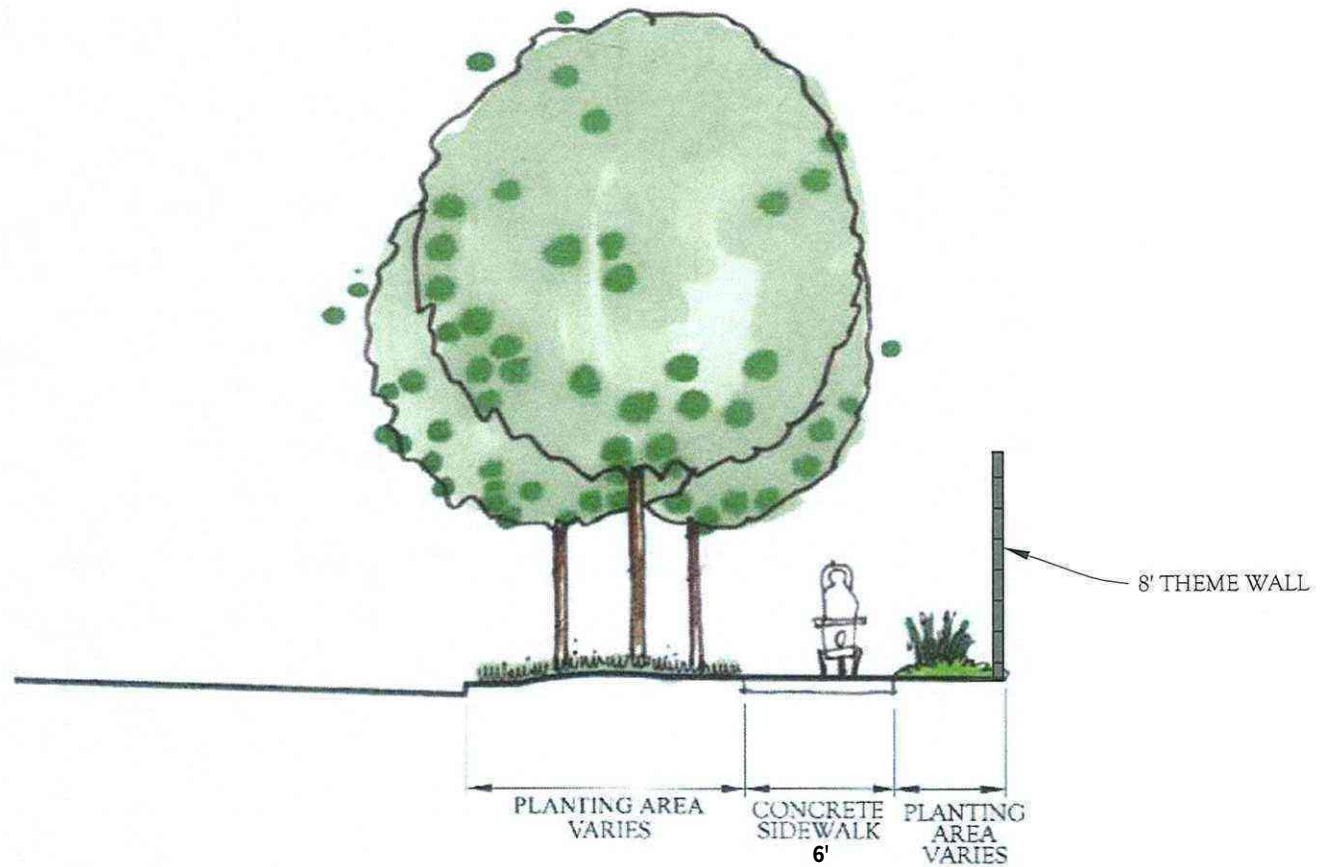
MARCONA PRESERVE
A PLANNED COMMUNITY

EXHIBIT 5.7
Multi-Use Walkway Elevation



MARCONA PRESERVE
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EXHIBIT 5.8
Conceptual Sidewalk/LS



MARCONA PRESERVE
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EXHIBIT 5.9
Natural Trail at 7th Standard Road

Sidewalks will connect the parks to Jewetta Avenue North. These sidewalks will contribute to a pedestrian-friendly environment within the Specific Plan area.

MULTI-USE WALKWAY AND PUBLIC PARKS

The multi-use walkway along the east side of Jewetta Avenue North will be landscaped to provide shade for walkway users and to create an aesthetically pleasant and pedestrian friendly recreation area along the Specific Plan's main avenue. The multi-use walkway will have a sequence of the Specific Plan "theme tree", which will contribute to reinforce the community identity (Exhibits 5.6, 5.7, and 5.8).

The multi-purpose walkway will be cleared to 6 feet. A landscape buffer will separate the trail from the wall and may include large shrub hedges (less than 5 feet high) and small deciduous tree groupings. These tree groupings will be alternated with medium canopy evergreen trees spaced approximately 40 feet. The tree distribution will follow a harmonic cadence, without the rigidity of formal landscaping. Decorative grass will line the area close to the curb and boulders may be scattered in this area for added interest. The meandering sidewalk trail and landscape planting scheme will lend an organic feel to the path.

The multi-use walkway landscape treatment will be drought-tolerant and follow water-wise landscape design principles. Water-wise landscape design and management focus on working with nature and natural forces (such as rainfall) to create an aesthetically pleasing, livable landscape, while using less water from the local supply.

The multi-use walkway will connect to a natural trail along Seventh Standard Road, which will offer continuity to the natural trails planned as part of the Gossamer Grove and Mission Lakes Specific Plan.

The public parks will be centrally located in the Specific Plan development and will be connected to Jewetta Avenue North and the meandering sidewalk by separated sidewalks. Open turf areas should be provided to allow for passive recreation activities.

LANDSCAPE BUFFERING OR SCREENING

Areas that may need to be screened from view from the streets and adjacent parcels of dissimilar use include all parking areas, loading areas, and refuse collection. Screening shall consist of walls or earth berming and landscaping.

Large areas of asphalt or concrete parking lots are unattractive and deflect heat into nearby buildings. The use of groundcovers and shade trees will reduce the amount of paving, softening the appearance of the parking area while reducing the solar heat gain.

All graded areas shall be revegetated, prior to seasonal rains, for erosion control.

PROJECT EDGES

The perimeter edge of the project along Seventh Standard Road will be landscaped with the same landscape plant palette used internally in the project area. The intersection of Seventh Standard Road and Jewetta Avenue North is the major entrance to the Specific Plan area and shall have high quality landscaping to convey the community theme to drivers approaching the Specific Plan area. Walls will shield residential properties from the Designated Express Way (refer to Exhibit 3.8 – Wall Plan and Section E of this Chapter).

D. NEIGHBORHOOD WALLS

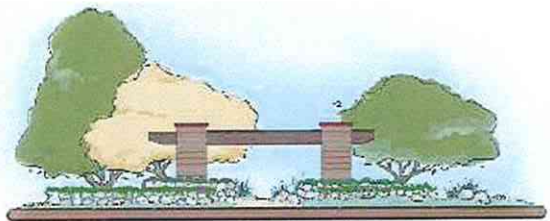
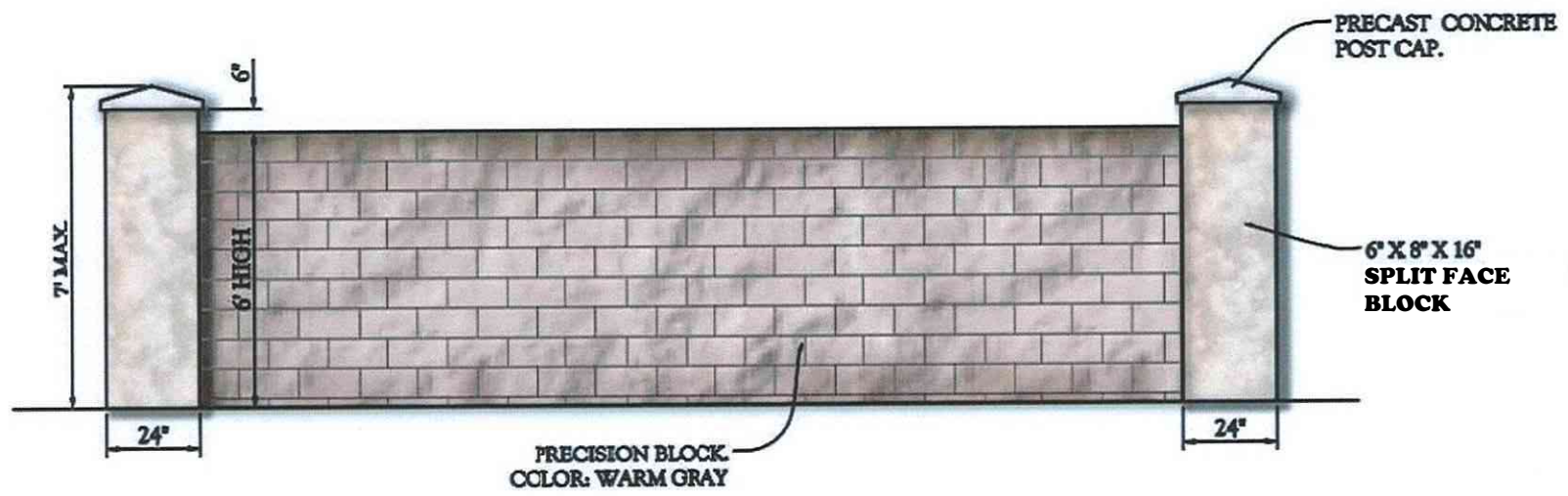
All walls and fences used within the residential communities shall be of a material compatible with the architectural design of the structures. Exhibit 3.8 identifies the location of walls to shield residential uses from major roadways and different land uses. Exhibit 5.10 Wall & Pilaster Elevation (Theme Wall) shows the recommended design for the block walls with pilasters identified in Exhibit 3.8. These shall be block walls with a thematic design consistent with the Specific Plan architecture. Wall systems along major streets shall respect the designated setback requirement and have a stepped, varied, or non-linear appearance.

All walls shall be a visual extension of the architecture of the main residential ~~or school~~ structure. The texture and color of walls shall conform to the same standards as the main structure. Exterior building colors will follow a varied color palette consistent with the overall community character. Walls shall not exceed six feet in height except when constructed along the Seventh Standard Road frontage, separating residential uses from the Drill Island, constructed as perimeter walls, or approved by the Director of Planning or designee.

The following materials are allowed for walls and fences:

- Wrought iron
- Concrete masonry: integral color (consistent with building color)
- Brick
- Concrete: textured, brushed, hammered, rock salt, sandblasted, integral color (consistent with building color)
- Stucco: integral or painted color (consistent with building color)

All swimming pools shall be enclosed by a fence, wall or other structure in conformance with the provisions of the Uniform Building Code.



MARCONA PRESERVE
A PLANNED COMMUNITY

EXHIBIT 5.10
Wall & Pilaster Elevation
(Theme Wall)

E. LIGHTING DESIGN GUIDELINES

Lighting is an architectural component; it contributes to the creation and dramatization of nighttime visual appeal of structures. It is also necessary for safety, security and identification. Lighting location and design must complement community design elements such as landscaping and signage, as well as enhance safety.

The Marcona Preserve Specific Plan shall have a unique street lighting system, to be implemented along Jewetta Avenue North and local streets. The project will install street lighting in accordance with the City of Shafter Development Code standards and [they](#) will dedicate ~~them~~ to the City of Shafter. ~~Street lights~~[Streetlights](#) within public right-of-way will be maintained and operated by the City.

Specific lighting design and standards will embody the following design concepts:

- Street lighting within the Specific Plan area will be thematic and consistent with the overall Marcona Preserve theme. The lighting for the roadway shall reflect simplicity of the rustic theme with the flare of the modern industrial. Their style reflects traces of the Spanish influenced Mission style.
- Street lighting is to be in scale with adjoining uses, emphasizing human scale as well as public safety.
- Street lighting is to be consistent throughout the project area on all arterial and collector roadways. The maximum height for streetlights will be 30 feet.
- Street lighting within individual neighborhoods will be consistent throughout the project area.
- All project lighting is to minimize the projects' contribution to ambient light production and will take into account the effect upon surrounding and adjacent land uses.
- Site development lighting shall be designed to minimize direct light rays from going offsite. Lighting shall be directed downward onto the pavement/property and not onto neighboring areas. Screening will be used as necessary to reduce spill over onto residential property and road right-of-way.
- Landscape lighting shall be used to highlight features such as specimen trees, signage, and pedestrian paths. Such lighting will be privately maintained and operated, unless the lighting is located within public right-of-way in which case it will be maintained and operated by the City of Shafter with City approval.
- Pathway lighting is to be architecturally compatible with other lighting used throughout the site.
- Use of light emitting diode (LED) lights is required.

CHAPTER 6

SPECIFIC PLAN ADMINISTRATION

A. ADMINISTRATION

OVERVIEW

The Marcona Preserve Specific Plan provides a framework for residential and commercial development within the project area. Implementation of the project will require the approval of numerous additional discretionary entitlements over the life of project build-out.

This section sets forth the procedures needed to implement the approved Specific Plan and the procedures to amend the Specific Plan, if necessary.

The methods and procedures for implementation and administration of this Specific Plan document are contained in this Chapter.

ENVIRONMENTAL REVIEW AND IMPLEMENTATION

Section 65457 of the California Government Code provides that once an Environmental Impact Report (EIR) is certified and a specific plan adopted, any residential development project, including any subdivision or zone change that is undertaken to implement it and that is consistent with the specific plan, is exempt from further California Environmental Quality Act (CEQA) review. This exemption does not apply if, after the adoption of the specific plan, any of the events which would trigger preparation of a subsequent or supplemental EIR occur, including substantial changes in the project or circumstances under which the project is being undertaken requiring major revisions in the project, or new information that becomes available which was not known at the time the EIR was certified. However, if a supplemental EIR is prepared covering the changes, new circumstances, or new information, and is certified, the exemption will apply to the projects that then follow the specific plan.

APPROVAL AUTHORITY

The Planning Director's responsibilities include the administration, interpretation, and enforcement of the Marcona Preserve Specific Plan requirements and development standards, including the acceptance and processing of all land use permit applications. The Planning Director or his/her designee may approve development permits that meet the requirements of this Specific Plan and may approve, conditionally approve, or deny minor requests for waiver of Specific Plan standards. The Planning Director may impose

conditions of approval or make interpretations of the Specific Plan (City of Shafter Development Code, Section 1.70, Clarification of Ambiguities), which may be appealed to the Planning Commission. The Planning Director may refer matters involving development issues to the Project Assistance Committee, or the Planning Commission, and may consult with the City Attorney on questions of interpretation.

The following policies guide the administration of this plan:

1. The title of this plan shall be Marcona Preserve Specific Plan and shall be designated on the City's Zoning Map for this property as SP.
2. The Marcona Preserve Specific Plan shall be adopted in accordance with Title 17, Chapter 15 of the City of Shafter Development Code.
3. Permitted, conditionally permitted, and prohibited land uses shall be as indicated in Chapter 4 of this document. The development standards and design regulations, as specified in Chapters 4 and 5 of this Specific Plan are adopted by ordinance as zoning regulations for the property located within the Specific Plan boundaries.
4. Administrative procedures are provided in this Chapter. The City of Shafter Development Code shall be referred to for any topics that are not presented here, ~~especially~~especially the Development Agreement (Section 17.2.70), Non-Conforming (Section 17.2.120), and Specific Plan (Chapter 15) sections of the Shafter Development Code.
5. Administrative interpretation of proposed plans may be made for the following:
 - a. Adequacy of application submissions and documentation;
 - b. Residential unit counts and mix within the designated density ranges;
 - c. Compliance with design requirements;
 - d. Variations in landscape concept for location of landscape features, but not the total amount of landscaping;
 - e. Variations in setback that do not exceed 10% of the prescribed dimension;
 - f. Land use designation boundary modifications not to exceed a 10% change in area.
6. The Planning Director has the authority to make interpretations and approve modifications to this Specific Plan, including the determination that a proposed project exceeds the flexibility rules and intent of the Specific Plan. In the latter case, an amendment to the Specific Plan would be necessary. The Director's determination shall be rendered within 15 working days of a request for interpretation. This determination may be appealed to the Planning Commission and, subsequently, the City Council. However, under no circumstance shall a modification under this provision be allowed that cannot substantiate the required Specific Plan findings.

B. REQUIRED FINDINGS

An application for a Development Plan Review (for a permitted use) or Conditional Use Permit (for a conditionally permitted use) may be approved or conditionally approved if, on the basis of application, plans, materials, and/or testimony submitted, the following findings can be made:

1. The project is consistent with the Marcona Preserve Specific Plan and the Shafter General Plan;
2. The project can provide the appropriate infrastructure and resources for water, sewer and electrical service; and
3. The project has demonstrated compliance with the Mitigation Measures identified within the General Plan Update Environmental Impact Report.

C. IMPLEMENTATION

The Marcona Preserve Specific Plan will be implemented through the processing of tract maps, parcel maps, and site plans. The implementation process provides the mechanism for reviewing development plans and ensuring consistency with the Specific Plan objectives. The processes for the amendment of this Specific Plan and for findings of Substantial Conformance to this Specific Plan are also provided in this Chapter. All development within the Marcona Preserve Specific Plan is subject to the implementation procedures described herein.

DEVELOPMENT PLAN REVIEW

PURPOSE

The purpose of this section is to provide a process for the implementation and review of all site plans that will be required to implement the development and construction of this Specific Plan.

An application for design review is required prior to the issuance of any residential building permit within the Specific Plan area.

TIME LIMITATIONS

Each design approval granted through the Development Plan Review process shall become null and void two years after the date of approval, unless:

1. Building permits have been obtained and successful completion of the first building and safety division inspection has commenced within this period.
2. Any valid design review in effect at the date of adoption or amendment of this Specific Plan shall remain valid for a period of two years from the date of that design review approval or design review amendment. No further extension of time shall be granted for such design review upon expiration of that two-year period.

PRE-APPLICATION CONFERENCE

Prior to the filing of an application for Development Plan Review, the applicant or the applicant's representative may request a pre-application conference with the Planning Director and other designated staff from other departments and divisions to review the procedures and criteria for the design review process.

APPLICATION

An application for a Development Plan Review shall be filed with the Planning Department in compliance with Chapter 2 of the City of Shafter Development Code. Submittals will include, but are not limited to, site plans and elevations. Further, any improvements that are depicted on any colored rendering, elevation, or drawing which is presented to the Planning Director, or Project Assistance Team for review and approval in conjunction with a development application, shall be installed pursuant to their appearance in that colored rendering, elevation, or drawing.

DESIGN REVIEW

No building permit for residential development shall be issued until the proposed development has received, as part of the building permit review process, design review approval pursuant to the provisions of Section 2.80 of the City of Shafter Development Code.

SPECIFIC PLAN AMENDMENTS

Approval of this Specific Plan indicates acceptance by the City Council of a general framework for development of the Specific Plan site. Part of that framework establishes specific development standards that constitute the zoning regulations for the Specific Plan area. It is anticipated that certain modifications to the Specific Plan text, exhibits, and/or project may be necessary during the development of the project. Any modifications to the Specific Plan shall occur in accordance with the amendment process described in this section. These amendments, should they occur, are divided into two categories.

The first category, "Substantial Conformance," as defined below, allows for minor changes to the Specific Plan without a public hearing and may be approved by the Planning Director.

All other proposed changes are considered Formal Amendments and are required to be reviewed for approval by the Planning Commission and the City Council. In all cases amendments must be found to be in substantial conformance with the goals and standards of the Marcona Preserve Specific Plan.

Amendments may be requested at any time pursuant to Section 65453(a) of the Government Code.

If the Amendment is deemed major by the Planning Director, it will be processed in the same manner as the original Specific Plan. Proposed amendments deemed to be minor modifications by the Planning Director, as defined below, will be processed administratively by the Administrative Review process.

Depending upon the nature of the proposed Specific Plan Amendment, a supplemental environmental analysis may be required, pursuant to the CEQA Guidelines, Section 15162.

Substantial Conformance

Upon determination by the Planning Director, the following minor modifications to the Specific Plan text, graphics, and/or project design will not require a Specific Plan Amendment and are subject to review and approval by the Planning Director or designee.

- Expansions or reductions of the net acreage covered by a given Planning Area by 10 percent or less.
- Decrease in project density.
- Transfer of up to 10 percent of dwelling units from one Residential Planning Area to another, as long as the maximum unit count does not exceed ~~880~~976 units.
- Realignment or modifications of streets serving the project, lot lines, easement locations, and grading adjustments, if also approved by City Engineer.
- Modification of design criteria such as paving treatments, sidewalks, fencing, walls, lighting, and entry treatments.
- Final facility sizing and precise location of water, sewer, and storm drainage improvements when directed by the City Engineer.
- Change in utility and/or infrastructure servicing agency.
- Collector or public road alignment revisions when the centerline moves by less than 10 feet.
- Landscape, wall material, wall alignment, and streetscape design modification that is consistent with the design guidelines contained in this document, as determined by the Planning Director.
- Modifications to wall type, including decorative walls.
- Minor changes to recreation facilities so long as they are consistent with the overall intent of the Specific Plan.
- Modifications to Architectural Design Guidelines, such as variations of materials within the particular architectural style and minor variations in colors.
- Revisions to project graphics that do not substantially change the intent of the Marcona Preserve Specific Plan.
- Specific modifications of a similar nature that are deemed minor by the Planning Director, keep the overall objectives of the Marcona Preserve Specific Plan, and are in conformance with the City of Shafter General Plan.

Formal Amendments

All Specific Plan modifications that do not meet the criteria of a Substantial Conformance as defined above shall be deemed to require a Formal Amendment. This Specific Plan was prepared pursuant to the California Government Code 65450, et. seq., and amendments to the Specific Plan shall be processed in accordance with applicable requirements of the same Code.

IMPLEMENTATION ACTIONS

The following actions must be taken to facilitate implementation of the Marcona Preserve Specific Plan Amendment:

Condition projects within the Marcona Preserve Specific Plan to comply with the mitigation measures specified in the General Plan Update Environmental Impact Report.

D. PHASING PLAN

Construction of the Marcona Preserve Specific Plan will be phased in a logical sequence, in response to market demands. Ultimate phasing by recordation of phased final tract maps will be finalized at time of sale to merchant builders based on market demands.

Phasing for the Marcona Preserve Specific Plan will allow initial development to take place near Seventh Standard Road and gradually reach the northern portions of the Specific Plan area. Adjustments to the phasing sequence and sizes are permitted provided that utilities and public facilities are available to service the phase in question.

The multi-use walkway shall be implemented in conjunction with construction of Jewetta Avenue North and the Natural Trail and pedestrian bridges shall be implemented in conjunction with the widening of Seventh Standard Road.

APPENDIX A

MARCONA PRESERVE SPECIFIC PLAN LEGAL DESCRIPTION

APPENDIX A

LOTS 1, 2, 3, 4, 5, AND LOT A OF TRACT NO. 7333, IN THE CITY OF SHAFTER, COUNTY OF KERN, STATE OF CALIFORNIA, AS PER MAP FILED DECEMBER 11, 2018 IN BOOK 63 OF MAPS, AT PAGE 9 IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN'S: 536-020-01, 536-020-02, 536-020-03, 536-020-04, 536-020-06, AND 536-020-07

APPENDIX B

CONSISTENCY WITH THE CITY OF SHAFTER GENERAL PLAN

APPENDIX B

A. CITY OF SHAFTER GENERAL PLAN CONSISTENCY

The Marcona Preserve Specific Plan provides a site specific, detailed description of regulations, standards, and guidelines for implementing the City of Shafter General Plan goals and policies. According to the California Government Code, a specific plan may not be adopted or amended unless the proposed plan or amendment is consistent with the general plan pursuant to §65454. Based on the language contained in the statutes and various legal interpretations by the courts, a general rule for consistency determinations can be stated as follows:

An action, program, or project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment.

In addition, the California Government Code states that the specific plan shall include a statement of the relationship of the specific plan to the general plan pursuant to § 65451. This section presents the Goals included in the City of Shafter General Plan and findings of Specific Plan consistency with each Goal.

B. LAND USE

GOAL: *To achieve and maintain a pattern of land uses that meets the needs of a diverse and growing population, while reinforcing those characteristics of a rural community that make Shafter a desirable place to live.*

Findings: The City of Shafter General Plan update recognizes the opportunity to create an amenity-rich, large-scale planned community in close proximity to existing and future employment opportunities within the ITTC along Seventh Standard Road, south of the expanding industrial area along Lerdo Highway. The General Plan states that “the City’s vision is to provide a wide range of housing, including move-up housing opportunities, focusing new residential development to areas immediately adjacent to the existing community center, as well within a planned community to be created in the southeast portion of the Planning Area” (City of Shafter General Plan, page 2-2). The Marcona Preserve Specific Plan is part of the effort to create this planned community and will include residential products that will address the needs of ~~first-time~~first-time home buyers as well as provide move-up opportunities for local residents. The General Plan also states that “new commercial development is to be provided in close proximity to existing and future residential areas” (City of Shafter General Plan, page 2-2). The Marcona Preserve community will include commercial and recreational opportunities, ~~as well as a school,~~ to accommodate future residents.

The Marcona Preserve Specific Plan is consistent with the Land Use designation (Specific Plan) included in the City of Shafter General Plan. The Specific Plan defines the amount,

location, and distribution of land uses within the proposed project area and intends to organize the physical environment into a logical, functional, and visually pleasing pattern.

The Marcona Preserve Specific Plan community will offer a residential environment that enhances residents' quality of life and reinforces those characteristics of a rural, small town that make Shafter a desirable place to live. As the General Plan recommends, the Specific Plan promotes suburban densities. The Marcona Preserve community includes move-up housing opportunities and housing for those desiring amenities not typically found in small town subdivisions (e.g., common open space and recreational areas). Moreover, the Specific Plan establishes design guidelines to create new residential development with identifiable neighborhood units. Street design will route through traffic around, rather than through new neighborhoods. —Neighborhood streets will be designed to encourage a quiet, safe environment that is amenable to bicyclist and pedestrian use.

The Marcona Preserve Specific Plan will ensure coordination with area service agencies to define their needs and guarantee an adequate inventory of land for ~~schools, parks and~~ recreational facilities, and other public and quasi-public services. The Specific Plan will also ensure that the location, intensity, and timing of new urban development are coordinated with the provision of infrastructure.

Specific Plan (Seventh Standard Road)

The City of Shafter General Plan's Land Use Program includes recommendations regarding the Specific Plan area along Seventh Standard Road. The General Plan Objective for that area is *"To provide an amenity-rich, master-planned urban enclave with a broad range of housing opportunities, including move-up housing, south and east of Shafter's existing industrial areas whose visual character is defined principally by suburban density residential and low-rise commercial uses, along with industrial uses which provide a transition between the Specific Plan area's residential neighborhoods and industrial areas to the north and west"* (City of Shafter General Plan, page 2-9). The following are applicable Policies included in the General Plan concerning this Objective. The Marcona Preserve Specific Plan is consistent with each of these Policies.

"1. Prior to approvals of development applications for all or any portion of this area [the area designated Specific Plan], a Specific Plan or planned development is to be prepared and approved. Such Specific Plan or planned development shall provide detailed guidance for project-related land use, provision and financing of required public services and facilities, protection of agricultural lands, community design, recreational amenities, and community improvements. Development within the Specific Plan area shall be predicated upon the availability of adequate infrastructure and other public services and facilities for each phase of the project." The Marcona Preserve Specific Plan provides regulation and guidance to development within the proposed project area. Implementation of the Marcona Preserve Specific Plan ensures that development will occur in a planned, orderly manner, and will be accompanied of all necessary infrastructure.

"2. Urban development shall not be permitted on any parcel for which there is a valid land conservation contract in effect. Where urban development is to be located adjacent to an agricultural

use, adequate buffers shall be provided.” The Marcona Preserve Specific Plan site will be bordered by the Mission Lakes and Gossamer Specific Plan developments to the west, north, and east. The site will be bordered by Seventh Standard Road to the south. Therefore, the Marcona Preserve community will not be adjacent to agricultural uses and no buffers will be required. In addition, development of the Specific Plan area will be subject to cancellation of the existing Land Conservation Contracts for the property.

“4. The maximum allowable residential density for development within the Seventh Standard Road Specific Plan area shall be 4.25 dwelling units per gross acre within each Specific Plan, excluding acreage within the rights-of-way for Seventh Standard Road and the existing canals. Residential development products with higher densities than 4.25 dwelling units per acre may be permitted, provided that sufficient usable open space or non-residential uses (e.g., commercial and office development) are provided so as not to exceed the maximum overall allowable density of the project.”

The maximum number of dwelling units within the Marcona Preserve Specific Plan shall not exceed 976, which shows that the Specific Plan will not exceed the maximum density of 4.25 dwelling units per gross acre for the Specific Plan area, with the exception of PA-3. With the maximum 185 lots, a density of 5.64 dwellings per acre is proposed. However, the higher density is permitted because there is sufficient park and open space areas being added to accommodate the increased density for PA-3.
~~The maximum number of dwelling units within the Marcona Preserve Specific Plan shall not exceed 800, which shows that the Specific Plan will not exceed the maximum density of 4.25 dwelling units per gross acre for the Specific Plan area.~~

“6. Residential neighborhoods within the Specific Plan area should be designed to provide high quality housing that is attractive to a broad spectrum of buyers, including housing that provides “move-up” opportunities for local residents. Multifamily, for rent housing should be limited to key, central locations, adjacent to commercial uses.” The Marcona Preserve Specific Plan will include residential products that will address the needs of ~~first-time~~first-time home buyers as well as provide move-up opportunities for local residents.

“7. Residential development should incorporate residential “village” themes, providing identifiable neighborhood areas within the area. The identity of individual neighborhoods should be reinforced with differing architectural styles and locations.” The portion of the residential development east of Jewetta Avenue will generally include smaller single-family residential lots. The portion of the Specific Plan west of Jewetta Avenue will generally include larger single-family lots. There are four product types with multiple elevations that will be used throughout the community. The Specific Plan establishes design guidelines to create a community that encourages pedestrian and bicycle traffic and fosters social interaction. The implementation of different residential products will result in different architectural design for this neighborhood.

“8. Residential communities within the Seventh Standard Road Specific Plan area shall provide a strong package of project amenities, which may include, but is not limited to the following:

- Trails and paseos;
- Fountains and water features;

- Amphitheaters and public gathering places;
- Public facilities/parks”

The Marcona Preserve Specific Plan will include a multi-use trail along Jewetta Avenue, and paseos connecting Jewetta Avenue and the parks~~and school site~~. In addition, a natural trail along Seventh Standard Road will connect to the natural trail that will be constructed as part of the Mission Lakes and Gossamer Specific Plans. The public parks will be designed as gathering areas, where small community events may take place.

“14. d. Development of an appropriate level of pedestrian and bicycle circulation throughout the Specific Plan is to be provided, including pathways connecting residential neighborhoods with each other, as well as with nonresidential and recreational components of the area. Specific Plan development should also provide recreational trail systems for jogging and bicycling.” The Marcona Preserve Specific Plan includes a multi-use trail and Class II bike lanes along Jewetta Avenue. The multi-use trail will connect residential uses with the public parks~~, school site,~~ and commercial area. The Class II bike lanes will be consistent with the Circulation Element of the City of Shafter General Plan.

“15. Development of the Specific Plan area shall provide such on- and off-site road improvements on City of Shafter streets as needed to ensure that applicable roadway performance standards are met.” The roadway within the Specific Plan area will be built in conjunction with construction of each phase of the development. The City of Shafter will implement roadway improvements for Seventh Standard Road.

“16. Public services and facilities, including needed on-site and off-site facilities, shall be provided and financed by the project as needed to meet applicable public services performance standards.” Public services and facilities within the Specific Plan area will be built in conjunction with construction of each phase of the development. The City of Shafter development regulations will ensure that off-site facilities adequately address the needs of the residents.

~~*“17. Project development shall provide full mitigation of impacts on school facilities to affected school districts.” The Marcona Preserve Specific Plan plans for development of an elementary school within the proposed project site. This will fully mitigate the proposed project impacts to elementary schools. The Mission Lakes Specific Plan includes a middle school, which will further mitigate impacts to school facilities in the area.*~~

~~*“18*~~^{*17*}*. The timing of new development shall be correlated with the installation of water, sewer, electrical, and natural gas utility systems, provision of municipal services (including emergency services), and project open space and amenities with land development in a manner that is economically feasible and that ensures adequate service to uses within the site.”* Utilities, public services and facilities within the Specific Plan area will be built in conjunction with construction of each phase of the development. Construction of the Marcona Preserve Specific Plan will be phased in a logical sequence, in response to market demands. Completion of these amenities on a parallel track with proposed residential development would help improve the quality of life of the residents during the implementation of the Specific Plan. The multi-purpose trail shall be implemented in conjunction with construction of Jewetta Avenue North.

| “1918. Project entry, streetscape, and landscape design elements are to be designed to create and maintain a strong community identity.” Signage and landscaping within the Specific Plan area are planned to clearly identify community areas and boundaries, so as to efficiently guide residents and visitors through the Specific Plan area and contribute to the creation of a strong community identity. Landscape, entry signs, and streetscape elements will be used to create visual continuity throughout the Marcona Preserve Specific Plan area.

| “2019. Development of an attractive, but natural appearing landscape at community entries and along arterials and collector roadways is to be provided with groves of trees, earth tone wall colors, and drifts of flowering shrub materials.” A 10-foot wide concrete sidewalk will be implemented along the north side of Seventh Standard Road, with planting areas along both sides of the sidewalk. Medium canopy trees may be planted along the planting area adjacent to Seventh Standard Road within drought tolerant ground covers and low flowering shrubs (less than 3 feet). The landscaping treatment shall create a relatively natural feel to the project frontage, with varying elements and pleasant aesthetics.

Jewetta Avenue North will have a median that may receive medium canopy evergreen multi-trunk tree species, such as olive trees. A 6-foot wide meandering multi-use trail, with planting areas along both sides, will follow the eastern side of Jewetta Avenue North within the Specific Plan area. A sidewalk and landscaping will follow the entire western side of Jewetta Avenue North. Medium canopy evergreen trees and groupings of large shrub hedges may be implemented along this side of the street to counterbalance the landscape treatment along the eastern site of the roadway. Landscaping will separate the pedestrian walkway from the roadway.

C. TRANSPORTATION

GOAL: *To achieve and maintain a well-balanced transportation system that maximizes freedom of movement; provides for the efficient and safe transportation of goods within and through the City of Shafter; and which balances concerns for mobility with concerns for safety and the quality of life in Shafter.*

Findings: The Marcona Preserve Specific Plan will contribute to facilitate meeting the City’s roadway performance objective through implementation of a portion of the circulation plan set forth in the General Plan.

The Specific Plan roadway design will contribute to improve circulation within residential areas. The Specific Plan includes appropriate measures to mitigate speeding and other traffic impacts in residential areas. Roadway patterns that limit through traffic on local residential streets will also be implemented. The Specific Plan locates commercial uses adjacent to Seventh Standard Road, since this land use is expected to generate heavier traffic than residential areas.

The Specific Plan establishes guidelines for implementation of landscaping along right-of-way of arterials and major collectors. Landscaping along Seventh Standard Road shall be

compatible with the landscaping along the Mission Lakes and Gossamer Specific Plan frontages.

As recommended by the General Plan, parking will be permitted along collector streets, with restrictions as needed to accommodate transit stops, pedestrian crosswalks, added lanes at intersections, or other operational requirements. On-street parking along arterials and principal arterials will be prohibited.

The Marcona Preserve Specific Plan supports and encourages the transit of pedestrians and bicyclists, which provide an alternative to travel by private automobile for short distances. A multi-use path will be integrated along Jewetta Avenue North, connecting the different land uses within the Specific Plan area. The design guidelines contained in the Specific Plan will contribute to create a pedestrian-friendly community that allows for safe and convenient pedestrian and bicycle access to residential, commercial, and recreation areas.

C. PUBLIC SERVICES AND FACILITIES

GOAL: *To provide for the ongoing provision and timely expansion of high quality public services and infrastructure for existing and future residents and businesses.*

Findings: The developer will provide for infrastructure improvements, including streets, utilities, water, sewer, and storm drain facilities, as well as sidewalks and the multi-purpose path. All facilities shall be constructed and maintained in accordance with applicable standards.

~~The school will be developed in coordination with the School District.~~ Recreational facilities in the Specific Plan include the multi-use trail and a public park. These amenities will adequately address the recreational needs of the Marcona Preserve community.

C. HOUSING

GOAL: *To provide adequate affordable housing for existing and future Shafter residents, regardless of their economic level or special housing needs.*

Findings: The Marcona Preserve Specific Plan will provide different residential products that will address the needs of ~~first-time~~first-time home buyers and provide move-up opportunities for area residents. The Marcona Preserve community, in conjunction with the Mission Lakes and Gossamer communities, will contribute to develop a wide range of housing products in southeast Shafter.

D. ENVIRONMENTAL MANAGEMENT

GOAL: *To identify limits on the natural resources needed to support existing and future development within the City and its study area, and ensure that these resources are managed and protected.*

Findings:

Open Space: The Specific Plan's multi-use trail and public park will form a system of recreation and open space within the Marcona Preserve community that will be linked to the park and recreation systems of the Mission Lakes and Gossamer Specific Plan areas. These recreation areas are available to the public, and will support active informal play; passive recreation; and enjoyment of the natural environment.

Water Conservation: The Specific Plan will promote water conservation through the application of appropriate landscaping and site planning techniques which include the use of drought-tolerant vegetation in the streetscape. Other techniques that may be employed are the use of reclaimed water for large-scale irrigation and for dust control during grading where such water can be economically delivered; and installation of computerized irrigation controllers and drip irrigation systems. Oildale Mutual Water Company will provide water services to the Specific Plan area with a dual water supply system. This system includes a domestic water supply and a landscape irrigation water supply.

In addition, all development will comply with discharge permit requirements established by the Regional Water Quality Control Board (RWQCB). The drainage plan will ensure that surface waters be protected from the potentially adverse impacts associated with urban runoff.

Biological Habitats and Wildlife Resources: ~~The southern half of the Specific Plan property is within the Metropolitan Bakersfield Habitat Conservation Plan (HCP). The Specific Plan will also be within the Kern County Valley Floor HCP Habitat Conservation Plan, when the latter is finalized and approved.~~ A Biota Report will be prepared for the subject property and the proposed project will be analyzed for short- and long-term impacts to biological resources.

Mineral Resources: The Marcona Preserve Specific Plan will provide for the proper management of mineral resources within the proposed project area.

Cultural Resources: If cultural or paleontological resources are unearthed during grading, alteration of earth materials in the vicinity of the find will be halted until a qualified expert has evaluated the find and recorded identified cultural resources.

Air Quality: The Marcona Preserve Specific Plan will provide bicycle and pedestrian facilities, including the multi-use path along Jewetta Avenue, which will connect residential areas with neighborhood commercial centers, recreational facilities, ~~the elementary school,~~ and surrounding areas. This will encourage a reduction in the number of vehicle trips. In addition, development of the Marcona Preserve Specific Plan will comply with all applicable construction dust abatement requirements.

Energy Resources: The Specific Plan encourages the use of energy-efficient design and implementation of the California Code of Regulations, Title 24 (California Building Standards Code).

E. ENVIRONMENTAL HAZARDS

GOAL: *Minimize the potential for loss of life, injury, property damage, and economic disruption resulting from natural and man-made hazards, and ensure the ability of emergency services to respond rapidly and effectively following a disaster.*

Findings: The City of Shafter General Plan states the need to minimize the potential for loss of life, physical injury, property damage, and economic or social disruption resulting from an earthquake and other geologic events or from a 100-year flood.

The closest known faults to the subject site are subsurface faults located at the Fruitvale Oil Field. These faults are not thought to be active for the last two million years. The proposed project will comply with the most recent Uniform Building Code's seismic design standards.

The Specific Plan area has been studied by the Federal Emergency Management Agency (FEMA). The Specific Plan area is contained within Flood Insurance Rate Map (FIRM) Panel 060075 0750 B (Kern County, CA, effective September 29, 1986). The FIRM Map depicts the Specific Plan site as Zone C (areas of minimal flooding, outside the 100-year flood zone). Prior to approval of any final map associated with the Marcona Preserve Specific Plan, detailed drainage/hydrological studies shall be required to address on-site drainage conditions and increased runoff flows associated with proposed land uses on a subdivision-level basis.

APPENDIX C

CONCEPTUAL RENDERINGS RESIDENTIAL

SOLANA SERIES

ARROYO (2012)

A

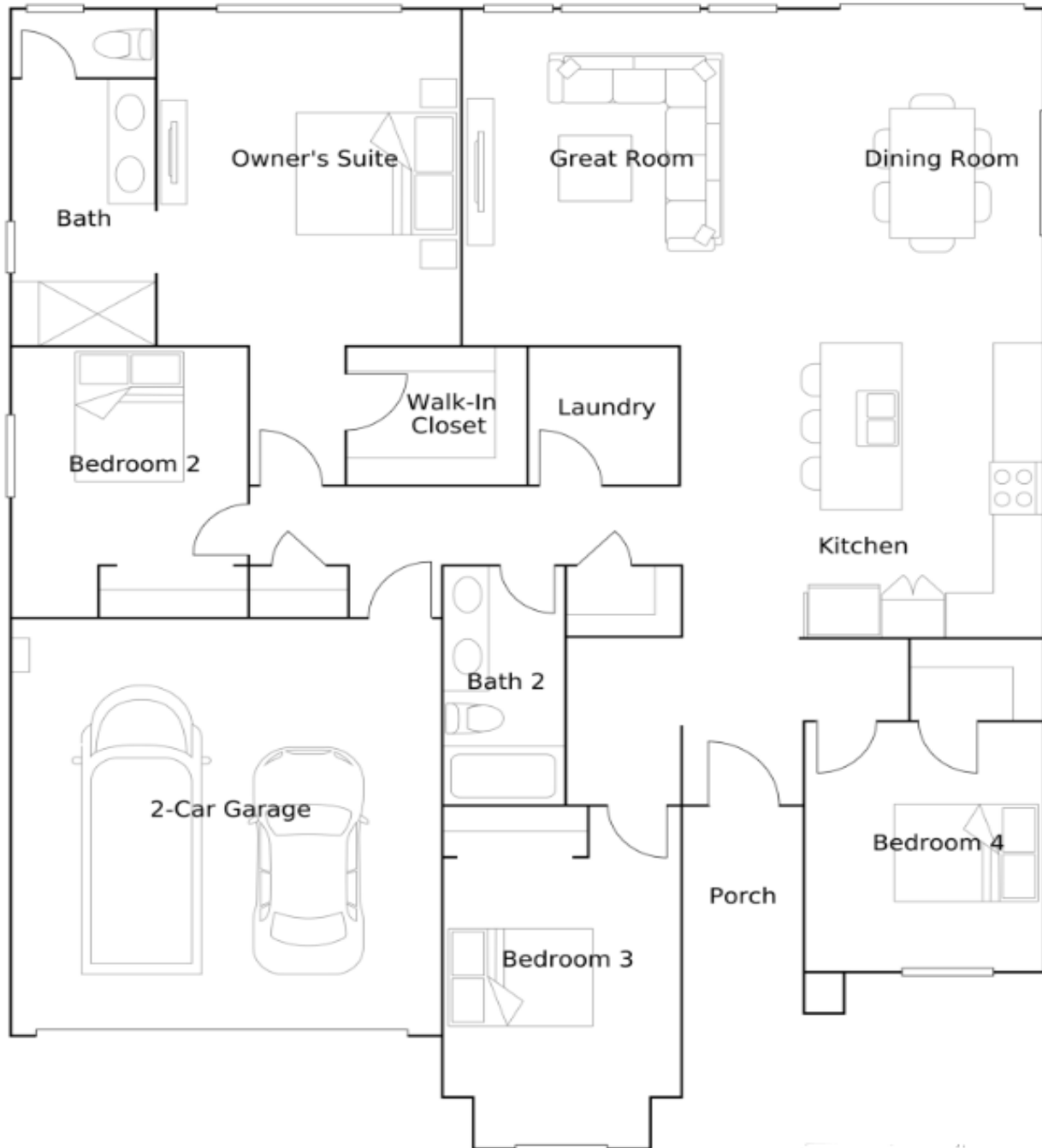


B



SOLANA SERIES

ARROYO (2012)



LENNAR

SOLANA SERIES

BODEGA (2014)

A



B



SOLANA SERIES

BODEGA (2014)



LENNAR

SOLANA SERIES

CABRILLO (2015)

A

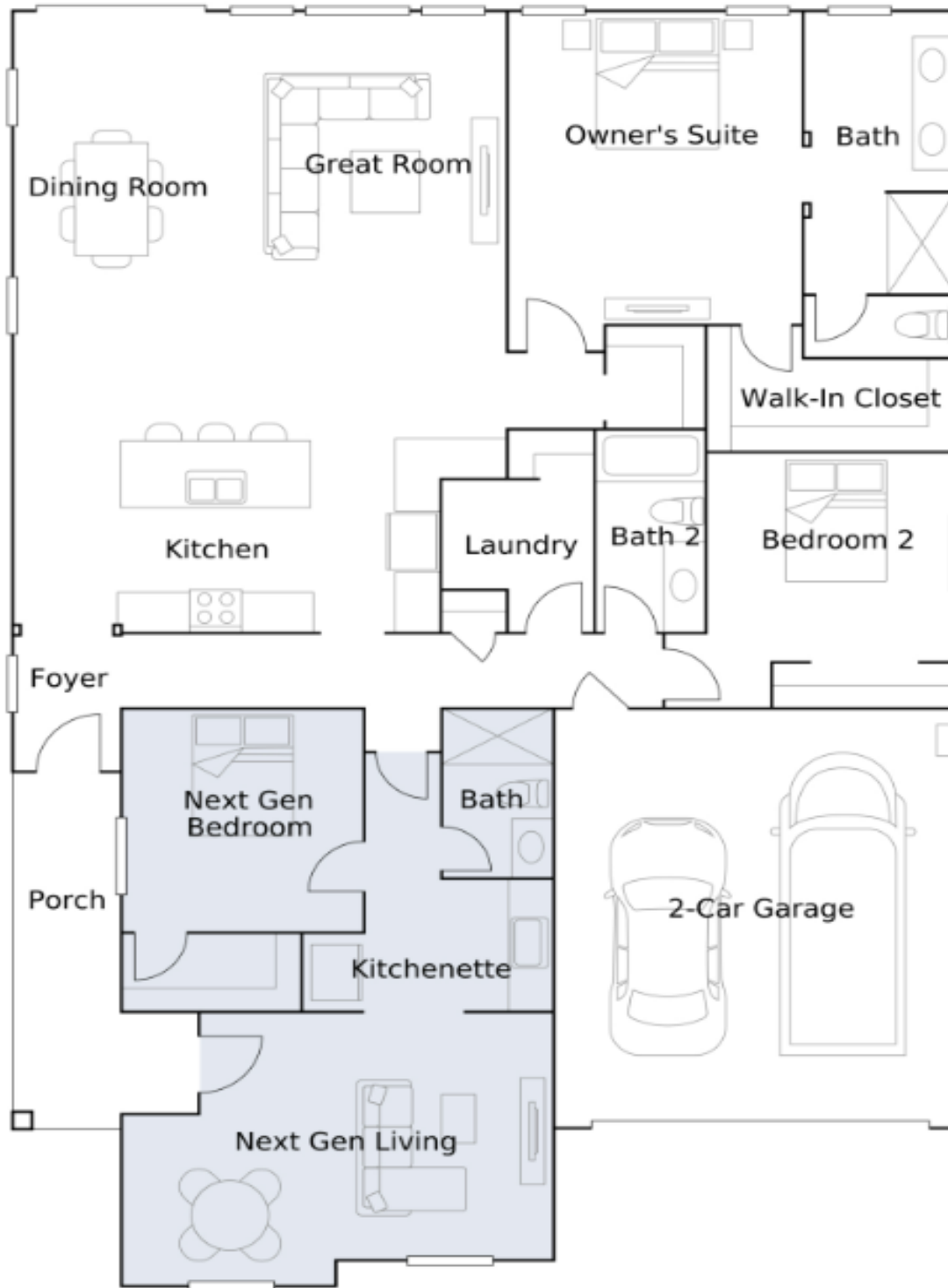


B



SOLANA SERIES

CABRILLO (2015)



LENNAR

SOLANA SERIES

ESPLANADE (2006)

A

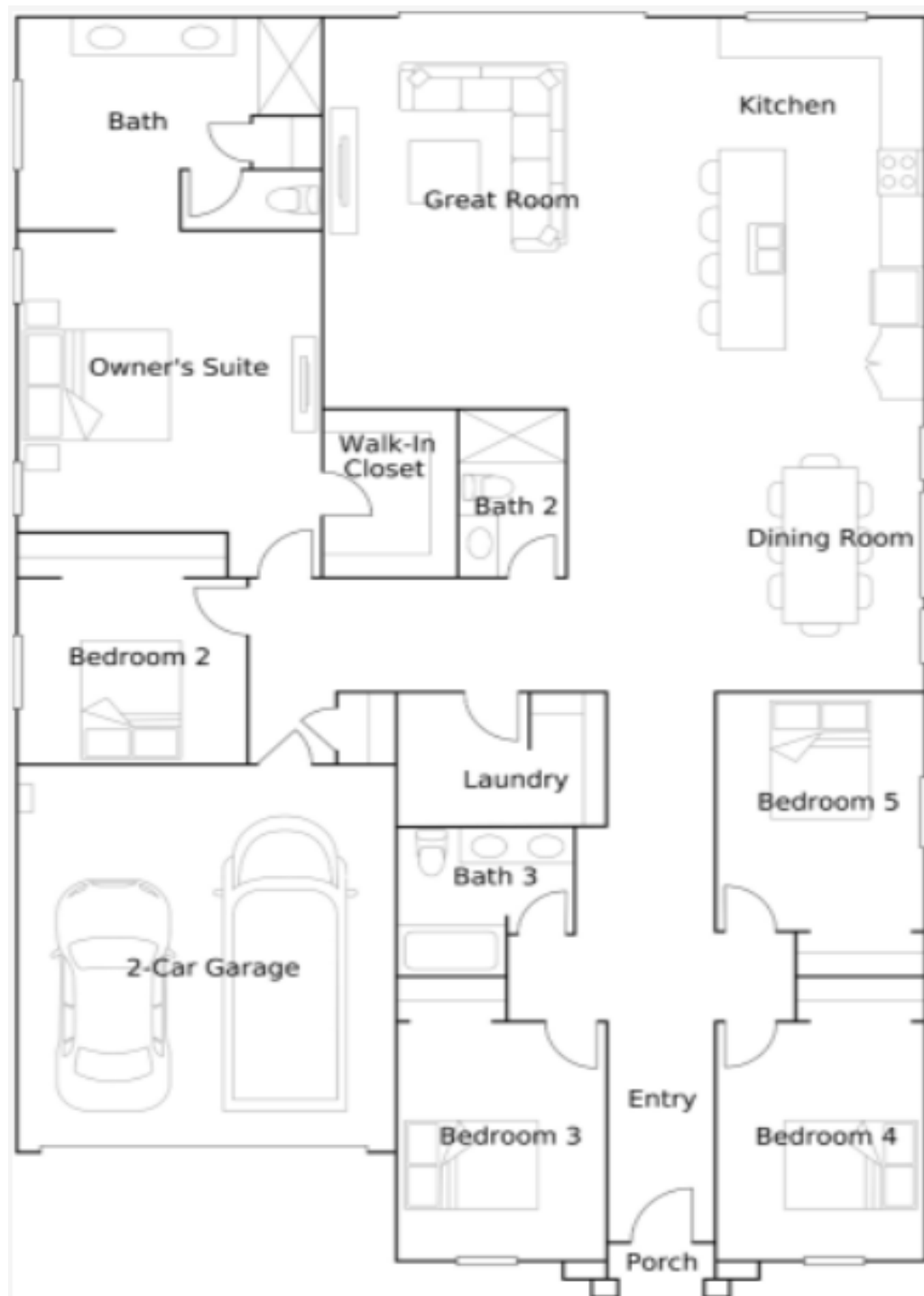


B



SOLANA SERIES

ESPLANADE (2006)



LENNAR

CORONET SERIES

ARIA (4031)

A

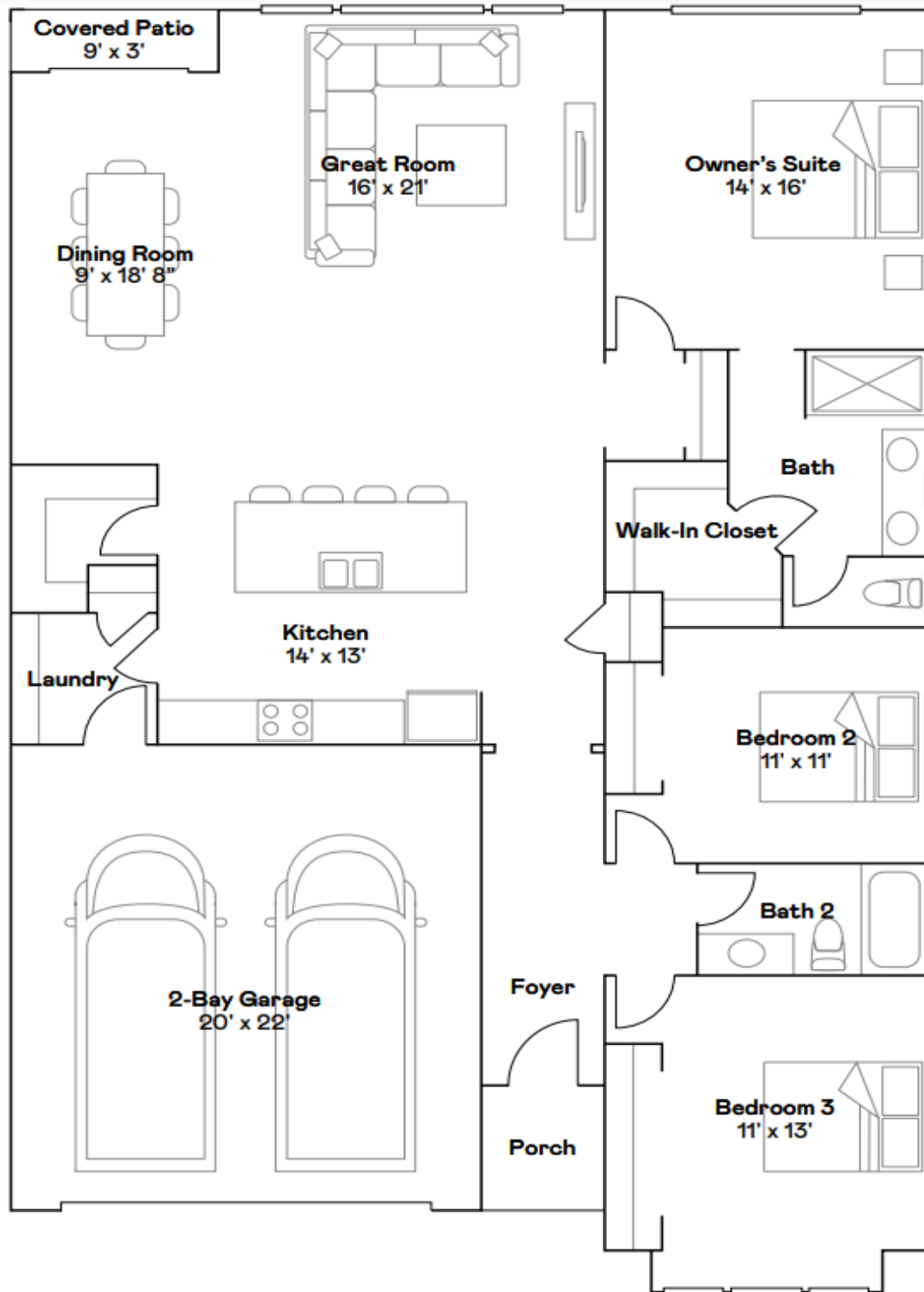


B



CORONET

ARIA (4031)



LENNAR

CORONET SERIES

OPUS (4023)

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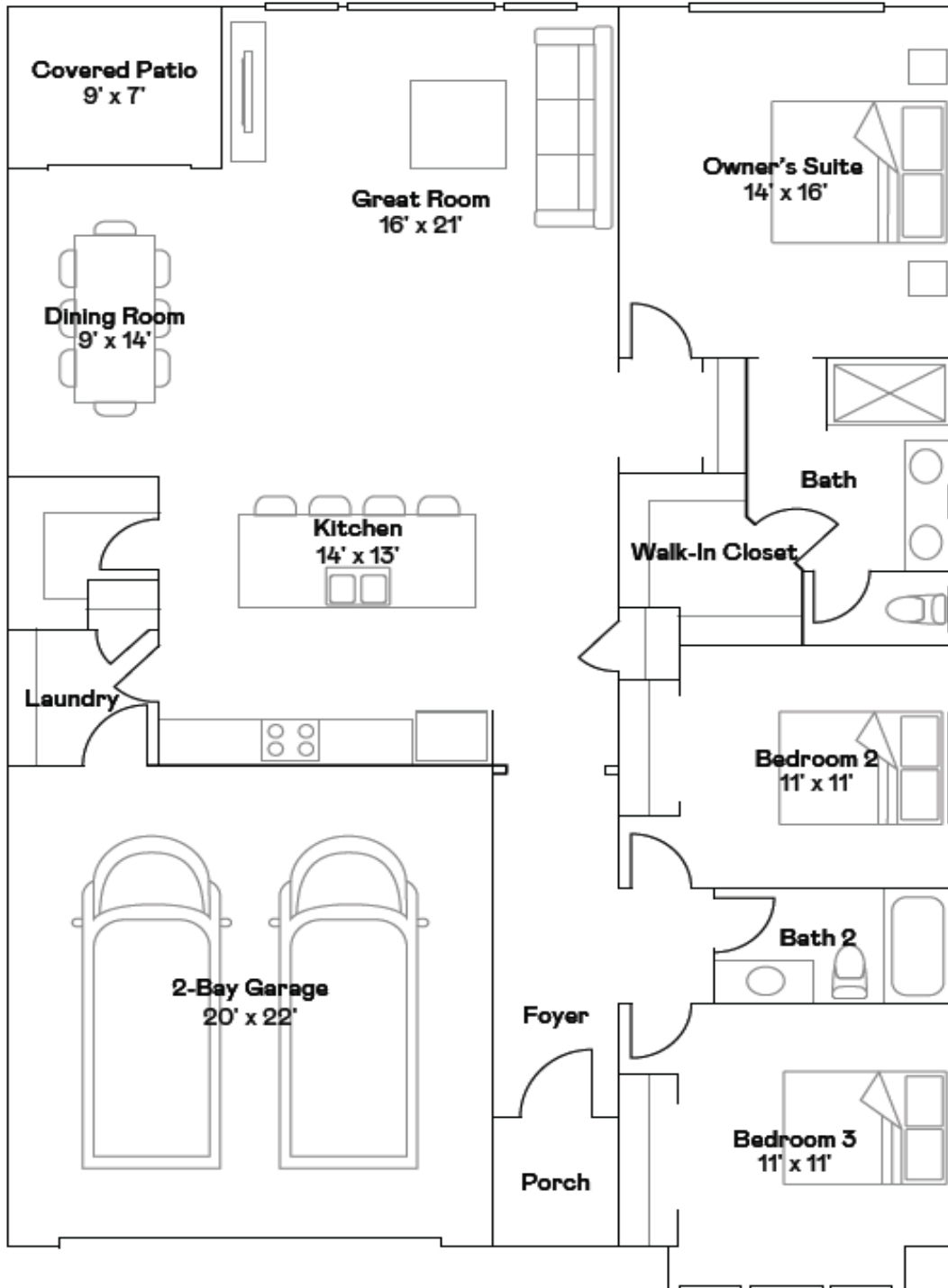


B



CORONET

OPUS (4023)



LENNAR

CORONET SERIES

HARMONY (4034)

A

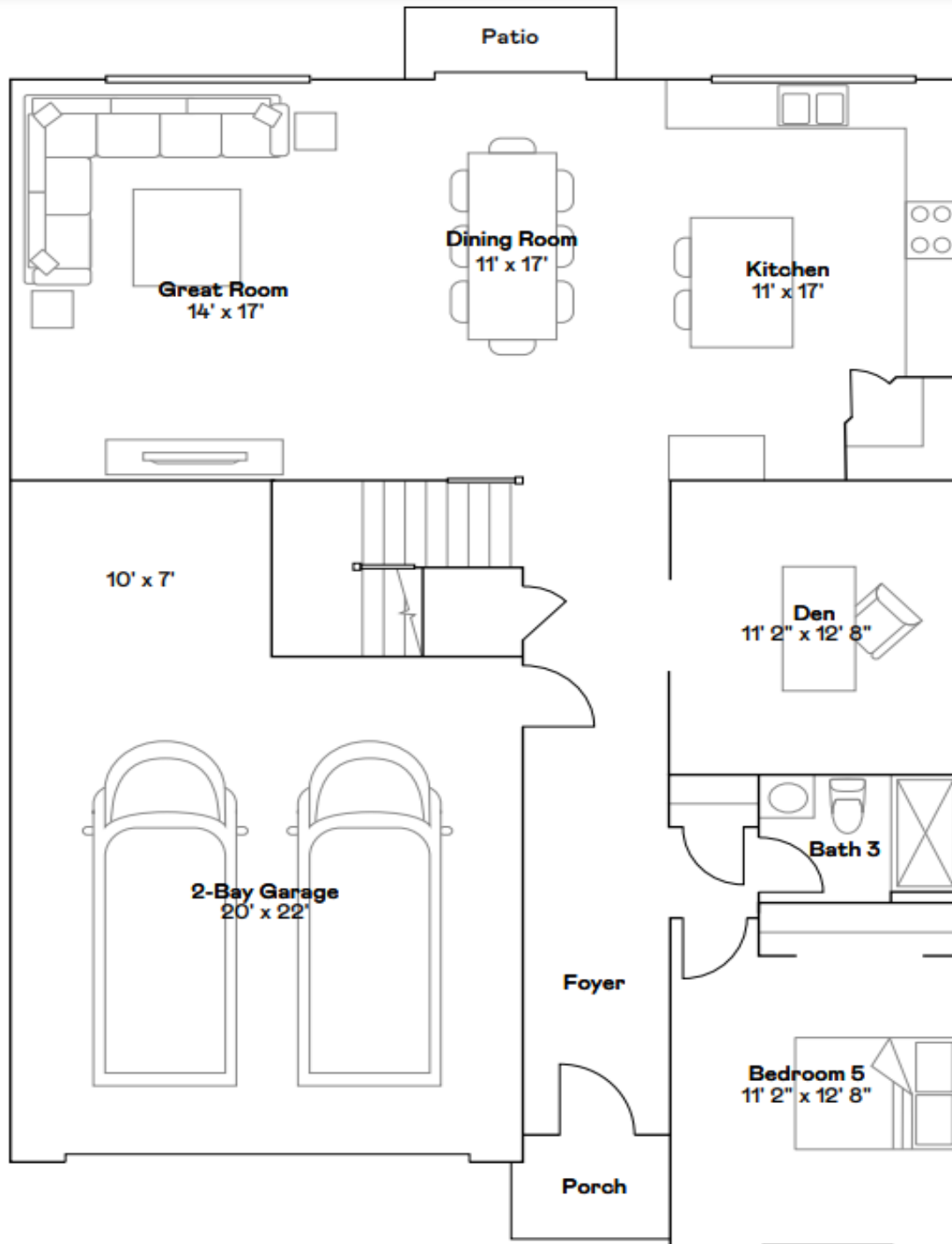


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CORONET

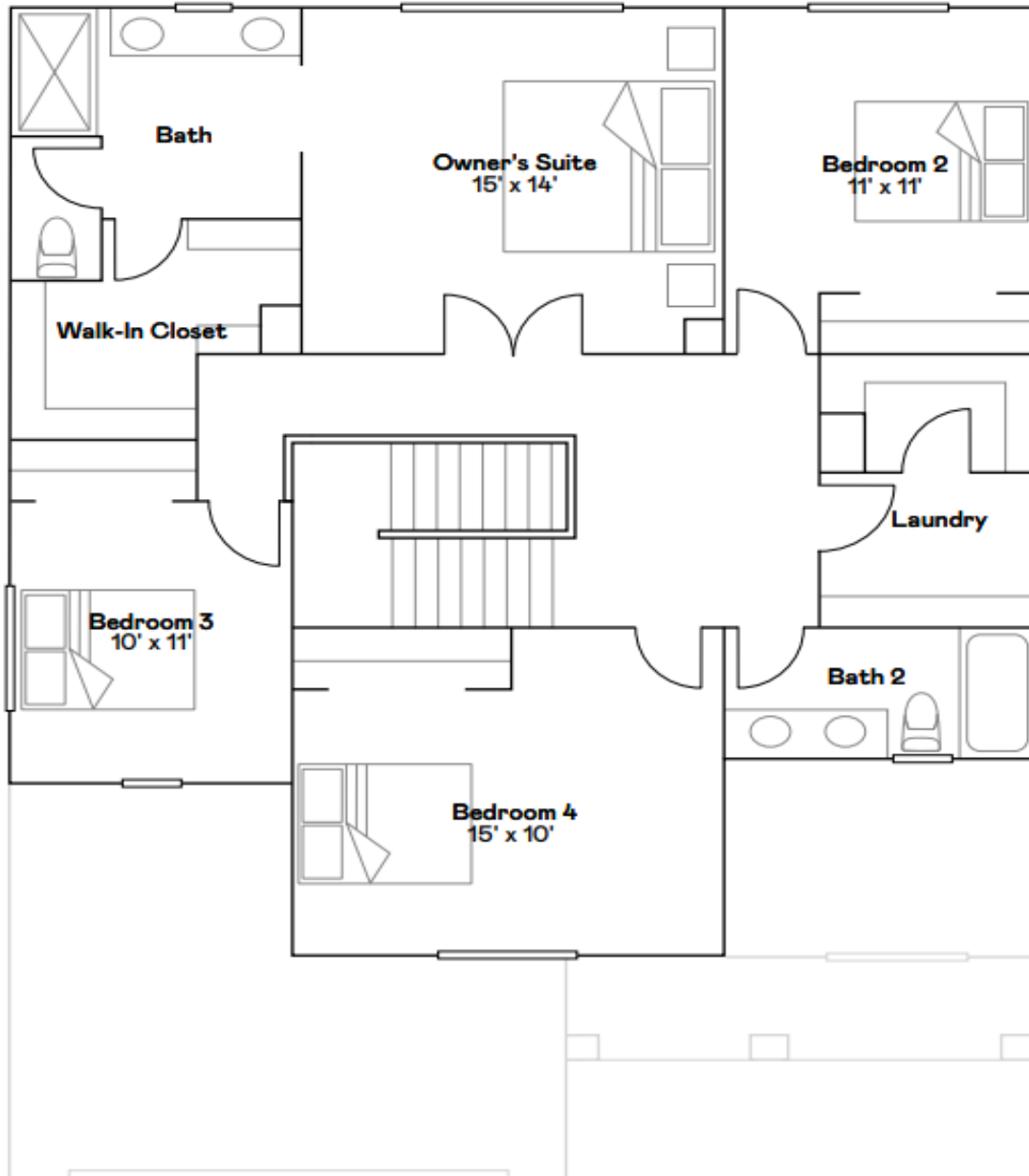
HARMONY (4034)



LENNAR

CORONET

HARMONY (4034)



LENNAR

CORONET SERIES

OVERTURE (4035)

A

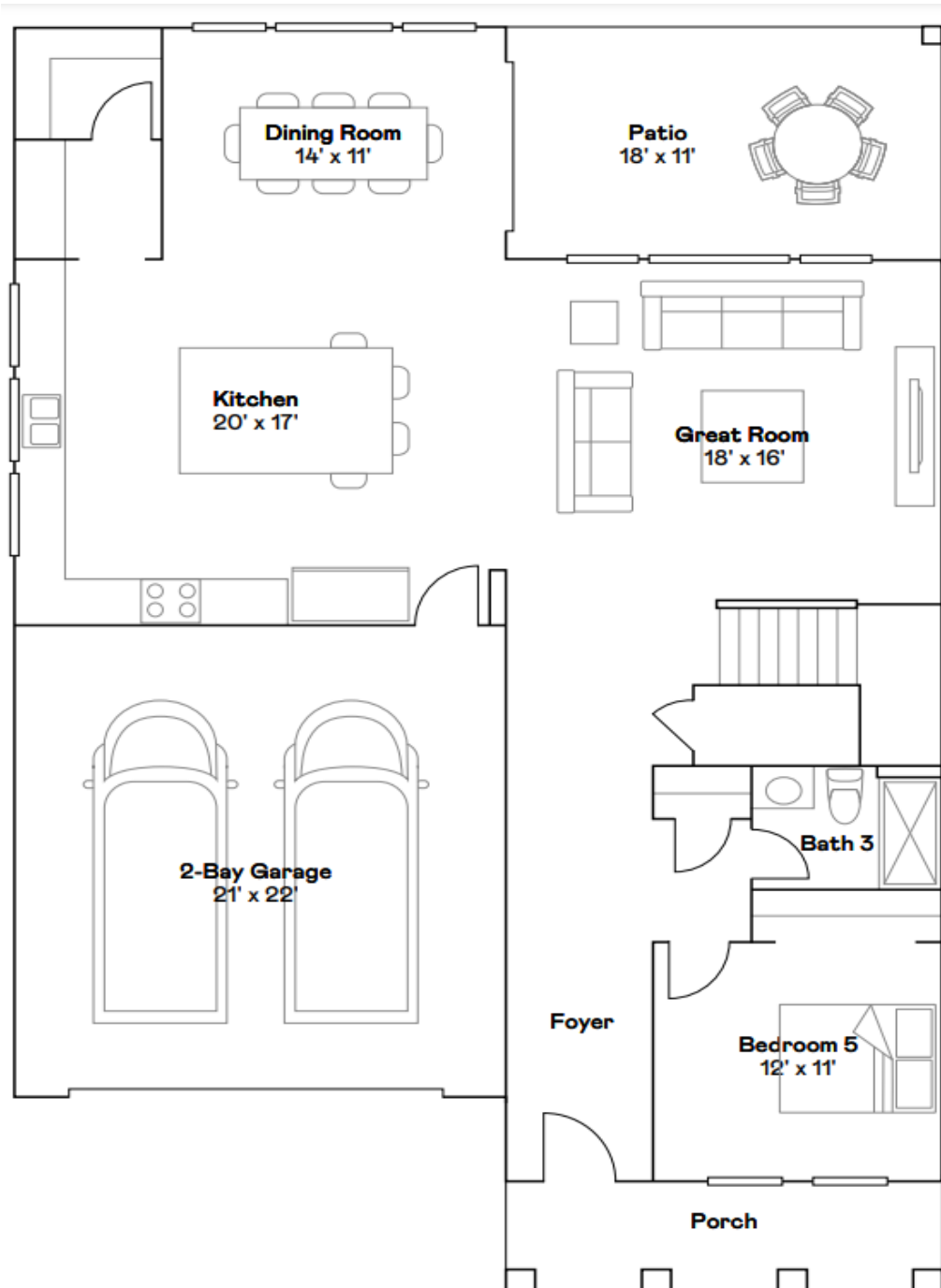


B



CORONET SERIES

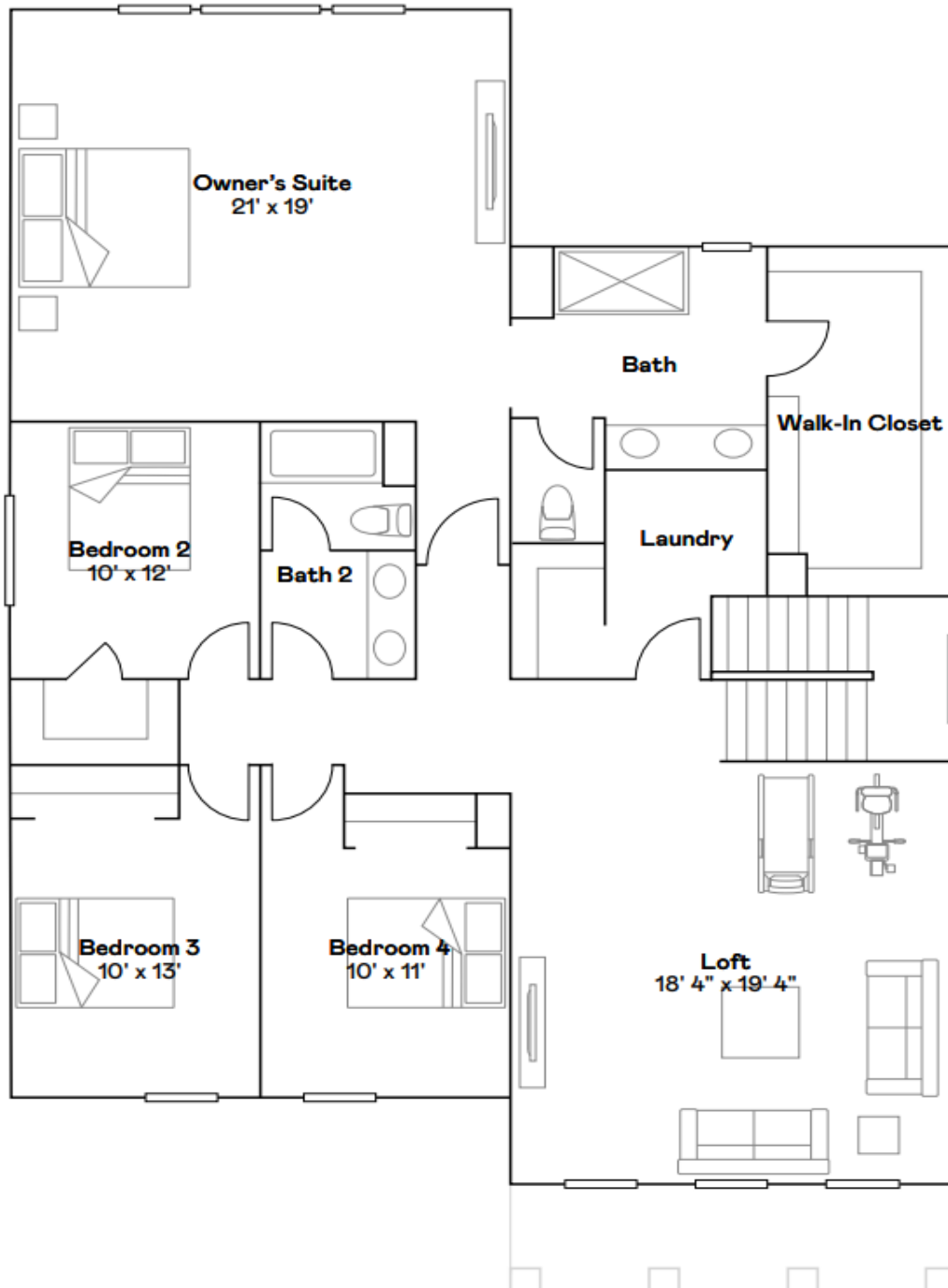
OVERTURE (4035)



LENNAR

CORONET SERIES

OVERTURE (4035)



LENNAR

CORONET SERIES

RHAPSODY (4037)

A

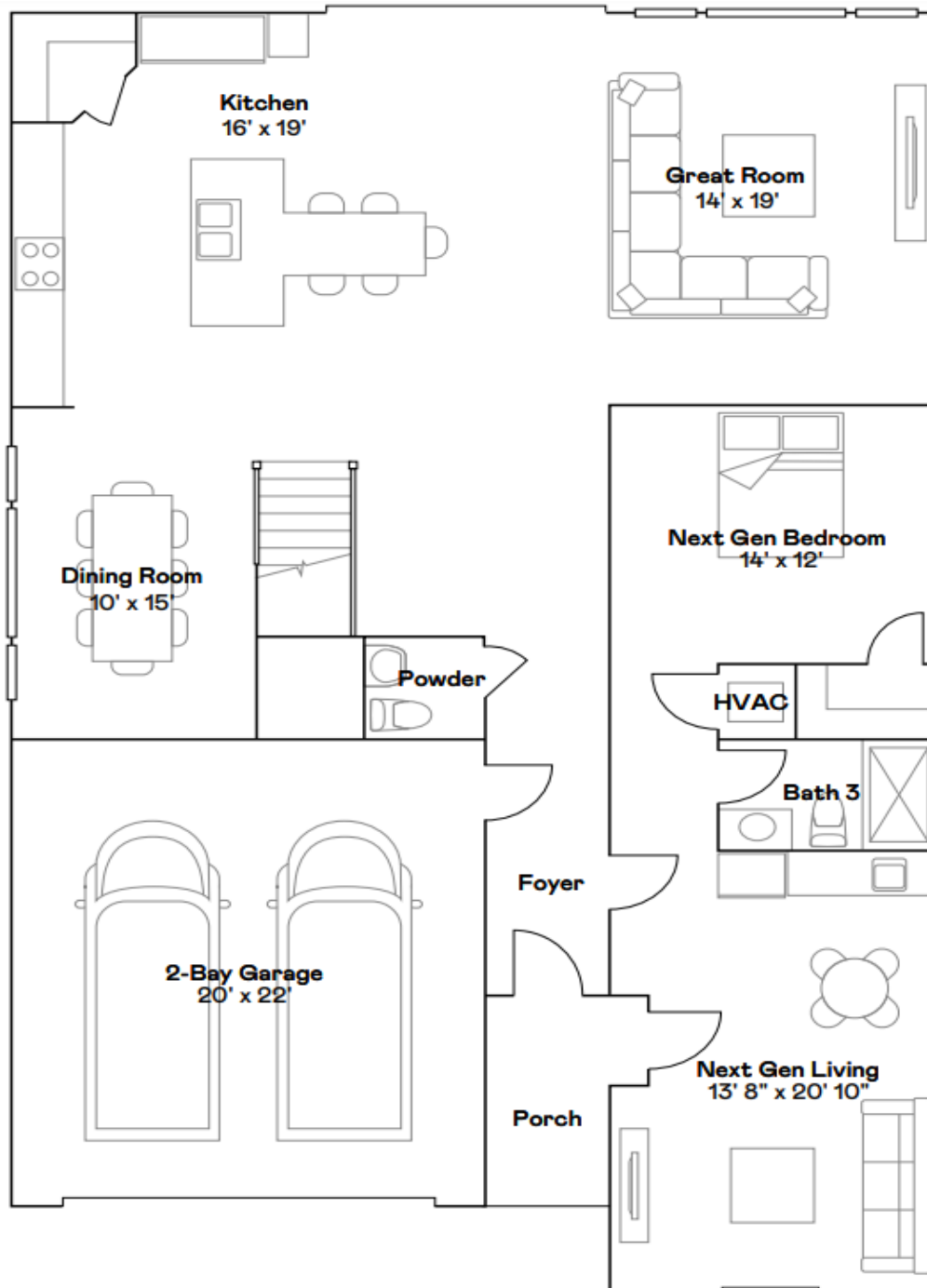


B



CORONET SERIES

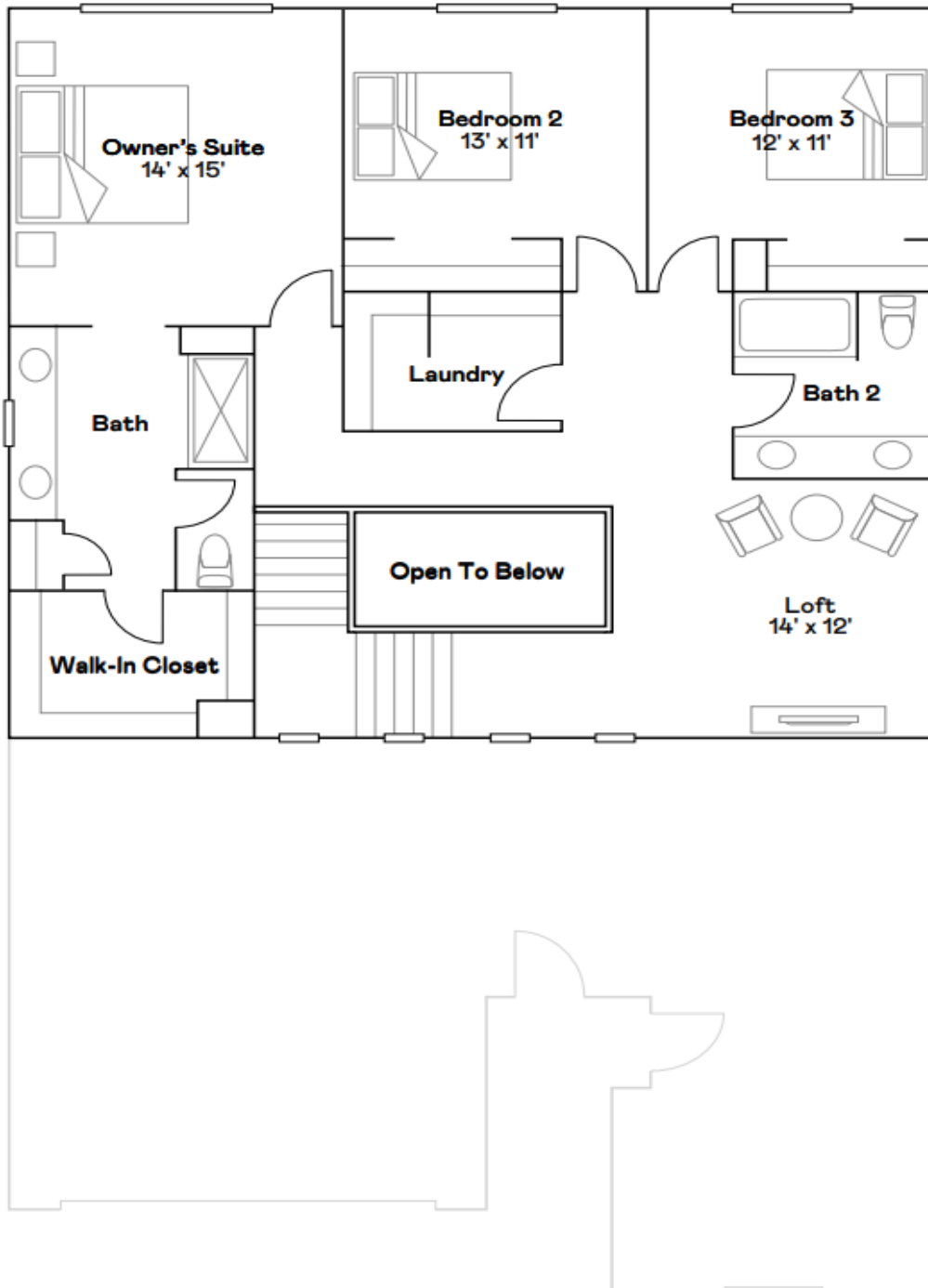
RHAPSODY (4037)



LENNAR

CORONET SERIES

RHAPSODY (4037)



LENNAR

SKYE SERIES

ALPENGLOW (5013)

A



B

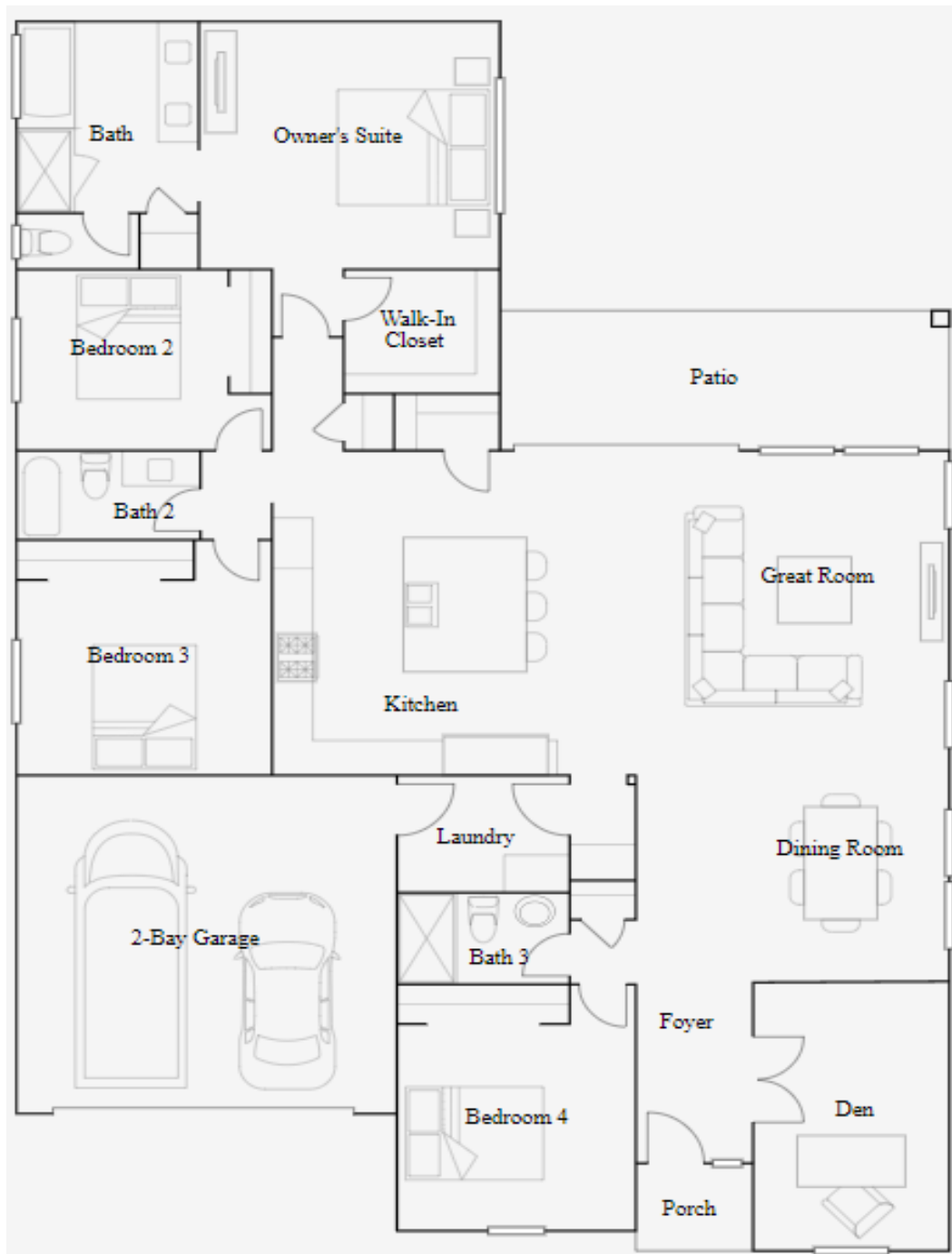


C



SKYE SERIES

ALPENGLOW (5013)



LENNAR

SKYE SERIES

BOREALES (5155)

A



B

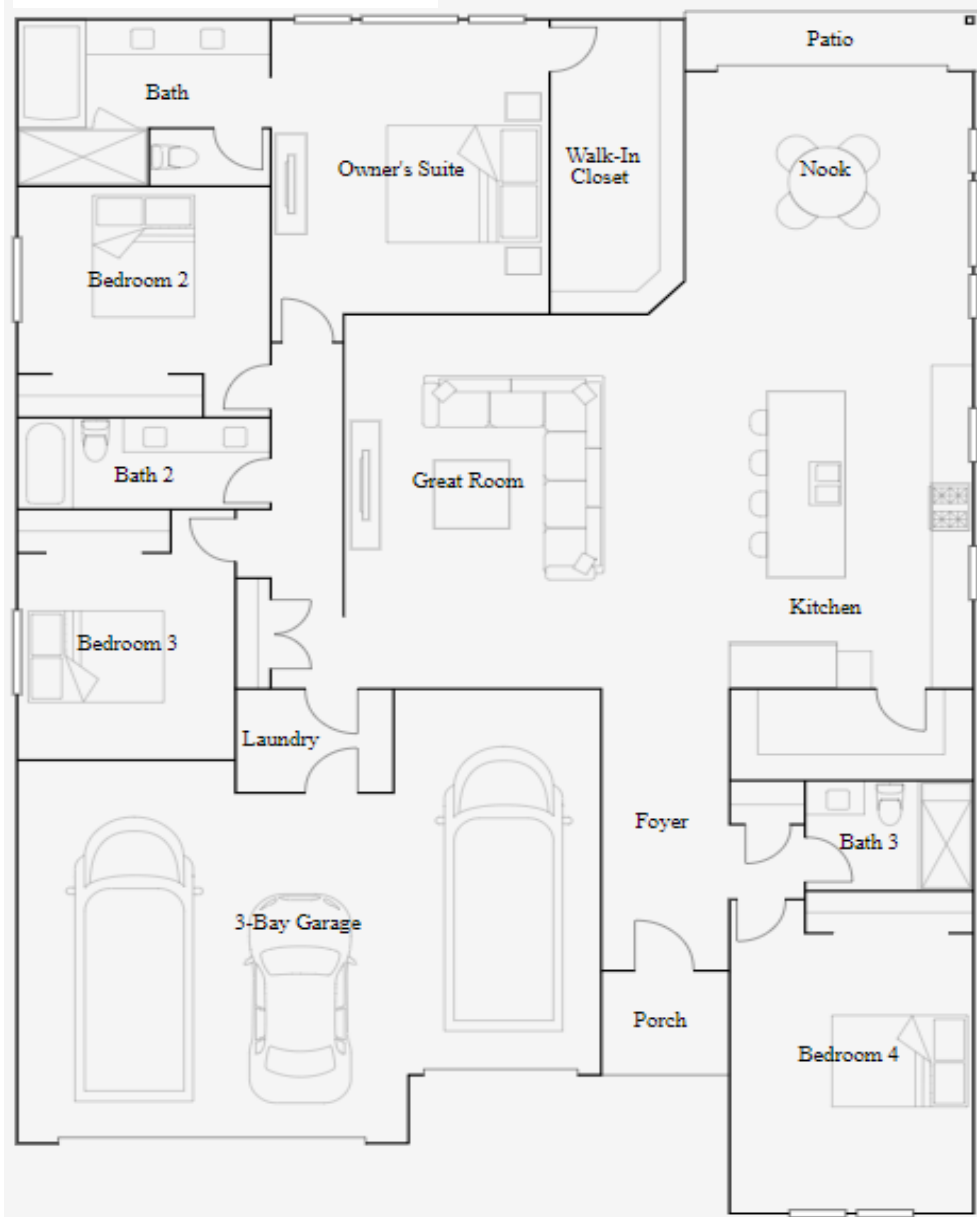


C



SKYE SERIES

BOREALES (5155)



LENNAR

SKYE SERIES

MOONLIGHT (5012)

A



B

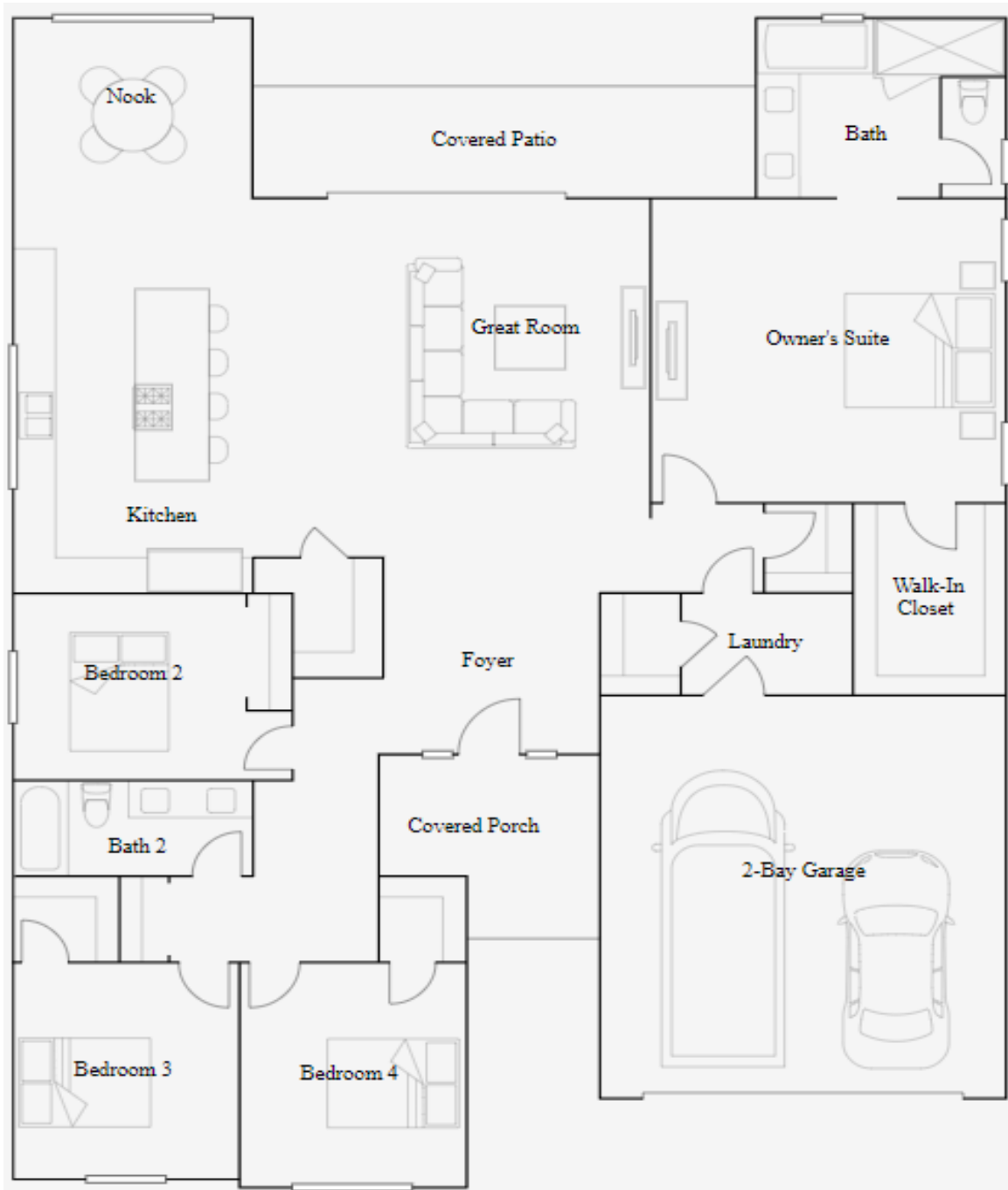


C



SKYE SERIES

MOONLIGHT (5012)



LENNAR

SKYE SERIES

SOLSTICE (5014)

A



B



C



SKYE SERIES

SOLSTICE (5014)



LENNAR

SKYE SERIES

MOONLIGHT (5012+ ADD ON GARAGE)

A



B

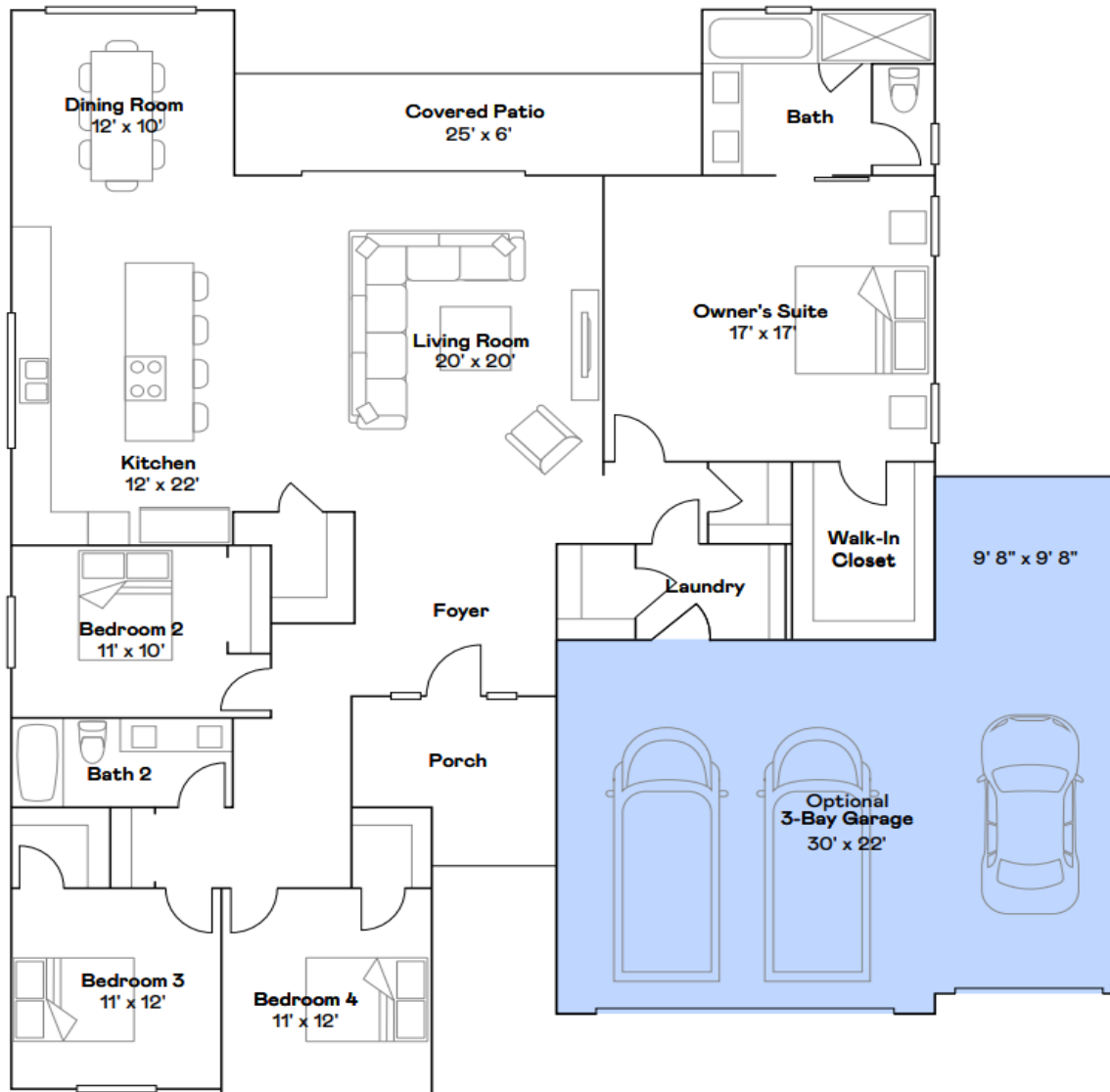


C



SKYE SERIES

MOONLIGHT (5012)



LENNAR

SKYE SERIES

ALPENGLOW (5013 + ADD ON GARAGE)

A



B

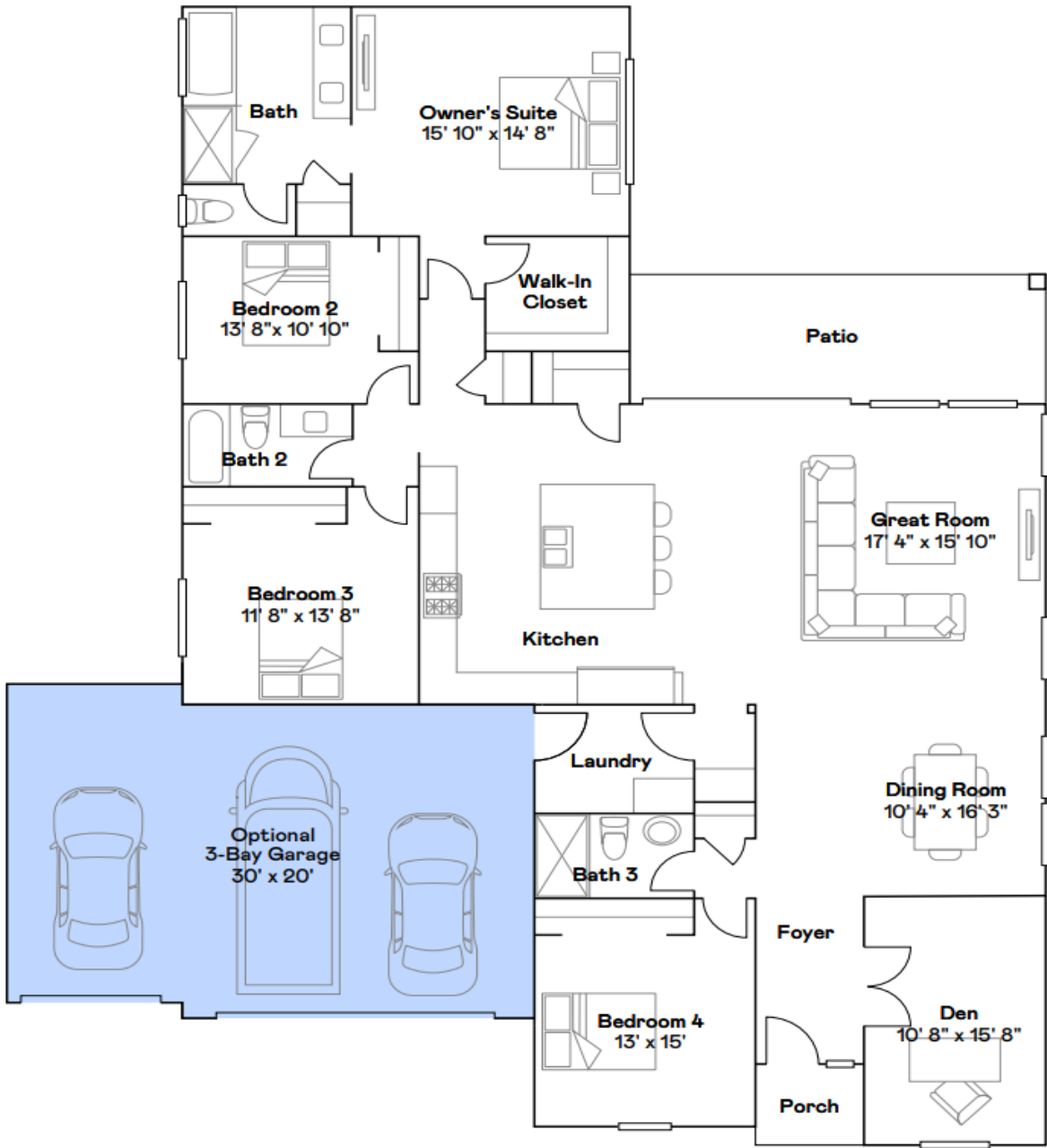


C



SKYE SERIES

ALPENGLOW (5013)



LENNAR

SKYE SERIES

BOREALES (5155 + ADD ON GARAGE)

A



B

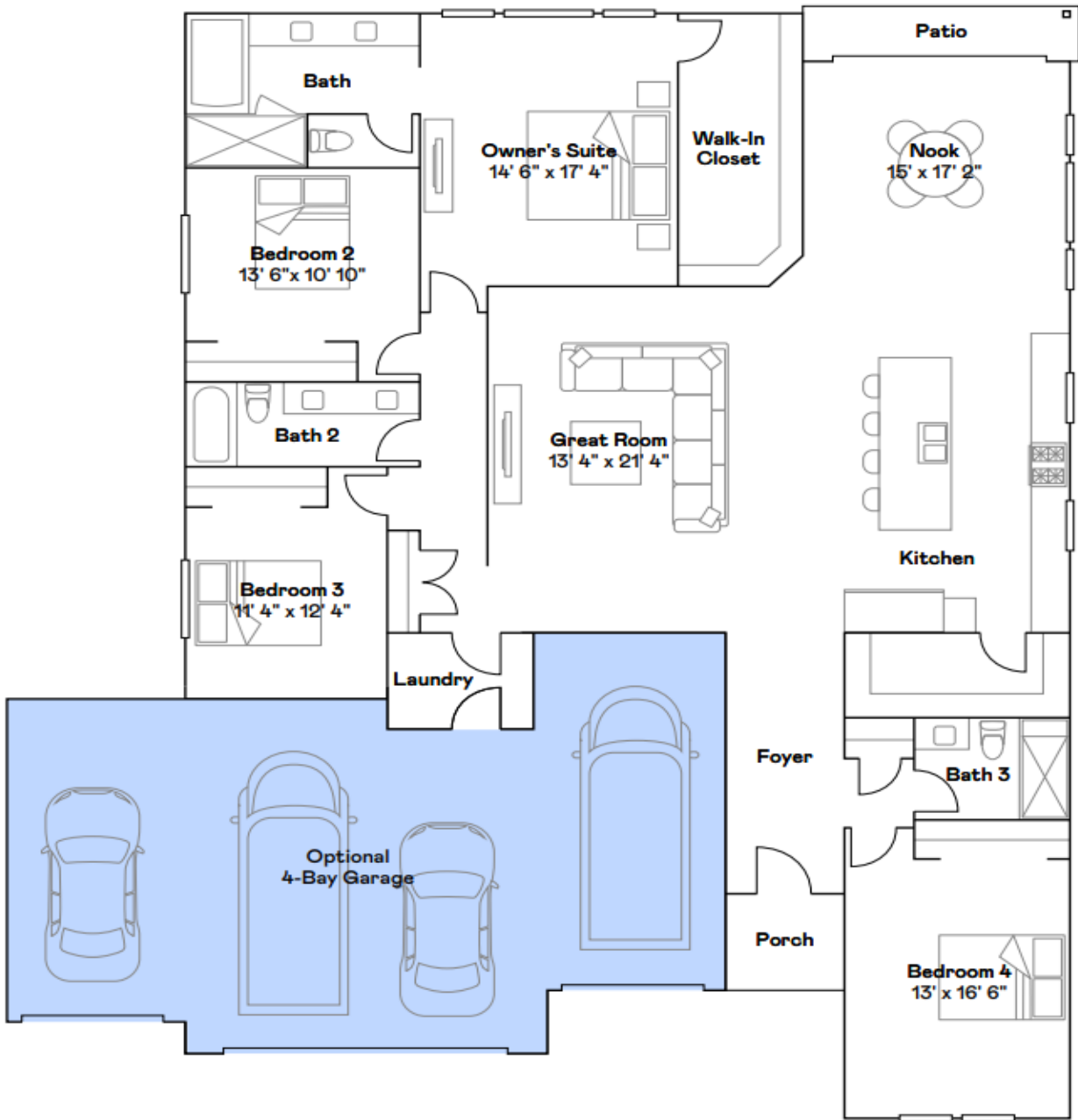


C



SKYE SERIES

BOREALES (5155)



LENNAR

SKYE SERIES

SOLSTICE (5014)

A



B

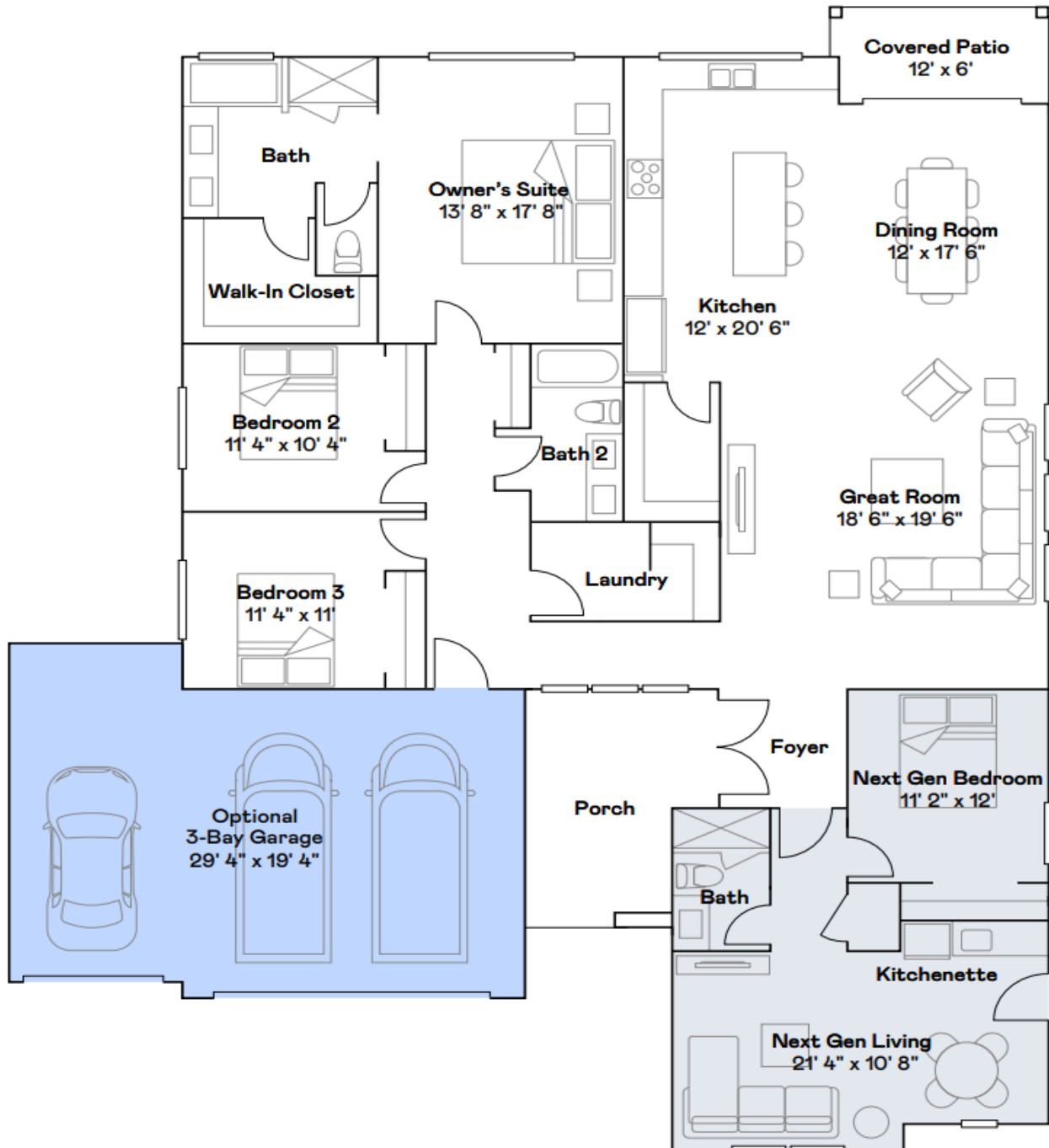


C



SKYE SERIES

SOLSTICE (5014)



LENNAR

**ADDENDUM TO
CITY OF SHAFTER
2005 GENERAL PLAN UPDATE
AND RELATED ACTIONS
CERTIFIED FINAL PROGRAM
ENVIRONMENTAL IMPACT REPORT
(State Clearinghouse No. 2004101029)**

FOR

Specific Plan Amendment No. 23-08

**City of Shafter
336 Pacific Avenue
Shafter, CA 93263**

October 2023

EXHIBIT B

I. INTRODUCTION

On June 2, 2005, the City Council of the City of Shafter updated the Shafter 1993 General Plan. The 2005 General Plan Update provides policies that guide development and environmental management. Specific land uses and densities are identified for land and resources within the adopted General Plan Area Boundary. The environmental effects of those actions were analyzed in a Program Environmental Impact Report (Program EIR) (SCH No. 2004101029) that was certified by the Shafter City Council on June 21, 2005 (Resolution No. 05-1738). The adoption of the 2005 General Plan Update and environmental analysis included the adoption of subject Specific Plan area for urban residential development (Resolution No. 05-1739). The Marcona Preserve Specific Plan (MPSP) was originally adopted in 2006 (Ordinance No. 06-574) and subsequently was amended in 2014 (Ordinance No. 658), in 2017 (Ordinance No. 699) and in 2022 (Ordinance No. 744).

The FranMar Company, LP (applicant) is requesting an amendment to the adopted MPSP for minor changes in the land use designation of the 16.88-acre school site within PA-3 to low-density residential, and possibly amending the drill island designation in PA-1 to low-density residential at a later time (proposed modified Project) (see Figures 1 and 2). Residential uses account for approximately 254 acres of the MPSP area, which would contain a maximum of 880 dwelling units. Residential uses are divided into five categories, or Planning Areas (PA), according to location. Currently there are 60 dwelling units proposed in for PA-1 and 101 dwelling units proposed for PA-3.

An addendum to the Certified Final Program Environmental Impact Report for the 2005 General Plan Update and related actions (SCH No. 2004101029), which includes the adopted MPSP, has been prepared for Specific Plan Amendment No. 23-08. The certified Program EIR and Addendum adequately describe the activity of the zone change and residential development proposed in Specific Plan Amendment No. 23-08.

A lead agency may prepare an addendum to a previously certified EIR pursuant to CEQA Guidelines Section 15164 “if some changes or additions are necessary, but none of the conditions described in CEQA Guidelines Section 15162 calling for the preparation of a subsequent EIR have occurred. Based on the evaluation provided in this Addendum, no new significant impacts would occur as a result of the proposed modified Project, nor would any substantial increase in the severity of any previously identified significant environmental impact occur. In addition, no new information of substantial importance shows that mitigation measures or alternatives that were previously found not to be feasible or that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment. Therefore, it has been determined that the proposed modified Project does not meet the criteria set in Section 15162 for preparation of a subsequent EIR and that the proposed modified Project is within the scope of the certified Program EIR for the 2005 General Plan Update and related actions. The criteria for determining the significance of environmental impacts in this Addendum are the same as those contained within the previously certified EIR.

II. PROJECT DESCRIPTION

The applicant proposes to amend the adopted MPSP to change the land use map code of the 16.88-acre portion of land currently designated for a future school site and potentially change the 3.30-acre area designated as a drill island site to low-density residential, which will accommodate up to a combined 96 single-family additional residential lots (proposed modified Project). The change in residential lots for PA-1 will be a total of 72 units (12-unit increase) and for PA-3 a total of 185 homes (84-unit increase) (see Figure 3).

The amendment does not include any changes to the remaining existing adopted planned residential and park development.

III. LOCATION OF PROJECT SITE

The MPSP is located in the southeast portion of the City of Shafter, generally north of Seventh Standard Road between the Friant-Kern Canal and the Calloway Canal within Section 36, T28S, R26E, MDB&M.

The site of the proposed modification is specifically located on a 16.88-acre portion and 3.30-acre portion of the Specific Plan identified as Assessor Parcel Number (APN) 536-020-02 and 536-020-05 respectively.

IV. PURPOSE OF ADDENDUM

The purpose of the Addendum is to evaluate the environmental impacts associated with the proposed modified Project and associated changes to the project description described in the Final Program EIR for the City of Shafter 2005 General Plan Update (SCH No. 2004101029) as certified by the City of Shafter on June 21, 2005.

V. CEQA REQUIREMENTS

According to Section 15164(a) of the State CEQA Guidelines, the lead agency or the responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR have occurred.

Section 15162 of the State CEQA Guidelines provides that, for a project covered by a certified EIR, preparation of a subsequent or supplemental EIR rather than an addendum is required only if one or more of the following conditions occur:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR or Negative Declaration;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

None of the above situations can be attributed to the proposed modified Project. The level of overall development potential analyzed as part of the certified Final Program EIR does not significantly change under the proposed modified project. The proposed modified project will amend the Specific Plan to allow residential development on a 16.88-acre portion previously identified for a future school site. Because the proposal modified Project does not include development intensities beyond the levels considered in the certified Program EIR, no additional significant impacts are anticipated, nor is the severity of known significant impacts increased.

Although the modified Project identifies no changes to significant impacts, the existing significant impacts and significant and unavoidable impacts to Aesthetics and Visual Resources (regarding conversion of open space and agricultural lands to urban uses), Air Quality (regarding stationary and mobile resource emissions), Water Resources (regarding the lack of demonstrated availability of water resources for urban development outside the city limit line and Sphere of Influence [SOI] within the General Plan Area Boundary), Agricultural Resources (regarding the conversion of Prime Farmland to urban uses and conversion of farmland under a Williamson Act contract to urban uses), and Population and Housing (regarding exceeding regional housing and population projections) still remain and require all of the Certified Final Program EIR mitigation measures and the Statement of Overriding Consideration adopted for the 2005 General Plan Update and related actions to be adopted with approval of the proposed modified Project. The Planning

Commission and the City Council of the City of Shafter will consider the addendum with the certified Final Program EIR prior to making a decision on the project.

In accordance with Section 15164(c) of the California State CEQA Guidelines, an addendum need not be circulated for public review and an additional round of public comments but can be included in or attached to the Final EIR. The decision-making body, in this case the City Council of the City of Shafter, will consider this Addendum to the Certified Final Program EIR in conjunction with the certified Final Program EIR and other planning documents prior to making a decision on the project [CEQA Guidelines Section 15164(d)].

VI. BACKGROUND

The City of Shafter undertook an update to its existing 1993 General Plan to plan for various land uses and regulatory components for an expanded City of Shafter General Plan Area boundary in 2005. A complete discussion of the background and various actions related to the 2005 General Plan Update is contained within the certified Final Program EIR for the City of Shafter 2005 General Plan Update. The EIR was prepared as a Program EIR to address the potential significant environmental impacts of the planned future development within the 2005 General Plan Boundary. The Program EIR is also intended to be used for additional future actions necessary to implement the General Plan, including implementing proposed amendments and serve as the basis for focusing the scope of subsequent environmental analysis, such as specific development proposals that are consistent with the General Plan. Also included as part of the certified Final Program EIR are public and agency comments received during the public review period for the Draft EIR, as well as the City of Shafter's written responses to each of those comments. The Program EIR (SCH No. 2004101029) was certified by the Shafter City Council and the Mitigation Monitoring and Reporting Program (MMRP) was adopted on June 21, 2005. In addition to the certification of the Program EIR, the City Council of the City of Shafter adopted the General Plan Update and several related actions. An addendum to the Certified Final Program Environmental Impact Report for the 2005 General Plan Update and related actions (SCH 2004101029) for the MPSP was certified by the City of Shafter on February 7, 2006, under Ordinance No. 06-574 and was subsequently amended in 2014 under Ordinance No. 658, in 2017 under Ordinance No. 699, and in 2022 under Ordinance No. 744.

VII. CONTENTS OF ADDENDUM

The Addendum includes the various project descriptions, project documents maps, and 2005 General Plan Update certified Final Program EIR.

VIII. SCOPE OF THE ADDENDUM

This proposed addendum to the certified Final Program EIR addresses the following issue:

The applicant proposes to amend the adopted MPSP to change the land use designation of the 16.88-acre portion of land designated for a future school site and potentially change a 3.30-

acre portion of land that is currently designated as a drill island to low-density residential that will accommodate up to a combined additional 96 single-family residential lots.

The Certified Final Program EIR (SCH No. 2004101029) assesses the environmental impacts of implementation of the General Plan Update for the City of Shafter. This Addendum will assess the environmental impacts of the proposed redesignation of a school site to low density residential on an approximately 16.88-acre site in the eastern portion (PA-3) of the Specific Plan area and potentially redesignating the drill island to low density residential on an approximately 3.30-acre site in the southern portion (PA-1) of the Specific Plan. This Addendum will address changes resulting from the implementation of the proposed modified Project on environmental resource areas previously analyzed in the certified Final Program EIR and adopted MMRP.

The proposed project is a discretionary action, and it should be noted that it may not be approved pending public testimony and deliberations of the Planning Commission and the City Council of the City of Shafter.

IX. PREVIOUS ENVIRONMENTAL DOCUMENTS

The following documentation was previously prepared for the project:

1. A Notice of Preparation (NOP) for the project was mailed to a number of agencies, organizations, and interested citizens on October 6, 2004.
2. An Initial Study was prepared and circulated concurrently with the NOP.
3. A Notice of Completion was mailed to California's State Clearinghouse on April 12, 2005, indicating that the Draft EIR was available for review.
4. The Draft Program EIR (SCH No. 2004101029) was released on April 13, 2005, and made available for a 45-day public review period which ended on May 27, 2005.
5. The Final Program EIR (SCH NO. 2004101029) was certified by the City of Shafter on June 21, 2005.
6. Notices of Determination for the 2005 General Plan Update and related actions were filed and posted by the Kern County Clerk on June 22, 2005.

X. DOCUMENTS INCORPORATED BY REFERENCE

Consistent with Section 15150 of the California State CEQA Guidelines, the following documents were used in preparation of this addendum and are incorporated herein by reference:

1. City of Shafter Draft Program Environmental Impact Report for the General Plan Update and Related Actions, April 2005 (SCH No. 2004101029).

2. City of Shafter Certified Final Program Environmental Impact Report for the General Land Update and Related Actions, June 21, 2005 (SCH No. 2004101029).
3. City of Shafter Resolution No. 05-1738
4. City of Shafter Resolution No. 05-1739
5. City of Shafter Resolution No. 05-1740
6. City of Shafter Resolution No. 05-1741
7. City of Shafter Resolution No. 05-1742
8. City of Shafter Ordinance No. 05-567
9. City of Shafter Resolution No. 05-1743
10. City of Shafter Resolution No. 05-1744
11. City of Shafter Resolution No. 05-1745
12. Notices of Determination for the 2005 General Plan Update and related actions filed and posted by the Kern County Clerk on June 22, 2005
13. Certified addendum to the City of Shafter 2005 General Plan Update (and Related Actions) Certified Final Program Environmental Impact Report, June 21, 2005 (SCH No. 2004101029) for Zone Change No. 06-07
14. City of Shafter Resolution No. 06-1824
15. City of Shafter Ordinance No. 06-580
16. City of Shafter Resolution No. 06-1813
17. City of Shafter Ordinance No. 05-574
18. Certified addendum to the City of Shafter 2005 General Plan Update (and Related Actions) Certified Final Program Environmental Impact Report, June 21-2005 (SCH No. 2004101029) for Specific Plan Amendment No. 14-24 dated September 23, 2014
19. City of Shafter Resolution No. 2373
20. City of Shafter Ordinance No. 662

21. Certified addendum to the City of Shafter 2005 General Plan Update (and Related Actions) Certified Final Program Environmental Impact Report, June 21-2005 (SCH No. 2004101029) for Specific Plan Amendment No. 16-27 dated January 21, 2016
22. City of Shafter Resolution No. 2452
23. City of Shafter Ordinance No. 681
24. Certified addendum to the City of Shafter 2005 General Plan Update (and Related Actions) Certified Final Program Environmental Impact Report, June 21, 2005 (SCH No. 2004101029) for Specific Plan Amendment No. 17-01 dated July 6, 2017
25. City of Shafter Resolution No. 2542
26. City of Shafter Ordinance No. 699
27. Certified addendum to the City of Shafter 2005 General Plan Update (and Related Actions) Certified Final Program Environmental Impact Report, June 21, 2005 (SCH No. 2004101029) for Specific Plan Amendment No. 17-02 dated February 1, 2018
28. City of Shafter Resolution No. 2574
29. City of Shafter Ordinance No. 704
30. Certified addendum to the City of Shafter 2005 General Plan Update (and Related Actions) Certified Final Program Environmental Impact Report, June 21-2005 (SCH No. 2004101029) for Zone Change No. 15-60 dated May 21, 2018.
31. City of Shafter Ordinance No. 705
32. Certified addendum to the City of Shafter 2005 General Plan Update (and Related Actions) Certified Final Program Environmental Impact Report, June 21-2005 (SCH No. 2004101029) for Specific Plan Amendment No. 21-04 dated December 2, 2021.
33. City of Shafter Resolution No. 2844
34. City of Shafter Ordinance No. 732
35. Certified addendum to the City of Shafter 2005 General Plan Update (and Related Actions) Certified Final Environmental Impact Report, June 21-2005 (SCH No. 2004101029) for Specific Plan Amendment No. 21-03 dated December 6, 2022.
36. City of Shafter Resolution No. 2895
37. City of Shafter Ordinance No. 744

38. City of Shafter Zoning Ordinance (Title 17 of the Municipal Code)

39. City of Shafter General Plan

PROJECT ADDRESSED IN THE FINAL PROGRAM EIR

The City of Shafter's 2005 General Plan Update and related actions included a comprehensive revision and update to the City of Shafter's 1993 General Plan, expansion of the General Plan Area Boundary, adoption of two Specific Plans located along the north side of Seventh Standard Road (Coberly West and Mission Lakes), annexation of lands within the southeastern portion of the General Plan Area Boundary, pre-zoning of the proposed annexation area, cancellation of Certain Williamson Act contracts within lands proposed to be annexed, and expansion of the North of the River Municipal Water District. The General Plan is the City's most important statement regarding its ultimate physical, economic, and cultural development, and will be used by officials and others to guide decisions governing development and management of human and natural resources. The General Plan uses text, maps, and illustrations to document the organization of physical, environmental, economic, and social activities desired by the City's residents in order to create and maintain a healthful, functional, and desirable community. The 2005 General Plan Update addresses immediate and long-term issues including traffic, expansion of the local employment base, provision of public services, and environmental constraints. The goal of the General Plan is to provide a consistent policy guide, which incorporates public health, safety, and "quality of life" considerations.

The two Specific Plans adopted along the north side of Seventh Standard Road in the southeastern portion of the General Plan Area Boundary are Coberly West Specific Plan and Mission Lakes Specific Plan. The Coberly West Specific Plan encompasses approximately 830 acres, 764.8 of which are to be devoted to the development of 3,432 dwelling units. A total of 5,334 residential dwelling units are proposed in the Mission Lakes Specific Plan on 1,347 acres. The City of Shafter annexed approximately 5,000 acres of land in the southeastern portion of the General Plan Area Boundary. All of the acreage annexed is within the City's SOI as adopted by the Kern County Local Agency Formation Commission (LAFCo). Concurrent with the adoption of the City's 2005 General Plan Update, Shafter pre-zoned parcels within the Annexation 77 area. Pre-zoning of annexation territory is a pre-requisite for LAFCo review and action. The entire Annexation 77 area was pre-zoned consistent with the General Plan land use designations for the area. Two landowners petitioned for the cancellation of Williamson Act contracts pursuant to Section 51280 et seq. of the California Government Code. The cancellation petitions addressed lands within the Annexation 77 area, which are designated and zoned for "Specific Plan" land use. The North of the River Municipal Water District was expanded in the Annexation 77 area as well.

XI. CHANGES TO THE PROJECT

Reference item number II, above.

XII. ENVIRONMENTAL DETERMINATION

None of the changes described in this Addendum would result in any significant environmental effects or any substantial increases in the severity of environmental effects identified in the Certified Final Program EIR for the 2005 General Plan Update and related actions.

Potential environmental impacts associated with the MPSP were adequately identified and addressed in the Certified Final Program EIR (SCH No. 2004101029). All of the mitigation measures proposed in the Certified Final Program EIR were adopted for the 2005 General Plan Update and related actions. Through this Addendum, the same mitigation measures are adopted with project approval. As well, the existing significant and unavoidable impacts for Aesthetic and Visual Resources (regarding conversion of open space and agricultural lands to urban uses), Air Quality (regarding stationary and mobile resource emissions), Water Resources (regarding the lack of demonstrated availability of water resources for urban development outside the city limit line and SOI in the General Plan Area Boundary), Agricultural Resources (regarding the conversion of Prime Farmland to urban uses and conversion of farmland under a Williamson Act contract to urban uses), and Population and Housing (regarding exceeding regional housing and population projections) still remain and require statements of overriding consideration in conjunction with approval of the proposed project.

Environmental impacts associated with development of the site within the Specific Plan area including Aesthetic and Visual Resources, Agricultural and Forestry Resources, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Tribal Cultural Resources, and Utilities and Service Systems would not change in respect to the proposed modified Project as the Certified Final Program EIR analyzed all impacts to land development within the Specific Plan area. Additionally, the proposed modified Project will comply with the mitigation measures adopted by the certified Final Program EIR (SCH No. 2004101029) for the 2005 General Plan Update for Aesthetics and Visual Resources, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Agricultural Resources, Noise, and Mineral Resources. Therefore, the proposed modified Project would not change the above identified impacts and is not discussed further in this Addendum.

As the future school site use is redesignated for residential development that can accommodate up to 96 residential lots, the remaining potential environmental resources could be affected by the proposed modified Project. Therefore, the remaining environmental resources are analyzed below.

Air Quality

A Focused Air Quality Study (FAQS) was prepared to estimate the difference in air emissions resulting from the proposed modified Project (Trinity Consultants, 2023). The San Joaquin Valley Air Pollution Control District's (SJVAPCD) *Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI)* establishes thresholds of significance for criteria pollutant emissions for construction and operation activities.

Criteria Pollutants

Table 1 depicts the comparison of construction emission levels of the school and the proposed modified Project. Assumptions include the use of required SJVAPCD measures involving

watering of exposed areas three times a day, reduction of vehicle speed on construction sites to less than 15 miles per hour and compliance with applicable Regulation VIII control measures. The modified Project would also comply with applicable mitigation measures as outlined in the adopted MMRP related to air quality.

Table
Construction Emissions

1

Emission Sources	Pollutant					
	ROG (tons/year)	NOx	CO	SOx	PM ₁₀	PM _{2.5}
School Site	0.54	2.83	3.17	0.01	0.25	0.17
96 Single-family House (modified Project)	1.84	1.98	2.23	0.00	0.23	0.14
Incremental Increase	1.30	-0.85	-0.94	-0.01	-0.02	-0.03
SJVAPCD Thresholds	10	10	100	27	15	15
Is Threshold Exceeded?	No	No	No	No	No	No

Source: (Trinity Consultants, 2023)

As depicted in Table 1 for construction emissions, the proposed modified Project will result in an incremental increase for Reactive Organic Gases (ROG) for construction emissions, and an incremental decrease in Nitrogen Oxides (NOx), Carbon Monoxide (CO), Particulate Matter 10 micrometers in diameter and smaller (PM₁₀) and Particulate Matter 2.5 micrometers in diameter and smaller (PM_{2.5}) when compared to those created by the development of a school. However, as shown above, the modified Project will not result in emissions that exceed SJVAPCD thresholds and impacts would be considered less than significant.

The proposed modified Project does not create or cause a substantial or new environmental impact in relation to construction-related criteria pollutant generation greater than those previously analyzed.

Table 2 presents the comparison of long-term operational emissions for the school site and single-family housing development generated from mobile, energy, and area sources. Most emissions generated are from mobile sources traveling to and from the proposed modified Project site.

Table
Operational Emissions

2

Emissions Source	Pollutant					
	ROG (tons/year)	NOx	CO	SOx	PM ₁₀	PM _{2.5}
School Site	0.56	0.79	3.49	0.01	0.77	0.21
Single-Family Housing (modified Project)	1.14	0.64	4.15	0.01	1.08	0.30
Incremental Increase	0.58	-0.15	0.66	0.00	0.31	0.09

SJVAPCD Operational Emission Thresholds	10	10	100	27	15	15
Is Threshold Exceeded?	No	No	No	No	No	No

Source: (Trinity Consultants, 2023)

As depicted in Table 2 for operational emissions, the proposed modified Project will result in small changes to pollutant air emissions. Specifically, an incremental increase would occur in ROG, CO, PM₁₀ and PM_{2.5}. The modified Project would also result in a decrease in NO_x emissions. As shown, the proposed modified Project will not exceed emissions over established SJVAPCD thresholds for long term operations.

As shown, the proposed modified Project does not exceed construction or operational emission thresholds established under SJVAPCD GAMAQI and in some cases generates less emissions than what would be expected by the development of a school. The proposed modified Project does not create or cause a substantial or new environmental impact in relation to criteria pollutant generation and does not change the findings of significant and unavoidable impacts related to stationary source and vehicular emissions in the certified Program EIR. No new or revised mitigation measures are required.

With respect to determining the significance of the modified Project's contribution to regional emissions, the SJVAPCD GAMQI indicates projects that produce emissions that exceed the adopted thresholds shall be considered significant for a project level and/or cumulatively for impacts to air quality. Thus, based on this guidance, because the modified Project air emissions do not exceed the SJVAPCD's thresholds for project specific impacts, then it would not result in a cumulatively considerable net increase of these pollutants for which the project region is in non-attainment under an applicable federal or State ambient air quality standard. For these reasons, the proposed modified Project would not result in new or substantially more severe significant impacts than those disclosed in the certified Program EIR and does not result in a change to the EIR's determination related to cumulatively considerable net increases of any criteria pollutant for which the region is in nonattainment. Based on the foregoing, no new or revised mitigation measures are required.

Exposure of Criteria Pollutant to Sensitive Receptors

Sensitive receptors are defined as areas where young children, chronically ill individuals, the elderly, or people who are more sensitive than the general population reside. Schools, hospitals, nursing homes and daycare centers are locations where sensitive receptors would likely reside. The closest schools are Norris Elementary School and Norris Middle School, both located approximately 1.2 miles to the south of the proposed modified Project site. The closest hospital is Bakersfield Heart Hospital approximately 6.3 miles southeast and the closest assisted living facility is Palms at San Lauren approximately 4.5 miles to the southeast.

Based on the predicted operational emissions and activity types, the proposed Project is not expected to affect any on-site or off-site sensitive receptors and is not expected to have any adverse impact on any known sensitive receptor (Trinity Consultants, 2023).

Toxic Air Contaminant (TAC) and Hazardous air pollutants (HAPs)

TACs, as defined by the California Health & Safety Code (CH&SC) §44321, are listed in Appendices AI and AII in AB 2588 Air Toxic “Hot Spots” and Assessment Act’s Emissions Inventory Criteria and Guideline Regulation document. Hazardous air pollutants (HAPs) of diesel particulate matter (DPM) during construction would be generated near existing homes to the east. However, DPM emissions for construction of the proposed modified Project would be less than the DPM emissions for construction of the school site (Trinity Consultants, 2023). Therefore, an assessment of the potential risk to the population attributable to emissions of hazardous air pollutants from the proposed Project is not required since the risk would be less than the risk associated with the approved construction of the school site. Therefore, the potential risk to the population attributable to emissions of HAPs from the proposed modified Project would be less than significant. For these reasons, the proposed modified Project does not change the finding in the certified Program EIR. Based on the foregoing, no new or revised mitigation measures are required.

Odors

The proposed modified Project would construct residential development near existing residential and agricultural land uses. The residential development is not expected to be a source of nuisance odors. For these reasons, the proposed modified Project would not result in new or substantially more severe significant impacts than those disclosed in the certified Program EIR and does not result in a change to the EIR’s determination. Therefore, the proposed modified Project does not create or cause a substantial or new environmental impact in relation to odors and no new or revised mitigation measures are required.

Cumulative Impacts

The certified EIR concluded that the impacts of the approved project will combine with impacts of past, present, and reasonably foreseeable projects to create a substantial adverse effect on air quality during the construction or operations with respect to ROG, NO_x and PM_{2.5} and PM₁₀ emissions and result in a significant and unavoidable cumulative impact. Cumulative impacts related to HAPs, or odors would result in less significant cumulative impacts.

However, as analyzed above, the proposed modified Project itself would not exceed the adopted significance thresholds for ROG, NO_x, PM₁₀, PM_{2.5} or other pollutants. Because SJVAPCD’s project-level thresholds are defined, for purposes of determining cumulative effects, as the baseline for “considerable,” the proposed modified Project would not create substantially more adverse cumulative impacts to air quality than those disclosed in the certified EIR. No new or revised mitigation measures are required beyond those included in the previously certified EIR.

Greenhouse Gas Emissions (GHG)

Hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), or sulfur hexafluoride (SF₆), or the other gases are identified as GHG. The proposed modified Project’s GHG emissions are primarily from mobile source activities (Trinity Consultants, 2023). GHG contributions are commonly quantified as carbon dioxide equivalent (CO₂e). Table 3 provides the estimated annual GHG emissions resulting from the proposed modified Project and the school site.

Table
Estimated Annual Greenhouse Gas Emissions

3

	CO ₂ Emissions metric tons	CH ₄ Emissions metric tons	N ₂ O Emissions metric tons	CO ₂ e Emissions metric tons
School Site	840.06	0.95	0.05	878.86
Single Family Housing (modified Project)	1,138.01	1.64	0.05	1,194.69
Incremental Increase	297.95	0.69	0.00	315.83

Source: (Trinity Consultants, 2023)

Several laws and executive orders were adopted for the purpose of reducing GHG emissions. Senate Bill (SB) 32 requires that GHG emissions be 40% less than 1990 levels by 2030. SB 100 requires 100% zero-carbon electricity by 2045. Additionally, Executive Order B-55-18, which commits California to total, economy-wide carbon neutrality by 2045. The proposed modified Project's largest contributors to GHG emissions are from electricity and exhaust from transportation fuels. Electricity and transportation fuels are, in effect, regulated by requiring providers and importers of electricity and fuel to participate in the GHG Cap-and-Trade Program and other GHG reduction programs (e.g., low carbon fuel standard, renewable portfolio standard, etc.). Each sector-wide program exists within the framework of Assembly Bill (AB) 32 and its descendant laws, the purpose of which is to achieve GHG emission reductions consistent with AB 32. The modified Project is consistent with the CARB Scoping Plan as well as applicable federal, State and local policies regarding GHG emissions. Thus, Project GHG emissions are consistent with AB 32.

With respect to the above-described GHG impact evaluation standards, there are no changes proposed by the modified Project that involves new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described GHG impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified, relevant to such greenhouse gas impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new significant impacts not already analyzed in the certified Program EIR and would not increase the severity of a significant impact as previously identified and analyzed in the certified EIR.

Therefore, the proposed modified Project would have a less than significant impact on applicable GHG reduction plans and the Project's contribution to cumulative global climate change impacts and would not be cumulatively considerable. Therefore, the proposed modified Project does not create a substantial or new significant environmental impact. Based on the foregoing, no new or revised mitigation measures are required.

Cumulative Impacts

The certified EIR concluded that the impacts of the approved project would not combine with impacts of past, present, and reasonably foreseeable projects to create a substantial adverse effect on greenhouse gas emissions. The proposed modified Project would increase GHG emissions, but as shown above, are considered less than significant (Trinity Consultants, 2023). With respect to the above-described greenhouse gas impact evaluation standards, there are no changes of the proposed modified Project that involve new significant cumulative environmental effects or a substantial increase in the severity of previously identified cumulative effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described greenhouse gas impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified, relevant to such greenhouse gas impact evaluation has been identified. Therefore, with respect to this criterion, the modified project would not result in any new cumulatively significant impacts not already analyzed in the certified EIR and would not increase the severity of a cumulative significant impact as previously identified and analyzed in the certified EIR. No new or revised mitigation measures are required beyond those included in the previously certified EIR.

Hydrology and Water Quality

The certified Program EIR determined that effects of General Plan implementation on impacts to the loss of water recharge areas, water service facilities, water quality standards, and water emergency fire flows are reduced to a less than significant level, however, a significant and unavoidable impact was made due to water availability for urban areas outside of the Shafter SOI, but impacts within the Planning Area has were determined to be less than significant related to water demand, groundwater recharge and water quality. The proposed modified Project will not change the analysis or determination related to groundwater recharge and water quality, and therefore further analysis is not warranted related to those impacts. The MPSP identifies the Oildale Mutual Water Company as the provider of water services to the Specific Plan area and would utilize a dual water system to provide both a domestic water supply and a landscape irrigation water supply.

Water Demand

Because the actual size and number of students enrolled in the school is unknown, water demand was estimated based on acreage of the school site. Estimated operational water demand for an educational facility is expected to be approximately 1,630 gallons per day per acre; low density residential water usage is anticipated to be approximately 1,810 gallons per day per acre (City of Hanford, 2017).

The school site is approximately 16.88 acres in size, therefore the anticipated water demand for a school would be estimated at 30.82 acre-feet per year (afy) (10,042,756 gallons per year); the low density residential use is estimated at 34.22 afy (11,151,722 gallons per year).

Additionally, the 3.30-acre drill island site adds another 6.69 afy (2,180,145 gallons per year) of operational water demand. It is assumed that once an oil well is operational, there is little to no

water used. Therefore, the conversion of the proposed modified sites from a school and drill island to low density residential could increase overall water usage by approximately 10.09 afy.

The City of Shafter as standard practice will require that a will-serve letter from the Oildale Mutual Water Company be provided to ensure that water services can be established for the Specific Plan area. The Oildale Mutual Water Company has the capacity to provide water services to the Specific Plan area that includes the proposed modified Project site. As noted in the GPU EIR, the total demand for groundwater in the Oildale Mutual Water Company service area will be less than current demands for agricultural purposes (City of Shafter, 2005b).

The 2020 Urban Water Management Plan (UWMP) for the Oildale Mutual Water Company projected an available groundwater supply volume of 11,726 afy in the year 2030, 12,802 afy in 2035 and 2040. An additional 15,000 acre-feet for the years 2030, 2035, and 2040 will be purchased or imported from North of the River Municipal Water District (NORMWD) and Kern County Water Authority (KCWA). In a multiple dry year scenario, the supply and demand comparison of the UWMP showed that in the 2030, 2035, and 2040 years, the Oildale Mutual Water Company is able to continuously meet demand of their service area (see Table 4, below) (Oildale Mutual Water Company, 2022). Although an increase in water demand resulting from the proposed modified Project could occur, the Oildale Mutual Water Company has proven in their UWMP that water services to the Specific Plan area and greater service area can occur and that their supply and demand projections can account for the project increase. Therefore, the proposed modified Project does not create or cause a substantial or new environmental impact in relation to water demand as determined in the certified Program EIR, and impacts are less than significant.

Table
Multiple Dry Year Supply and Demand Comparison (AF)

4

		2030	2035	2040
First Year	Supply Totals	25,651	26,726	27,802
	Demand Totals	10,919.9	13,185.3	16,546.4
	Difference	14,731.1	13,540.7	11,255.6
Second Year	Supply Totals	25,651	26,726	27,802
	Demand Totals	11,308.7	13,842.5	17,092.5
	Difference	14,342.3	12,883.5	10,709.5
Third Year	Supply Totals	25,651	26,726	27,802
	Demand Totals	11,711.2	14,632.6	17,656.8
	Difference	13,939.8	12,193.4	10,145.2
Fourth Year	Supply Totals	25,651	26,726	27,802
	Demand Totals	12,128.2	15,247.0	18,239.6
	Difference	13,522.8	11,469.0	9,562.4
Fifth Year	Supply Totals	25,651	26,726	27,802
	Demand Totals	12,559.2	16,017.6	18,841.1
	Difference	14,166.8	11,784.4	8,960.9

Source: (Oildale Mutual Water Company, 2022)

With respect to the analysis above regarding water demands, there are no changes proposed by the modified Project that involves new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described water demand impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified, relevant to such hydrology and water use impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new significant impacts not already analyzed in the certified EIR and would not increase the severity of a significant impact as previously identified and analyzed in the certified EIR. No new or revised mitigation measures are required beyond those included in the previously certified Program EIR.

The certified Program EIR concluded that the impacts of the approved project, when combined with the impacts of past, present, and reasonably foreseeable projects, would not create a cumulatively substantial adverse effect on water availability. The above project specific impacts of the proposed modified Project confirm that the modified Project would not create a more severe impact on water availability or water systems than the approved project analyzed in the certified Program EIR.

Land Use Planning

Per the City of Shafter General Plan, the MPSP area is designated and zoned Specific Plan (City of Shafter, 2005a). The MPSP designates the proposed modified Project site as School and Drill Island and will redesignate both to Low Density Residential (City of Shafter, 2006). As noted previously, the MPSP refers to five distinct development areas that have been created to implement the planning and development objectives to integrate each planning area into a broader, cohesive community. The proposed modified Project site includes a portion of PA-1 (drill island) and PA-3 (school site). PA-1 has approximately 16.32 net acres with a maximum density of 3.68 units per net acre and a current maximum of 60 dwelling units. PA-3 includes approximately 32.81 net acres with a maximum density of 6.13 units per net acre and a current maximum of 101 dwelling units.

The proposed modified Project will increase the maximum number of dwelling units by up to 96 residential lots, with a potential total maximum of 72 dwelling units in PA-1 on approximately 20 acres and 185 dwelling units in PA-3 on approximately 32.81 acres. Therefore, the proposed dwelling unit increase would create a density of approximately 3.68 dwelling units per acre for PA-1 and 5.63 dwelling units per acre for PA-3, both of which are under the stated units per acre standard set for PA-1 and PA-3 by the MPSP. As such, the proposed modified Project is consistent with the policies and development standards of the MPSP and does not create a substantial or new environmental impact in terms of changing the modified Project sites designation from School and Drill Island to Low Density Residential.

The proposed modified Project is consistent with the MPSP as well as the City's General Plan. There are no changes proposed by the proposed modified Project that involves new significant

environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described land use and planning impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous Program EIR was certified, relevant to such land use and planning impact evaluation has been identified. Therefore, with respect to this criterion, the modified project would not result in any new significant impacts not already analyzed in the certified EIR and would not increase the severity of a significant impact as previously identified and analyzed in the certified Program EIR. No new or revised mitigation measures are required beyond those included in the previously certified Program EIR.

Cumulative Impacts

The proposed modified Project would be consistent with the goals and policies of the MPSP and General Plan, and, with approval of all discretionary actions, would be a permitted use that would not conflict with the land use designation or zoning classification. Thus, like the approved project, the proposed modified Project would not result in a cumulatively considerable impact regarding land use. The cumulative projects analyzed in the certified EIR remain the same.

Transportation

The certified Program EIR determined that effects of implementation of the approved project on transportation and traffic related to parking, emergency access, pedestrian and bicyclist travel, and regional transportation policies on alternative transportation to be less than significant. The proposed modified Project will not change the analysis or determination related to these impacts, and therefore further analysis is not warranted. This addendum will analyze traffic volumes and vehicle miles travelled (VMT) to confirm the impacts of the proposed modified Project.

Traffic Volumes

A comparison of estimated trip generation volumes resulting from the current school site and proposed modified Project was conducted utilizing the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition. Table 5 summarizes the trip generation for the modified Project (Ruettgers and Schuler, 2023).

Table 5
Estimated Trip Generation

Development Type	Variable	ADT Rate	ADT	AM Peak Rate	AM In % Split/Trips	AM Out % Split/Trips	PM Rate	PM In % Split/Trips	PM Out % Split/Trips
Elementary School	400 Students	2.27	908	0.74	54% / 160	46% / 136	0.16	46% / 29	54% / 35
			Total ADT: 908	Total AM: 296			Total PM: 64		
eq			972	eq	25% / 18	75% / 54	eq	63% / 60	37% / 36

Single-Family Detached Housing (modified Project)	96 Dwelling Units	Total ADT: 972	Total AM: 72	Total PM: 96
	Difference: 64	Difference: -224	Difference: 32	

Source: (Ruettgers and Schuler, 2023)

As shown in Table 5, the proposed modified Project will generate 64 more daily trips and 32 more PM peak hour trips than what would be anticipated with the operation of a school. However, there will be a reduction in the AM peak hour trips by 224 trips. The threshold for requiring a traffic impact study is whether a project adds 50 or more vehicular trips to an intersection during the AM or PM peak hours. As the proposed modified Project does not exceed thresholds, the minimal increase is not anticipated to create a substantial or new environmental impact related to daily and AM/PM peak hour trip generation.

VMT Analysis

The State of California Office of Planning and Research (OPR) released the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Advisory), in relation to assessing impacts for VMT. The Advisory provides screening thresholds for identifying whether a land use project should be expected to result in a less than significant transportation impact under CEQA. Projects meeting one or more of these criteria would not be required to undergo a detailed VMT analysis. According to the Advisory, if a project generates fewer than 110 average daily trips, the project is presumed to create a less than significant impact. As shown in Table 5 above, the proposed modified Project would generate an additional 64 daily trips and does not exceed the 110 daily trip thresholds established under the OPR Technical Advisory. Therefore, the proposed modified Project is not anticipated to create a substantial or new environmental impact related to VMT (Ruettgers and Schuler, 2023).

There are no changes by the modified Project that involves new significant environmental effects or a substantial increase in the severity of previously identified effects related to traffic volumes or VMT. In addition, no substantial changes have occurred with respect to the circumstances under which the project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described traffic impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified, relevant to such described traffic impact evaluation has been identified. Therefore, with respect to this criterion, the modified project would not result in any new significant impacts not already analyzed in the certified EIR, and the modified project would not increase the severity of a significant impact as previously identified and analyzed in the certified EIR. No new or revised mitigation measures are required beyond those included in the previously certified Program EIR.

Cumulative Impacts

The certified EIR concluded that the approved project when combined with the impacts of past, present, and reasonably foreseeable projects would not create a substantial adverse effect related to changes in the transportation system, or traffic generation, during construction or operations. The proposed modified project does not result in an increase in traffic beyond what was analyzed

in the certified EIR. Therefore, the proposed modified project does not create new or substantially more severe cumulative impacts to transportation and traffic than those disclosed in the certified EIR and impacts would remain less than significant as stated in the certified EIR.

With respect to the above-described traffic impact evaluation standards, there are no changes proposed by the project modifications that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described traffic impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified, relevant to such described traffic impact evaluation has been identified. Therefore, with respect to this criterion, the modified project would not result in any new impacts not already analyzed in the certified EIR, and the modified project would not increase the severity of a cumulatively significant impact as previously identified and analyzed in the certified EIR.

Tribal Cultural

The proposed modified Project is located within the MPSP area and will not impact land outside of the Specific Plan area. As noted, the proposed modified Project is to be located on a site previously designated for a school site. The plan for development of the subject site within the Specific Plan area has not changed, only the use. The Specific Plan area is subject to the mitigation measure adopted by the certified Program EIR for cultural resources. Specifically, Mitigation Measure 4.5.4.2A requires that if human remains are encountered during construction activity, no further disturbance is to occur until the Kern County Coroner has made a determination of origin and disposition. If the coroner determines that the burial is not historic, but prehistoric, the Native American Heritage Commission (NAHC) must be contacted to determine the most likely descent for this area. Further, the General Plan has adopted policies to address cultural resources (including tribal cultural resources) that include the assessment of a find by a qualified archaeologist if found during ground-disturbing activities. The proposed modified Project is expected to comply with the General Plan policies and mitigation measures. Therefore, as the proposed modified Project will be located within an MPSP area that is anticipated for development and is expected to comply with the General Plan policies and mitigation measures, no substantial or new environmental impact related to tribal cultural resources is anticipated. No new or revised mitigation measures are required beyond those included in the previously certified Program EIR.

With respect to the above-described tribal cultural resources evaluation standards, there are no changes proposed by the Project modifications that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described tribal cultural impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified, relevant to such described tribal cultural impact evaluation has been identified. Therefore, with respect to this

criterion, the modified project would not result in any new significant impacts not already analyzed in the certified EIR, and the modified project would not increase the severity of a cumulatively significant impact as previously identified and analyzed in the certified EIR.

Cumulative Impacts

Excavation and other development activities associated with the proposed modified Project in conjunction with other projects in the area project list, could contribute to the progressive loss of archaeological and historic resources. However, avoidance of known cultural resources and the implementation of Mitigation Measure 4.5.4.2A, would mitigate the modified Project's potential to disturb any cultural tribal resources and human remains, including those interred outside of formal cemeteries. Therefore, the modified Project does not change the certified EIR's conclusion that the project would not have a cumulatively considerable contribution to impacts to tribal cultural resources.

With respect to the above-described tribal cultural resources evaluation standards, there are no changes proposed by the project modifications that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described tribal cultural resources evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified, relevant to such tribal cultural resources impact evaluation has been identified. Therefore, with respect to this criterion, the modified project would not result in any new significant impacts not already analyzed in the certified EIR, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the certified EIR.

Energy

An analysis of energy resources was prepared in the certified Program EIR, which determined that implementation of the General Plan would result in an increase of use and need for electricity and natural gas. The certified Program EIR adopted policies and mitigation measures to minimize consumption of energy resources due to consumption of energy resources associated with prospective growth. General Plan policies 6.8.1 through 6.8.4 utilize California Building Code Title 24 for energy efficiency standards, site design, landscaping, and solar orientation considerations, use of energy-efficient lighting, and encouragement of the use of recycled materials in new construction.

Additionally, the certified Program EIR includes Mitigation Measures 4.15.6.1A and 4.15.6.1B to further ensure that energy resource consumption is minimized. These mitigation measures include the City's review of all development proposals to guarantee that sufficient energy resources and facilities are available to supply adequate energy to a proposed project and associated uses, and that development proposals are compliant to energy conservation and efficiency standards of Title 24.

The proposed modified Project will comply with the General Plan policies 6.8.1 through 6.8.4 and Mitigation Measures 4.15.6.1A and 4.15.6.1B, as well as other applicable Title 24 requirements prior to issuance of building permits. Therefore, with the proposed modified Project's compliance with General Plan policies and the mitigation measures outlined in the adopted MMRP, no significant or new environmental impact related to energy resources would occur.

With respect to the above-described energy resource impact evaluation standards, there are no changes proposed by the proposed modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described energy resource impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified, relevant to such energy resource impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new significant impacts not already analyzed in the certified EIR, and the modified project would not increase the severity of a significant impact as previously identified and analyzed in the certified EIR. No new or revised mitigation measures are required beyond those included in the previously certified EIR.

Cumulative Impacts

The analysis concluded that the impacts of the proposed modified Project when combined with impacts of past, present, and reasonably foreseeable projects would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. The proposed modified Project modifications will not create a significant impact on energy consumption. There is no change in this circumstance from the previously certified EIR. Cumulative project analyzed in the certified EIR, remain the same.

With respect to the above-described energy resource impact evaluation standards, there are no changes proposed by the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described energy resource impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified, relevant to such energy resource impact evaluation has been identified. Therefore, with respect to this criterion, the modified project would not result in any new cumulatively significant impacts not already analyzed in the certified EIR, and the modified Project would not increase the severity of a cumulative significant impact as previously identified and analyzed in the certified EIR.

Wildfire

The MPSP area is not located within a moderate, high, or very high fire hazard severity zone in the local responsibility area (LRA) or State responsibility area (SRA) (California Department of

Forestry and Fire Protection, 2007). The MPSP indicated that the City of Shafter contracts with the Kern County Fire Department (KCFD) for fire protection services and that Station 61 located at 6400 Fruitvale Avenue currently services the southeast Shafter area that includes the Specific Plan area. It is further noted the both the Mission Lakes and Gossamer Grove Specific Plans provide acreage for fire facilities as required by the City of Shafter/Kern County and that no additional acreage is necessary within the MPSP. Development of the proposed modified Project is subject to the State Fire Code and KCFD development standards for fire prevention and suppression. As the proposed modified Project site is not located within a moderate, high, or very high fire hazard severity zone, and in consideration of development standards for fire safety, the proposed modified Project does not create a substantial or new environmental impact.

With respect to the above-described wildfire risk evaluation standards, there are no changes proposed by the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described wildfire risk evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified, relevant to such wildfire risk impact evaluation has been identified. Therefore, with respect to this criterion, the modified project would not result in any new significant impacts not already analyzed in the certified EIR, and the modified project would not increase the severity of a significant impact as previously identified and analyzed in the certified EIR.

Cumulative Impacts

The analysis concluded that the impacts of the proposed modified Project when combined with impacts of past, present, and reasonably foreseeable projects would not result in potentially significant environmental impact due to wildfires. The proposed modified Project modifications will not create a significant impact on energy consumption. There is no change in this circumstance from the previously certified EIR. Cumulative project analyzed in the certified EIR, remain the same.

Therefore, regarding the above-described wildfire impact evaluation standards, there are no changes proposed by the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described wildfire risk evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified, relevant to such wildfire risk impact evaluation has been identified. Therefore, with respect to this criterion, the modified project would not result in any new significant impacts not already analyzed in the certified EIR, and the modified Project would not increase the severity of a cumulatively significant impact as previously identified and analyzed in the certified EIR.

The above analysis clarifies that no additional significant impacts are present, nor will the severity of known significant impacts be increased by the proposed modified Project. Therefore, an addendum to the Certified Final Program EIR for the 2005 General Plan Update and related actions (SCH No. 2004101029) is warranted for the proposal.



Steve Esselman- Planning Director
City of Shafter
October 17, 2023



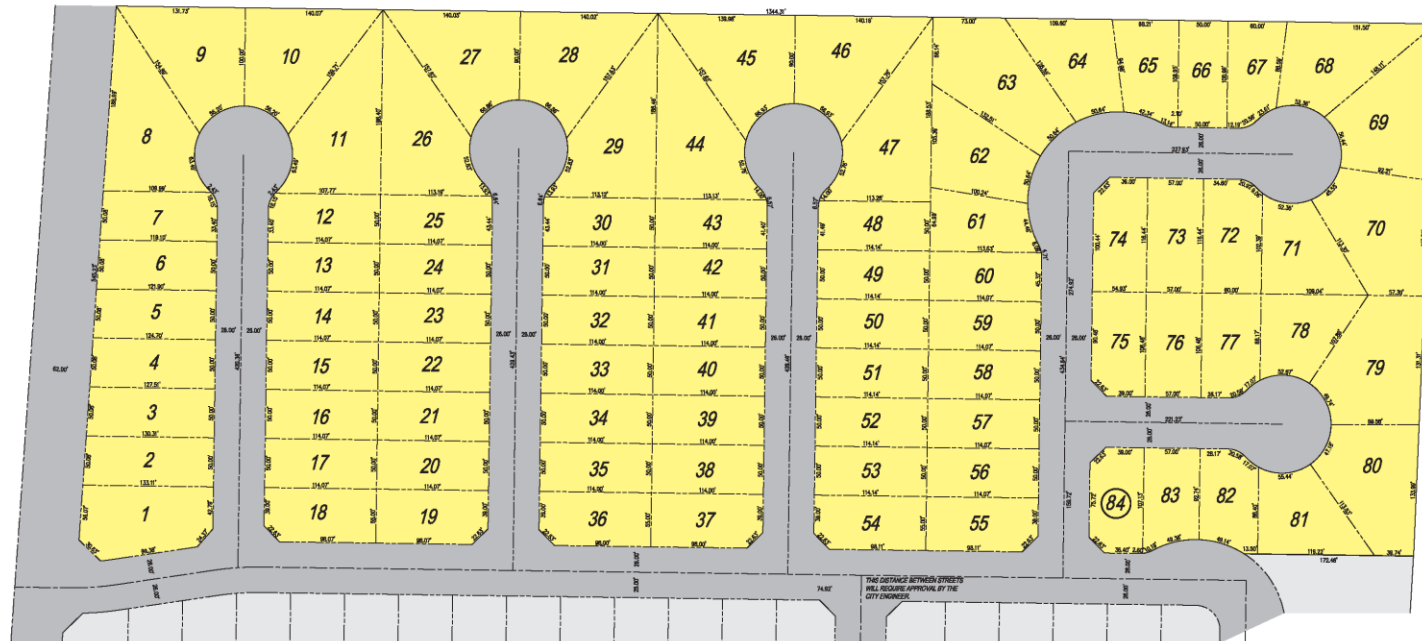
Figure 1
Project Area



Figure 2
Marcona Preserve Specific Plan Land Use Designation Map

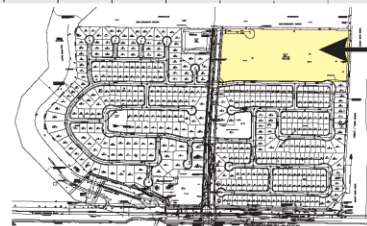
MARCONA PRESERVE SPECIFIC PLAN

(Formerly known as Heritage Ranch Specific Plan)
LAND PLAN FOR FORMER SCHOOL SITE



PROJECT INFORMATION:

LOT "A" OF TRACT NO. 7333
SCHOOL SITE
AREA: 16.88 ACRES
TOTAL LOTS: 84
DENSITY: 4.98/DU AC
TYPICAL LOT SIZE 50' X 114'



PROJECT LOCATION



Figure 3
Proposed Modified Project

References

- California Department of Forestry and Fire Protection. (2007). *Kern County Fire Hazard Severity Zones in LRA*.
- City of Hanford. (2017). *Water System Master Plan*.
- City of Shafter. (2005a). *City of Shafter General Plan*.
- City of Shafter. (2005b). *Draft Program Environmental Impact Report for the General Plan Update and Related Actions*.
- City of Shafter. (2006). *Marcona Preserve Specific Plan*.
- Oildale Mutual Water Company. (2022). *202 Urban Water Management Plan, Oildale Mutual Water Company*.
- Ruettgers and Schuler. (2023). *Trip Generation and Vehicle Miles Traveled (VMT) Analysis for Marcona Preserve in Shafter, CA*.
- Trinity Consultants. (2023). *Focused Air Quality Study, Marcona Preserve Shafter, CA*.

APPENDIX A
FOCUSED AIR QUALITY STUDY

FOCUSED AIR QUALITY STUDY

Marcona Preserve Shafter, CA

Prepared For:

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September 2023

Project 230505.0192

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1. EXECUTIVE SUMMARY

1.1 Executive Summary

Trinity Consultants (Trinity) has completed a Focused Air Quality Study (FAQS) for change from a 400-student elementary school site to a 96-unit single family housing development amending the Marcona Preserve Specific Plan located in Shafter, California.

This FAQS was prepared pursuant to the SJVAPCD's Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI) (SJVAPCD 2015), the California Environmental Quality Act (CEQA) (Public Resources Code 21000 to 21189) and the CEQA Guidelines (California Code of Regulations Title 14, Division 6, Chapter 3, Sections 15000 – 15387).

1.2 Statement of Finding

Based on the thresholds established by the SJVAPCD's GAMAQI, the emissions estimates prepared pursuant to this FAQS assessment do not exceed the SJVAPCD's established emissions significance thresholds for all CEQA air quality contaminants, therefore, this Project would not pose a significant impact to the San Joaquin Valley Air Basin and would have a less than significant air quality impact.



3. AIR QUALITY IMPACTS THRESHOLDS AND EVALUATION METHODOLOGY

Significance thresholds are based on the CEQA Appendix G Environmental Checklist Form (not included herein) and SJVAPCD air quality thresholds (SJVAPCD 2015). A potentially significant impact to air quality, as defined by the CEQA Checklist, would occur if the project caused one or more of the following to occur:

- ▶ 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; and/or
- ▶ Result in other emissions (such as those leading to odors) adversely affecting a substantial number people.

The SJVAPCD has identified quantitative emission thresholds to determine whether the potential air quality impacts of a project require analysis in the form of an Environmental Impact Report. The SJVAPCD air quality thresholds from the GAMAQI are presented in **Table 3-1** (SJVAPCD 2015). The SJVAPCD separates construction emissions from operational emissions, and further separates permitted operational emissions from non-permitted operational emissions, for determining significance thresholds for air pollutant emissions.

Table 3-1. SJVAPCD Air Quality Thresholds of Significance - Criteria Pollutants

Pollutant / Precursor	Construction Emissions	Operational Emissions	
		Permitted Equipment and Activities	Non-Permitted Equipment and Activities
	Emissions (tpy)	Emissions (tpy)	Emissions (tpy)
CO	100	100	100
NOx	10	10	10
ROG	10	10	10
SOx	27	27	27
PM ₁₀	15	15	15
PM _{2.5}	15	15	15

Source: SJVAPCD 2015

Criteria pollutant emissions were estimated using the California Emissions Estimator Model (CalEEMod) version 2022.1.1 (California Air Pollution Control Officers Association (CAPCOA) 2022). This project would generate short-term construction emissions and long-term operational emissions.

An air quality evaluation also considers: 1) exposure of sensitive receptors to substantial pollutant concentrations; and 2) the creation of other emissions (such as those leading to odors) adversely affecting a substantial number of people. The criteria for this evaluation are based on the Lead Agency's determination of the proximity of the proposed Project to sensitive receptors. A sensitive receptor is a location where human populations, especially children, senior citizens and sick persons, are present, and where there is a reasonable expectation of continuous human exposure to pollutants, according to the averaging period for ambient air quality standards, i.e. the 24-hour, 8-hour or 1-hour standards. Commercial and industrial sources are not considered sensitive receptors.

4. ENVIRONMENTAL EFFECTS

This document was prepared pursuant to the SJVAPCD's GAMAQI and provides a cursory review of the Project emissions to demonstrate that it would not exceed established air quality emissions thresholds.

4.1 Short-Term Emissions

Table 4-1 shows the comparison of the construction emission levels for the school site and the single-family housing development using CalEEMod (see **Appendix A**).

Construction emission estimates also included the following SJVAPCD's required measures for all projects:

- ▶ Water exposed area 3 times per day; and
- ▶ Reduce vehicle speed to less than 15 miles per hour.

Based on these anticipated activity levels, the Project construction activities would decrease all criteria pollutants with the exception of ROG emissions when compared to the construction emissions for the current land use. Therefore, the Project would continue to not exceed construction emissions thresholds (**Table 4-1**) and were found to be less than significant. No further evaluation is required.

Table 4-1. Construction Emissions

Emissions Source	Pollutant					
	ROG	NOx	CO	SOx	PM ₁₀	PM _{2.5}
	(tons/year)					
School Site Construction Emissions	0.54	2.83	3.17	0.01	0.25	0.17
96 Single Family Houses Construction Emissions	1.84	1.98	2.23	0.00	0.23	0.14
Incremental Increase Construction Emissions	1.30	-0.85	-0.94	-0.01	-0.02	-0.03
SJVAPCD Construction Emissions Thresholds	10	10	100	27	15	15
Is Threshold Exceeded?	No	No	No	No	No	No

4.2 Long-Term Emissions

Table 4-2 presents the comparison of the long-term operations emissions for the school site and the single-family housing development generated from mobile, energy, and area sources as well as from water use and waste generation emissions. Most of these emissions impacts are from mobile sources traveling to and from the Project area.

Table 4-2. Total Project Operational Emissions

Emissions Source	Pollutant					
	ROG	NOx	CO	SOx	PM ₁₀	PM _{2.5}
	(tons/year)					
Operational Emissions						
School Site	0.56	0.79	3.49	0.01	0.77	0.21
Single Family Housing	1.14	0.64	4.15	0.01	1.08	0.30
Incremental Increase	0.58	-0.15	0.66	0.00	0.31	0.09
SJVAPCD Operational Emissions Thresholds	10	10	100	27	15	15
Is Threshold Exceeded?	No	No	No	No	No	No

As calculated (see **Appendix A**), the long-term operational emissions associated with the proposed Project would create a slight increase in ROG, CO, PM₁₀ and PM_{2.5} emissions, no increase to SOX emissions, and a decrease in NOX emissions compared to emissions from the currently zoned school site. The Project site would continue to be less than SJVAPCD significance threshold levels and would, therefore, not pose a significant impact to criteria air pollutants.

4.3 Greenhouse Gas Emissions

The Project's greenhouse gas (GHG) emissions are primarily from mobile source activities. Not all GHGs exhibit the same ability to induce climate change; as a result, GHG contributions are commonly quantified as carbon dioxide equivalents (CO_{2e}) (see **Appendix A**). The proposed Project's operational CO_{2e} emissions were estimated using CalEEMod. These emissions are summarized in **Table 4-3**.

Table 4-3. Estimated Annual Greenhouse Gas Emissions

	CO ₂ Emissions metric tons	CH ₄ Emissions metric tons	N ₂ O Emissions metric tons	CO _{2e} Emissions metric tons
School Site Operations	840.06	0.95	0.05	878.86
Single Family Housing	1,138.01	1.64	0.05	1,194.69
Incremental Increase	297.95	0.69	0.00	315.83

In the decade after SJVAPCD adopted their Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA, several new laws and executive orders were adopted that require additional reductions in years after 2020. For instance, Senate Bill 32 requires that GHG emissions be 40% less than 1990 levels by 2030. More drastic still, Senate Bill 100 which was signed by the Governor recently requires 100% zero-carbon electricity by 2045. On the day SB 100 was signed into law, the Governor also signed Executive Order B-55-18 which commits California to total, economy-wide carbon neutrality by 2045. Clearly, the 2009 Guidance may be somewhat inadequate in producing a meaningful comparison by today's standards which propose a grand vision that, if achieved, would fundamentally change how business is conducted and citizens live in the State. Thus, as discussed in the most recent updates to the Scoping Plan, objectives of the Scoping Plan affect all sectors of the economy and it no longer makes sense to evaluate GHG emissions on a project-level.

For these reasons, Project GHG emissions levels presented in Table 4-3 are primarily for disclosure purposes. The Project's largest contributors to GHG emissions are from electricity and exhaust from transportation fuels. Electricity and transportation fuels are, in effect, regulated by requiring providers and importers of electricity and fuel to participate in the GHG Cap-and-Trade Program and other Programs (e.g., low carbon fuel standard, renewable portfolio standard, etc.). Each sector-wide program exists within the framework of AB 32 and its

descendant laws the purpose of which is to achieve GHG emissions reductions consistent with the AB 32 Scoping Plan.

The Project would generate GHGs from electricity use and combustion of gasoline/diesel fuels, each of which is regulated near the top of the supply-chain. As such, each citizen of California (including those creating emissions of this Project) will have no choice but to purchase electricity and fuels produced in a way that is acceptable to the California market. Thus, Project GHG emissions will be consistent with the relevant plan (i.e., AB 32 Scoping Plan). The Project would meet its fair share of the cost to mitigate the cumulative impact of global climate change based on energy purchases from the California market. Thus, consumers of electricity and transportation fuels are in effect regulated by higher level emissions restrictions on the producers of these energy sources. Therefore, the Project would have a less than significant impact on applicable GHG reduction plans and the Project's contribution to cumulative global climate change impacts would not be cumulatively considerable.

4.4 Potential Impact on Sensitive Receptors

The proposed Project is located in the Marcona Preserve Specific Plan. Sensitive receptors are defined as areas where young children, chronically ill individuals, the elderly, or people who are more sensitive than the general population reside. Schools, hospitals, nursing homes and daycare centers are locations where sensitive receptors would likely reside.

The closest schools are Norris Elementary School and Norris Middle School both located at 1.5 miles to the south of the Project site. The closest hospital is Bakersfield Heart Hospital at 6.3 miles southeast and the closest assisted living facility is The Palms at San Lauren at 4.5 miles to the southeast. The nearest daycare facility is My Little World at 1.4 miles to the south of the Project. There are no known schools, hospitals, or nursing homes within a one-mile radius of the Project.

Based on the predicted operational emissions and activity types, the proposed Project is not expected to affect any on-site or off-site sensitive receptors and is not expected to have any adverse impacts on any known sensitive receptor.

4.5 Potential Impacts to Visibility to Nearby Class 1 Areas

It should be noted that visibility impact analyses are not usually conducted for area sources. The recommended analysis methodology was initially intended for stationary sources of emissions which were subject to the Prevention of Significant Deterioration (PSD) requirements in 40 CFR Part 60. Since the Project's emissions are predicted to be significantly less than the PSD threshold levels, an impact at either the Dome Land Wilderness or the Sequoia National Park Areas (the two nearest Class 1 areas to the Project) is extremely unlikely. Therefore, based on the Project's predicted emissions, the Project is not expected to have any adverse impact to visibility at any Class 1 Area.

4.6 Potential Odor Impacts

The proposed Project is a residential development near other residential developments and agricultural land uses. The residential development is not expected to be a source of nuisance odors. The Project is therefore not anticipated to have substantial odor impacts. The Project is therefore anticipated to have a less than significant odor impact.

4.7 Ambient Air Quality Impacts

As stated in the of GAMAQI (2015, p 96-97), SJVAPCD has developed screening levels for requiring an Ambient Air Quality Analysis (AAQA). The SJVAPCD recommends that an AAQA be performed for all criteria pollutants when emissions of any criteria pollutant resulting from project construction or operational activities exceed the 100 pounds per day screening level, after compliance with Rule 9510 requirements and implementation of all enforceable mitigation measures.

As shown above in **Table 4-1** and **Table 4-2**, average daily emissions for construction and operational activities associated with this Project would not exceed 100 pounds per day. Therefore, an AAQA is not required for this Project.

4.8 Toxic Air Contaminant (TAC) Impacts

TACs, as defined by the California Health & Safety Code (CH&SC) §44321, are listed in Appendices AI and AII in AB 2588 Air Toxic “Hot Spots” and Assessment Act’s Emissions Inventory Criteria and Guideline Regulation document. SJVAPCD’s risk management objectives for permitting and CEQA are as follows:

- ▶ Minimize health risks from new and modified sources of air pollution.
- ▶ Health risks from new and modified sources shall not be significant relative to the background risk levels and other risk levels that are typically accepted throughout the community.
- ▶ Avoid unreasonable restrictions on permitting.

The proposed Project would result in emissions of Hazardous Air Pollutants (HAPs) of diesel particulate matter (DPM) during construction and would be located near existing residents; however, DPM emissions for construction for the Proposed project would be less than the DPM emissions for construction of the school site. Therefore, an assessment of the potential risk to the population attributable to emissions of hazardous air pollutants from the proposed Project is not required since the risk would be less than the risk associated with the approved construction of the school site. The potential risk to the population attributable to emissions of HAPs from the proposed Project would be less than significant.

4.9 Cumulative Impacts

Cumulative impacts were also evaluated; however, cumulative emissions were not quantified because no other tentative projects were found within a one-mile radius of the Proposed Project that provided enough project detail information to accurately estimate emissions. Owing to the inherently cumulative nature of air quality impacts, the threshold for whether a project would make a cumulatively considerable contribution to a significant cumulative impact is currently based on whether the proposed Project would exceed established project-level thresholds. As such, a qualitative evaluation of the cumulative projects supports a finding that the Project’s contribution would not be cumulatively considerable because the proposed Project’s incremental emissions increase would be less than significant.

5. CONCLUSIONS

Based on the criteria established by the SJVAPCD's GAMAQI, the proposed Project does not meet the minimum standards to require a full Air Quality Impact Analysis. Furthermore, the Project as proposed would be essentially equal to or less than the impacts associated with the already approved school site and would continue to not exceed the SJVAPCD's criteria air pollutant emission levels and would generate *less than significant air quality impacts*.

6. REFERENCES

- California Air Pollution Control Officers Association (CAPCOA). 2022. California Emissions Estimator Model tm (CalEEMod), version 2022.1.1.
- , 2016. "Air Toxic Hot Spots" Facility Prioritization Guidelines, Revised 2016. Final August 2016 <http://www.capcoa.org/wp-content/uploads/2016/08/CAPCOA%20Prioritization%20Guidelines%20-%20August%202016%20FINAL.pdf>.
- California Air Resources Board (CARB). 2015. Hotspots Analysis and Reporting Program (HARP2) User Guide. <https://ww2.arb.ca.gov/sites/default/files/classic/toxics/harp/docs2/harp2admrtuserguide.pdf>, accessed June 2023.
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- San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI). March 19, 2015. http://www.valleyair.org/transportation/GAMAQI_3-19-15.pdf
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APPENDIX A. CALEEMOD EMISSIONS ESTIMATES OUTPUT FILE

Marcona Preserve - School Site - Kern-San Joaquin County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Marcona Preserve - School Site
Kern-San Joaquin County, Annual

1.0 Project Characteristics**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Elementary School	400.00	Student	16.88	33,441.35	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.7	Precipitation Freq (Days)	32
Climate Zone	3			Operational Year	2025
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Actual Acreage of school site

Construction Phase -

Vehicle Trips - per traffic study

Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblLandUse	LotAcreage	0.77	16.88
tblVehicleTrips	ST_TR	0.00	2.27
tblVehicleTrips	SU_TR	0.00	2.27
tblVehicleTrips	WD_TR	1.89	2.27

Marcona Preserve - School Site - Kern-San Joaquin County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.0 Emissions Summary

Marcona Preserve - School Site - Kern-San Joaquin County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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					
2023	0.0958	0.9415	0.8460	1.7100e-003	0.2423	0.0414	0.2837	0.1069	0.0384	0.1453	0.0000	149.9352	149.9352	0.0428	4.0000e-004	151.1242
2024	0.1982	1.7914	2.1668	3.7800e-003	0.0191	0.0805	0.0997	5.1800e-003	0.0758	0.0809	0.0000	327.6042	327.6042	0.0722	2.1600e-003	330.0544
2025	0.2433	0.0933	0.1601	2.6000e-004	1.3900e-003	4.5000e-003	5.8900e-003	3.7000e-004	4.1800e-003	4.5500e-003	0.0000	22.6182	22.6182	6.3200e-003	3.0000e-005	22.7843
Maximum	0.2433	1.7914	2.1668	3.7800e-003	0.2423	0.0805	0.2837	0.1069	0.0758	0.1453	0.0000	327.6042	327.6042	0.0722	2.1600e-003	330.0544

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					
2023	0.0958	0.9415	0.8460	1.7100e-003	0.0982	0.0414	0.1396	0.0427	0.0384	0.0811	0.0000	149.9351	149.9351	0.0428	4.0000e-004	151.1241
2024	0.1982	1.7914	2.1668	3.7800e-003	0.0191	0.0805	0.0997	5.1800e-003	0.0758	0.0809	0.0000	327.6038	327.6038	0.0722	2.1600e-003	330.0541
2025	0.2433	0.0933	0.1601	2.6000e-004	1.3900e-003	4.5000e-003	5.8900e-003	3.7000e-004	4.1800e-003	4.5500e-003	0.0000	22.6181	22.6181	6.3200e-003	3.0000e-005	22.7843
Maximum	0.2433	1.7914	2.1668	3.7800e-003	0.0982	0.0805	0.1396	0.0427	0.0758	0.0811	0.0000	327.6038	327.6038	0.0722	2.1600e-003	330.0541

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	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	54.84	0.00	37.03	57.12	0.00	27.83	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	9-12-2023	12-11-2023	0.9238	0.9238
2	12-12-2023	3-11-2024	0.5019	0.5019
3	3-12-2024	6-11-2024	0.4995	0.4995
4	6-12-2024	9-11-2024	0.4994	0.4994
5	9-12-2024	12-11-2024	0.4943	0.4943
6	12-12-2024	3-11-2025	0.4450	0.4450
		Highest	0.9238	0.9238

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	0.1542	3.0000e-005	3.6700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	7.1500e-003	7.1500e-003	2.0000e-005	0.0000	7.6100e-003
Energy	4.4900e-003	0.0408	0.0343	2.4000e-004		3.1000e-003	3.1000e-003		3.1000e-003	3.1000e-003	0.0000	65.4398	65.4398	4.2500e-003	1.2300e-003	65.9117
Mobile	0.4005	0.7475	3.4542	8.1800e-003	0.7591	7.9700e-003	0.7671	0.2032	7.5000e-003	0.2107	0.0000	758.1962	758.1962	0.0421	0.0482	773.6024
Waste						0.0000	0.0000		0.0000	0.0000	14.8183	0.0000	14.8183	0.8757	0.0000	36.7118
Water						0.0000	0.0000		0.0000	0.0000	0.3076	1.2930	1.6006	0.0318	7.7000e-004	2.6257
Total	0.5592	0.7883	3.4921	8.4200e-003	0.7591	0.0111	0.7702	0.2032	0.0106	0.2138	15.1260	824.9361	840.0621	0.9539	0.0502	878.8592

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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	0.1542	3.0000e-005	3.6700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	7.1500e-003	7.1500e-003	2.0000e-005	0.0000	7.6100e-003
Energy	4.4900e-003	0.0408	0.0343	2.4000e-004		3.1000e-003	3.1000e-003		3.1000e-003	3.1000e-003	0.0000	65.4398	65.4398	4.2500e-003	1.2300e-003	65.9117
Mobile	0.4005	0.7475	3.4542	8.1800e-003	0.7591	7.9700e-003	0.7671	0.2032	7.5000e-003	0.2107	0.0000	758.1962	758.1962	0.0421	0.0482	773.6024
Waste						0.0000	0.0000		0.0000	0.0000	14.8183	0.0000	14.8183	0.8757	0.0000	36.7118
Water						0.0000	0.0000		0.0000	0.0000	0.3076	1.2930	1.6006	0.0318	7.7000e-004	2.6257
Total	0.5592	0.7883	3.4921	8.4200e-003	0.7591	0.0111	0.7702	0.2032	0.0106	0.2138	15.1260	824.9361	840.0621	0.9539	0.0502	878.8592

	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	Site Preparation	Site Preparation	9/12/2023	9/25/2023	5	10	
2	Grading	Grading	9/26/2023	11/6/2023	5	30	
3	Building Construction	Building Construction	11/7/2023	12/30/2024	5	300	

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4	Paving	Paving	12/31/2024	1/27/2025	5	20
5	Architectural Coating	Architectural Coating	1/28/2025	2/24/2025	5	20

Acres of Grading (Site Preparation Phase): 15**Acres of Grading (Grading Phase): 90****Acres of Paving: 0****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 50,162; Non-Residential Outdoor: 16,721; Striped Parking Area: 0 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	2	8.00	158	0.38
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Paving	Paving Equipment	2	8.00	132	0.36
Architectural Coating	Air Compressors	1	6.00	78	0.48
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

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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
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	14.00	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

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
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	0.1376	0.0912	1.9000e-004		6.3300e-003	6.3300e-003		5.8200e-003	5.8200e-003	0.0000	16.7254	16.7254	5.4100e-003	0.0000	16.8606
Total	0.0133	0.1376	0.0912	1.9000e-004	0.0983	6.3300e-003	0.1046	0.0505	5.8200e-003	0.0563	0.0000	16.7254	16.7254	5.4100e-003	0.0000	16.8606

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3.2 Site Preparation - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	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	1.8000e-004	2.1500e-003	1.0000e-005	7.3000e-004	0.0000	7.3000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.5843	0.5843	2.0000e-005	2.0000e-005	0.5897
Total	2.6000e-004	1.8000e-004	2.1500e-003	1.0000e-005	7.3000e-004	0.0000	7.3000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.5843	0.5843	2.0000e-005	2.0000e-005	0.5897

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					0.0383	0.0000	0.0383	0.0197	0.0000	0.0197	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0133	0.1376	0.0912	1.9000e-004		6.3300e-003	6.3300e-003		5.8200e-003	5.8200e-003	0.0000	16.7253	16.7253	5.4100e-003	0.0000	16.8606
Total	0.0133	0.1376	0.0912	1.9000e-004	0.0383	6.3300e-003	0.0447	0.0197	5.8200e-003	0.0255	0.0000	16.7253	16.7253	5.4100e-003	0.0000	16.8606

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3.2 Site Preparation - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	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	1.8000e-004	2.1500e-003	1.0000e-005	7.3000e-004	0.0000	7.3000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.5843	0.5843	2.0000e-005	2.0000e-005	0.5897
Total	2.6000e-004	1.8000e-004	2.1500e-003	1.0000e-005	7.3000e-004	0.0000	7.3000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.5843	0.5843	2.0000e-005	2.0000e-005	0.5897

3.3 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
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	0.0498	0.5177	0.4208	9.3000e-004		0.0214	0.0214		0.0197	0.0197	0.0000	81.8028	81.8028	0.0265	0.0000	82.4642
Total	0.0498	0.5177	0.4208	9.3000e-004	0.1381	0.0214	0.1594	0.0548	0.0197	0.0745	0.0000	81.8028	81.8028	0.0265	0.0000	82.4642

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3.3 Grading - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	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	8.8000e-004	6.1000e-004	7.1600e-003	2.0000e-005	2.4200e-003	1.0000e-005	2.4300e-003	6.4000e-004	1.0000e-005	6.5000e-004	0.0000	1.9477	1.9477	6.0000e-005	6.0000e-005	1.9656
Total	8.8000e-004	6.1000e-004	7.1600e-003	2.0000e-005	2.4200e-003	1.0000e-005	2.4300e-003	6.4000e-004	1.0000e-005	6.5000e-004	0.0000	1.9477	1.9477	6.0000e-005	6.0000e-005	1.9656

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					0.0538	0.0000	0.0538	0.0214	0.0000	0.0214	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0498	0.5177	0.4208	9.3000e-004		0.0214	0.0214		0.0197	0.0197	0.0000	81.8027	81.8027	0.0265	0.0000	82.4641
Total	0.0498	0.5177	0.4208	9.3000e-004	0.0538	0.0214	0.0752	0.0214	0.0197	0.0410	0.0000	81.8027	81.8027	0.0265	0.0000	82.4641

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3.3 Grading - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	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	8.8000e-004	6.1000e-004	7.1600e-003	2.0000e-005	2.4200e-003	1.0000e-005	2.4300e-003	6.4000e-004	1.0000e-005	6.5000e-004	0.0000	1.9477	1.9477	6.0000e-005	6.0000e-005	1.9656
Total	8.8000e-004	6.1000e-004	7.1600e-003	2.0000e-005	2.4200e-003	1.0000e-005	2.4300e-003	6.4000e-004	1.0000e-005	6.5000e-004	0.0000	1.9477	1.9477	6.0000e-005	6.0000e-005	1.9656

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0307	0.2805	0.3168	5.3000e-004		0.0136	0.0136		0.0128	0.0128	0.0000	45.2019	45.2019	0.0108	0.0000	45.4708
Total	0.0307	0.2805	0.3168	5.3000e-004		0.0136	0.0136		0.0128	0.0128	0.0000	45.2019	45.2019	0.0108	0.0000	45.4708

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3.4 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.1000e-004	4.3200e-003	1.4000e-003	2.0000e-005	6.5000e-004	3.0000e-005	6.8000e-004	1.9000e-004	3.0000e-005	2.1000e-004	0.0000	1.9008	1.9008	1.0000e-005	2.8000e-004	1.9846
Worker	8.0000e-004	5.5000e-004	6.5100e-003	2.0000e-005	2.2000e-003	1.0000e-005	2.2100e-003	5.8000e-004	1.0000e-005	6.0000e-004	0.0000	1.7724	1.7724	5.0000e-005	5.0000e-005	1.7887
Total	9.1000e-004	4.8700e-003	7.9100e-003	4.0000e-005	2.8500e-003	4.0000e-005	2.8900e-003	7.7000e-004	4.0000e-005	8.1000e-004	0.0000	3.6732	3.6732	6.0000e-005	3.3000e-004	3.7734

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	0.0307	0.2805	0.3168	5.3000e-004		0.0136	0.0136		0.0128	0.0128	0.0000	45.2019	45.2019	0.0108	0.0000	45.4707
Total	0.0307	0.2805	0.3168	5.3000e-004		0.0136	0.0136		0.0128	0.0128	0.0000	45.2019	45.2019	0.0108	0.0000	45.4707

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.1000e-004	4.3200e-003	1.4000e-003	2.0000e-005	6.5000e-004	3.0000e-005	6.8000e-004	1.9000e-004	3.0000e-005	2.1000e-004	0.0000	1.9008	1.9008	1.0000e-005	2.8000e-004	1.9846
Worker	8.0000e-004	5.5000e-004	6.5100e-003	2.0000e-005	2.2000e-003	1.0000e-005	2.2100e-003	5.8000e-004	1.0000e-005	6.0000e-004	0.0000	1.7724	1.7724	5.0000e-005	5.0000e-005	1.7887
Total	9.1000e-004	4.8700e-003	7.9100e-003	4.0000e-005	2.8500e-003	4.0000e-005	2.8900e-003	7.7000e-004	4.0000e-005	8.1000e-004	0.0000	3.6732	3.6732	6.0000e-005	3.3000e-004	3.7734

3.4 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	0.1920	1.7544	2.1098	3.5200e-003		0.0800	0.0800		0.0753	0.0753	0.0000	302.5631	302.5631	0.0716	0.0000	304.3518
Total	0.1920	1.7544	2.1098	3.5200e-003		0.0800	0.0800		0.0753	0.0753	0.0000	302.5631	302.5631	0.0716	0.0000	304.3518

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3.4 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	7.4000e-004	0.0289	9.1600e-003	1.3000e-004	4.3600e-003	1.9000e-004	4.5500e-003	1.2600e-003	1.8000e-004	1.4400e-003	0.0000	12.5188	12.5188	5.0000e-005	1.8500e-003	13.0708
Worker	4.9200e-003	3.2700e-003	0.0404	1.3000e-004	0.0147	8.0000e-005	0.0148	3.9100e-003	7.0000e-005	3.9800e-003	0.0000	11.4739	11.4739	3.2000e-004	3.1000e-004	11.5750
Total	5.6600e-003	0.0322	0.0495	2.6000e-004	0.0191	2.7000e-004	0.0194	5.1700e-003	2.5000e-004	5.4200e-003	0.0000	23.9927	23.9927	3.7000e-004	2.1600e-003	24.6457

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	0.1920	1.7544	2.1098	3.5200e-003		0.0800	0.0800		0.0753	0.0753	0.0000	302.5627	302.5627	0.0716	0.0000	304.3514
Total	0.1920	1.7544	2.1098	3.5200e-003		0.0800	0.0800		0.0753	0.0753	0.0000	302.5627	302.5627	0.0716	0.0000	304.3514

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3.4 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	7.4000e-004	0.0289	9.1600e-003	1.3000e-004	4.3600e-003	1.9000e-004	4.5500e-003	1.2600e-003	1.8000e-004	1.4400e-003	0.0000	12.5188	12.5188	5.0000e-005	1.8500e-003	13.0708
Worker	4.9200e-003	3.2700e-003	0.0404	1.3000e-004	0.0147	8.0000e-005	0.0148	3.9100e-003	7.0000e-005	3.9800e-003	0.0000	11.4739	11.4739	3.2000e-004	3.1000e-004	11.5750
Total	5.6600e-003	0.0322	0.0495	2.6000e-004	0.0191	2.7000e-004	0.0194	5.1700e-003	2.5000e-004	5.4200e-003	0.0000	23.9927	23.9927	3.7000e-004	2.1600e-003	24.6457

3.5 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.9000e-004	4.7600e-003	7.3100e-003	1.0000e-005		2.3000e-004	2.3000e-004		2.2000e-004	2.2000e-004	0.0000	1.0013	1.0013	3.2000e-004	0.0000	1.0094
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	4.9000e-004	4.7600e-003	7.3100e-003	1.0000e-005		2.3000e-004	2.3000e-004		2.2000e-004	2.2000e-004	0.0000	1.0013	1.0013	3.2000e-004	0.0000	1.0094

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3.5 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	1.0000e-005	1.7000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0471	0.0471	0.0000	0.0000	0.0475
Total	2.0000e-005	1.0000e-005	1.7000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0471	0.0471	0.0000	0.0000	0.0475

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.9000e-004	4.7600e-003	7.3100e-003	1.0000e-005		2.3000e-004	2.3000e-004		2.2000e-004	2.2000e-004	0.0000	1.0013	1.0013	3.2000e-004	0.0000	1.0094
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	4.9000e-004	4.7600e-003	7.3100e-003	1.0000e-005		2.3000e-004	2.3000e-004		2.2000e-004	2.2000e-004	0.0000	1.0013	1.0013	3.2000e-004	0.0000	1.0094

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3.5 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	1.0000e-005	1.7000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0471	0.0471	0.0000	0.0000	0.0475
Total	2.0000e-005	1.0000e-005	1.7000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0471	0.0471	0.0000	0.0000	0.0475

3.5 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	8.6900e-003	0.0815	0.1385	2.2000e-004		3.9800e-003	3.9800e-003		3.6600e-003	3.6600e-003	0.0000	19.0183	19.0183	6.1500e-003	0.0000	19.1721
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	8.6900e-003	0.0815	0.1385	2.2000e-004		3.9800e-003	3.9800e-003		3.6600e-003	3.6600e-003	0.0000	19.0183	19.0183	6.1500e-003	0.0000	19.1721

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3.5 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	3.6000e-004	2.3000e-004	2.9300e-003	1.0000e-005	1.1500e-003	1.0000e-005	1.1500e-003	3.1000e-004	1.0000e-005	3.1000e-004	0.0000	0.8646	0.8646	2.0000e-005	2.0000e-005	0.8719
Total	3.6000e-004	2.3000e-004	2.9300e-003	1.0000e-005	1.1500e-003	1.0000e-005	1.1500e-003	3.1000e-004	1.0000e-005	3.1000e-004	0.0000	0.8646	0.8646	2.0000e-005	2.0000e-005	0.8719

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	8.6900e-003	0.0815	0.1385	2.2000e-004		3.9800e-003	3.9800e-003		3.6600e-003	3.6600e-003	0.0000	19.0183	19.0183	6.1500e-003	0.0000	19.1720
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	8.6900e-003	0.0815	0.1385	2.2000e-004		3.9800e-003	3.9800e-003		3.6600e-003	3.6600e-003	0.0000	19.0183	19.0183	6.1500e-003	0.0000	19.1720

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3.5 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	3.6000e-004	2.3000e-004	2.9300e-003	1.0000e-005	1.1500e-003	1.0000e-005	1.1500e-003	3.1000e-004	1.0000e-005	3.1000e-004	0.0000	0.8646	0.8646	2.0000e-005	2.0000e-005	0.8719
Total	3.6000e-004	2.3000e-004	2.9300e-003	1.0000e-005	1.1500e-003	1.0000e-005	1.1500e-003	3.1000e-004	1.0000e-005	3.1000e-004	0.0000	0.8646	0.8646	2.0000e-005	2.0000e-005	0.8719

3.6 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	0.2325					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
Total	0.2342	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

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3.6 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	6.2000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	7.0000e-005	0.0000	0.1820	0.1820	0.0000	0.0000	0.1836
Total	8.0000e-005	5.0000e-005	6.2000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	7.0000e-005	0.0000	0.1820	0.1820	0.0000	0.0000	0.1836

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	0.2325					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
Total	0.2342	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

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.6 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	6.2000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	7.0000e-005	0.0000	0.1820	0.1820	0.0000	0.0000	0.1836
Total	8.0000e-005	5.0000e-005	6.2000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	7.0000e-005	0.0000	0.1820	0.1820	0.0000	0.0000	0.1836

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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	0.4005	0.7475	3.4542	8.1800e-003	0.7591	7.9700e-003	0.7671	0.2032	7.5000e-003	0.2107	0.0000	758.1962	758.1962	0.0421	0.0482	773.6024
Unmitigated	0.4005	0.7475	3.4542	8.1800e-003	0.7591	7.9700e-003	0.7671	0.2032	7.5000e-003	0.2107	0.0000	758.1962	758.1962	0.0421	0.0482	773.6024

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Elementary School	908.00	908.00	908.00	2,002,085	2,002,085
Total	908.00	908.00	908.00	2,002,085	2,002,085

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
Elementary School	9.50	7.30	7.30	65.00	30.00	5.00	63	25	12

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Elementary School	0.484198	0.053757	0.178516	0.160963	0.029711	0.009174	0.014127	0.038282	0.000580	0.000236	0.024732	0.001440	0.004282

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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	21.0400	21.0400	3.4000e-003	4.1000e-004	21.2481
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	21.0400	21.0400	3.4000e-003	4.1000e-004	21.2481
NaturalGas Mitigated	4.4900e-003	0.0408	0.0343	2.4000e-004		3.1000e-003	3.1000e-003		3.1000e-003	3.1000e-003	0.0000	44.3998	44.3998	8.5000e-004	8.1000e-004	44.6636
NaturalGas Unmitigated	4.4900e-003	0.0408	0.0343	2.4000e-004		3.1000e-003	3.1000e-003		3.1000e-003	3.1000e-003	0.0000	44.3998	44.3998	8.5000e-004	8.1000e-004	44.6636

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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					
Elementary School	832021	4.4900e-003	0.0408	0.0343	2.4000e-004		3.1000e-003	3.1000e-003		3.1000e-003	3.1000e-003	0.0000	44.3998	44.3998	8.5000e-004	8.1000e-004	44.6636
Total		4.4900e-003	0.0408	0.0343	2.4000e-004		3.1000e-003	3.1000e-003		3.1000e-003	3.1000e-003	0.0000	44.3998	44.3998	8.5000e-004	8.1000e-004	44.6636

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					
Elementary School	832021	4.4900e-003	0.0408	0.0343	2.4000e-004		3.1000e-003	3.1000e-003		3.1000e-003	3.1000e-003	0.0000	44.3998	44.3998	8.5000e-004	8.1000e-004	44.6636
Total		4.4900e-003	0.0408	0.0343	2.4000e-004		3.1000e-003	3.1000e-003		3.1000e-003	3.1000e-003	0.0000	44.3998	44.3998	8.5000e-004	8.1000e-004	44.6636

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**5.3 Energy by Land Use - Electricity****Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Elementary School	227401	21.0400	3.4000e-003	4.1000e-004	21.2481
Total		21.0400	3.4000e-003	4.1000e-004	21.2481

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Elementary School	227401	21.0400	3.4000e-003	4.1000e-004	21.2481
Total		21.0400	3.4000e-003	4.1000e-004	21.2481

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 Not 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	0.1542	3.0000e-005	3.6700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	7.1500e-003	7.1500e-003	2.0000e-005	0.0000	7.6100e-003
Unmitigated	0.1542	3.0000e-005	3.6700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	7.1500e-003	7.1500e-003	2.0000e-005	0.0000	7.6100e-003

6.2 Area by SubCategory**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0233					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1306					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.4000e-004	3.0000e-005	3.6700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	7.1500e-003	7.1500e-003	2.0000e-005	0.0000	7.6100e-003
Total	0.1542	3.0000e-005	3.6700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	7.1500e-003	7.1500e-003	2.0000e-005	0.0000	7.6100e-003

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	0.0233					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1306					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.4000e-004	3.0000e-005	3.6700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	7.1500e-003	7.1500e-003	2.0000e-005	0.0000	7.6100e-003
Total	0.1542	3.0000e-005	3.6700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	7.1500e-003	7.1500e-003	2.0000e-005	0.0000	7.6100e-003

7.0 Water Detail

7.1 Mitigation Measures Water

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1.6006	0.0318	7.7000e-004	2.6257
Unmitigated	1.6006	0.0318	7.7000e-004	2.6257

7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Elementary School	0.969696 / 2.4935	1.6006	0.0318	7.7000e-004	2.6257
Total		1.6006	0.0318	7.7000e-004	2.6257

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**7.2 Water by Land Use****Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Elementary School	0.969696 / 2.4935	1.6006	0.0318	7.7000e-004	2.6257
Total		1.6006	0.0318	7.7000e-004	2.6257

8.0 Waste Detail**8.1 Mitigation Measures Waste****Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	14.8183	0.8757	0.0000	36.7118
Unmitigated	14.8183	0.8757	0.0000	36.7118

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**8.2 Waste by Land Use****Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Elementary School	73	14.8183	0.8757	0.0000	36.7118
Total		14.8183	0.8757	0.0000	36.7118

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Elementary School	73	14.8183	0.8757	0.0000	36.7118
Total		14.8183	0.8757	0.0000	36.7118

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 Not Applied

10.0 Stationary Equipment

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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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	96.00	Dwelling Unit	20.68	172,800.00	275

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.7	Precipitation Freq (Days)	32
Climate Zone	3			Operational Year	2025
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

- Project Characteristics -
- Land Use - Actual Area of Project site
- Construction Phase - Anticipated 12 month construction schedule
- Vehicle Trips - per traffic study
- Construction Off-road Equipment Mitigation -
- Fleet Mix - Residential Fleet Mix approved by the SJVAPCD
- Area Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	10.00	8.00
tblConstructionPhase	NumDays	35.00	19.00

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblConstructionPhase	NumDays	370.00	206.00
tblConstructionPhase	NumDays	20.00	14.00
tblConstructionPhase	NumDays	20.00	14.00
tblConstructionPhase	PhaseEndDate	9/25/2023	9/21/2023
tblConstructionPhase	PhaseEndDate	11/13/2023	10/18/2023
tblConstructionPhase	PhaseEndDate	4/14/2025	8/1/2024
tblConstructionPhase	PhaseEndDate	5/12/2025	8/21/2024
tblConstructionPhase	PhaseEndDate	6/9/2025	9/10/2024
tblConstructionPhase	PhaseStartDate	9/26/2023	9/22/2023
tblConstructionPhase	PhaseStartDate	11/14/2023	10/19/2023
tblConstructionPhase	PhaseStartDate	4/15/2025	8/2/2024
tblConstructionPhase	PhaseStartDate	5/13/2025	8/22/2024
tblFleetMix	HHD	0.04	0.02
tblFleetMix	LDA	0.48	0.53
tblFleetMix	LDT1	0.05	0.21
tblFleetMix	LDT2	0.18	0.17
tblFleetMix	LHD1	0.03	9.0000e-004
tblFleetMix	LHD2	9.1740e-003	9.0000e-004
tblFleetMix	MCY	0.02	2.5000e-003
tblFleetMix	MDV	0.16	0.06
tblFleetMix	MH	4.2820e-003	2.0000e-003
tblFleetMix	MHD	0.01	8.0000e-003
tblFleetMix	OBUS	5.8000e-004	0.00
tblFleetMix	SBUS	1.4400e-003	2.0000e-004
tblFleetMix	UBUS	2.3600e-004	4.3000e-003
tblLandUse	LotAcreage	31.17	20.68
tblVehicleTrips	ST_TR	9.54	10.13
tblVehicleTrips	SU_TR	8.55	10.13
tblVehicleTrips	WD_TR	9.44	10.13

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblWoodstoves	NumberCatalytic	20.68	31.17
tblWoodstoves	NumberNoncatalytic	20.68	31.17

2.0 Emissions Summary

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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					
2023	0.0868	0.8259	0.7935	1.5800e-003	0.2705	0.0369	0.3074	0.1175	0.0344	0.1518	0.0000	138.1356	138.1356	0.0357	9.6000e-004	139.3149
2024	1.7519	1.1496	1.4336	2.6100e-003	0.0281	0.0513	0.0794	7.5800e-003	0.0482	0.0558	0.0000	226.9950	226.9950	0.0474	2.6700e-003	228.9752
Maximum	1.7519	1.1496	1.4336	2.6100e-003	0.2705	0.0513	0.3074	0.1175	0.0482	0.1518	0.0000	226.9950	226.9950	0.0474	2.6700e-003	228.9752

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					
2023	0.0868	0.8259	0.7935	1.5800e-003	0.1123	0.0369	0.1492	0.0477	0.0344	0.0820	0.0000	138.1355	138.1355	0.0357	9.6000e-004	139.3147
2024	1.7519	1.1496	1.4336	2.6100e-003	0.0281	0.0513	0.0794	7.5800e-003	0.0482	0.0558	0.0000	226.9948	226.9948	0.0474	2.6700e-003	228.9750
Maximum	1.7519	1.1496	1.4336	2.6100e-003	0.1123	0.0513	0.1492	0.0477	0.0482	0.0820	0.0000	226.9948	226.9948	0.0474	2.6700e-003	228.9750

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	52.98	0.00	40.90	55.83	0.00	33.64	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	9-12-2023	12-11-2023	0.7942	0.7942
2	12-12-2023	3-11-2024	0.5127	0.5127
3	3-12-2024	6-11-2024	0.5101	0.5101
4	6-12-2024	9-11-2024	2.0235	2.0235
		Highest	2.0235	2.0235

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	1.4979	0.1382	6.4963	0.0191		0.9479	0.9479		0.9479	0.9479	126.0117	42.7523	168.7640	0.5910	7.6000e-004	183.7659
Energy	0.0124	0.1063	0.0453	6.8000e-004		8.6000e-003	8.6000e-003		8.6000e-003	8.6000e-003	0.0000	193.9695	193.9695	0.0138	3.6500e-003	195.4017
Mobile	0.2664	0.5255	3.3950	9.7500e-003	1.0611	7.5100e-003	1.0687	0.2826	7.0000e-003	0.2896	0.0000	913.6115	913.6115	0.0720	0.0437	928.4412
Waste						0.0000	0.0000		0.0000	0.0000	22.8872	0.0000	22.8872	1.3526	0.0000	56.7022
Water						0.0000	0.0000		0.0000	0.0000	1.9844	4.4084	6.3927	0.2045	4.9000e-003	12.9658
Total	1.7767	0.7701	9.9365	0.0295	1.0611	0.9641	2.0252	0.2826	0.9635	1.2461	150.8833	1,154.7417	1,305.6250	2.2339	0.0530	1,377.2767

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	0.8581	8.1500e-003	0.7070	4.0000e-005		3.9200e-003	3.9200e-003		3.9200e-003	3.9200e-003	0.0000	1.1539	1.1539	1.1000e-003	0.0000	1.1814
Energy	0.0124	0.1063	0.0453	6.8000e-004		8.6000e-003	8.6000e-003		8.6000e-003	8.6000e-003	0.0000	193.9695	193.9695	0.0138	3.6500e-003	195.4017
Mobile	0.2664	0.5255	3.3950	9.7500e-003	1.0611	7.5100e-003	1.0687	0.2826	7.0000e-003	0.2896	0.0000	913.6115	913.6115	0.0720	0.0437	928.4412
Waste						0.0000	0.0000		0.0000	0.0000	22.8872	0.0000	22.8872	1.3526	0.0000	56.7022
Water						0.0000	0.0000		0.0000	0.0000	1.9844	4.4084	6.3927	0.2045	4.9000e-003	12.9658
Total	1.1370	0.6400	4.1473	0.0105	1.0611	0.0200	1.0812	0.2826	0.0195	0.3021	24.8716	1,113.1433	1,138.0149	1.6440	0.0523	1,194.6921

	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	36.01	16.89	58.26	64.53	0.00	97.92	46.61	0.00	97.97	75.76	83.52	3.60	12.84	26.41	1.43	13.26

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	9/12/2023	9/21/2023	5	8	
2	Grading	Grading	9/22/2023	10/18/2023	5	19	
3	Building Construction	Building Construction	10/19/2023	8/1/2024	5	206	

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4	Paving	Paving	8/2/2024	8/21/2024	5	14
5	Architectural Coating	Architectural Coating	8/22/2024	9/10/2024	5	14

Acres of Grading (Site Preparation Phase): 15**Acres of Grading (Grading Phase): 105****Acres of Paving: 0****Residential Indoor: 349,920; Residential Outdoor: 116,640; 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
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
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
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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
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	35.00	10.00	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	7.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
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	0.0106	0.1101	0.0730	1.5000e-004		5.0600e-003	5.0600e-003		4.6600e-003	4.6600e-003	0.0000	13.3803	13.3803	4.3300e-003	0.0000	13.4885
Total	0.0106	0.1101	0.0730	1.5000e-004	0.0983	5.0600e-003	0.1034	0.0505	4.6600e-003	0.0552	0.0000	13.3803	13.3803	4.3300e-003	0.0000	13.4885

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.5000e-004	1.7200e-003	1.0000e-005	5.8000e-004	0.0000	5.8000e-004	1.5000e-004	0.0000	1.6000e-004	0.0000	0.4674	0.4674	1.0000e-005	1.0000e-005	0.4718
Total	2.1000e-004	1.5000e-004	1.7200e-003	1.0000e-005	5.8000e-004	0.0000	5.8000e-004	1.5000e-004	0.0000	1.6000e-004	0.0000	0.4674	0.4674	1.0000e-005	1.0000e-005	0.4718

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					0.0383	0.0000	0.0383	0.0197	0.0000	0.0197	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0106	0.1101	0.0730	1.5000e-004		5.0600e-003	5.0600e-003		4.6600e-003	4.6600e-003	0.0000	13.3803	13.3803	4.3300e-003	0.0000	13.4885
Total	0.0106	0.1101	0.0730	1.5000e-004	0.0383	5.0600e-003	0.0434	0.0197	4.6600e-003	0.0244	0.0000	13.3803	13.3803	4.3300e-003	0.0000	13.4885

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.5000e-004	1.7200e-003	1.0000e-005	5.8000e-004	0.0000	5.8000e-004	1.5000e-004	0.0000	1.6000e-004	0.0000	0.4674	0.4674	1.0000e-005	1.0000e-005	0.4718
Total	2.1000e-004	1.5000e-004	1.7200e-003	1.0000e-005	5.8000e-004	0.0000	5.8000e-004	1.5000e-004	0.0000	1.6000e-004	0.0000	0.4674	0.4674	1.0000e-005	1.0000e-005	0.4718

3.3 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1611	0.0000	0.1611	0.0639	0.0000	0.0639	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0316	0.3279	0.2665	5.9000e-004		0.0135	0.0135		0.0125	0.0125	0.0000	51.8085	51.8085	0.0168	0.0000	52.2274
Total	0.0316	0.3279	0.2665	5.9000e-004	0.1611	0.0135	0.1746	0.0639	0.0125	0.0764	0.0000	51.8085	51.8085	0.0168	0.0000	52.2274

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.5000e-004	3.8000e-004	4.5300e-003	1.0000e-005	1.5300e-003	1.0000e-005	1.5400e-003	4.1000e-004	1.0000e-005	4.1000e-004	0.0000	1.2335	1.2335	4.0000e-005	4.0000e-005	1.2449
Total	5.5000e-004	3.8000e-004	4.5300e-003	1.0000e-005	1.5300e-003	1.0000e-005	1.5400e-003	4.1000e-004	1.0000e-005	4.1000e-004	0.0000	1.2335	1.2335	4.0000e-005	4.0000e-005	1.2449

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					0.0628	0.0000	0.0628	0.0249	0.0000	0.0249	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0316	0.3279	0.2665	5.9000e-004		0.0135	0.0135		0.0125	0.0125	0.0000	51.8084	51.8084	0.0168	0.0000	52.2273
Total	0.0316	0.3279	0.2665	5.9000e-004	0.0628	0.0135	0.0763	0.0249	0.0125	0.0374	0.0000	51.8084	51.8084	0.0168	0.0000	52.2273

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.5000e-004	3.8000e-004	4.5300e-003	1.0000e-005	1.5300e-003	1.0000e-005	1.5400e-003	4.1000e-004	1.0000e-005	4.1000e-004	0.0000	1.2335	1.2335	4.0000e-005	4.0000e-005	1.2449
Total	5.5000e-004	3.8000e-004	4.5300e-003	1.0000e-005	1.5300e-003	1.0000e-005	1.5400e-003	4.1000e-004	1.0000e-005	4.1000e-004	0.0000	1.2335	1.2335	4.0000e-005	4.0000e-005	1.2449

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0409	0.3740	0.4223	7.0000e-004		0.0182	0.0182		0.0171	0.0171	0.0000	60.2692	60.2692	0.0143	0.0000	60.6277
Total	0.0409	0.3740	0.4223	7.0000e-004		0.0182	0.0182		0.0171	0.0171	0.0000	60.2692	60.2692	0.0143	0.0000	60.6277

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.0000e-004	0.0115	3.7300e-003	5.0000e-005	1.7400e-003	8.0000e-005	1.8100e-003	5.0000e-004	7.0000e-005	5.7000e-004	0.0000	5.0687	5.0687	2.0000e-005	7.5000e-004	5.2923
Worker	2.6600e-003	1.8400e-003	0.0217	6.0000e-005	7.3300e-003	4.0000e-005	7.3700e-003	1.9500e-003	4.0000e-005	1.9800e-003	0.0000	5.9080	5.9080	1.8000e-004	1.7000e-004	5.9624
Total	2.9600e-003	0.0134	0.0254	1.1000e-004	9.0700e-003	1.2000e-004	9.1800e-003	2.4500e-003	1.1000e-004	2.5500e-003	0.0000	10.9767	10.9767	2.0000e-004	9.2000e-004	11.2547

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	0.0409	0.3740	0.4223	7.0000e-004		0.0182	0.0182		0.0171	0.0171	0.0000	60.2692	60.2692	0.0143	0.0000	60.6276
Total	0.0409	0.3740	0.4223	7.0000e-004		0.0182	0.0182		0.0171	0.0171	0.0000	60.2692	60.2692	0.0143	0.0000	60.6276

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.0000e-004	0.0115	3.7300e-003	5.0000e-005	1.7400e-003	8.0000e-005	1.8100e-003	5.0000e-004	7.0000e-005	5.7000e-004	0.0000	5.0687	5.0687	2.0000e-005	7.5000e-004	5.2923
Worker	2.6600e-003	1.8400e-003	0.0217	6.0000e-005	7.3300e-003	4.0000e-005	7.3700e-003	1.9500e-003	4.0000e-005	1.9800e-003	0.0000	5.9080	5.9080	1.8000e-004	1.7000e-004	5.9624
Total	2.9600e-003	0.0134	0.0254	1.1000e-004	9.0700e-003	1.2000e-004	9.1800e-003	2.4500e-003	1.1000e-004	2.5500e-003	0.0000	10.9767	10.9767	2.0000e-004	9.2000e-004	11.2547

3.4 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	0.1133	1.0352	1.2448	2.0800e-003		0.0472	0.0472		0.0444	0.0444	0.0000	178.5238	178.5238	0.0422	0.0000	179.5792
Total	0.1133	1.0352	1.2448	2.0800e-003		0.0472	0.0472		0.0444	0.0444	0.0000	178.5238	178.5238	0.0422	0.0000	179.5792

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3.4 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	8.7000e-004	0.0341	0.0108	1.5000e-004	5.1400e-003	2.2000e-004	5.3700e-003	1.4800e-003	2.2000e-004	1.7000e-003	0.0000	14.7731	14.7731	6.0000e-005	2.1800e-003	15.4245
Worker	7.2600e-003	4.8200e-003	0.0595	1.8000e-004	0.0217	1.1000e-004	0.0218	5.7700e-003	1.0000e-004	5.8700e-003	0.0000	16.9251	16.9251	4.7000e-004	4.6000e-004	17.0742
Total	8.1300e-003	0.0390	0.0703	3.3000e-004	0.0269	3.3000e-004	0.0272	7.2500e-003	3.2000e-004	7.5700e-003	0.0000	31.6982	31.6982	5.3000e-004	2.6400e-003	32.4987

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	0.1133	1.0352	1.2448	2.0800e-003		0.0472	0.0472		0.0444	0.0444	0.0000	178.5236	178.5236	0.0422	0.0000	179.5790
Total	0.1133	1.0352	1.2448	2.0800e-003		0.0472	0.0472		0.0444	0.0444	0.0000	178.5236	178.5236	0.0422	0.0000	179.5790

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 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	8.7000e-004	0.0341	0.0108	1.5000e-004	5.1400e-003	2.2000e-004	5.3700e-003	1.4800e-003	2.2000e-004	1.7000e-003	0.0000	14.7731	14.7731	6.0000e-005	2.1800e-003	15.4245
Worker	7.2600e-003	4.8200e-003	0.0595	1.8000e-004	0.0217	1.1000e-004	0.0218	5.7700e-003	1.0000e-004	5.8700e-003	0.0000	16.9251	16.9251	4.7000e-004	4.6000e-004	17.0742
Total	8.1300e-003	0.0390	0.0703	3.3000e-004	0.0269	3.3000e-004	0.0272	7.2500e-003	3.2000e-004	7.5700e-003	0.0000	31.6982	31.6982	5.3000e-004	2.6400e-003	32.4987

3.5 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.9200e-003	0.0667	0.1024	1.6000e-004		3.2800e-003	3.2800e-003		3.0200e-003	3.0200e-003	0.0000	14.0186	14.0186	4.5300e-003	0.0000	14.1319
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	6.9200e-003	0.0667	0.1024	1.6000e-004		3.2800e-003	3.2800e-003		3.0200e-003	3.0200e-003	0.0000	14.0186	14.0186	4.5300e-003	0.0000	14.1319

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	1.9000e-004	2.3200e-003	1.0000e-005	8.5000e-004	0.0000	8.5000e-004	2.2000e-004	0.0000	2.3000e-004	0.0000	0.6594	0.6594	2.0000e-005	2.0000e-005	0.6652
Total	2.8000e-004	1.9000e-004	2.3200e-003	1.0000e-005	8.5000e-004	0.0000	8.5000e-004	2.2000e-004	0.0000	2.3000e-004	0.0000	0.6594	0.6594	2.0000e-005	2.0000e-005	0.6652

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	6.9200e-003	0.0667	0.1024	1.6000e-004		3.2800e-003	3.2800e-003		3.0200e-003	3.0200e-003	0.0000	14.0186	14.0186	4.5300e-003	0.0000	14.1319
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	6.9200e-003	0.0667	0.1024	1.6000e-004		3.2800e-003	3.2800e-003		3.0200e-003	3.0200e-003	0.0000	14.0186	14.0186	4.5300e-003	0.0000	14.1319

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3.5 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	1.9000e-004	2.3200e-003	1.0000e-005	8.5000e-004	0.0000	8.5000e-004	2.2000e-004	0.0000	2.3000e-004	0.0000	0.6594	0.6594	2.0000e-005	2.0000e-005	0.6652
Total	2.8000e-004	1.9000e-004	2.3200e-003	1.0000e-005	8.5000e-004	0.0000	8.5000e-004	2.2000e-004	0.0000	2.3000e-004	0.0000	0.6594	0.6594	2.0000e-005	2.0000e-005	0.6652

3.6 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.6219					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.2700e-003	8.5300e-003	0.0127	2.0000e-005		4.3000e-004	4.3000e-004		4.3000e-004	4.3000e-004	0.0000	1.7873	1.7873	1.0000e-004	0.0000	1.7898
Total	1.6232	8.5300e-003	0.0127	2.0000e-005		4.3000e-004	4.3000e-004		4.3000e-004	4.3000e-004	0.0000	1.7873	1.7873	1.0000e-004	0.0000	1.7898

Marcona Preserve - SFHs - Kern-San Joaquin County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3000e-004	9.0000e-005	1.0800e-003	0.0000	3.9000e-004	0.0000	4.0000e-004	1.0000e-004	0.0000	1.1000e-004	0.0000	0.3077	0.3077	1.0000e-005	1.0000e-005	0.3104
Total	1.3000e-004	9.0000e-005	1.0800e-003	0.0000	3.9000e-004	0.0000	4.0000e-004	1.0000e-004	0.0000	1.1000e-004	0.0000	0.3077	0.3077	1.0000e-005	1.0000e-005	0.3104

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.6219					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.2700e-003	8.5300e-003	0.0127	2.0000e-005		4.3000e-004	4.3000e-004		4.3000e-004	4.3000e-004	0.0000	1.7873	1.7873	1.0000e-004	0.0000	1.7898
Total	1.6232	8.5300e-003	0.0127	2.0000e-005		4.3000e-004	4.3000e-004		4.3000e-004	4.3000e-004	0.0000	1.7873	1.7873	1.0000e-004	0.0000	1.7898

Marcona Preserve - SFHs - Kern-San Joaquin County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3000e-004	9.0000e-005	1.0800e-003	0.0000	3.9000e-004	0.0000	4.0000e-004	1.0000e-004	0.0000	1.1000e-004	0.0000	0.3077	0.3077	1.0000e-005	1.0000e-005	0.3104
Total	1.3000e-004	9.0000e-005	1.0800e-003	0.0000	3.9000e-004	0.0000	4.0000e-004	1.0000e-004	0.0000	1.1000e-004	0.0000	0.3077	0.3077	1.0000e-005	1.0000e-005	0.3104

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	0.2664	0.5255	3.3950	9.7500e-003	1.0611	7.5100e-003	1.0687	0.2826	7.0000e-003	0.2896	0.0000	913.6115	913.6115	0.0720	0.0437	928.4412
Unmitigated	0.2664	0.5255	3.3950	9.7500e-003	1.0611	7.5100e-003	1.0687	0.2826	7.0000e-003	0.2896	0.0000	913.6115	913.6115	0.0720	0.0437	928.4412

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	972.00	972.00	972.00	2,826,600	2,826,600
Total	972.00	972.00	972.00	2,826,600	2,826,600

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	46.40	16.40	37.20	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	0.527700	0.209000	0.167500	0.055600	0.000900	0.000900	0.008000	0.021400	0.000000	0.004300	0.002500	0.000200	0.002000

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	70.8270	70.8270	0.0115	1.3900e-003	71.5273
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	70.8270	70.8270	0.0115	1.3900e-003	71.5273
NaturalGas Mitigated	0.0124	0.1063	0.0453	6.8000e-004		8.6000e-003	8.6000e-003		8.6000e-003	8.6000e-003	0.0000	123.1426	123.1426	2.3600e-003	2.2600e-003	123.8744
NaturalGas Unmitigated	0.0124	0.1063	0.0453	6.8000e-004		8.6000e-003	8.6000e-003		8.6000e-003	8.6000e-003	0.0000	123.1426	123.1426	2.3600e-003	2.2600e-003	123.8744

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	2.3076e+006	0.0124	0.1063	0.0453	6.8000e-004		8.6000e-003	8.6000e-003		8.6000e-003	8.6000e-003	0.0000	123.1426	123.1426	2.3600e-003	2.2600e-003	123.8744
Total		0.0124	0.1063	0.0453	6.8000e-004		8.6000e-003	8.6000e-003		8.6000e-003	8.6000e-003	0.0000	123.1426	123.1426	2.3600e-003	2.2600e-003	123.8744

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	2.3076e+006	0.0124	0.1063	0.0453	6.8000e-004		8.6000e-003	8.6000e-003		8.6000e-003	8.6000e-003	0.0000	123.1426	123.1426	2.3600e-003	2.2600e-003	123.8744
Total		0.0124	0.1063	0.0453	6.8000e-004		8.6000e-003	8.6000e-003		8.6000e-003	8.6000e-003	0.0000	123.1426	123.1426	2.3600e-003	2.2600e-003	123.8744

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	765500	70.8270	0.0115	1.3900e-003	71.5273
Total		70.8270	0.0115	1.3900e-003	71.5273

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Single Family Housing	765500	70.8270	0.0115	1.3900e-003	71.5273
Total		70.8270	0.0115	1.3900e-003	71.5273

6.0 Area Detail

6.1 Mitigation Measures Area

Use Electric Lawnmower

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Use Electric Leafblower

Use Electric Chainsaw

No Hearths Installed

	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	0.8581	8.1500e-003	0.7070	4.0000e-005		3.9200e-003	3.9200e-003		3.9200e-003	3.9200e-003	0.0000	1.1539	1.1539	1.1000e-003	0.0000	1.1814
Unmitigated	1.4979	0.1382	6.4963	0.0191		0.9479	0.9479		0.9479	0.9479	126.0117	42.7523	168.7640	0.5910	7.6000e-004	183.7659

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**6.2 Area by SubCategory****Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1622					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6749					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.6394	0.1300	5.7841	0.0191		0.9440	0.9440		0.9440	0.9440	126.0117	41.5879	167.5996	0.5899	7.6000e-004	182.5737
Landscaping	0.0214	8.2000e-003	0.7121	4.0000e-005		3.9500e-003	3.9500e-003		3.9500e-003	3.9500e-003	0.0000	1.1644	1.1644	1.1200e-003	0.0000	1.1922
Total	1.4979	0.1382	6.4963	0.0191		0.9479	0.9479		0.9479	0.9479	126.0117	42.7523	168.7639	0.5910	7.6000e-004	183.7659

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	0.1622					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6749					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0211	8.1500e-003	0.7070	4.0000e-005		3.9200e-003	3.9200e-003		3.9200e-003	3.9200e-003	0.0000	1.1539	1.1539	1.1000e-003	0.0000	1.1814
Total	0.8581	8.1500e-003	0.7070	4.0000e-005		3.9200e-003	3.9200e-003		3.9200e-003	3.9200e-003	0.0000	1.1539	1.1539	1.1000e-003	0.0000	1.1814

7.0 Water Detail

7.1 Mitigation Measures Water

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	6.3927	0.2045	4.9000e-003	12.9658
Unmitigated	6.3927	0.2045	4.9000e-003	12.9658

7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	6.25479 / 3.94323	6.3927	0.2045	4.9000e-003	12.9658
Total		6.3927	0.2045	4.9000e-003	12.9658

Marcona Preserve - SFHs - Kern-San Joaquin County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**7.2 Water by Land Use****Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	6.25479 / 3.94323	6.3927	0.2045	4.9000e-003	12.9658
Total		6.3927	0.2045	4.9000e-003	12.9658

8.0 Waste Detail**8.1 Mitigation Measures Waste****Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	22.8872	1.3526	0.0000	56.7022
Unmitigated	22.8872	1.3526	0.0000	56.7022

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**8.2 Waste by Land Use****Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	112.75	22.8872	1.3526	0.0000	56.7022
Total		22.8872	1.3526	0.0000	56.7022

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	112.75	22.8872	1.3526	0.0000	56.7022
Total		22.8872	1.3526	0.0000	56.7022

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 Not Applied

10.0 Stationary Equipment

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

APPENDIX B

TRIP GENERATION AND VEHICLE MILES TRAVELED ANALYSIS



1800 30th Street, Suite 260
Bakersfield, CA 93301

August 30, 2023

257-86
Electronic Mail

Jaymie Brauer
QK, Inc.
5080 California Ave, Suite 220
Bakersfield, CA 93309

REF: Trip Generation and Vehicle Miles Traveled (VMT) Analysis for Marcona Preserve in Shafter, CA

Dear Ms. Brauer:

This letter is in response to your request for a trip generation and VMT analysis, as required by the City of Shafter Planning Department in their preliminary review letter dated July 3, 2023. The applicant is proposing to amend the Marcona Specific plan to change a school parcel to single-family homes. It is our understanding that the existing school parcel would support a student population of approximately 400 students. The proposed revision would be to replace the school use with 96 single-family homes.

A comparison of the trip generation of the existing use and proposed use was prepared to determine if there are any traffic impacts due to the proposed use.

Existing Trip Generation

Trip generation volumes for the existing school site was calculated using the Institute of Transportation Engineers (ITE) Trip Generation, 11th Edition. Trip generation for the existing zoning is based on the ITE Codes 520 (Elementary School). The results are shown in Table 1.

Table 1
Existing Zoning Trip Generation

General Information			Daily Trips		AM Peak Hour Trips			PM Peak Hour Trips		
ITE Code	Development Type	Variable	ADT RATE	ADT	Rate	In % Split/ Trips	Out % Split/ Trips	Rate	In % Split/ Trips	Out % Split/ Trips
520	Elementary School	400 Students	2.27	908	0.74	54% 160	46% 136	0.16	46% 29	54% 35
Total				908		160	136		29	35
						296		64		

Proposed Trip Generation

The trip generation for the proposed 96 single-family dwelling units use is based on the ITE Code 210 (Single-Family Detached Housing). The results are shown in Table 2.

Table 2
Proposed Trip Generation

General Information			Daily Trips		AM Peak Hour Trips			PM Peak Hour Trips		
ITE Code	Development Type	Variable	ADT RATE	ADT	Rate	In % Split/ Trips	Out % Split/ Trips	Rate	In % Split/ Trips	Out % Split/ Trips
210	Single-Family detached Housing	96 Dwelling Units	eq	972	eq	25% 18	75% 54	eq	63% 60	37% 36
						72		96		

Table 3
Existing & Proposed Project Trip Generation
ADT & AM/PM Peak Hours

Scenario	ADT	AM PH	PM PH
Existing	908	296	64
Proposed	972	72	96
Difference	64	-224	32

As shown in Table 3, the proposed project will generate 64 more daily trips than the existing land use. AM peak hour trips are expected to decrease by 224 trips and PM peak hour trips are expected to increase by 32 trips. The threshold for requiring a traffic impact study is whether a project adds 50 or more vehicular trips to an intersection during the peak hour. As shown on Table 3, the project does not reach the 50-trip threshold in either the AM or PM peak hours. Therefore, intersection analysis would not be required.

VMT Analysis

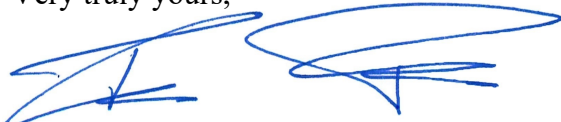
At the time of this analysis, the City of Shafter has not developed a Vehicle Miles Traveled (VMT) policy and therefore, our analysis is based on the guidelines outlined in OPR's *SB 743: Technical Advisory on Evaluating Transportation Impacts in CEQA*, dated December 2018.

The advisory provides "screening thresholds" for identifying whether a land use project should be expected to result in a less than significant transportation impact under CEQA. Projects meeting one or more of these criteria would not be required to undergo a detailed VMT analysis. One such screening threshold pertains to the project generated daily traffic. According to the advisory, if the project generates fewer than 110 average daily trips, the project is presumed to create a less than significant impact.

As shown in Table 3, the project is anticipated to generate approximately 64 additional daily trips with the proposed single-family homes, as would be under the current land use designation. Therefore, with the project generating less than 110 additional daily trips, the project is presumed to have a less than significant traffic impact.

Please contact me should you have any questions.

Very truly yours,



Ian J. Parks
R.C.E. 58155



DATE: November 14, 2023
TO: Planning Commission
FROM: Planning Department
SUBJECT: Conditional Use Permit 23-138 (ABC Type 47 license at El Michoacano Restaurant)

RECOMMENDATION:

Planning Commission conduct a public hearing; and adopt Resolution 23-431, a Resolution of the Planning Commission of the City of Shafter approving Conditional Use Permit No. 23-138 for On-Sale General – Eating Place (ABC Type 47 license) at El Michoacano Restaurant located at 237 Central Avenue; adopt the above findings; and approve the proposed conditions of approval. **See Exhibit 2.**

APPLICANT
Higinio Aviles

OWNER
Higinio Aviles

LOCATION: 237 Central Avenue
Shafter, CA 93263

PROJECT DATA:

1. General Plan Designation: The current land use designation for the project site as well as the surrounding properties is Commercial-Professional Office (CPO).
2. Zoning: The project site as well as the surrounding properties are zoned Downtown Commercial (DC).
3. Acreage: Approximately 0.17 acres (7,493 square feet).

PROJECT ANALYSIS:

The project applicant, Higinio Aviles, is requesting a Conditional Use Permit (CUP) to sell distilled spirits for on-site consumption at El Michoacano Restaurant located at 237 Central Avenue. The applicant currently possesses an On-Sale Beer & Wine license, or Type 41 license, issued by the California Department of Alcoholic Beverage Control (ABC). The applicant seeks to upgrade his license with the ABC to a Type 47 license for On-Sale General – Eating Place. This license is issued to bona-fide restaurants, and it authorizes the sale of beer, wine, and distilled spirits for consumption on the licensed premises. Although the use of the building as a restaurant is allowed by-right, Shafter Municipal Code, Title 17 (Zoning Ordinance), Section 5.30 (Commercial Use Regulations) requires approval of a CUP for restaurants serving alcoholic beverages, including upgrading an existing ABC license, such as from Beer & Wine to a hard liquor license.

PUBLIC HEARING

The applicant has applied for a Type 47 (On-Sale General – Eating Place) license with the California Department of Alcoholic Beverage Control (ABC). The license allows the sales of liquor, and alcohol consumption may occur on site. The local ABC office in Bakersfield has indicated that the Census Tract in which the subject property is located allows for five (5) on-sale liquor licenses, and there are currently six (6) existing licenses in the area. One of the existing licenses is already owned by El Michoacano Restaurant and would simply be replaced with a new license, thus keeping the number of existing licenses the same. Before the ABC can issue an on-sale beer, wine, and liquor license to El Michoacano Restaurant, State regulations require that the City decide that public convenience or necessity would be served. The City has the ability to allow more than five licenses in a given Census Tract.

Public convenience would be served by allowing the license because the restaurant is located in the Downtown core and near the Central Valley Highway, a State-recognized highway, an area which is a convenient location for the purchase of beer, wine, and distilled spirits. Additionally, the sale of distilled spirits at restaurants is not an uncommon allowance in most cities, and the restaurant would conduct the associated activities within the space of its existing facility. With a local restaurant offering distilled spirits in a convenient location, the Downtown Core may entice more foot traffic, thus promoting sales and boosting the local economy.

The applicant believes that the license provides an opportunity to better serve clients of the restaurant through an enhanced dining experience. The new beverage offerings would create a more versatile menu and complement the existing culinary options. The applicant also believes that the license will further incentivize clients to do business with the restaurant and bring in new clients that they would not normally see. The new clientele would result in additional revenue to maintain current staffing levels and potentially open new positions for hire.

The Zoning Ordinance specifies standard conditions of approval for CUPs approved for alcohol-related land uses and additional standard conditions of approval for alcohol-related on-site sales. The required conditions are as follows:

1. The applicant shall furnish the City with a copy of the ABC license and a copy of the conditions placed on the license by the Department of Alcoholic Beverage Control.
2. The applicant shall comply with all restrictions placed upon the license issued by the State of California Department of Alcoholic Beverage Control.
3. The CUP shall not become effective for any purpose unless an "Acceptance of Conditions" form has been signed by the applicant.
4. A modification of an approved CUP, as provided in Title 17 of the Shafter Municipal Code, shall be obtained when:
 - a. The establishment proposes to change its type of liquor license.
 - b. The establishment proposes to modify any of its current conditions of approval.
 - c. There is a substantial change in the mode or character of operations of the establishment.

5. Exterior lighting in the parking area shall be designed to provide adequate lighting for patrons, while not unreasonably disturbing surrounding properties. A lighting plan, subject to review and approval by the Planning Director, shall be implemented prior to the sale of any alcoholic beverage.
6. In the event City staff determines that security problems exist on the site, the conditions of this permit may be amended, under the provisions of Title 17 of the Shafter Municipal Code, to require additional security.
7. The establishment shall have a public telephone listing.
8. It shall be the responsibility of the applicant/licensee to provide all employees that sell alcoholic beverages with the knowledge and skill that will enable them to comply with their responsibilities under State law. This includes, but is not limited to the following:
 - a. State law relating to alcoholic beverages, particularly ABC and penal provisions concerning sales to minors and intoxicated persons, driving under the influence, hours of legal operations, and penalties for violations of these laws.
 - b. The potential legal liabilities of owners and employees of businesses dispensing alcoholic beverages to patrons who may subsequently injure, kill, or harm themselves or innocent victims because of the excessive consumption of alcoholic beverages.
 - c. Alcohol as a drug and its effects on the body and behavior, including the operation of motor vehicles.
 - d. Methods for dealing with intoxicated customers and recognizing underage customers.
9. Litter and trash receptacles shall be located at convenient locations inside and outside the establishment, and operators of such establishments shall remove trash and debris in a manner to eliminate a health problem.
10. The Planning Commission has the right to hold a public hearing to revoke or modify any CUP pursuant to the provisions of Title 17 of the Shafter Municipal Code if harm or retail-related problems are demonstrated to occur as a result of criminal or anti-social behavior, including but not limited to the congregation of minors, violence, public drunkenness, vandalism, solicitation, and/or litter.
11. A CUP which has been approved or conditionally approved for alcohol-related land uses shall become null and void unless exercised within one (1) year of the date of final approval, or such extension of time as may be granted by the Planning Commission pursuant to a written request for extension submitted to the Planning Department a minimum of ninety (90) days prior to such expiration date.
12. All alcoholic beverages sold in conjunction with an on-site licensed establishment must be consumed entirely on the premises prior to closing time, and no alcoholic beverage shall be sold as take-out.
13. There shall be no live entertainment, amplified music, or dancing permitted on the premises at any time, unless specifically authorized by a conditional use permit issued by the City. Furthermore, the proposed uses shall be consistent with the license conditions imposed by the State of California Department of Alcoholic Beverage Control.
14. The establishment shall comply with the provision of Section 10.170 (Noise Hazards) of this Title.

15. In addition to the knowledge and skills deemed necessary for responsible alcoholic beverage services, as set forth in Title 17 Chapter 11, the following additional topics and skills shall be required:
 - a. Methods to appropriately pace customer drinking to reduce the risk that a customer may leave the premises in an intoxicated manner.
 - b. Knowledge of mixology, including marketable alternatives to alcoholic beverages.

Staff believes the project is compatible with the surrounding area, and with the implementation of the required conditions of approval, allowing the sale of beer, wine, and distilled spirits for on-site consumption as part of the operation of El Michoacano Restaurant will provide a public convenience.

CEQA:

Staff has determined that the project is categorically exempt from California Environmental Quality Act (CEQA) under Section 15301 (Existing Facilities) of the CEQA Guidelines in that the project will allow the on-site sale of beer, wine, and distilled spirits at an existing facility with no expansion of its use. Therefore, a Notice of Exemption has been prepared for the project.

FINDINGS:

1. The Planning Commission finds that the proposed use is permitted within the Downtown Commercial (DC) designation, is consistent with the goals, policies, and objectives of the General Plan, and is consistent with the applicable development policies and standards of the City.
2. The Planning Commission finds the proposed use would not impair the integrity and character of the DC designation in which the CUP is to be established.
3. The Planning Commission finds that the project is suitable for the type and intensity of the use proposed for the CUP.
4. The Planning Commission finds that there is adequate provision for water, sanitation, public utilities, and services to ensure public health and safety.
5. The proposed CUP will not be detrimental to public health, safety, or welfare, or materially injurious to properties and improvements in the vicinity.
6. The Planning Commission finds that the proposed CUP No. 23-138 is categorically exempt from CEQA and, therefore, will have no impact on the environment.
7. The Planning Commission finds that public convenience would be served by allowing a Type 47, On-Sale General – Eating Place, license to sell wine, beer, and distilled spirits on-site at El Michoacano restaurant located at 237 Central Avenue.
8. The attached conditions of approval are deemed necessary for the safety and welfare of the community.

ATTACHMENTS

EXHIBIT

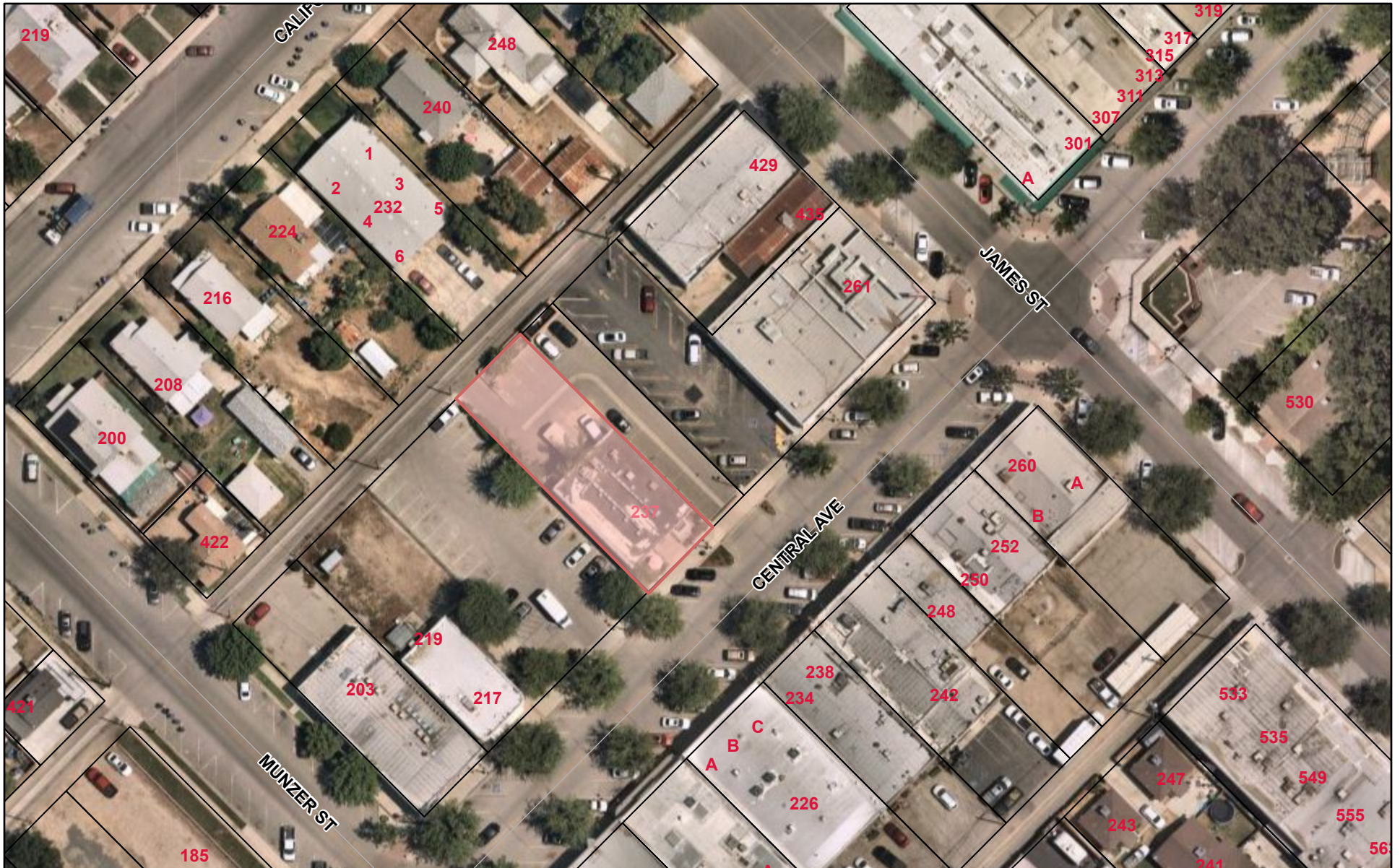
Vicinity Map

1

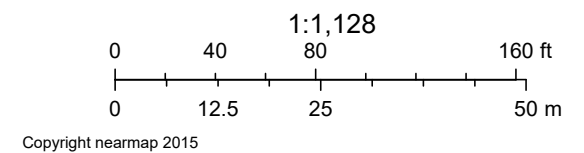
Resolution No. 23-431

2

CUP No. 23-138



10/13/2023, 9:26:20 AM



RESOLUTION NO. 23-431

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SHAFTER APPROVING CONDITIONAL USE PERMIT NO. 23-138 FOR ON-SALE GENERAL – EATING PLACE (TYPE 47 LICENSE) AT EL MICHOACANO RESTAURANT LOCATED AT 237 CENTRAL AVENUE

WHEREAS, the Planning Commission has, at its regularly scheduled meeting on November 14, 2023, studied and considered the proposed request for a Conditional Use Permit (CUP) No. 23-138 to permit a Type 47 On-Sale General – Eating Place license at El Michoacano Restaurant located at 237 Central Avenue as shown in Exhibit A; and

WHEREAS, the Planning Commission has determined that the proposed CUP No. 23-138 is exempt from CEQA in that the project will utilize an existing facility with no expansion; and

WHEREAS, a timely and properly noticed public hearing for CUP No. 23-138 was held by the Planning Commission of the City of Shafter at a regular meeting on November 14, 2023, at which hearing evidence, oral and documentary, was admitted on behalf of said project; and

WHEREAS, the Planning Commission finds that the proposed use is permitted within the Downtown Commercial (DC) District, is consistent with the goals, policies, and objectives of the General Plan, and is consistent with the applicable development policies and standards of the City; and

WHEREAS, the Planning Commission finds the proposed use would not impair the integrity and character of the DC District in which the CUP is to be established; and

WHEREAS, the Planning Commission finds that the project site is suitable for the type and intensity of use proposed under the CUP; and

WHEREAS, the Planning Commission finds that there is adequate provision for water, sanitation, public utilities, and services to ensure public health and safety for the CUP; and

WHEREAS, the CUP will not be detrimental to the public health, safety, or welfare, or materially injurious to properties and improvements in the vicinity of the project site; and

WHEREAS, the Planning Commission finds that public convenience would be served by allowing a Type 47 on-sale general – eating place license to sell distilled spirits for on-site consumption at El Michoacano Restaurant located at 237 Central Avenue; and

WHEREAS, the Planning Commission finds that the certain conditions of approval are deemed necessary for the safety and welfare of the community.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Shafter, in a regular session assembled on the 14th day of November, 2023, approves CUP No. 23-138 to permit an on-sale beer, wine, and distilled spirits license through the Department of Alcoholic Beverage Control (Type 47 license) at El Michoacano Restaurant as described in Planning Commission Resolution No. 23-431 subject to the following conditions of approval:

EXHIBIT 2

1. The applicant shall furnish the City with a copy of the ABC license and a copy of the conditions placed on the license by the Department of Alcoholic Beverage Control.
2. The applicant shall comply with all restrictions placed upon the license issued by the State of California Department of Alcoholic Beverage Control.
3. The CUP shall not become effective for any purpose unless an "Acceptance of Conditions" form has been signed by the applicant in the presence of the Planning Director, or notarized and returned to the Planning Department, and the ten (10) day appeal period has elapsed.
4. A modification of an approved CUP, as provided in Title 17 of the Shafter Municipal Code, shall be obtained when:
 - a. The establishment proposes to change its type of liquor license.
 - b. The establishment proposes to modify any of its current conditions of approval
 - c. There is a substantial change in the mode or character of operations of the establishment.
5. Exterior lighting in the parking area shall be designed to provide adequate lighting for patrons, while not unreasonably disturbing surrounding properties. A lighting plan, subject to review and approval by the Planning Director, shall be implemented prior to the sale of any alcoholic beverage.
6. In the event City staff determines that security problems exist on the site, the conditions of this permit may be amended, under the provisions of Title 17 of the Shafter Municipal Code, to require additional security.
7. The establishment shall have a public telephone listing.
8. It shall be the responsibility of the applicant/licensee to provide all employees that sell alcoholic beverages with the knowledge and skill that will enable them to comply with their responsibilities under State law. This includes, but is not limited to the following:
 - a. State law relating to alcoholic beverages, particularly ABC and penal provisions concerning sales to minors and intoxicated persons, driving under the influence, hours of legal operations, and penalties for violations of these laws.
 - b. The potential legal liabilities of owners and employees of businesses dispensing alcoholic beverages to patrons who may subsequently injure, kill, or harm themselves or innocent victims because of the excessive consumption of alcoholic beverages.
 - c. Alcohol as a drug and its effects on the body and behavior, including the operation of motor vehicles.
 - d. Methods for dealing with intoxicated customers and recognizing underage customers.
9. Litter and trash receptacles shall be located at convenient locations inside and outside the establishment, and operators of such establishments shall remove trash and debris in a manner to eliminate a health problem.

10. The Planning Commission has the right to hold a public hearing to revoke or modify any CUP pursuant to the provisions of Title 17 of the Shafter Municipal Code if harm or retail-related problems are demonstrated to occur as a result of criminal or anti-social behavior, including but not limited to the congregation of minors, violence, public drunkenness, vandalism, solicitation, and/or litter.
11. A CUP which has been approved or conditionally approved for alcohol-related land uses shall become null and void unless exercised within one (1) year of the date of final approval, or such extension of time as may be granted by the Planning Commission pursuant to a written request for extension submitted to the Planning Department a minimum of ninety (90) days prior to such expiration date.
12. All alcoholic beverages sold in conjunction with an on-site licensed establishment must be consumed entirely on the premises prior to closing time, and no alcoholic beverage shall be sold as take-out.
13. There shall be no live entertainment, amplified music, or dancing permitted on the premises at any time, unless specifically authorized by a conditional use permit issued by the City. Furthermore, the proposed uses shall be consistent with the license conditions imposed by the State of California Department of Alcoholic Beverage Control.
14. The establishment shall comply with the provision of Section 10.170 (Noise Hazards) of this Title.
15. In addition to the knowledge and skills deemed necessary for responsible alcoholic beverage services, as set forth in this Chapter, the following additional topics and skills shall be required:
 - a. Methods to appropriately pace customer drinking to reduce the risk that a customer may leave the premises in an intoxicated manner.
 - b. Knowledge of mixology, including marketable alternatives to alcoholic beverages.

PASSED AND ADOPTED THIS 14th DAY OF NOVEMBER, 2023.

John Sanchez, Chairman

ATTEST

Vanessa Uribe, Deputy City Clerk

