Lorelei H. Oviatt, AICP, Director
2700 "M" Street, Suite 100
Bakersfield, CA 93301-2323
Phone: (661) 862-8600
Fax: (661) 862-8601 TTY Relay 1-800-735-2929
Email: planning@co.kern.ca.us
Web Address: http://pcd.kerndsa.com/

PLANNING AND NATURAL RESOURCES DEPARTMENT

Planning
Community Development
Administrative Operations

July 1, 2020

FILE: Modification # 2, CUP # 8, Map # 27

ADDRESSEES (see Distribution List)

In Response Please Reference: Consultation Process on Proposed Negative Declaration for Modification No. 2 to Conditional Use Permit No. 8, Map No. 27 (Wonderful Pistachios and Almonds, Inc. by QK, Inc. and Trinity Consultants (PP20149))

Ladies and Gentlemen:

This Department, as Lead Agency, has determined that preparation of a revised Negative Declaration would be appropriate for the referenced project. As required by Section 15073 of the State CEQA Guidelines, we are submitting the proposed revised Negative Declaration to all responsible agencies for consultation. This consultation is requested to ensure that the environmental decision by our Department will reflect the concerns of responsible agencies involved with the project.

If a response is not received from your agency by **July 31, 2020**, this Department will assume that your agency has no comment. Should you have any questions, please contact Mark Tolentino, Planner I (TolentinoM@kerncounty.com; 661-862-5041) of this Department.

Sincerely,

LORELEI H. OVIATT, AICP, Director
Planning and Natural Resources Department

By Mark Tolentino
Planner I

AS:MT

Enclosure

CUP #8, Map #27
WO #PP20149 (ND - 5373B)
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nd5373.mt.nop.doc
Sc 06/26/20

U.S. Bureau of Land Management
Caliente/Bakersfield
3801 Pegasus Drive
Bakersfield, CA 93308-6837

Federal Aviation Administration
Western Reg Office/
777 South Aviation Boulevard
Suite 150
El Segundo, CA 90245

U. S. Fish & Wildlife Service
Division of Ecological Services
2800 Cottage Way #W-2605
Sacramento, CA 95825-1846

North West Kern Resource Cons Dist
5080 California Avenue, Suite 150
Bakersfield, CA 93309

Environmental Protection Agency
Region IX Office
75 Hawthorn Street
San Francisco, CA 94105

U.S. Dept of Agriculture/NRCS
5080 California Avenue, Ste 150
Bakersfield, CA 93309-0711

U.S. Postal Service
Address Management Systems
28201 Franklin Parkway
Santa Clarita, CA 91383-9321

So. San Joaquin Valley Arch Info Ctr
California State University of Bkfd
9001 Stockdale Highway
Bakersfield, CA 93311

Caltrans/Dist 6
Planning/Land Bank Bldg.
P.O. Box 12616
Fresno, CA 93778

Caltrans/
Division of Aeronautics, MS #40
P.O. Box 942873
Sacramento, CA 94273-0001

State Clearinghouse
Office of Planning and Research
1400 - 10th Street, Room 222
Sacramento, CA 95814

State Dept of Conservation
Director's Office
801 "K" Street, MS 24-01
Sacramento, CA 95814-3528

State Dept of Conservation
Geologic Energy Management Division
4800 Stockdale Highway, Ste 108
Bakersfield, CA 93309

California Fish & Wildlife
1234 East Shaw Avenue
Fresno, CA 93710

California Regional Water Quality
Control Board/Central Valley Region
1685 E Street
Fresno, CA 93706-2020

Kern County Public Works Department/
Building & Development/Floodplain

Kern County Public Works Department/
Building & Development/Survey

Kern County
Env Health Services Department

Kern County Fire Dept
David Witt, Interim Fire Chief

Kern County Fire Dept
Cary Wright, Fire Marshall

Kern County Library/Beale
Local History Room

Kern County Library/Beale
Andie Sullivan

Kern County Parks & Recreation

Kern County Sheriff's Dept
Administration

Kern County Public Works Department/
Building & Development/Development
Review

Kern County Public Works
Department/Operations &
Maintenance/Regulatory Monitoring &
Reporting

Wasco Union High School Dist
P.O. Box 250
Wasco, CA 93280

Lost Hills Union School Dist
P.O. Box 158
Lost Hills, CA 93249

Kern County Superintendent of Schools
Attention School District Facility Services
1300 - 17th Street
Bakersfield, CA 93301

Berrenda Mesa Water Dist
14823 Highway 33
Lost Hills, CA 93249-9734

Kern County Water Agency
P.O. Box 58
Bakersfield, CA 93302-0058

San Joaquin Valley
Air Pollution Control District
1990 East Gettysburg Avenue
Fresno, CA 93726

West Side Mosquito
Abatement Dist.
P.O. Box 205
Taft, CA 93268

Adams, Broadwell, Joseph & Cardozo
Attention: Janet M. Laurain
601 Gateway Boulevard, Suite 1000
South San Francisco, CA 94080

Los Angeles Audubon
926 Citrus Avenue
Los Angeles, CA 90036-4929

Defenders of Wildlife/
Kim Delfino, California Dir
980 - 9th Street, Suite 1730
Sacramento, CA 95814

Native American Heritage Council
of Kern County
Attn: Gene Albitre
3401 Aslin Street
Bakersfield, CA 93312

Pacific Gas & Electric Co
Land Projects
650 "O" Street, First Floor
Fresno, CA 93760-0001

Sierra Club/Kern Kaweah Chapter
P.O. Box 3357
Bakersfield, CA 93385

Southern California Gas Co
35118 McMurtrey Avenue
Bakersfield, CA 93308-9477

Southern California Gas Co
Transportation Dept
9400 Oakdale Avenue
Chatsworth, CA 91313-6511

Verizon California, Inc.
Attention Engineering Department
520 South China Lake Boulevard
Ridgecrest, CA 93555

David Laughing Horse Robinson
P.O. Box 20849
Bakersfield, CA 93390

Kern Valley Indian Council
Attn: Robert Robinson, Chairperson
P.O. Box 401
Weldon, CA 93283

Kern Valley Indian Council
Historic Preservation Office
P.O. Box 401
Weldon, CA 93283

Leadership Counsel for Justice &
Accountability
1527 - 19th Street, Suite 212
Bakersfield, CA 93301

LIUNA
Attn: Danny Zaragoza
2201 "H" Street
Bakersfield, CA 93301

Lozeau Drury LLP
1939 Harrison Street, Suite 150
Oakland, CA 94612

REVISED
NEGATIVE DECLARATION

NOTICE OF AVAILABILITY FOR PUBLIC REVIEW

This is to advise that the Kern County Planning Department has prepared a Negative Declaration for the project identified below. As mandated by State law, the minimum public review period of this document is 30 days. *In response to the COVID-19 Pandemic, the majority of Kern County Planning & Natural Resources Department Staff are working remotely. At this time, the Public Services Building is closed to the public. Therefore, the document and documents referenced in the draft Negative Declaration are available for review by contacting the Project Planner, Mark Tolentino by email: TolentinoM@kerncounty.com or by telephone at: (661) 862-5041, or by mail at 2700 "M" Street, Suite 100, Bakersfield, CA 93301.*

A public hearing has been scheduled with the Kern County Planning Commission to receive comments on the document on: **August 13, 2020**, at 7:00 p.m. or soon thereafter, Chambers of the Board of Supervisors, First Floor, Kern County Administrative Center, 1115 Truxtun Avenue, Bakersfield, California. Hearings may not be conducted virtually and may not be open to the public, interested parties in participating in this hearing should contact the Project Planner, Mark Tolentino, and instructions will be provided.

The comment period for this document closes on **July 31, 2020**. Testimony at future public hearings maybe limited to those issues raised during the public review period either orally or submitted in writing by 5:00 p.m. the day the comment period closes.

Project Title: (1) (a) General Plan Amendment No. 1, Map No. 27[Originally approved June 13, 2006, Resolution No. 2006-232 & -233]; (b) Conditional Use Permit No. 8, Map No. 27[Originally approved May 25, 2006, Resolution No. 108-06], Modification No.1, Map No. 27[Approved February 12, 2009, Resolution No. 17-09]; (2) Modification No. 2 Conditional Use Permit No. 8, Map No. 27 Wonderful Pistachios and Almonds by QK, Inc and Trinity Consultants (PP20149)

Project Location: 13646 Highway 33, Lost Hills, CA

Project Description: (1) (a) Amend the Circulation Element of the Kern County General Plan to eliminate the designation of section lines and midsection lines as arterial right-of-way and collector highways, respectively [Approved June 13, 2006, Resolution No. 2006-232 & -233]; (b) A Conditional Use Permit to allow the construction of a new private paved 5,000-foot by 60-foot airstrip to be used for agricultural purposes [Originally approved May 25, 2006, Resolution No. 108-06]. Modification No. 1 to this CUP required this document to be amended, recirculated, and subsequently adopted at the February 12, 2009 Planning Commission [Resolution No. 17-09] in order to authorize the installation of an above-ground aviation fuel tank.

(2) Current Proposal. Modification No. 2 of Conditional Use Permit No. 8, Map No. 27 to widen the existing authorized 5,000-foot-long airstrip from 60-feet to 75-feet. Additional revisions are not proposed at this time. As previously authorized, the airstrip will be used primarily by crop dusting aircraft, with occasional use by the applicant's private corporate aircraft. The crop dusting aircraft will be used for the application of chemicals to approximately 10,000 acres to 12,000 acres of production orchards owned by the applicant. Fuel and chemical trucks will transport chemical material to the airstrip on a daily basis, as needed, and will not remain on site unless aircraft are present or using the facility. The existing airstrip is proposed to be expanded within an area adjacent to fields currently planted in 30-year-old almond trees. The airstrip will be uncontrolled and will operate under visual flight rules as regulated by the Federal Aviation Administration. Access will be provided from a 20-foot-wide access road which will connect the parking area with the existing parking area for Wonderful Pistachios and Almonds, Inc. facilities. Airplane use will be limited to daytime hours, and nighttime landings are not proposed. Water or sewage facilities are not required or proposed.

This document is being amended and recirculated to include the proposed widening of the existing private airstrip by approximately 15-feet, expanding the airstrip to 5,000-feet by 75-feet, in order to accommodate larger aircraft exceeding previously approved restrictions on wingspan, approach speed, and take-off weight. The existing and planned fixed-wing aircraft proposed to utilize the facility will consist of both agricultural aircraft (crop dusters) and a limited number of business aircraft intended to transport clients and/or business-related personnel from various locations for the purpose of conducting the farming, processing, packaging and sales operations of Wonderful Pistachios and Almonds' various commodities.

In addition, this document is being amended to revise Mitigation Measure (3) which limits fixed-wing aircrafts permitted to use the runway. Furthermore, this document will be amended to reflect the updated 2020 CEQA Appendix G checklist in addition to updating applicant information due to the 2015 acquisition of Paramount Farms by Wonderful Pistachio and Almonds. The amended text is shown in ~~strikethrough~~ and underline throughout this document.

For further information, please contact Mark Tolentino, Planner I ((661)-862-5041).
LORELEI OVIATT, AICP, Director
Kern County Planning and Natural Resources Department

AS:MT (06/29/20)

Cc: County Clerk (4) (with fee)
US Environmental Protection Agency
Sierra Club/Kern Kaweah Chapter
US Federal Aviation Administration
LIUNA/Danny Zaragoza
Supervisorial District No. 4
Joyce LoBasso
Kern County Leadership Counsel
Native American Heritage Pres. Council/Kern County
Caltrans/Division of Aeronautics
Calif. Rural Legal Assist. Foundation (2)

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CUP #8, Map #27
WO #PP20149 (ND - 5373B)
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057 290 19 00 5
WONDERFUL NUT ORCHARDS LLC
6801 E LERDO HW
SHAFTER CA 93263-9610

057 290 13 00 7
PARAMOUNT FARMS INTERNAT
11444 W OLYMPIC BL FLR 10
LOS ANGELES CA 90064-1557

057 290 18 00 2 SITE
PARAMOUNT FARMS
INTERNATIONAL, LLC
11444 W OLYMPIC BL FLR 10
LOS ANGELES CA 90064-1557

057 290 21 00 0 SITE/DUP
PARAMOUNT FARMS
INTERNATIONAL, LLC
11444 W OLYMPIC BL FLR 10
LOS ANGELES CA 90064-1557

Federal Aviation Administration
Western Reg Office/
777 South Aviation Boulevard
Suite 150
El Segundo, CA 90245

Environmental Protection Agency
Region IX Office
75 Hawthorn Street
San Francisco, CA 94105

Caltrans/
Division of Aeronautics, MS #40
P.O. Box 942873
Sacramento, CA 94273-0001

County Clerk

Native American Heritage Council
of Kern County
Attn: Gene Albitre
3401 Aslin Street
Bakersfield, CA 93312

Sierra Club/Kern Kaweah Chapter
P.O. Box 3357
Bakersfield, CA 93385

David Laughing Horse Robinson
P.O. Box 20849
Bakersfield, CA 93390

Joyce LoBasso
P.O. Box 6003
Bakersfield, CA 93386

Leadership Counsel for Justice & Accountability
1527 - 19th Street, Suite 212
Bakersfield, CA 93301

LIUNA
Attn: Danny Zaragoza
2201 "H" Street
Bakersfield, CA 93301

Supervisor David Couch
4th District

Wuksache Indian Tribe/Eshom Valley Band
Attn: Kenneth Woodrow, Chairperson
1179 Rock Haven Court
Salinas, CA 93906

Big Pine Paiute Tribe of the Owens Valley
Attn: James Rambeau, Sr., Chairperson
P.O. Box 700
Big Pine, CA 93513

Big Pine Paiute Tribe of the Owens Valley
Attn: Sally Manning, Environmental Director
P.O. Box 700
Big Pine, CA 93513

Big Pine Paiute Tribe of the Owens Valley
Attn: Danelle Gutierrez, THPO
P.O. Box 700
Big Pine, CA 93513

Kern Valley Indian Community
Attn: Julie Turner, Secretary
P.O. Box 1010
Lake Isabella, CA 93240

Tejon Indian Tribe
Attn: Colin Rambo, Cultural Resources Management
1731 Hasti-acres Drive, Suite 108
Bakersfield, CA 93309

Kern Valley Indian Community
Attn: Robert Robinson, Chairperson
P.O. Box 1010
Lake Isabella, CA 93240

Kern Valley Indian Community
Attn: Brandy Kendricks
30741 Foxridge Court
Tehachapi, CA 93561

Tejon Indian Tribe
Attn: Octavio Escobedo, Chairperson
1731 Hasti-acres Drive, Suite 108
Bakersfield, CA 93309

Kitanemuk & Yowlumne Tejon Indians
Attn: Delia Dominguez, Chairperson
115 Radio Street
Bakersfield, CA 93305

Tubatulabals of Kern County
Attn: Robert L. Gomez, Jr., Chairperson
P.O. Box 226
Lake Isabella, CA 93240

Tule River Indian Tribe
Attn: Neal Peyron, Chairperson
P.O. Box 589
Porterville, CA 93258

San Manuel Band of Mission Indians
Attn: Lee Clauss, Director –CRM Dept.
26569 Community Center Drive
Highland, CA 92346

San Manuel Band of Mission Indians
Attn: Lynn Valbuena, Chairwoman
26569 Community Center Drive
Highland, CA 92346

Chumash Council of Bakersfield
Attn: Julio Quair, Chairperson
729 Texas Street
Bakersfield, CA 93307

Santa Rosa Rancheria/Tachi Yokut Tribe
Attn: Rueben Barrios, Sr., Chairperson
P.O. Box 8
Lemoore, CA 93245

REVISED
NEGATIVE DECLARATION

TO WHOM IT MAY CONCERN:

Pursuant to the California Environmental Quality Act of 1970 (CEQA),* the State CEQA Guidelines,** and the Kern County Guidelines for Implementation of CEQA and State CEQA Guidelines,*** the Kern County Planning and Natural Resources Department has prepared an Initial Study of possible environmental impacts of the following-described project:

APPLICANT: (1) Paramount Farms, Inc. (PP05311); (2) Wonderful Pistachios and Almonds, Inc. (PP20149)

APPLICATIONS: (1) (a) General Plan Amendment No. 1, Map No. 27; (b) Conditional Use Permit No. 8, Map No. 27; (2) Modification No. 2 Conditional Use Permit No. 8, Map No. 27

LOCATION: (1) Approximately ¼ mile east of State Highway 33, approximately two miles north of Blackwell's Corner, and approximately 12 miles northwest of Lost Hills; being a portion of Sections 11, 14, and 23, T6N, R19W, SBB&M, County of Kern, State of California; (2) 13646 Highway 33, Lost Hills, CA 93249

DESCRIPTION OF PROPOSED PROJECT: (1) (a) Amend the Circulation Element of the Kern County General Plan to eliminate the designation of section lines and midsection lines as arterial right-of-way and collector highways, respectively [Approved June 13, 2006, Resolution No. 2006-232 & -233]; (b) A Conditional Use Permit to allow the construction of a new private paved 5,000-foot by 60-foot airstrip to be used for agricultural purposes [Originally approved May 25, 2006, Resolution No. 108-06]. Modification No. 1 to this CUP required this document to be amended, recirculated, and subsequently adopted at the February 12, 2009 Planning Commission [Resolution No. 17-09] in order to authorize the installation of an above-ground aviation fuel tank facility [Approved February 12, 2009, Resolution No. 17-09].

(2) Current Proposal. Modification No. 2 of Conditional Use Permit No. 8, Map No. 27 to widen the existing authorized 5,000-foot-long airstrip from 60-feet to 75-feet. Additional revisions are not proposed at this time. As previously authorized, the airstrip will be used primarily by crop dusting aircraft, with occasional use by the applicant's private corporate aircraft. The crop dusting aircraft will be used for the application of chemicals to approximately 10,000 acres to 12,000 acres of production orchards owned by the applicant. Fuel and chemical trucks will transport chemical material to the airstrip on a daily basis, as needed, and will not remain on site unless aircraft are present or using the facility. The existing airstrip is proposed to be expanded adjacent to an area currently planted in 30-year-old almond trees. The airstrip is uncontrolled and will operate under visual flight rules as regulated by the Federal Aviation Administration. Access is provided from a 20-foot-wide access road which connects to the parking area with the existing parking area for Wonderful Pistachios and Almonds, Inc. facilities. Airplane use will be limited to daytime hours, and nighttime landings are not proposed. Water or sewage facilities are not required or proposed.

This document is being amended and recirculated to include the proposed widening of the existing private airstrip by approximately 15-feet, expanding the airstrip to 5,000-feet by 75-feet, in order to accommodate larger aircraft exceeding previously approved restrictions on wingspan, approach speed, and take-off weight. The existing and planned fixed-wing aircraft proposed to utilize the facility will consist of both agricultural aircraft (crop dusters) and a limited number of business aircraft intended to transport clients and/or business-related personnel from various locations for the purpose of conducting the farming, processing, packaging and sales operations of Wonderful Pistachios and Almonds' various commodities.

In addition, this document is being amended to revise Mitigation Measure (3) which limits fixed-wing aircrafts permitted to use the runway. Furthermore, this document will be amended to reflect the updated 2020 CEQA Appendix G checklist in addition to updating applicant information due to the 2015 acquisition of Paramount Farms by Wonderful Pistachio and Almonds. The amended text is shown in ~~strikethrough~~ and underline throughout this document.

MITIGATION MEASURES: Included in the Proposed Project to Avoid Potentially Significant Effects (if required):

(1) Light shields shall be installed on light standards to prevent glare onto Highway 33.

(2) The runway shall be open to corporate aircraft, crop dusters, and occasional invited guests of the applicant. The runway shall be closed to the general public.

(3) Fixed-wing aircraft that shall be permitted to use the runway shall be restricted to the following:

(a) Aircraft Approach Category ~~A~~ B (approach speed: less than ~~91~~ 120 knots).

(b) Airplane Design Group ~~I~~ II (wingspan: less than ~~49~~ 79 feet wide).

(c) Take Off Gross Weight: less than ~~12,500~~ 66,000 pounds.

(4) Prior to the installation of the 10,000-gallon above-ground fuel tank, the applicant shall submit plans to Kern County Fire Department for review and approval. The tank shall be inspected and permitted by the Kern County Fire Department.

(5) The storage of on-site jet fuel shall be limited to one 10,000-gallon, double-walled above-ground storage tank. The above-ground fuel storage tank shall comply with all applicable County, State and federal building and fire codes regulations and comply with applicable agency permitting requirements.

INCLUSION OF MITIGATION MEASURES AS PART OF PROJECT:

I, as applicant/authorized agent, have reviewed the mitigation measures noted above and agree to include said measures as part of this project.

Signed: Daniel Lee **Date:** 6/25/2020

FINDINGS: It has been found that this project, as described and proposed to be mitigated herein, will not have a significant effect on the environment and that an Environmental Impact Report (EIR) is, therefore, not required. A brief statement of reasons supporting such findings is as follows:

1. Proposed modified project does not appear to have a substantial demonstrable negative aesthetic effect.

2. Propos~~al~~ed modification would not appear to expose humans or structures to major geologic hazards.

3. Proposed modification does not appear to result in the conversion of Farmland into nonagricultural use.

4. Proposed modified project would not appear to have any potential for disruption or alteration of (1) an archaeological site over 200 years old, (2) a historic site of record, or (3) a paleontological site.

5. Propos~~al~~ed modification would not appear to cause a substantial increase in traffic as it would relate to existing traffic loads and capacities of the circulation system serving the site.

PUBLIC INQUIRY: Any person may object to dispensing with such EIR or respond to the findings herein. Information relating to the proposed project is on file in the office of the Kern County Planning and Natural Resources Department at the address shown below. *In response to the COVID-19 Pandemic, the majority of Kern County Planning & Natural Resources Department Staff are working remotely. At this time, the Public Services Building is closed to the public. Therefore, any person wishing to examine or obtain a copy of that information or this document, or seeking information as to the time and manner to so object or respond, may do so by contacting the Project Planner, Mark Tolentino by email: TolentinoM@kerncounty.com or by telephone at: (661) 862-5041, or by mail at 2700 "M" Street, Suite 100, Bakersfield, CA 93301 during regular business hours.*

A copy of the Initial Study is attached hereto.

PROPOSED NEGATIVE DECLARATION DATE: July 1, 2020
NEGATIVE DECLARATION REVIEW PERIOD ENDS: July 31, 2020

LORELEI H. OVIATT, AICP, Director
Planning and Natural Resources Department

Kern County Planning and
Community Development Department
2700 "M" Street, Suite 100
Bakersfield, CA 93301
(661) 862-8600

By Anjanette Simon
Current Planning – Division Chief

AGENCY CONSULTATION REQUIRED: X Yes ___ No

AGENCIES CONSULTED: Kern County Planning Department/Current Planning; County Clerk; BLM/Bakersfield; U.S. Fish & Wildlife/Sacrament; Soil Consv Serv/Bakersfield; Western Kern RCD; FAA; KC Agriculture; KC Airports; ESS/Floodplain; EHS; KC Fire; KC Public Works Department/Engineering and Administration Div; Waste Management; Lost Hills School District; Superintendent of Schools: Berrenda Mesa Water District; Kern County Water Agency; SJVAPCD; Wasco High School District; PG&G/Bakersfield; Smart Growth Coalition; Westside Mosquito Control;

So. San Joaquin Arch Info Center; Caltrans/6; CalGEM/Bakersfield; Fish & Game/Fresno; Regional Water Quality Control Board/Central; Caltrans/Ray Chopra, Caltrans/Dan Gargas

STATE CLEARINGHOUSE NUMBER (if required):

INITIAL STUDY PREPARED BY: Mark Tolentino, Planner I ((661) 862-5041)/Planning and Natural Resources Department

DATE POSTED: July 1, 2020 **DATE OF NOTICE TO PUBLIC:** July 31, 2020

* Public Resources Code, Section 21000, et seq.
** Title 14, Division 6, California Administrative Code, as amended
*** Resolution No. 88-068, adopted January 19, 1988

AS:MT (06/29/20)

INITIAL STUDY REVIEW
(revised June 29, 2020)

SECTION I. PROJECT DESCRIPTION AND SETTING

PROPOSED PROJECT: (1) (a) General Plan Amendment No. 1, Map No. 27, Paramount Farms, Inc. (PP05311); (b) Conditional Use Permit No. 8, Map No. 27; (2) Modification No. 2 Conditional Use Permit No. 8, Map No. 27, Wonderful Pistachios and Almonds, Inc. (PP20149)

LOCATION: (1) Approximately ¼ mile east of State Highway 33, approximately two miles north of Blackwell's Corner, and approximately 12 miles northwest of Lost Hills; being a portion of Sections 11, 14, and 23, T6N, R19W, SBB&M, County of Kern, State of California; (2) 13646 Highway 33, Lost Hills, CA 93249, APN: 057-290-18 & -21

PROJECT DESCRIPTION: (1) (a) Amend the Circulation Element of the Kern County General Plan to eliminate the designation of section lines and midsection lines as arterial right-of-way and collector highways, respectively [Approved June 13, 2006, Resolution No. 2006-232 & -233]; (b) A Conditional Use Permit to allow the construction of a new private paved 5,000-feet-long by 60-feet-wide airstrip to be used for agricultural purposes [Originally approved May 25, 2006, Resolution No. 108-06]. Modification No. 1 to this CUP required this document to be amended, recirculated, and subsequently adopted at the February 12, 2009 Planning Commission [Resolution No. 17-09] authorized the installation of an above-ground aviation fuel tank.

(2) Current Proposal. Modification No. 2 of Conditional Use Permit No. 8, Map No. 27 to widen the existing authorized 5,000-foot-long airstrip from 60-feet wide to 75-feet. Additional revisions are not proposed at this time. As previously authorized, the airstrip will be used primarily by crop dusting aircraft, with occasional use by the applicant's private corporate aircraft. The crop dusting aircraft will be used for the application of chemicals to approximately 10,000 acres to 12,000 acres of production orchards owned by the applicant. Fuel and chemical trucks will transport chemical material to the airstrip on a daily basis, as needed, and will not remain on site unless aircraft are present or using the facility. The existing airstrip is proposed to be expanded within an area adjacent to fields currently planted in 30-year-old almond trees. The airstrip will be uncontrolled and will operate under visual flight rules as regulated by the Federal Aviation Administration. Access will be provided from a 20-foot-wide access road which will connect the parking area with the existing parking area for Wonderful Pistachios and Almonds, Inc. facilities. Airplane use will be limited to daytime hours, and no nighttime landings are proposed. Water or sewage facilities are not required or proposed.

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In addition, this document is being amended to revise Mitigation Measure (3) which limits fixed-wing aircrafts permitted to use the runway. Furthermore, this document will be amended to reflect the updated 2020 CEQA Appendix G checklist in addition to updating applicant information due to the 2015 acquisition of Paramount Farms by Wonderful Pistachio and Almonds. The amended text is shown in ~~strikethrough~~ and underline throughout this document.

ENVIRONMENTAL SETTING:

The project site consists of six parcels of record totaling approximately 692 acres located in the northwesterly portion of Kern County with an average elevation of 600 feet mean sea level. The site is developed with agricultural crops, specifically, almonds, pistachios, and pomegranates. The site includes an existing runway that was constructed within an 81.58-acre portion of the entire project site, divided into two (2) adjacent parcels. Surrounding properties are developed with agricultural uses summarized in the table below:

Table 1

Location	Map Code Designation (Kern County General Plan)	Zone District	Land Use
Project Site	8.1 & 8.1/2.5	A	Private Airstrip
North	8.1	A	Almond Orchards and Vacant Land
East	8.1 & 8.3/2.5	A	Almond Orchards, Wonderful Offices and Vacant Land
South	8.1 & 8.3/2.5	A & A-1	Almond Orchards, Wonderful Processing Facilities, Hwy 33
West	8.1 & 8.1/2.5	A	Almond Orchards, Hwy 33, Vacant Land

Land use records indicate the property has historically been developed with agricultural uses. Site soils are comprised of Kimberlina fine sandy loam and Panoche clay loam, both considered to be deep, well-drained soils found on alluvial fans and plains with 0 to 2 percent slopes. The project site is located beyond the administrative boundaries of any oil or gas field and the site does not contain oil, gas, or injection wells of record within the project boundaries.

KERN COUNTY
ENVIRONMENTAL CHECKLIST FORM

Environmental Factors Potentially Affected:

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

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

DETERMINATION. (To be completed by the Lead Agency)

On the basis of this initial evaluation:

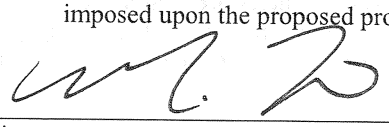
☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

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

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

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

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



Signature

6/25/2020

Date

MARK TOLENTINO

Printed Name

PLANNER I

Title

Evaluation of Environmental Impacts:

(1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a Lead Agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

(2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

(3) Once the Lead Agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an Environmental Impact Report (EIR) is required.

(4) Negative Declaration: "Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The Lead Agency must describe the mitigation measure and briefly explain how they reduce the effect to a less than significant level.

(5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or Negative Declaration, Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

(a) Earlier Analysis Used. Identify and state where they are available for review.

(b) Impacts Adequately Addressed. Identify which effects from the above checklist where within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

(c) Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

(6) Lead Agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

(7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

(8) The adopted guidelines state "This is only a suggested form, and lead agencies are free to use different formats; however, Lead Agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected." Kern County has adopted this format and included all questions from Appendix G.

(9) The explanation of each issue should identify:

(a) The significance criteria or threshold, if any, used to evaluate each question; and

(b) The mitigation measure identified, if any, to reduce the impact to less than significance.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
I. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista? *(See additional remarks to matrix)*	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? *(See additional remarks to matrix)*	☐	☐	☐	☒
c) In nonurbanized areas, substantially degrade the existing visual character or quality of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? *(See additional remarks to matrix)*	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area? *(See additional remarks to matrix)*	☐	☒	☐	☐

RESPONSES:

Response to (a) through (c): The project is located within an area that has historically been used for agricultural purposes, specifically, almond and pistachio trees. There are no scenic trees, rock outcroppings or historic buildings on the project site. There are currently no scenic highways or sensitive view corridors designated for the local region. There is no evidence in the record to date which suggests that development of the site, in accordance with County development standards, will substantially degrade the existing visual character or quality of the site and its surroundings.

Response to (d): As proposed, the airstrip will be used for the landing of crop dusting aircraft with occasional use by the applicant's private corporate aircraft. Aircraft use will continue to be limited to daytime hours, and ~~no~~ nighttime landings are not proposed. In addition, the applicant has submitted an Energy Consumption Memorandum (attached) that indicates a change to the existing lighting system due to the adjusted runway centerline. The Airport Layout Plan notes existing, incandescent runway lighting will be replaced with new technology LED (Light Emitting Diode). The Lead Agency notes the existing ~~is proposing~~ mitigation requiring any new parking area or airstrip lights that may be installed as part of this modification request to be directed away from Highway 33. ~~Inclusion of~~ tThis mitigation measure will ensure ~~that~~ any new source of light or glare will be reduced to a less than significant level.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effets, lead agencies may refer to the California Agricultrual Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether the impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use? *(See additional remarks to matrix)*	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or Williamson Act contract? *(See additional remarks to matrix)*	☐	☐	☐	☒
c) ~~Involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland to nonagricultural use?~~ Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) or timberland (as defined in Public Resources Code section 4526) or timberland zoned Timberland Production (as defined by Government Code Section 51104 (g))? *(See additional remarks to matrix)*	☐	☐	☐	☒
d) ~~Result in the cancellation of an open space contract made pursuant to the California Land Conservation Act of 1965 or Farmland Security Zone Contract for any parce of 100 or more acres (Section 15206(b)(3) Public Resources Code)?~~ Result in the loss of forest land or conversion of forest land to non-forest use? *(See additional remarks to matrix)*	☐	☐	☐	☒

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

RESPONSES:

Response to (a) through (d): The Department of Conservation/Division of Land Resource Protection/Kern County Interim-Important Farmland map identifies the site as Important Prime Farmland. The existing and proposed project site and surrounding properties are located within a Farmland Security Zone which was established by contract by the Kern County Board of Supervisors on December 19, 1999. At the time the contract was entered, Kern County's Uniform Rules governing the administration of the agricultural preserve program did not include private and agriculturally related airstrips as compatible uses. However, on October 12, 2004, the Kern County Board of Supervisors adopted Resolution 2004-361, whereby, the Uniform Rules of each and all Agricultural Preserves within the County of Kern were amended to add private, agriculturally related airstrips as a compatible use. The existing Farmland Security Zone Contract will remain active, and this request would not result in the cancellation of any portion of the original Farmland Security Zone contract.

As proposed, the widening of the existing private airstrip by 15-feet along the entire 5000-feet length will not encroach upon land designated for existing orchards. The proposal will be adding to the previously approved airstrip and the area required for the construction and expansion will not impose onto the current agricultural operations. ~~As proposed, the airstrip will be constructed within an area currently planted in 20-year-old almond trees. The Lead Agency acknowledges that although approval of the request would ultimately result in the loss of approximately seven acres of prime agricultural land, it is the determination of the Lead Agency that this conversion is less than significant based on the scope of the project with respect to the amount of land continuing to support agricultural activities.~~ Based on the foregoing evaluation, there is no evidence in the record to date to suggest that implementation of the modified project, as proposed, will (1) convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency to nonagricultural use; (2) conflict with existing zoning for agricultural use or a Williamson Act Land Use Contract; (3) involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to nonagricultural use; or (4) result in the cancellation of an Open Space contract made pursuant to the California Land Conservation Act of 1965 or Farmland Security Zone Contract for any parcel of 100 or more acres.

Response to (e): As proposed, the widening of the existing private airstrip by an additional 15-feet, resulting in a 70-foot-width along the 5000-foot-length, or an increase in paved airstrip area of approximately 75,000 square-feet, will not encroach upon land designated for existing orchards. In addition, the existing private airstrip is accessory to the agricultural operation occurring on site and, therefore, the expansion does not result in the conversion of Farmland into nonagricultural use as discussed previously. Therefore, any potential impacts are less than significant.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) ~~Violate any air quality standard in (c)i, (c)ii, or as established by EPA or air district or contribute substantially to an exising or projected air quality violation?~~ Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard? Specifically, would implementation of the project (in a specific location) exceed any of the following adopted thresholds:				
i. San Joaquin Valley Unified Air Pollution Control District:				
Operational and Area Sources				
Reactive Organic Gases (ROG) 10 tons per year.	☐	☐	☒	☐
Oxides of Nitrogen (NO_x) 10 tons per year.	☐	☐	☒	☐
Particulate Matter (PM_{10}) 15 tons per year.	☐	☐	☒	☐
Stationary Sources as determined by District Rules				
Severe Nonattainment 25 tons per year.	☐	☐	☒	☐
Extreme Nonattainment 10 tons per year.	☐	☐	☒	☐

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
III. AIR QUALITY. (Continued)				
ii. Eastern Kern Air Pollution Control District.				
Operational and Area Sources				
Reactive Organic Gases (ROG) 25 tons per year.	☐	☐	☐	☐
Oxides of nitrogen (NO_x) 25 tons per year.	☐	☐	☐	☐
Particulate Matter (PM_{10}) 15 tons per year.	☐	☐	☐	☐
Stationary Sources - determined by District Rules 25 tons per year.	☐	☐	☐	☐
~~d)~~ c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.	☐	☐	☐	☒
e) ~~Create objectionable odors affecting a substantial number of people?~~	☐	☐	☐	☒

RESPONSES:

Response to (a) through (d)~~(e)~~: The site is located within the administrative boundaries of the San Joaquin Valley Air Pollution Control District (District). The basin is extreme nonattainment for ozone (VOC and NOx) and serious nonattainment for PM10 (fugitive dust, VOC, and NOx) for both State and federal standards. The basin is in attainment for carbon monoxide for both State and federal standards which are generated primarily by motor vehicles and are the precursors to ozone. The pollutants that could be generated from the implementation of the project include temporary increases in emissions of PM10, ozone, CO, and NO2 from construction equipment and grading activities.

The District has prepared a Guide for Assessing and Mitigating Air Quality Impacts (GAMAQI) for use in preparing environmental documents. The GAMAQI establishes a three-level approach to determining the significance related to a project's ozone precursor emissions. The District precalculated the emissions on a large number and type of projects to identify the level at which they would have no possibility of exceeding the identified emissions thresholds considered as significant. A copy of the Early Consultation Review packet was circulated to the District, and the District did not submit comment regarding this proposal.

Specific control measures, necessary to ensure that proposed development does not conflict with the implementation of the area's air quality plan or contribute to a cumulative considerable net increase in

criteria pollutants for which the area is in nonattainment, shall be as required and enforced by that agency. Development on the site that includes stationary emission sources will be subject to the permitting requirements of the District. The District's Regulation VIII Fugitive Dust Rules is a series of requirements designed to reduce PM10 emissions generated by human activity, including construction, road building, and other dust generating activities. Based on the foregoing evaluation, it is the determination of the Lead Agency that potential impacts on air quality resources will be reduced to a less than significant level with adherence to existing County development standards and possible requirements of the San Joaquin Valley Air Pollution Control District.

The applicant submitted a Small Project Analysis Level assessment (attached) to discuss any potential emissions that may lead to odors as a result of the proposed widening of the existing private runway. Expected uses are not known to be a source of nuisance odors and are not listed in Table 6 of the SJVAPCD's GAMAQI. Furthermore, the Lead Agency has not been presented with any other evidence to indicate potential emissions (such as those leading to odors) would affect a substantial number of people, as this site is not located where a substantial number of people reside or work.

Implementation of the project, therefore, is not expected to (1) conflict with or obstruct implementation of the applicable air quality plan; (2) violate any air quality standard as adopted in (c)i or (c)ii or as established by the Environmental Protection Agency or air district, or contribute substantially to an existing or projected air quality violation; or (3) result in a cumulatively considerable net increase of any critical pollutant for which the project region is in nonattainment under an applicable federal or State ambient air quality standard, including releasing emissions (which include those leading to odors) which exceed quantitative thresholds for ozone precursors.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? *(See additional remarks to matrix)*	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? *(See additional remarks to matrix)*	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands ~~as defined by Section 404 of the Clean Water Act~~ (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? *(No wetlands in project vicinity)*	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? *(See additional remarks to matrix)*	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? *(No local ordinance)*	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? *(Not wihin an adopted Plan area)*	☐	☐	☐	☒

RESPONSES:

Response (a), (b), and (d): A copy of the Early Consultation Review package was circulated to affected agencies, including the California Department of Fish and Game and the U.S. Fish and Wildlife Service, and no comments were received from either agency. The modified and previously approved project site is not shown to be within an area of special biological importance or within an area of significant botanical importance as identified by the Kern County General Plan Master Environmental Assessment/Master Environmental Impact Report. Additionally, the site is currently located in a disturbed area for the construction of the previously approved airstrip, therefore new land would not be disturbed as part of this modification. Because mitigation measures are required to substantially lessen or avoid a significant adverse impact and such an impact has not been identified, mitigation is not proposed. ~~There is no e~~Evidence has not been discovered in the record to date which suggests that implementation of the modified project, as proposed, would (1) have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service; (2) have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service; or (3) interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5? *(See additional remarks to matrix)*	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines § 15064.5? *(See additional remarks to matrix)*	☐	☐	☐	☒
~~c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (See additional remarks to matrix~~.	☐	☐	☐	☒
~~d)~~ c) Disturb any human remains, including those interred outside of dedicated cemeteries? *(See additional remarks to matrix)*	☐	☐	☐	☒

RESPONSES:

Response to (a) through (c): A copy of the Early Consultation Review package was circulated to the Southern San Joaquin Valley Archeological Information Center (Center). The Center did not comment on the proposal. The project site is not within an archaeologically sensitive area as identified by the Kern County General Plan Master Environmental Assessment/ Master Environmental Impact Report. There is no evidence in the record to date which suggests that implementation of the modified project, as proposed would (1) cause a substantial adverse change in the significance of a historical or archaeological resource; or (2) ~~directly or indirectly destroy a unique paleontological resource or site or unique geologic feature or (3)~~ disturb any human remains, including those interred outside of formal cemeteries.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
VI. ENERGY. Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☐	☒
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

RESPONSES:

Response to (a): The proposed expansion of the existing private airstrip associated with an established agricultural operation would be designed and constructed in conformance to the FAA guidelines specified in Advisory Circular No. AC 150/5300-13A, while meeting development standards specified in the Kern County Zoning Ordinance and any State or federal requirements.

During construction, temporary consumption of energy resources required for the movement of equipment and materials would occur, however, the duration is limited to each phase of construction. Compliance with local, State, and federal regulations (e.g., limit engine idling times, require the recycling of construction debris, etc.) would reduce short-term energy demand during the project's construction to the greatest extent feasible, and as a result, collectively limit the wasteful or inefficient use of energy.

During operation of the facility, unusual project characteristics or processes would not exist that would require the use of more energy intensive equipment than what is currently used on site or for comparable agricultural operations. Furthermore, through compliance with applicable requirements and regulations discussed in Section III – Air Quality and Section VIII – Greenhouse Gas Emissions, individual project elements would be consistent with State and local energy reduction policies and strategies, and therefore would result in a less than significant impact.

Response to (b): State and local agencies regulate the use and consumption of energy through various methods and programs. As a result of the passage of Assembly Bill 32 (AB 32; the California Global Warming Solutions Act of 2006) which seeks to reduce the effects of Greenhouse Gas (GHG) Emissions, a majority of the state regulations are intended to reduce energy use and GHG emissions. These include, among others, California Code of Regulations Title 24, Part 6-Energy Efficiency Standards, and the California Code of Regulations Title 24, Part 11-California Green Building Standards (CALGreen). At the local level, the Kern County Public Works Department enforces the applicable requirements of the Energy Efficiency Standards and Green Building Standards in Title 24. In addition, compliance with the goals, policies, and implementation measures of the Kern County General Plan, and local ordinances is required. The project would be required to adhere to the above mentioned policies and implementation measures which reduce environmental impacts and therefore would not result in an impact on site.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
~~VI~~ VII. **GEOLOGY AND SOILS.** Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: *(See additional remarks to matrix)*				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii. Strong seismic groundshaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv. Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil? *(See additional remarks to matrix)*	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? *(5) (9)*	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (194), creating substantial risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? *(No septic system proposed)*	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

RESPONSES:

Response to (a)i and (a)ii: The project site, as well as the rest of Kern County, is considered to be seismically active. There are no known or identified faults within the project site area, and the site is not delineated as a site within a Special Studies Zone as identified by Kern Council of Government's Alquist-Priolo Seismic Hazard Atlas. New construction for the modification will require adherence to Uniform Building Code Seismic Zone 4 Standards and is addressed at the building permit processing stage for construction of any project. Based upon the foregoing evaluation, potential geologic impacts related to seismic groundshaking or failure is considered less than significant.

Response to (b): The project site is located within an area that has historically been used for agricultural purposes. Development of the expansion for the airstrip will result in the loss of topsoil and the potential for continued erosion of site soils. This loss is considered permanent, however, it is not considered significant considering the ~~acreage~~ area involved. Based on the foregoing evaluation, there is no evidence in the record to suggest that implementation of the modified project, as proposed, would result in substantial soil erosion or the loss of topsoil.

Response to (f): As discussed previously in Section V – Cultural Resources above, the project site is not within an archaeologically sensitive area as identified by the Kern County General Plan Master Environmental Assessment/Master Environmental Impact Report. The expansion to the existing private airstrip is unlikely to destroy a unique paleontological resource or site or unique geologic feature, however, in the event any previously unknown archaeological or cultural resources are discovered, a condition of approval is included within the revised resolution to result in an impact not occurring on site.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
VIII GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

RESPONSES:

Response to (b):

Background

Climate change is a shift in the average weather patterns that a given region experiences. This is measured by changes in temperature, wind patterns, precipitation, and storms. Global climate change means change in the climate of the Earth as a whole. It can occur naturally as in the case of the Ice Age or as some evidence suggests, is a result of anthropogenic contributors. Climate varies constantly, warming and cooling occurs at varying rates, magnitudes, and time scales in response to solar variations, orbital variations, volcanic eruptions, and a variety of other natural forcing. According to California Air Resources Board (CARB), the climate change that is occurring today differs from previous climate changes in both rate and magnitude, although this conclusion is still being debated in the scientific community.

Greenhouse gases are specifically gases that trap heat in the atmosphere. The effect is analogous to the way a greenhouse retains heat. Common greenhouse gases include water vapor, carbon dioxide, methane, nitrous oxides, chlorofluorocarbons, hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, ozone, and aerosols. The CARB and U.S. Environmental Protection Agency (EPA) regulate greenhouse gas emissions within the State of California and the United States, respectively. Although CARB has primary regulatory responsibility within California for greenhouse gas emissions, local agencies can also adopt policies for greenhouse gas emissions reductions. CARB has divided California into Regional Air Basins according to topographic drainage features. The project site is under the San Joaquin Valley Air Pollution Control District's (SJVAPCD) jurisdiction.

Under CEQA, an analysis and mitigation of greenhouse gas emissions and climate change in relation to a proposed project is required where it has been determined that a project will result in a significant addition of greenhouse gases. Certain Air Pollution Control Districts have proposed their own levels of significance.

With regards, to past, present, and foreseeable future projects, it should be noted that several special interest groups have suggested what has come to be known as the "one molecule theory." This theory supposes the addition of even one (1) molecule of a criteria pollutant in a nonattainment air basin would constitute a significant increase. While these groups have attempted to enforce this theory in various jurisdictions, the Court of Appeals has held that CEQA does not require this

approach. One court has stated, "the one [additional] molecule rule is not the law" (Communities for a Better Environment vs California Resources Agency 2002, 103 Cal. App. 4th 98,119). Therefore, while the SJVAPCD's cumulative air quality impacts would remain significant without the project (i.e., since the Air Basin is considered to be in nonattainment for certain criteria pollutants) the proposed project's incremental contribution to these impacts will be mitigated to the greatest extent feasible and poses an insignificant contribution to the cumulative impacts on the Basin's air quality.

It should be noted SJVAPCD staff has concluded that existing science is inadequate to support quantification of impacts that project specific greenhouse gas emissions have on global climatic change. This is readily understood when one considers global climatic change is the result of the sum total of greenhouse gas emissions, both manmade and natural, that occurred in the past; that is occurring now; and will occur in the future. The effects of project-specific greenhouse gas emissions are cumulative, and without mitigation their incremental contribution to global climatic change could be seen as cumulatively considerable. The District staff concludes this cumulative impact is best addressed by requiring all projects subject to CEQA to reduce their greenhouse gas emissions through project design elements.

There are a variety of statewide rules and regulations that have been implemented or are in development in California that mandate the quantification or reduction of greenhouse gases. Assembly Bill (AB) 32, the California Global Warming Act of 2006, requires California to reduce its greenhouse gas emissions to 1990 levels by 2020, which is nearly a 30 percent cut from (referred to as Business-As-Usual (BAU)) emission levels projected for 2020, or about a 15 percent cut from today's emission levels. A central element of AB32 is preparation of a Scoping Plan to achieve these goals. In 2008, CARB adopted the *Climate Change Scoping Plan: A framework for Change (Scoping Plan)*, which established an overall framework for the measures that will be adopted to reduce the 1990 emissions level in 2020, which would require a reduction in GHG emissions of approximately 28.5 percent from the otherwise projected 2020 emissions level; i.e. those emissions that would occur in 2020, absent GHG-reducing laws and regulations.

Responses to (a) and (b): 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. These thresholds from the GAMAQI are presented below in Table 4-1. As indicated in the limited air quality assessment prepared by Insight Environmental and Trinity Consultants, the proposed project would not exceed the established Small Project Analysis Level (SPAL) limits for a "Light Industry" project due to the project's approximately 75,000 square-foot expansion falling below the 375,000 square-foot threshold, as established by the SJVAPCD.

Table 4-1. 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 – GAMAQI, Section 8.3, Table 2 (2015)

The air quality impact analysis evaluates the major Climate Change Gases (Greenhouse gases) generated from the project which are ROG, NOx, CO, SOx. The proposed project's forecasted emissions were estimated using the California Emissions Estimator Model (CalEEMod).

The following tables summarize the emissions results for proposed Construction and continued Operation:

Table 5-1 below shows the construction emission levels using default CalEEMod factors for construction of the additional 75,000-square-feet of runway width as well as the paving and resurfacing over the existing runway surface to widen the facility from 60-feet to 75-feet wide. Construction emission estimates also included the SJVAPCD's required measures for all projects to water exposed area three (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 not exceed construction thresholds.

Table 5-1. Construction Emission Levels Emissions Source	Pollutant					
	ROG	**NOx**	**CO**	**SOx**	**PM_{10}**	**$PM_{2.5}$**
	(tons/year)					
2020 Construction Emissions	0.20	1.15	0.89	0.001	0.08	0.07
SJVAPCD Construction Emissions Thresholds	10	10	100	27	15	15
Is Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Table 5-2 presents the project's long-term operations emissions which will only be impacted by the incremental change to operational emissions by the addition of the aircraft for which the project is being completed. The addition of this aircraft is not expected to result in any change to facility operations including any increase in vehicular traffic, service vehicles, employees, etc. As such, the current operations are considered baseline from which the incremental change to operational emissions are determined.

Table 5-2. Total Project Operational Emissions Emissions Source	Pollutant					
	ROG	**NOx**	**CO**	**SOx**	**PM_{10}**	**$PM_{2.5}$**
	(tons/year)					
Unmitigated						
Aircraft Operational Emissions	.0014	.0081	.0381	.0017	.0002	.0002
Aircraft APU Operational Emissions	.0003	.0053	.0086	.0010	.0007	.0007
Total Aircraft Operational Emissions	.0017	.0134	.0467	.0027	.0009	.0009
SJVAPCD Operational Emissions Thresholds – non-permitted sources	10	10	100	27	15	15
Is Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**
Mitigated						
Operational Emissions	.0017	.0134	.0467	.0027	.0009	.0009
SJVAPCD Operational Emissions Thresholds-Non-permitted sources	10	10	100	27	15	15
Is Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

As calculated, the incremental increase in long-term operational emissions associated with the proposed project would be less than SJVAPCD significance threshold levels and therefore, would not pose a significant impact to criteria air pollutants. This finding is consistent with the SPAL screening thresholds.

Table 5-3 below presents the project's estimated green house gas (GHG) emissions annually. The project's GHG emissions are anticipated to be primarily from mobile source activities, many of which currently occur. 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). The project's operational CO_2e emissions were estimated using Aviation Environmental Design Tool Model (AEDT) Version 3b created by the Federal Aviation Administration (FAA).

Table 5-3. Est. Annual GHG Emissions	CO_2 Emissions Metric Tons	CH_4 Emissions Metric Tons	N_2O Emissions metric tons	CO_2e Emisions metric tons
2020 Project Operations	7.0367	0.0001	0.002	7.1063*

*C&S November 2019 Jet Traffic Emissions Report

The current inventory and forecast for GHG emissions in the CARB 2008 Climate Change Scoping Plan supports the 2011 IPPC estimates. The 2008 Climate Change Scoping Plan also indicates that GHG emmissions will increase to 596.41 million metric tons of CO_2e by 2020. It is widely understood that climate change is a "global" issue and, as such, GHG emissions are a cumulative problem and can only be evaluated as such.

The amount of CO_2 that would be generated by the proposed expansion is so small in relation to the California CO_2 equivalent estimates for 2020 (596 million metric tons CO_2e) that it is not possible for the contribution of the project to be cumulatively considerable nor would it conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs. The proposed expansion will also not conflict with any elements of the CARB 2008 Climate Change Scoping Plan. Therefore, as shown in the above tables and analysis, any impact to the site and surrounding areas would be less than significant.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
~~VII~~ IX. **HAZARDS AND HAZARDOUS MATERIALS.** Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? *(See additional remarks to matrix)*	☐	☒	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? *(See additional remarks to matrix)*	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter (1/4) mile of an existing or proposed school? *(No school within ¼ mile of site)*	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment? *(5)*	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? *(Project is not located within an airport land use plan) (10)*	☐	☐	☐	☒
~~f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? (See additional remarks to matrix)~~	☐	☒	☐	☐
~~g)~~ f) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
~~h)~~ g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	☒

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
~~VII~~ IX. **HAZARDS AND HAZARDOUS MATERIALS.** (Continued)				
~~i) Would implementation of the project generate vectors (flies, mosquitoes, rodents, etc.) or have a component that includes agricultural waste?~~ ~~Specifically, would the project exceed the following qualitative threshold:~~ ~~The presence of domestic flies, mosquitoes, cockroaches, rodents, and/or any other vectors associated with the project is significant when the applicable enforcement agency determines that any of the vectors:~~				
~~i. Occur as immature stages and adults in numbers considerably in excess of those found in the surrounding environment; and~~	☐	☐	☐	☒
~~ii. Are associated with design, layout, and management of project operations; and~~	☐	☐	☐	☒
~~iii. Disseminate widely from the property; and~~	☐	☐	☐	☒
~~iv. Cause detrimental effects on the public health or wellbeing of the majority of the surrounding population.~~	☐	☐	☐	☒

RESPONSES:

Response to (a) and (b): The project entails ~~construction~~ expansion of a private airstrip that will provide landing, refueling, loading and take off primarily for crop dusters and agriculturally related aircraft with occasional use by the applicant's private corporate aircraft. Proposed chemicals include pesticide spray and fungicide spray. Fuel and chemical trucks will transport chemical material to the airstrip on a daily basis, as needed, and will not remain on site unless aircraft are present or using the facility. A copy of the Early Consultation Review package was circulated to County agencies for the previously approved project, including Kern County Environmental Health Services Department and the Kern County Fire Department; however, neither department responded with comment. In discussing the proposal with Environmental Health Department, Staff indicated that because there would not be any fuel or chemicals stored on site, the Environmental Health Department would not require any mitigation.

~~The applicant is proposing~~ Previous approval was granted for the installation of an above-ground aviation fuel tank. ~~As proposed,~~ The above-ground fuel tank ~~will~~ was previously approved to be a 10,000 gallon, double-walled vaulted Fireguard Aboveground Storage Tank (AST). Installation of the AST ~~will~~ was previously approved to include the tank, filling and dispensing equipment, vapor control system, hose reel system, nozzle design, emergency shut-off valve system, overfill prevention valves, tank gauge/metering equipment, remote spill equipment and overfill alarm equipment. The tank and associated ancillary equipment is designed and certified for the ~~proposed~~ approved use. Installation of the fuel tank

~~will~~ was previously approved to also include the placement of a fire hydrant with shut-off valve and water line ~~that will~~ to be connected to the processing plan to furnish water to the hydrant.

The previously approved Fireguard tank is a double-walled fire-protected above-ground storage tank that is constructed with an inner steel tank consisting of a thermal insulation material that will exceed the UL 2-hour fire test. Tank construction includeds a minimum of 3 inches of proprietary insulating material between the interior holding tank and the exterior containment tank. Both inner and outer tanks ~~are~~ were built per UL-142 Standards for steel aboveground tanks and rated for flammable and combustible liquids. Additionally, the State of California Air Resources Board (CARB) has established certification procedures for systems designed to control gasoline vapor emissions displaced during the filling of service station storage tanks (Phase I vapor recovery systems) and for systems designed to control gasoline vapor emissions from motor vehicle fueling operations (Phase II vapor recovery systems) in its Certification Procedures for Gasoline Vapor Recovery Systems at Service Stations. In 1994, CARB issued Executive Order G-70-162, Certification of Steel Tank Institute Fireguard Aboveground Tank Filling/Dispensing Vapor Recovery System, after making the determination that the Fireguard tank vapor recovery systems, when used with ARB Certified Phase I two-point balance vapor recovery components and Phase II balance vapor recovery components, conforms with CARB testing requirements for air emissions.

~~As proposed,~~ The fuel tank and associated ancillary equipment ~~will~~ was previously approved to include a tank monitoring system to provide leak detection and an overfill alarm device. Existing ~~M~~mitigation ~~has been included to~~ ensures that impacts relating to hazards and hazardous materials are reduced to a less than significant level.

~~*Response to (f):* The private airstrip that is the subject of this request is located within an area that has historically been used for agricultural use, and the Lead Agency acknowledges that occasionally there will be workers in the orchards that surround the airstrip and adjacent area. The closest residence is located approximately 1 1/2 miles southwest of the airstrip. The Federal Aviation Administration (FAA) has jurisdiction over all aircraft flying into the private airstrip, and the applicant has submitted the required Form 7480-1 which is an application advising the FAA of the location and proposed use of the airstrip. Based on the information in the record to date, the project is not expected to result in a safety hazard to people residing or working in the area.~~

Response to (f) and (g): The modified project will not impair implementation of or physically interfere with, an adopted emergency response plan or emergency evacuation plan as one does not currently exist for this project site. Additionally, the proposed expansion of the airstrip will not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires as residential development does not exist within the vicinity of the site or the surrounding area.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
~~VIII~~ **X. HYDROLOGY AND WATER QUALITY.** Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? *(5)(No water supply required/proposed)*	☐	☐	☐	☒
b) Substantially ~~deplete~~ decrease groundwater supplies or interfere substantially with groundwater recharge such that ~~there would be a defecit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?~~ the project may impede sustainable groundwater management of the basin? *(5)*	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would~~result in substantial erosion or siltation on site or off site~~?:	☐	☐	☐	☒
i) result in a substantial erosion or siltation on- or off-site	☐	☐	☒	☐
ii) substantially increase the rate of amount of surface runoff in a manner which would result in flooding on-or offsite;	☐	☐	☒	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☐	☒
iv) impeded or redirect flood flows ?	☐	☐	☐	☒
d) ~~Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on site or off site?~~ In flood hazard, tsunami, seiche zones, risk release of pollutants due to project inundation?*(5)*	☐	☐	☐	☒

e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan ?	☐	☐	☐	☒
~~f)~~	~~Otherwise substantially degrade water quality?~~	☐	☐	☐	☒
~~g)~~	~~Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? *(5) (No housing is proposed)*~~	☐	☐	☐	☒
~~h)~~	~~Place within a 100-year flood hazard area structures which would impede or redirect flood flows? *(No structures proposed)*~~	☐	☐	☐	☒
~~i)~~	~~Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam? *(5)*~~	☐	☐	☐	☒
~~j)~~	~~Inundation by seiche, tsunami, or mudflow? *(5)*~~	☐	☐	☐	☒

RESPONSES:

Response to (c) ~~(d)~~: The project site is located within an area identified by the Kern County Engineering and Survey Services Department/Floodplain Management Section as an area subject to flooding. As such, Floodplain Management responded to the original proposal for the existing airstrip, stating that associated flood hazard requirements would need to be incorporated into the design of the project per the Kern County Floodplain Management Ordinance. The proposed expansion to the existing runway may also be subject to Floodplain Management Ordinnace requirements if ~~it~~ the additional 75,000 square-foot paved runway causes a drainage diversion. Compliance with this ordinance will be required for the final construction permits to ensure that impacts associated with hydrology are reduced to less than significant levels.

Response to (d) and (e): The location of the proposed expansion area does not exist on land designated for flood-hazard, tsunami or seiche zone. Furthmore, the runway expansion is limited to areas within existing agricultural development and any potential increase to the existing on-site water demand will be insignificant. Therefore, the project is not anticipated to conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
~~IX~~ **LAND USE AND PLANNING.**				
XI. Would the project:				
a) Physically divide an established community? *(5)*	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation ~~of any agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance)~~ adopted for the purpose of avoiding or mitigating an environmental effect? *(See additional remarks to matrix)*	☐	☒	☐	☐
c) ~~Conflict with any applicable habitat conservation plan or natural community conservation plan? *(5)(No plan in place)*~~	⊟	⊟	⊟	☒

RESPONSES:

Response to (b) - Compatibility with applicable land use plans or policies is addressed through a finding for approval confirming that the request is not materially detrimental to the health, safety, and welfare of the public or residents in the vicinity. Construction of a private airport or airstrip within the A (Exclusive Agriculture) District is permitted only with the approval of a Conditional Use Permit. The applicant will be required to obtain all the necessary approvals, including the Conditional Use Permit along with approvals from the Federal Aviation Administration and from California Department of Transportation/Division of Aeronautics for use of the airstrip. In a letter dated January 20, 2006, to the applicant from the Department of Transportation/Division of Aeronautics, the Aeronautics Division provides authorization for the airstrip upon compliance with specific conditions. Based on the Aeronautics Division's comments, mitigation is proposed which prohibits the use of the airstrip by the general public. ~~Additional mitigation is proposed restricting the type of aircraft that will be allowed to use the airstrip.~~ Mitigation is proposed restricting the aircraft approach category, weight-class and wingspan limits of aircraft using the airstrip subsequent to the expansion. Adherence with the proposed mitigation will ensure that the project will not result in a significant impact relating to land use and planning.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
~~XI~~ **XII. MINERAL RESOURCES.** Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

RESPONSES:

Response to (a) and (b): Refer to matrix~~.~~ as part of the previously adopted Mitigated Negative Declaration, see Appendix 6.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
~~XI~~ **XIII. NOISE.** Would the project result in:				
a) ~~Exposure of persons to, or~~ Generation of~~,~~ a substantial temporary or permanent increase in the ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies? *(See additional remarks)*	☐	☐	☒	☐
b) ~~Exposure of persons to, or~~ Generation of~~,~~ excessive ground borne vibration or ground borne noise levels? *(See additional remarks to matrix)*	☐	☐	☒	☐
~~c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (See additional remarks to matrix)~~	~~⊟~~	~~⊟~~	~~⊠~~	~~⊟~~
~~d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (See additional remarks to matrix)~~	~~⊟~~	~~⊟~~	~~⊠~~	~~⊟~~
~~e)~~ c) For a project located within the Kern County Airport Land Use Compatibility Plan, would the project expose people residing or working in the project area to excessive noise levels? *(5) (10)*	☐	☐	☐	☒
~~f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? (See additional remarks to matrix)~~	~~⊟~~	~~⊟~~	~~⊠~~	~~⊟~~

RESPONSES:

Response to (a) through (c): ~~and (f)~~ Construction of the private airstrip will result in increased noise levels over existing ambient conditions since the operation of crop duster and private corporate aircraft from the project site would result in localized noise. ~~An acoustical analysis was not prepared for the request.~~ The Kern County Environmental Health Services Department is the agency charged with enforcing compliance with the Noise Element, and Environmental Health did not comment with respect to potential noise impacts. As part of the requested expansion to the existing private airstrip and subsequent operation of larger aircraft, the applicant provided a Noise Technical memorandum (attached) which provides a detailed analysis of the project's potential increase in noise generation. In summary, Aircraft noise policies contained within the Noise Element of the Kern County General Plan mainly relate to requirements for large public airports rather than small private airstrips.

Aircraft noise is not considered to be a significant impact in rural areas as sensitive receptors do not exist in the surrounding area or immediate vicinity ~~where there are no nearby sensitive receptors~~. Land uses deemed sensitive by the State include schools, day care centers, apartments, hospitals, nursing homes, and senior living facilities, which are more sensitive to ambient (i.e., of or relating to the immediate surroundings of something) noise levels than others. Many jurisdictions also consider residential uses particularly noise-sensitive because families and individuals expect to use time in the home for rest and relaxation, and noise can interfere with those activities. Some jurisdictions may also identify other noise-sensitive uses such as hospitals and mental care facilities, churches, libraries, and parks. Land uses that are generally not considered to be noise sensitive receptors include office, commercial, and retail developments as well as industrial, manufacturing, utilities, and agricultural land use.

The closest residence is located approximately ~~1 1/2 miles from the proposed airstrip~~ 3.5-miles from the closest project boundary, as shown in Figure 2 of the attached Noise Technical Memorandum. As proposed, the airstrip would operate during daytime hours. Based on the evidence in the record to date, it is the Lead Agency's opinion that the project does not have the potential to result in significant increases to existing noise impacts.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
~~XII~~ **POPULATION AND HOUSING.**				
XIV. Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
~~c) Displace substantial numbers of existing people, necessitating the construction of replacement housing elsewhere?~~	~~☐~~	~~☐~~	~~☐~~	~~☒~~

RESPONSES:

Response to (a) and (b): Refer to matrix~~.~~ as part of the previously adopted Mitigated Negative Declaration, see Appendix 6.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
~~XIII~~ XV. **PUBLIC SERVICES.**				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or to other performance objectives for any of the public services: *(See additional remarks to matrix)*				
Fire Protection?	☐	☐	☐	☒
Police Protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other Public Facilities?	☐	☐	☐	☒

RESPONSES:

Response to (a) – Impact on government services, including law enforcement, fire, and public facilities, are mitigated through the collection of property taxes and development fees. No comments have been received indicating that the project, as proposed, would have a significant impact on any public service. There is no evidence in the record to date to suggest that the project will have a significant effect upon, or result in a need for, new or altered governmental services; therefore, the potential impacts on public services are considered to be less than significant.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
~~XIV~~ **RECREATION.** **XVI.**				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? *(See additional remarks to matrix)*	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? *(See additional remarks to matrix)*	☐	☐	☐	☒

RESPONSES:

Responses to (a) and (b): There is no evidence in the record to date to suggest that implementation of the request, as proposed, would result in substantial adverse impacts on park or recreational facilities or necessitate the construction or expansion of such facilities.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
~~XV~~ **TRANSPORTATION ~~AND TRAFFIC:~~**				
XVII. Would the project:				
a) ~~Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or or congestion at intersections)? *(1) (2) (5)*~~	☐	☐	☐	☒
Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? *(No adopted policies or programs relating to alternative transporation)*	☐	☐	☐	☒
b) ~~Exceed, either individually or cumulatively, a Level of Service standard established by the county congestion management agency or adopted County threshold for designated roads or highways? Specifically, would implementation of the project cause the Level of Service (LOS) for roadways and/or intersections to decline below the following thresholds or further degrade already degraded segment(s): *(1) (2) (5)*~~				
~~i. Metropolitan Bakersfield General Plan LOS "C"~~	☐	☐	☐	☒
~~ii. Kern County General Plan LOS "D"~~	☐	☐	☐	☒
Conflict or be inconsistent with CEQA Guidelines § 15064.3 (b)?	☐	☐	☐	☒
~~c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? *(See additional remarks to matrix)*~~	☐	☐	☒	☐
~~d)~~ c) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? *(5)*	☐	☐	☐	☒

~~e)~~ d)	Result in inadequate emergency access? *(5)*	☐	☐	☐	☒
~~f)~~	~~Result in inadequate parking capacity? *(5)*~~	☐	☐	☐	☒
~~g)~~	~~Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? *(No adopted policies or programs relating toi alternative transporation)*~~	☐	☐	☐	☒

RESPONSES:

Response to (c) – The ~~new 60-foot~~ 75-foot by 5,000-foot uncontrolled, private airstrip will ~~replace~~ expand upon an existing airstrip. ~~that is located approximately 1/4 mile from the new airstrip's location~~. As proposed, ~~the older smaller airstrip will be removed once the larger airstrip is completed~~ the expanded airstrip will be widened by approximately 15-feet to accommodate the operation of larger aircraft to accommodate the ongoing agricultural operations. Crop dusting operations are a common and necessary activity within the County's farm areas. Because these operations take place in undeveloped farm areas, it is rare for accidents to involve persons or property on the ground. Fieldworkers and on-site staff may be present in the orchards that surround the airstrip and adjacent area. In addition, the closest residence is located approximately 3.5 miles southwest of the airstrip. The airstrip will be utilized at the discretion of aircraft operators through standard Visual Flight Rule protocol, which is restricted to a previously approved daytime-hour schedule. Furthermore, the Federal Aviation Administration (FAA) has jurisdiction over all aircraft flying into the private airstrip, and the applicant has submitted the required Form 7480-1 which is an application advising the FAA of the location and proposed use of the airstrip. Based on the information in the record to date, the expansion to the airstrip, specifically, is not expected to result in a safety hazard to people residing or working in the area.

Therefore, the risk to people and property is considered to be minimal. The applicant will continue to be required to obtain the necessary approvals from the Federal Aviation Administration and from California Department of Transportation/Division of Aeronautics. A condition of approval will be included with the Conditional Use Permit to ensure that all necessary permits are obtained from the affected agencies.

~~In addition to the Conditional Use Permit, the applicant is requesting~~ An amendment to the Circulation Element of the Kern County General Plan to eliminate the designation of section lines as arterial and midsection lines as collector rights-of-way was previously analyzed as part of this original document and approved as noted in the Project Description. Implementation policies within the Circulation Element of the Kern County General Plan specify that all surveyed section lines in the valley and desert regions are to be protected for major highway right-of-way purposes, and all midsection lines within the same region are to be protected for collector highways. Because the airstrip ~~will~~ was proposed at the time to crosses both section and midsection lines, an amendment of the Circulation Element ~~is~~ was required and ~~is~~ was ~~being~~ processed concurrently with the original Conditional Use Permit. Based on the foregoing evaluation, the project's potential impact on transportation and traffic systems is considered to be less than significant.

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

RESPONSES:

Response to (a)i & (a)ii: A record search of the Native American Hertiage Commission (NAHC) Sacred Lands File (SLF) was completed for the proposed project and the results were determined to be negative. As discussed above in Section. V Cultural Resources, the project site is not within an archaeologically sensitive area as identified by the Kern County General Plan Master Environmental Assessment/Master Environmental Impact Report. Therefore, the impact is not significant.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
~~XVI~~ **UTILITIES AND SERVICE SYSTEMS.**				
XIX. Would the project:				
a) ~~Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? *(See additional remarks to matrix)*~~	☐	☐	☒	☐
~~b)~~ a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? *(See additional remarks to matrix)*	☐	☐	☐	☒
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
c) ~~Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? *(5)*~~	☐	☐	☐	☒
Result in a determination by the waste water treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d) ~~Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?~~	☐	☐	☐	☒
Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	☒

~~e) Result in a determination by the waste water treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (See additional remarks to matrix)~~	☐	☐	☐	☒
~~f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?~~	☐	☐	☐	☒
~~g)~~ e) Comply with federal, State, and local management and reduction statutes and regulations related to solid waste? *(No solid waste will be generated)*	☐	☐	☐	☒

RESPONSES:

Response to ~~(b)~~ (a) and ~~(e)~~(c): There is no evidence in the record to date to show that implementation of the project would (1) require or result in the construction of new or expanded water or wastewater treatment facilities; or (2) result in a determination that an inadequate wastewater treatment capacity exists to serve the project's demand, in addition to existing commitments which result in significant environmental effects.

Response to (b): Evidence has not been presented in the record to date to show that the implementation of the project would require additional water supplies available to serve the project and foreseeable future development during normal or dry periods.

Response to (d): The project does not anticipate the generation of solid waste, with exception to an unexpected catastrophic event, and therefore the impact would not be significant.

~~*Response to (a):* There is no evidence in the record to date to show that implementation of the project, in accordance with existing regulatory requirements, adopted ordinances, and development standards, would exceed wastewater treatment requirements of the applicable California Regional Water Quality Control Board.~~

~~*Response to (f):* A copy of the Early Consultation Review package was circulated to the Kern County Waste Management Department. No comments were received from Waste Management. Based upon the information in the record to date, it is the determination of the Lead Agency that a Negative Declaration should be sufficient to address the project's potential impacts on the County's landfill resources.~~

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

RESPONSES:

Response to (a) through (d): As noted in the attached Fire Hazard Severtiy Zone Map adopted by Cal Fire on November 7, 2007, the project site is outside of areas deemed moderate to very high fire hazard severty zones and is located in an Unincorporated Local Responsibility Area (LRA). Therefore, the proposal would result in no impact.

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

RESPONSES:

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

No. Based upon the evaluation contained in this document, the proposed project and the modified expansion is not anticipated to significantly impact biological resources.

(b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

No. Potential cumulative impacts are limited to those involving groundwater, air quality, traffic, noise, and recreation. Based upon information contained in the record, there is no evidence that these impacts are cumulatively significant or cannot be reduced to a level of insignificance through implementation of the approved development plan, adopted ordinances, development standards, and revised mitigation measures to ensure that the quality of the environment is not degraded.

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

No. Adopted ordinances and revised mitigation measures will ensure that the project has no adverse consequences for human health, safety, or welfare. The project has no nonmitigable adverse consequences for human health, safety, or welfare.

MITIGATION MEASURES

(1) Light shields shall be installed on light standards to prevent glare onto Highway 33.

(2) The runway shall be open to corporate aircraft, crop dusters, and occasional invited guests of the applicant. The runway shall be closed to the general public.

(3) Fixed-wing aircraft that shall be permitted to use the runway shall be restricted to the following:

(a) Aircraft Approach Category ~~A~~ B (approach speed: less than ~~91~~ 120 knots).
(b) Airplane Design Group ~~I~~ II (wingspan: less than ~~49~~ 79 feet wide).
(c) Take Off Gross Weight: less than ~~12,500~~ 66,000 pounds.

(4) Prior to installation of the 10,000-gallon above-ground fuel tank, the applicant shall submit plans to Kern County Fire Department for review and approval. The tank shall be inspected and permitted by the Kern County Fire Department.

(5) The storage of on-site jet fuel shall be limited to one 10,000-gallon, double-walled above-ground storage tank. The above-ground fuel storage tank shall comply with all applicable County, State and federal building and fire codes regulations and comply with applicable agency permitting requirements.

MONITORING PROGRAM #1
FOR

Modification of Conditional Use Permit Case No. 8, Map No. 27
~~Paramount Farms, Inc. (PP09220)~~
Wonderful Pistachios and Almonds by QK, Inc and Trinity Consultants (PP20149)

1. **MITIGATION MEASURE** (from Negative Declaration):

   Light shields shall be installed on light standards to prevent glare onto Highway 33.

2. **JUSTIFICATION** (from Initial Study)

   Measure recommended to ensure that potential impacts related to aesthetics are reduced to a less than significant level.

3. **TRUSTEE AGENCIES** — **JURISDICTION**

	YES	NO
State Department of Fish and Game		X
State Land Commission		X
State Department of Parks and Recreation		X
University of California		X
OTHER PUBLIC AGENCIES		
Kern County Planning Department	X	

4. **MONITORING AGENCY/FIRM:**

   Kern County Planning Department

5. **PROCEDURE – STEPS TO COMPLIANCE** (unique to each project)

   A. The mitigation measure has been made a condition of approval for the Conditional Use Permit.

   B. Prior to the installation of light structures, the applicant shall submit plans indicating where the light structures will be installed within the project area for approval by the Planning Director. The light structures shall be equipped with light glare shields.

6. **COMPLIANCE** (each procedure step to be signed off and dated by monitor)

   A. The Planning Director will review and, if approved, shall give written verification that the location of the light structures has been approved.

7. **COMMENTS**

8. Fees: _____ Receipt # _____ Date: _____ Rec'd By: _____

   Prepared By: _____ Date: _____

MONITORING PROGRAM #2
FOR

Modification Conditional Use Permit Case No. 8, Map No. 27
~~Paramount Farms, Inc. (PP09220)~~
Wonderful Pistachios and Almonds by QK, Inc and Trinity Consultants (PP20149)

2. **MITIGATION MEASURE** (from Negative Declaration):

   The runway shall abe open to corporate aircraft, crop usters, and occasional invidted guests of the applicant. The runway shall be closed to the general public.

2. **JUSTIFICATION** (from Initial Study)

   Measure recommended to ensure that potential impacts related to hazards and land use are reduced to a less than significant level.

3. **TRUSTEE AGENCIES**

	JURISDICTION	
	YES	NO
State Department of Fish and Game		X
State Land Commission		X
State Department of Parks and Recreation		X
University of California		X
OTHER PUBLIC AGENCIES		
Kern County Planning Department	X	

4. **MONITORING AGENCY/FIRM:**

   Kern County Planning Department

5. **PROCEDURE – STEPS TO COMPLIANCE** (unique to each project)

   A. The runway shall be posted that it is closed to the general public.

   B.

6. **COMPLIANCE** (each procedure step to be signed off and dated by monitor)

   A.

   B.

7. **COMMENTS**

8. Fees: _____ Receipt # _____ Date: _____ Rec'd By: _____

   Prepared By: _____ Date: _____

MONITORING PROGRAM #3
FOR

Modification Conditional Use Permit Case No. 8, Map No. 27
~~Paramount Farms, Inc. (PP09220)~~
Wonderful Pistachios and Almonds by QK, Inc and Trinity Consultants (PP20149)

3. **MITIGATION MEASURE** (from Negative Declaration):

Fixed-wing aircraft that shall be permitted to use the runway shall be restricted to the following:

(a) Aircraft Approach Category ~~A~~ B (approach speed: less than ~~91~~120 knots).
(b) Airplane Design Group ~~I~~ II (wingspan: less than ~~49~~ 79 feet wide).
(c) Take Off Gross Weight: less than ~~12,500~~ 66,000 pounds.

2. **JUSTIFICATION** (from Initial Study)

Measure recommended to ensure that potential impacts related to hazards and land use are reduced to a less than significant level.

3. **TRUSTEE AGENCIES**

	JURISDICTION	
	YES	NO
State Department of Fish and Game		X
State Land Commission		X
State Department of Parks and Recreation		X
University of California		X

OTHER PUBLIC AGENCIES

Kern County Planning Department	X	
State Department of Transportation/Aeronautics Division	X	

4. **MONITORING AGENCY/FIRM:**

Kern County Planning Department

5. **PROCEDURE – STEPS TO COMPLIANCE** (unique to each project)

A. The mitigation measure will be included as a condition of approval for the Conditional Use Permit.

B. Applicant shall obtain all applicable approvals from State Department of Transportation/Aeronautics Division.

6. **COMPLIANCE** (each procedure step to be signed off and dated by monitor)

A.

B.

7. **COMMENTS**

8. Fees: _____ Receipt # _____ Date: _____ Rec'd By: _____

Prepared By: _____ Date: _____

MONITORING PROGRAM #4
FOR

Modification Conditional Use Permit Case No. 8, Map No. 27
~~Paramount Farms, Inc. (PP09220)~~
Wonderful Pistachios and Almonds by QK, Inc and Trinity Consultants (PP20149)

4. **MITIGATION MEASURE** (from Negative Declaration):

   Prior to the installation of the 10,000-gallon above ground fuel tank, the applicant shall submit plans to the Kern County Fire Department for review and approval. The tank shall be inspected and permitted by the Kern County Fire Department.

2. **JUSTIFICATION** (from Initial Study)

   Measure recommended to ensure that potential impacts related to hazards and land use are reduced to a less than significant level.

3. **TRUSTEE AGENCIES**

	JURISDICTION	
	YES	NO
State Department of Fish and Game		X
State Land Commission		X
State Department of Parks and Recreation		X
University of California		X
OTHER PUBLIC AGENCIES		
Kern County Planning Department	X	
Kern County Fire Department	X	

4. **MONITORING AGENCY/FIRM:**

   Kern County Planning Department

5. **PROCEDURE – STEPS TO COMPLIANCE** (unique to each project)

   A. The mitigation measure will be included as a condition of approval for the Conditional Use Permit.

   B.

6. **COMPLIANCE** (each procedure step to be signed off and dated by monitor)

   A.

   B.

7. **COMMENTS**

8. Fees: _____ Receipt # _____ Date: _____ Rec'd By: _____

   Prepared By: _____ Date: _____

MONITORING PROGRAM #5
FOR

Modification Conditional Use Permit Case No. 8, Map No. 27
~~Paramount Farms, Inc. (PP09220)~~
Wonderful Pistachios and Almonds by QK, Inc and Trinity Consultants (PP20149)

5. **MITIGATION MEASURE** (from Negative Declaration):

   The storage of on-site jet fuel shall be limited to one 10,000-gallon, double-walled above ground storage tank. The above ground fuel storage tank shall comply with all applicable County, State, and federal building and fire code regulations and comply with applicable agency permitting requirements.

2. **JUSTIFICATION** (from Initial Study)

   Measure recommended to ensure that potential impacts related to hazards and land use are reduced to a less than significant level.

3. **TRUSTEE AGENCIES**

	JURISDICTION	
	YES	NO
State Department of Fish and Game		X
State Land Commission		X
State Department of Parks and Recreation		X
University of California		X
OTHER PUBLIC AGENCIES		
Kern County Planning Department	X	

4. **MONITORING AGENCY/FIRM:**

   Kern County Planning Department

5. **PROCEDURE – STEPS TO COMPLIANCE** (unique to each project)

   A. The mitigation measure will be included as a condition of approval for the Conditional Use Permit.

   B.

6. **COMPLIANCE** (each procedure step to be signed off and dated by monitor)

   A.

   B.

7. **COMMENTS**

8. Fees: _____ Receipt # _____ Date: _____ Rec'd By: _____

   Prepared By: _____ Date: _____

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NOTATION –TO BE ANNOTATED AND DELETED AS NEEDED

(1) Kern County Planning Department, "Kern County General Plan" (2004)

(2) Kern County Planning Department, "Zoning Ordinance" (2005)

(3) Kern County Planning Department, "Year 2000 General Plan Master Environmental Impact Report/Master Environmental Assessment" (1982)

(4) Kern County Planning Department/Kern County Council of Governments, "Seismic Hazard Atlas – Emigrant Hill Quadrangle" (1975)

(5) Kern County Planning Department, "Project Description and Environmental Setting for EA KM 3-05; Conditional Use Permit 8, Map 27 – Paramount Farms, Inc. (PPO5311)"

(6) Kern County Planning Department, "Airport Land Use Compatibility Plan" (2004)

(7) San Joaquin Valley Air Pollution Control District, "Guide for Assessing and Mitigating Air Quality Impacts" (1998)

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(12) U.S. Department of Agriculture/Soil Conservation Service, "Soil Survey of Kern County/Northwestern Part = Sheet 6/Emigrant Hill Quadrangle" (1988)

(13) Kern County Water Agency, "Water Supply Report 1997" (2001)

(14) Department of Conservation/~~Division of Oil, Gas and Geothermal Resources~~ Geologic Energy Management (CalGEM), "Response to Early Consultation Request for Comments – Conditional Use Permit 8, Map 27 – Paramount Farms, Inc (PPO5311)" (2005)

(15) Kern County Department of Airports, "Response to Early Consultation Request for Comments – Conditional Use Permit 8, Map 27 – Paramount Farms, Inc. (PPO5311)" (2005)

(16) Kern County Engineering and Survey Services Department/Floodplain Management Section, "Response to Early Consultation Request for Comments – Conditional Use Permit 8, Map 27 – Paramount Farms, Inc. (PPO5311)" (2005)

(17) Kern County Roads Department, "Response to Early Consultation Request for Comments – Conditional Use Permit 8, Map 27 – Paramount Farms, Inc. (PPO5311)"

(18) Letter from Department of Transportaion/Division of Aeronautics (January 2006_

(19) Kern County Planning Department - Environmental Information Form (Form 108); Conditional Use Permit 8, Map 27 – Wonderful Pistachios and Almonds by QK, Inc. and Trinity Consultants. (PP02419)"

(20) Energy Consumption Memorandum (130505.0006) CUP 8, Map 27 – "Modification to the Existing Wonderful Lost Hills Private Runway" – Insight Environmental/Trinity Consultants, Inc. (2020)

(21) Small Project Analysis Level Assessment, "Wonderful Pistachio & Almonds Lost Hills – Airport Runway Expansion Project," Insight Environmental/Trinity Consultants, Inc. (2020)

(22) Noise Technical Memorandum for the Widening of WP&A Lost Hills Airstrip, at 13646 Highway 33, Lost Hills – QK, Inc (2020)

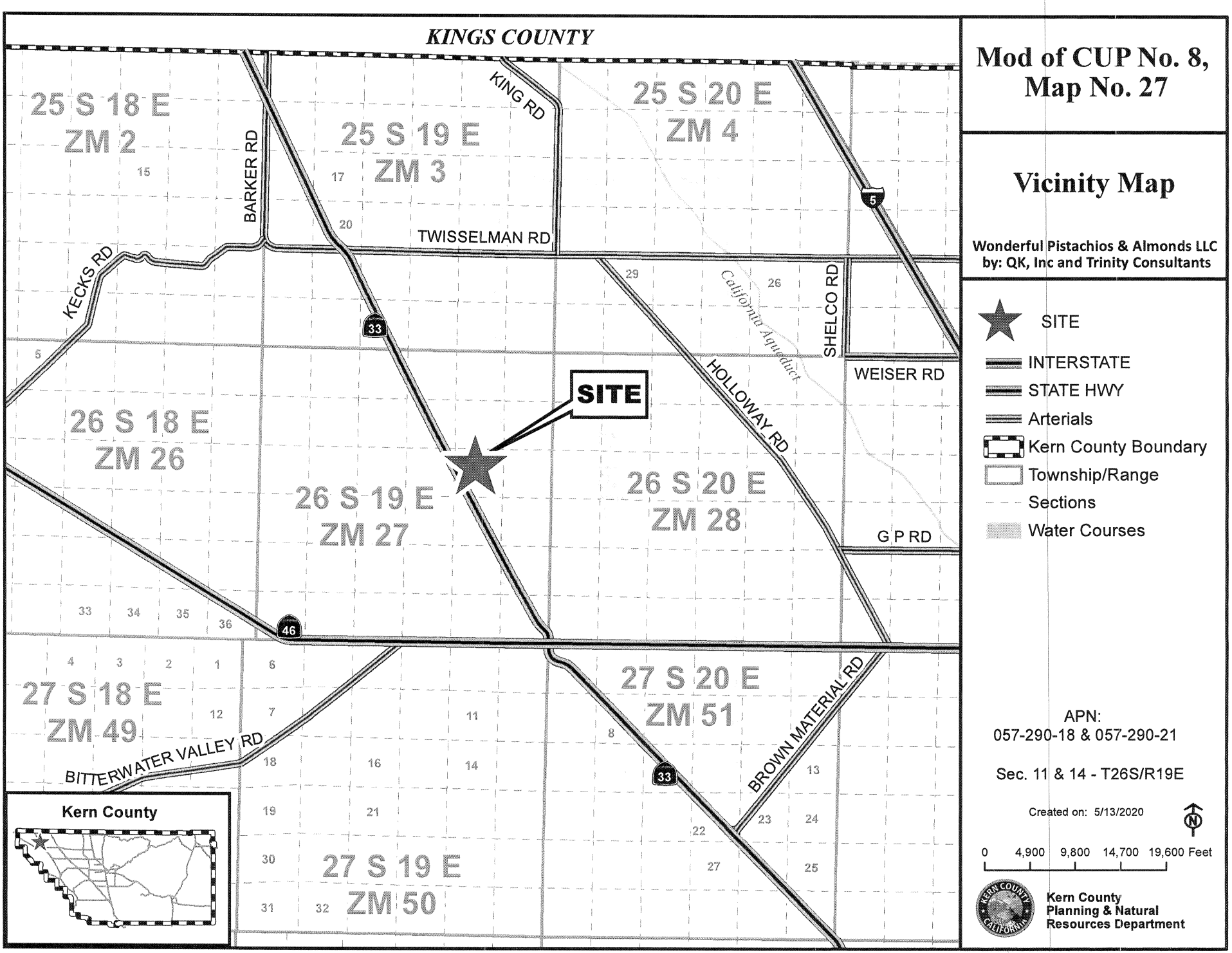
(23) Wonderful Pistachios and Almonds LLC, "WP&A Lost Hills Airstrip Operational Statement" (2020)

(24) Federal Aviation Admnistration, Advisory Circular No. AC 150/5300-13A, "Airport Design" (2/26/2014)

(25) Fire Hazard Severtiy Zone Map - Cal Fire (2007)

(26) Sacred Lands File Results - Native American Heritage Commission - (9/13/19)

Maps



Mod of CUP No. 8, Map No. 27

Vicinity Map

Wonderful Pistachios & Almonds LLC
by: QK, Inc and Trinity Consultants

- SITE
- INTERSTATE
- STATE HWY
- Arterials
- Kern County Boundary
- Township/Range
- Sections
- Water Courses

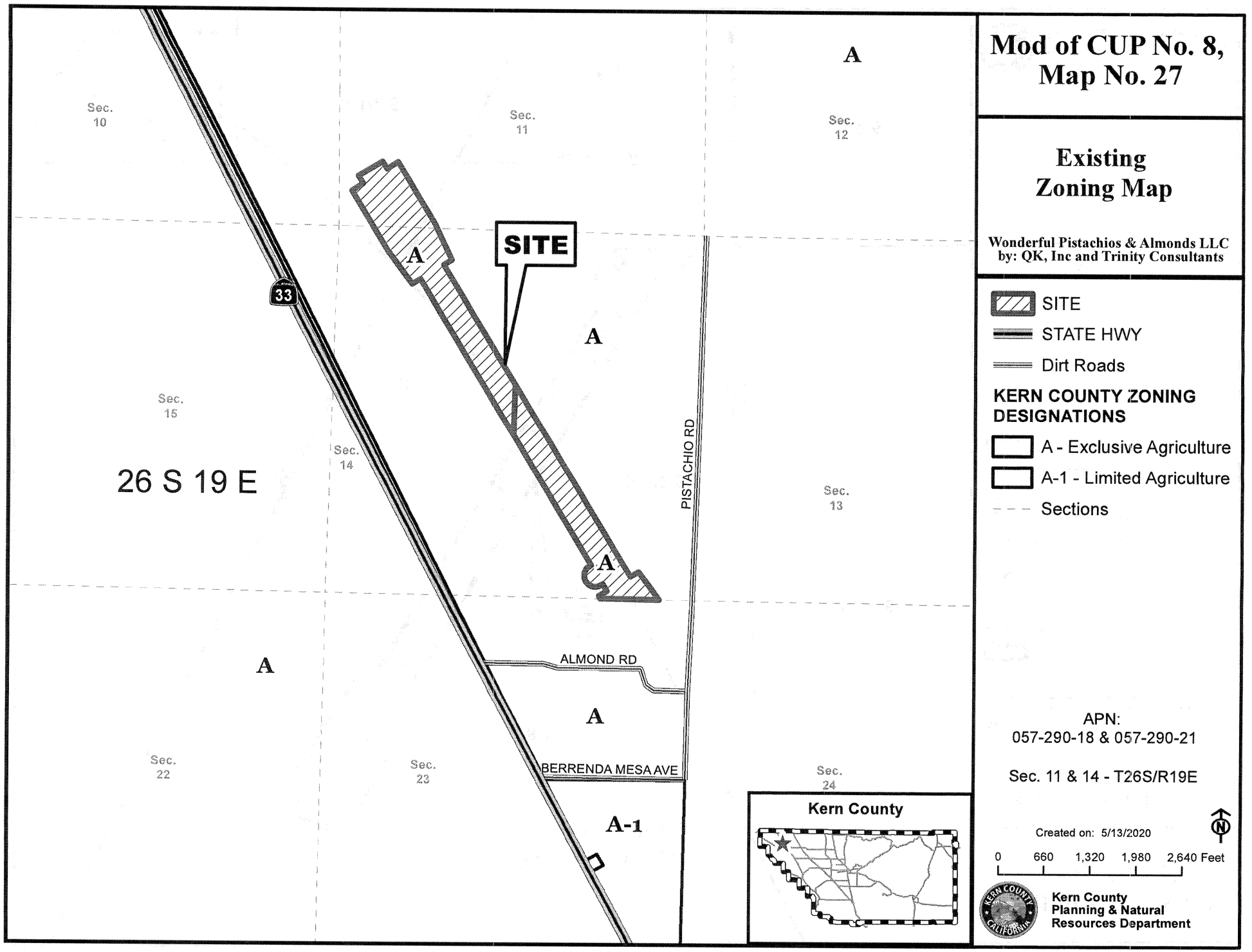
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057-290-18 & 057-290-21

Sec. 11 & 14 - T26S/R19E

Created on: 5/13/2020

0 4,900 9,800 14,700 19,600 Feet

Kern County
Planning & Natural Resources Department



Mod of CUP No. 8, Map No. 27

Existing Zoning Map

Wonderful Pistachios & Almonds LLC
by: QK, Inc and Trinity Consultants

SITE
STATE HWY
Dirt Roads

KERN COUNTY ZONING DESIGNATIONS

A - Exclusive Agriculture
A-1 - Limited Agriculture
Sections

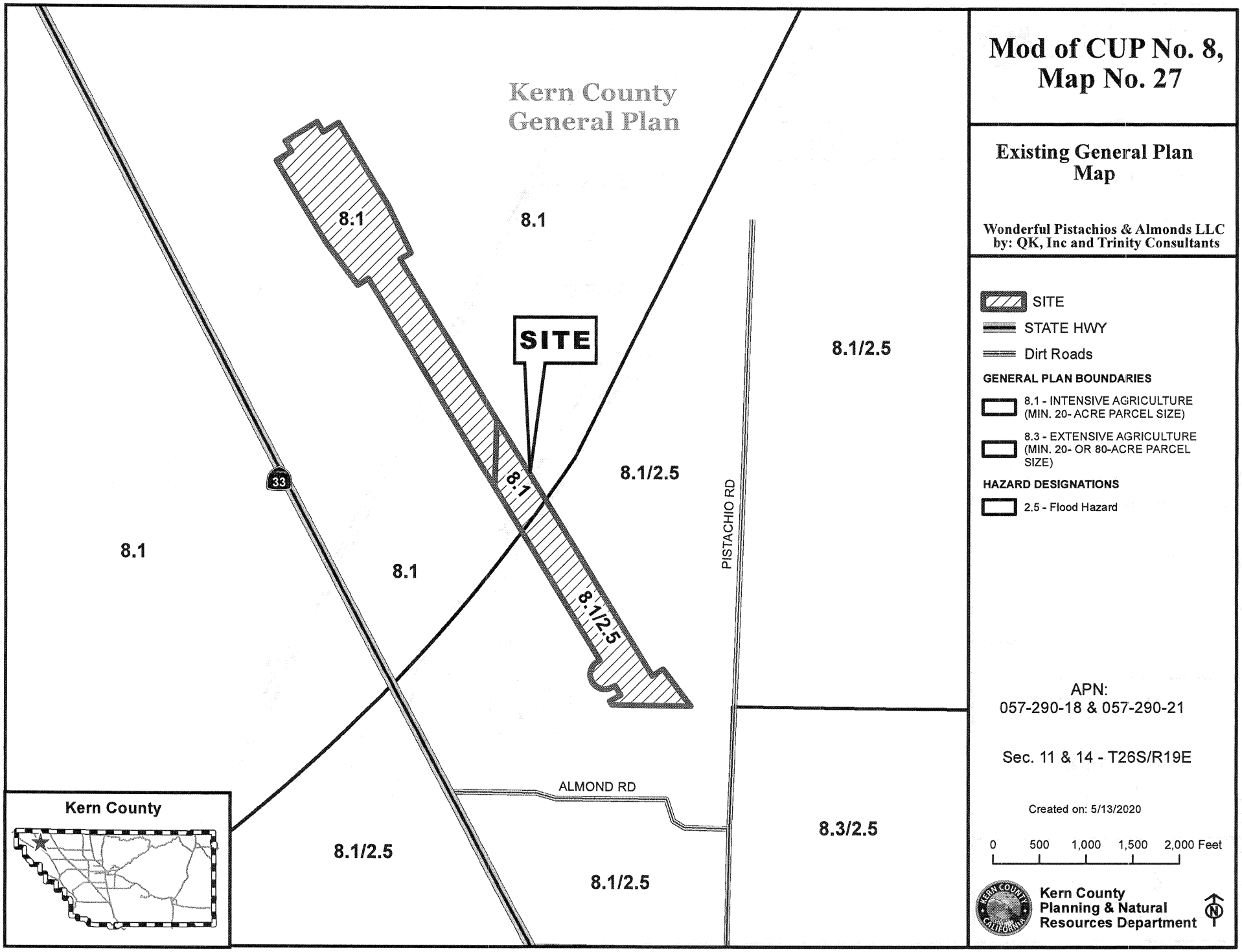
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057-290-18 & 057-290-21

Sec. 11 & 14 - T26S/R19E

Created on: 5/13/2020

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Kern County
Planning & Natural
Resources Department



Mod of CUP No. 8, Map No. 27

Existing General Plan Map

Wonderful Pistachios & Almonds LLC
by: QK, Inc and Trinity Consultants

SITE
STATE HWY
Dirt Roads

GENERAL PLAN BOUNDARIES

8.1 - INTENSIVE AGRICULTURE (MIN. 20- ACRE PARCEL SIZE)

8.3 - EXTENSIVE AGRICULTURE (MIN. 20- OR 80-ACRE PARCEL SIZE)

HAZARD DESIGNATIONS

2.5 - Flood Hazard

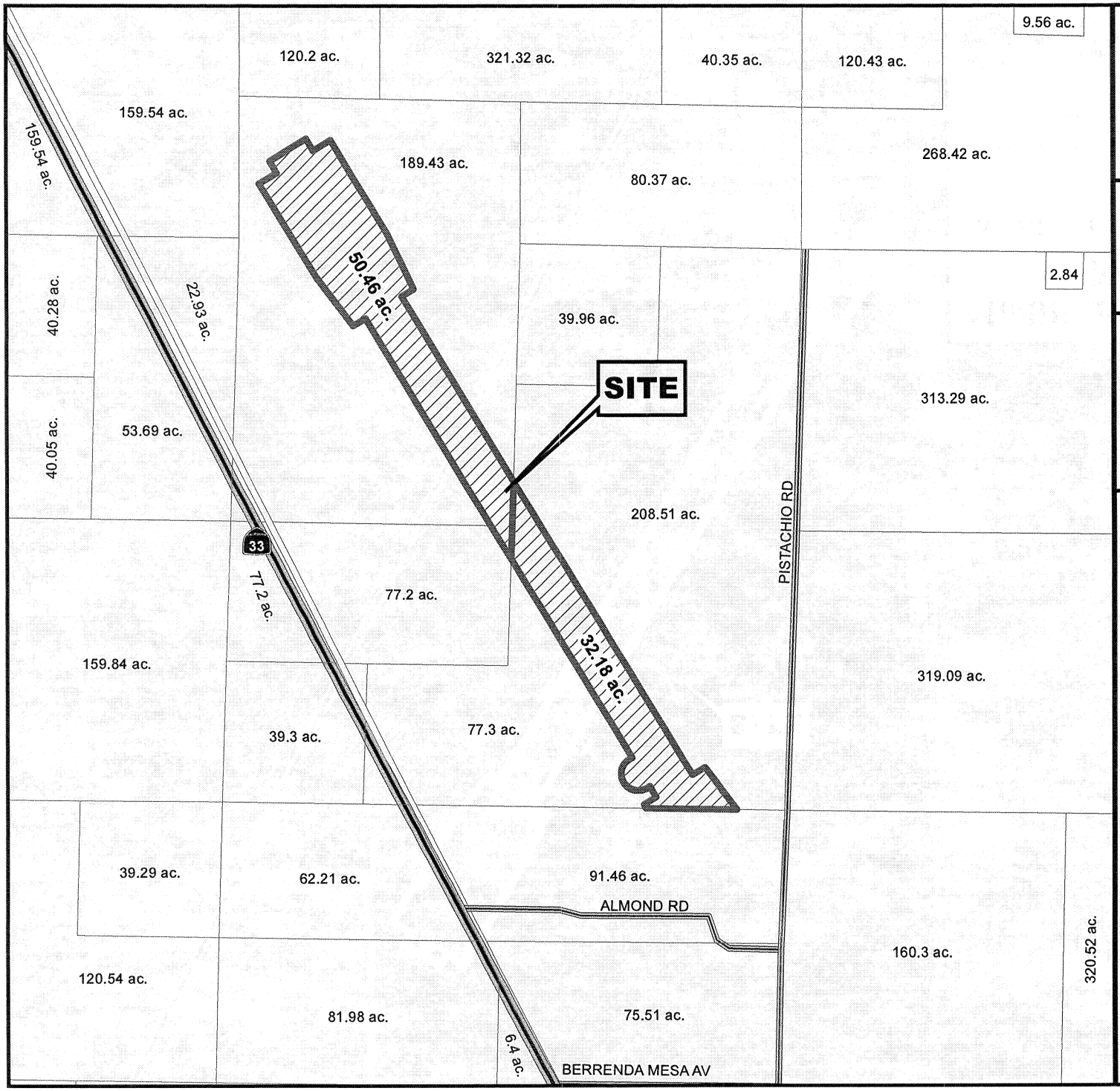
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Sec. 11 & 14 - T26S/R19E

Created on: 5/13/2020

0 500 1,000 1,500 2,000 Feet

Kern County Planning & Natural Resources Department



Mod of CUP No. 8, Map No. 27

Assessor's Parcelization Map

Wonderful Pistachios & Almonds LLC
by: QK, Inc and Trinity Consultants

SITE
Parcel Boundaries
STATE HWY
Dirt Roads

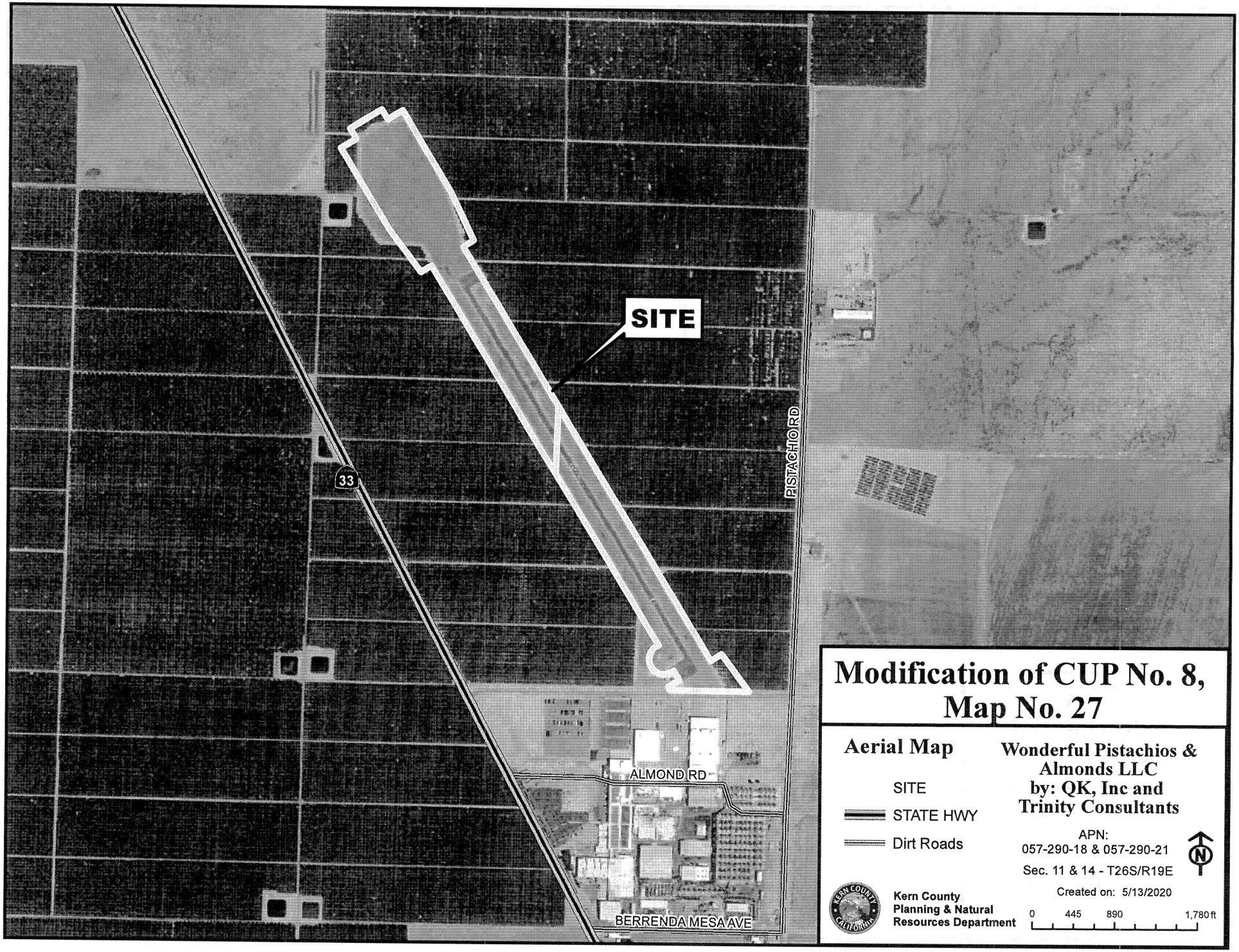
APN:
057-290-18 & 057-290-21

Sec. 11 & 14 - T26S/R19E

Date created: 5/13/2020

0 525 1,050 1,575 2,100 Feet

Kern County Planning & Natural Resources Department



Modification of CUP No. 8, Map No. 27

Aerial Map

SITE

STATE HWY

Dirt Roads

Wonderful Pistachios & Almonds LLC
by: QK, Inc and Trinity Consultants

APN:
057-290-18 & 057-290-21

Sec. 11 & 14 - T26S/R19E

Created on: 5/13/2020

Kern County Planning & Natural Resources Department

0 445 890 1,780 ft

Runway Expansion
Development & Site Plan

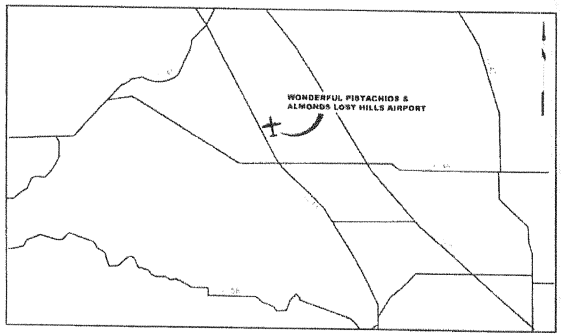
C&S COMPANIES

CONTRACT DRAWINGS FOR THE CONSTRUCTION OF

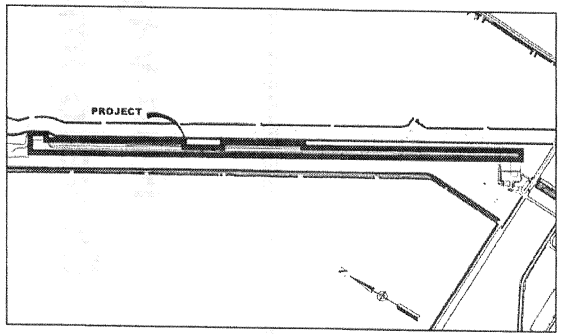
RUNWAY 16/34 WIDENING

WONDERFUL PISTACHIOS & ALMONDS LOST HILLS AIRPORT

LOST HILLS, CALIFORNIA



VICINITY MAP
NOT TO SCALE



PROJECT LOCATION MAP
NOT TO SCALE

C&S PROJECT NO. V60.001.001

APRIL 2019

PRELIMINARY
NOT FOR CONSTRUCTION

G-001

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SPEC NO	DESCRIPTION	QNTY	UNIT
P-156	FIBER ROLLS	5,520	LF
P-152	TRANSITION PAVEMENT MILLING	3,400	SY
P-620	PAVEMENT MARKING REMOVAL	14,500	SF
P-209	AGGREGATE BASE COURSE	7,600	CY
P-401	ASPHALT CONCRETE PAVEMENT	8,400	TON
P-608	SEAL COAT	17,800	SY
P-602	TACK COAT	6,400	GAL
P-620	PAVEMENT MARKING	28,000	SF

C1 QUANTITIES
SCALE: NOT TO SCALE

SHEET NUMBER	SHEET DESCRIPTION	
G001	COVER SHEET	
G002	GENERAL NOTES AND LEGEND	
GC101-GC102	CONSTRUCTION SAFETY PHASING PLAN	
CD101-CD107	DEMOLITION PLAN	
CP101-CP107	GRADING AND PAVING PLAN	
CM101-CM107	MARKING PLAN	
CP501	TYPICAL SECTIONS AND MARKING DETAILS	
E101-E107	ELECTRICAL PLAN	
EL501	ELECTRICAL DETAILS	NOT INCLUDED IN THIS SUBMITTAL

C4 SHEET INDEX
SCALE: NOT TO SCALE

NOT INCLUDED IN THIS SUBMITTAL

A1 LEGEND
SCALE: NOT TO SCALE

NOT INCLUDED IN THIS SUBMITTAL

A3 GENERAL NOTES
SCALE: NOT TO SCALE

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C&S Engineers, Inc.
2355 Northside Drive
Suite 350
San Diego, California 92108
Phone: 619-296-9373
Fax: 619-296-5683
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PRELIMINARY
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WONDERFUL PISTACHIOS & ALMONDS
LOST HILLS AIRPORT
RUNWAY WIDENING

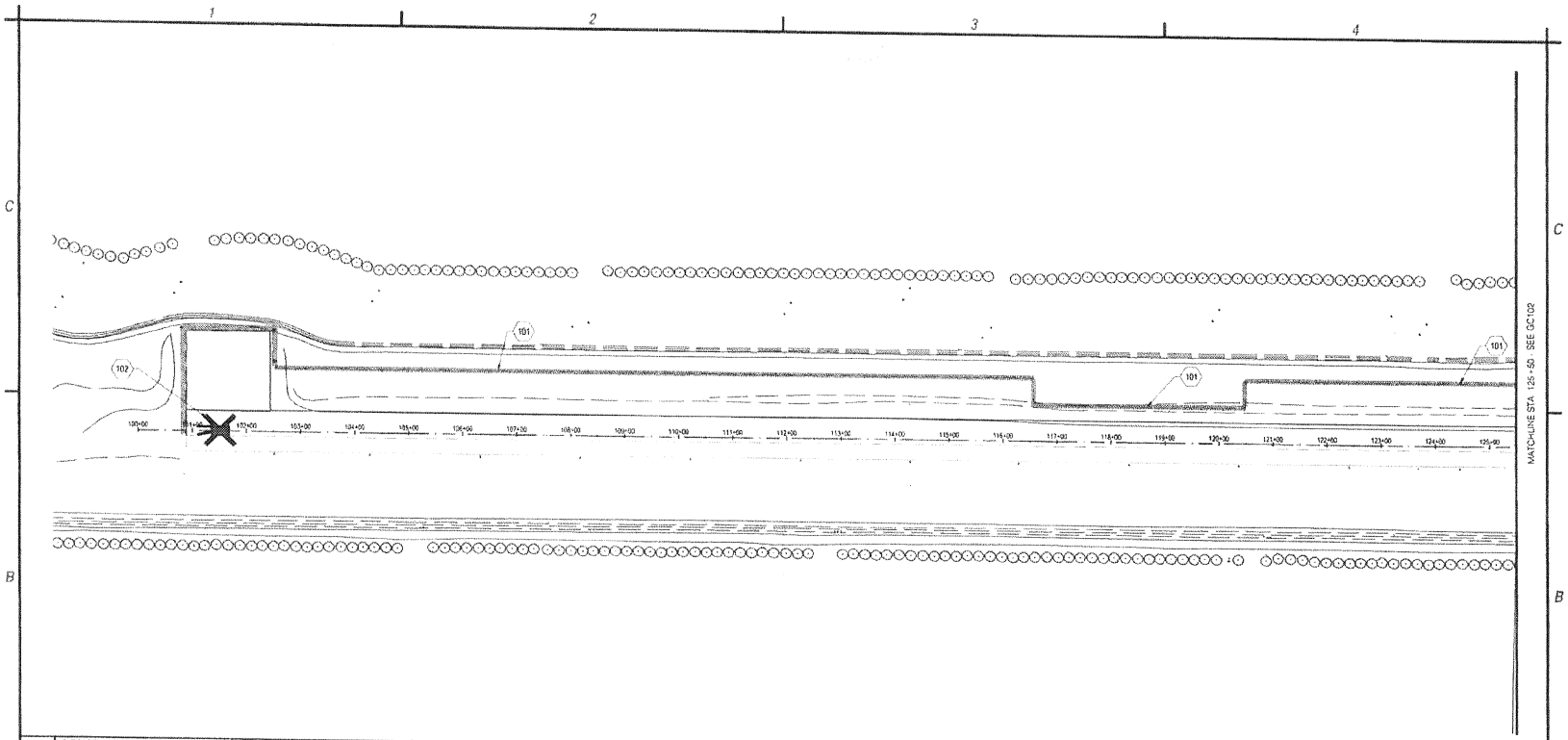
MARK	DATE	DESCRIPTION
		REVISIONS

PROJECT NO: V60.001.001
DATE: APRIL 24, 2019
DRAWN BY: C. GARCIA
DESIGNED BY: C. GARCIA
CHECKED BY: C. HAZLEWOOD, B. SALB

GENERAL NOTES AND LEGEND

G-002

Copyright



B1 CONSTRUCTION SAFETY PHASING PLAN: STA 100+00 TO STA 125+50
SCALE: 1" = 100'-0"

A1 KEYED NOTES
SCALE: NOT TO SCALE

(101) FIBER ROLLS ALONG WORK AREA LIMITS, SEE DETAIL A4 THIS SHEET

(102) LIGHTED CLOSED RUNWAY MARKING, SEE DETAIL A3 THIS SHEET

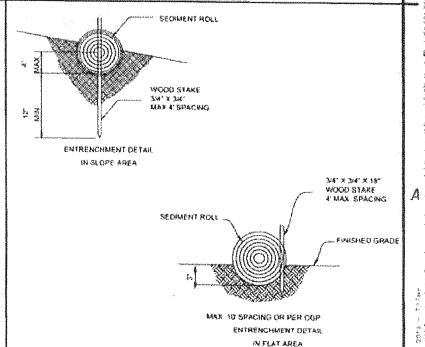
A2 LEGEND
SCALE: NOT TO SCALE

PROPOSED FIBER ROLL, SEE DETAIL A4/GC101

A3 LIGHTED CLOSED RUNWAY MARKING DETAIL
SCALE: NOT TO SCALE

L-893 LIGHTED VISUAL AID TO INDICATE TEMPORARY RUNWAY CLOSURE AS MANUFACTURED BY HALMARK, INC., SHERWIN INDUSTRIES, INC., OR EQUAL

A4 FIBER ROLL DETAIL
SCALE: NOT TO SCALE



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C&S Engineers, Inc.
2355 Northside Drive
Suite 350
San Diego, California 92108
Phone: 619-296-0373
Fax: 619-296-5683
www.cscos.com

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RUNWAY WIDENING

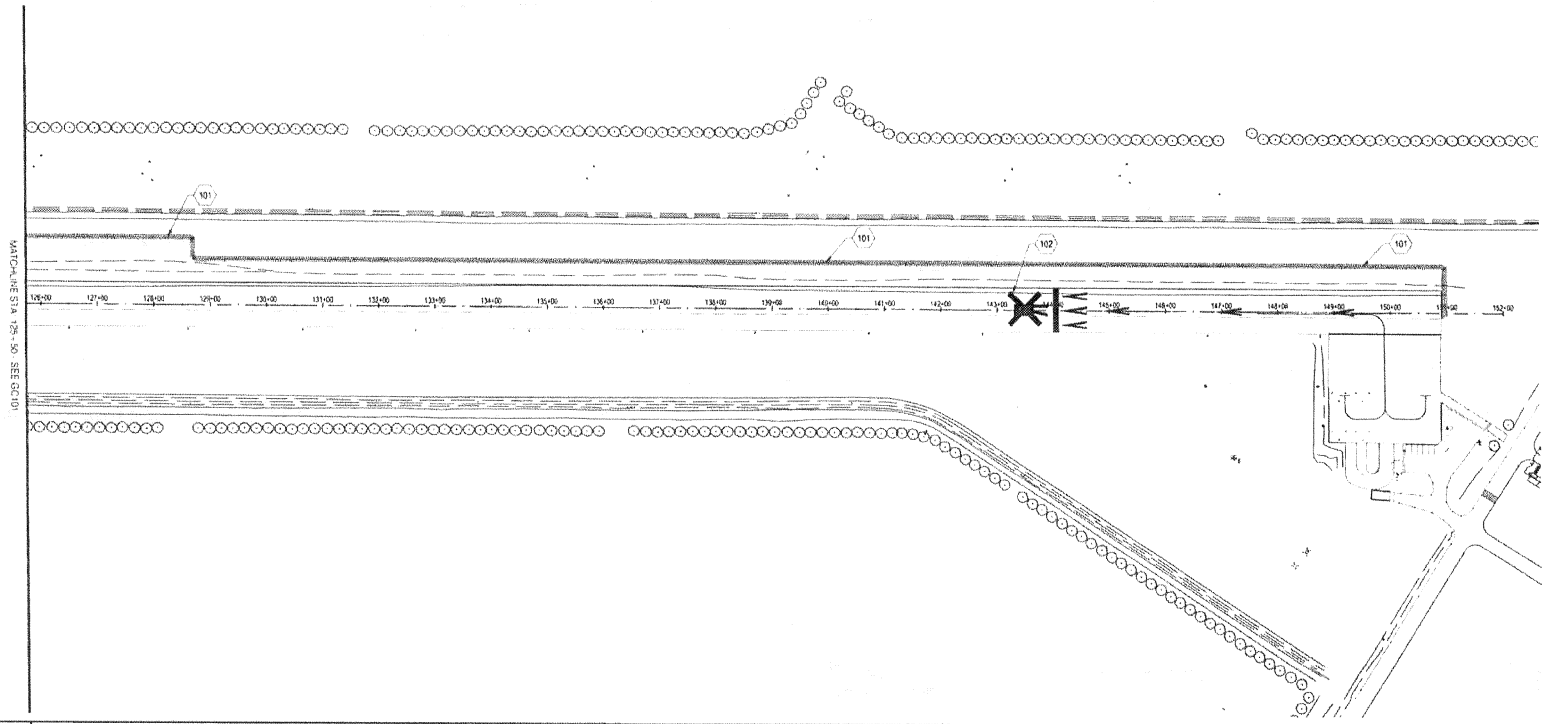
MARK	DATE	DESCRIPTION
		REVISIONS

PROJECT NO:	V60.001.001
DATE	APRIL 24, 2018
DRAWN BY:	C. GARCIA
DESIGNED BY:	C. GARCIA
CHECKED BY:	C. HAZLEWOOD, B. SAULI

CSPP
PLAN

GC101

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B1 CONSTRUCTION SAFETY PHASING PLAN: STA 125+50 TO STA 152+00
SCALE: 1" = 100'-0"

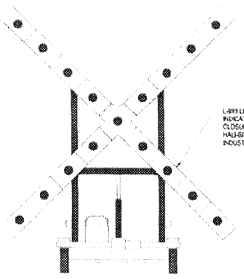
(101) FIBER ROLLS ALONG WORK AREA LIMITS, SEE DETAIL A4 THIS SHEET

(102) LIGHTED CLOSED RUNWAY MARKING, SEE DETAIL A3 THIS SHEET

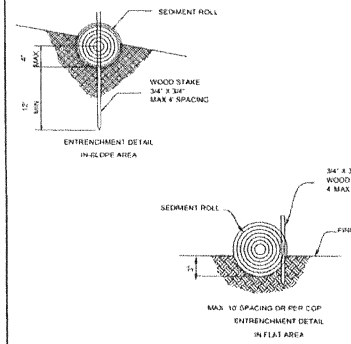
A1 KEYED NOTES
SCALE: NOT TO SCALE

PROPOSED FIBER ROLL, SEE DETAIL A4/GC101

A2 LEGEND
SCALE: NOT TO SCALE



A3 LIGHTED CLOSED RUNWAY MARKING DETAIL
SCALE: NOT TO SCALE



A4 FIBER ROLL DETAIL
SCALE: NOT TO SCALE

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C&S Engineers, Inc.
7355 Northside Drive
Suite 350
San Diego, California 92108
Phone: 619-296-3373
Fax: 619-296-5683
www.cscos.com

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RUNWAY WIDENING

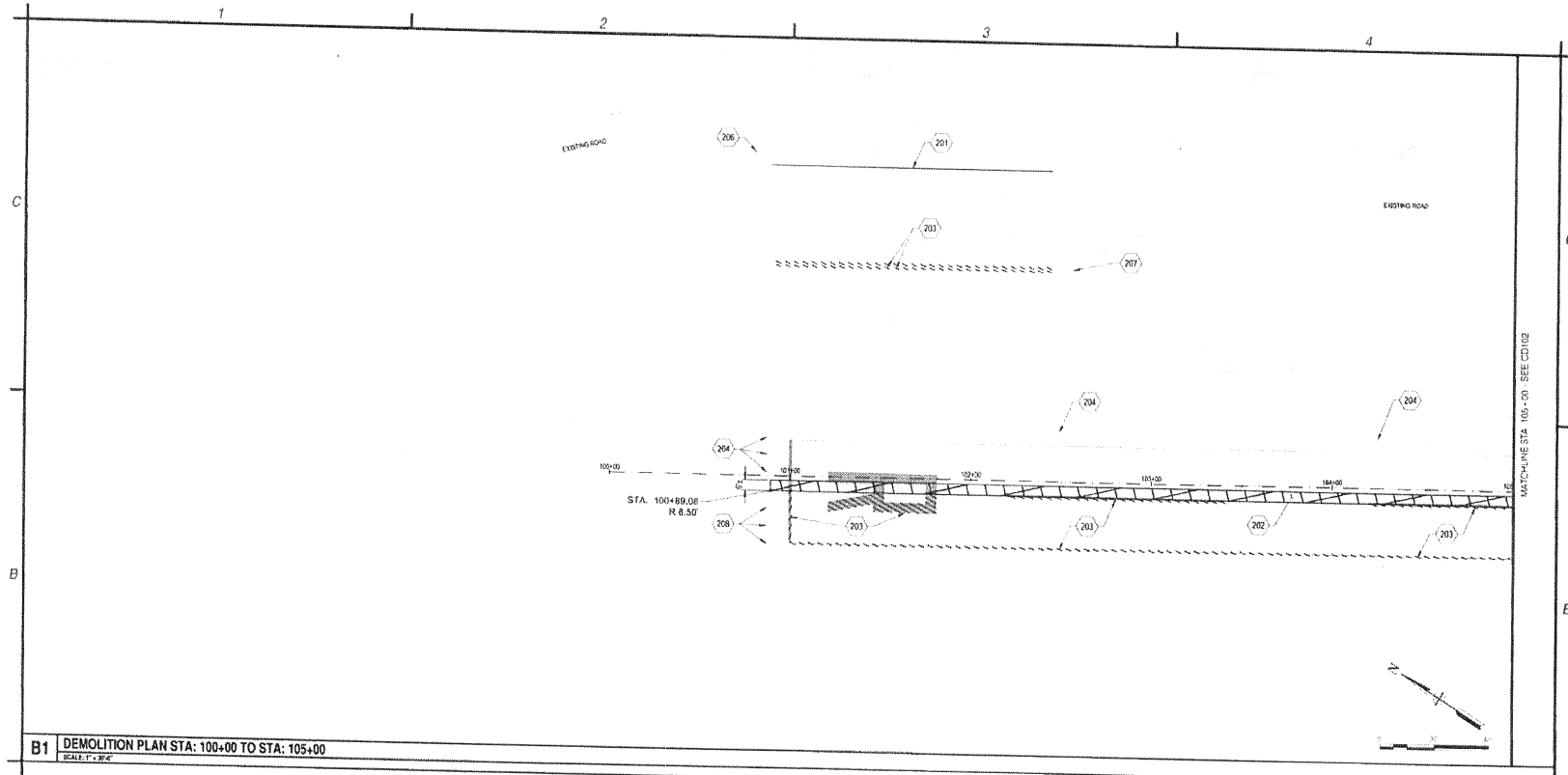
MARK	DATE	DESCRIPTION
REVISIONS		

PROJECT NO:	V60.001.001
DATE:	APRIL 24, 2019
DRAWN BY:	C. GARCIA
DESIGNED BY:	C. GARCIA
CHECKED BY:	C. HAZLEWOOD, B. SAJULI

CSPP
PLAN

GC102

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B1 DEMOLITION PLAN STA: 100+00 TO STA: 105+00
SCALE: 1" = 30'-0"

A1 KEYED NOTES
SCALE: NOT TO SCALE

(202) MILL 1" TRANSITION, SEE DETAIL C2, SHEET CD-501
(203) OBLITERATE EXISTING PAVEMENT MARKING
(204) REMOVE AND SALVAGE EXISTING RUNWAY EDGE/END LIGHT AND TRANSFORMER FOR REINSTALLATION. DEMOLISH BASE CAN
(205) REMOVE AIRFIELD LIGHTING CABLE AND CONDUIT
(206) PROTECT EXISTING VASI IN PLACE
(207) PROTECT EXISTING LIGHTS IN PLACE

A3 LEGEND
SCALE: NOT TO SCALE

MILL 1" TRANSITION

PAVEMENT MARKINGS TO BE DEMOLISHED

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C&S Engineers, Inc.
2355 Northside Drive
Suite 350
San Diego, California 92108
Phone: 619-296-9373
Fax: 619-296-5683
www.cecos.com

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WONDERFUL PISTACHIOS & ALMONDS
LOST HILLS AIRPORT
RUNWAY WIDENING

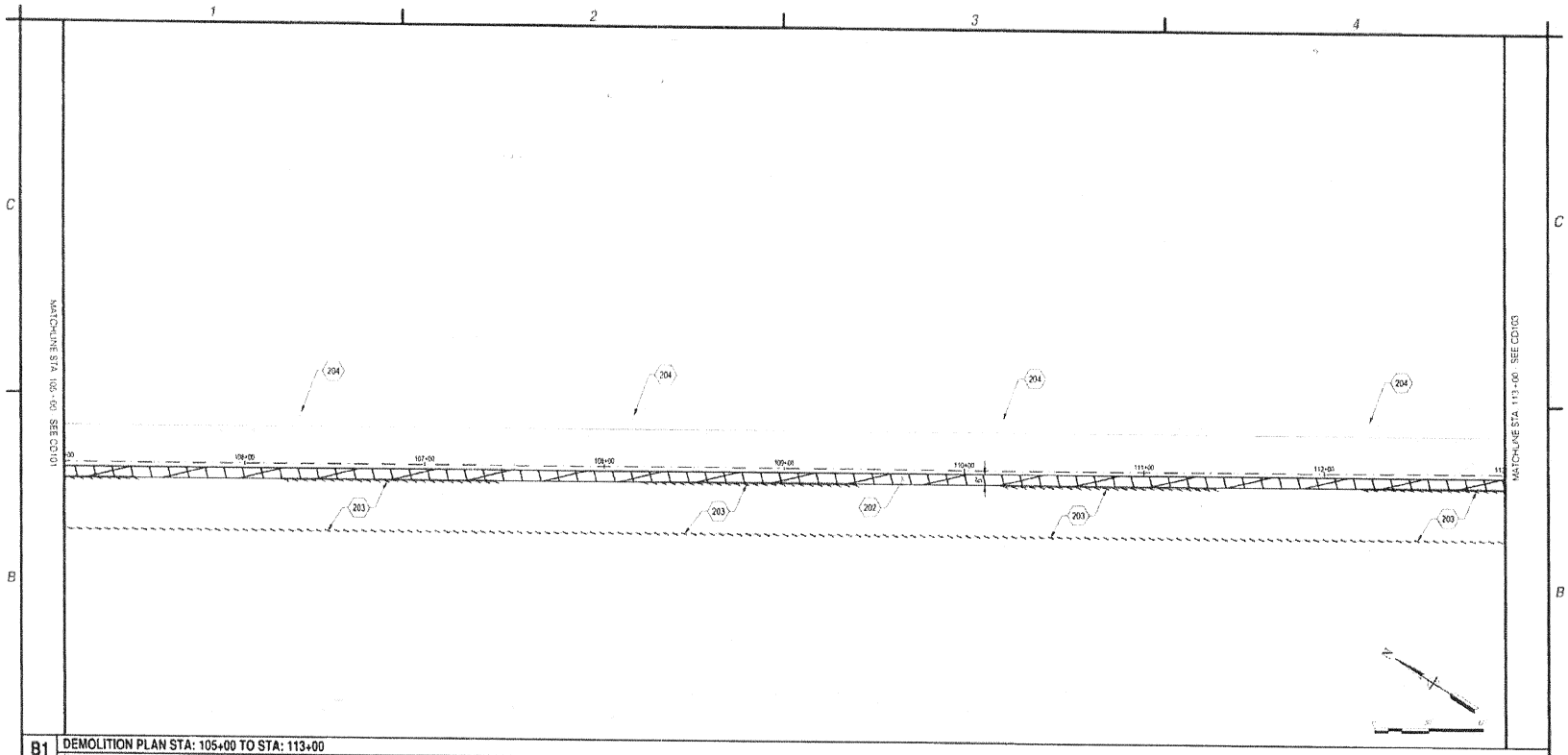
MARK	DATE	DESCRIPTION
REVISIONS		

PROJECT NO.	V20.001.001
DATE	APRIL 24, 2019
DRAWN BY	C. GARCIA
DESIGNED BY	C. GARCIA
CHECKED BY	C. HAZLEWOOD, B. SAUL

DEMOLITION PLAN

CD101

Copyright



B1 DEMOLITION PLAN STA: 105+00 TO STA: 113+00
SCALE: 1" = 30'-0"

A1 KEYED NOTES
SCALE: NOT TO SCALE

202 MILL 1" TRANSITION, SEE DETAIL C2 SHEET CD-501

203 OBLITERATE EXISTING PAVEMENT MARKING

204 REMOVE AND SALVAGE EXISTING RUNWAY EDGE/END LIGHT AND TRANSFORMER FOR REINSTALLATION. DEMOLISH BASE CAN

205 REMOVE AIRFIELD LIGHTING CABLE AND CONDUIT

A3 LEGEND
SCALE: NOT TO SCALE

MILL 1" TRANSITION

PAVEMENT MARKINGS TO BE DEMOLISHED

C&S COMPANIES
C&S Engineers, Inc.
2355 Northside Drive
Suite 350
San Diego, California 92108
Phone: 619-296-9373
Fax: 619-296-5683
www.cscos.com

PRELIMINARY
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WONDERFUL PISTACHIOS & ALMONDS
LOST HILLS AIRPORT
RUNWAY WIDENING

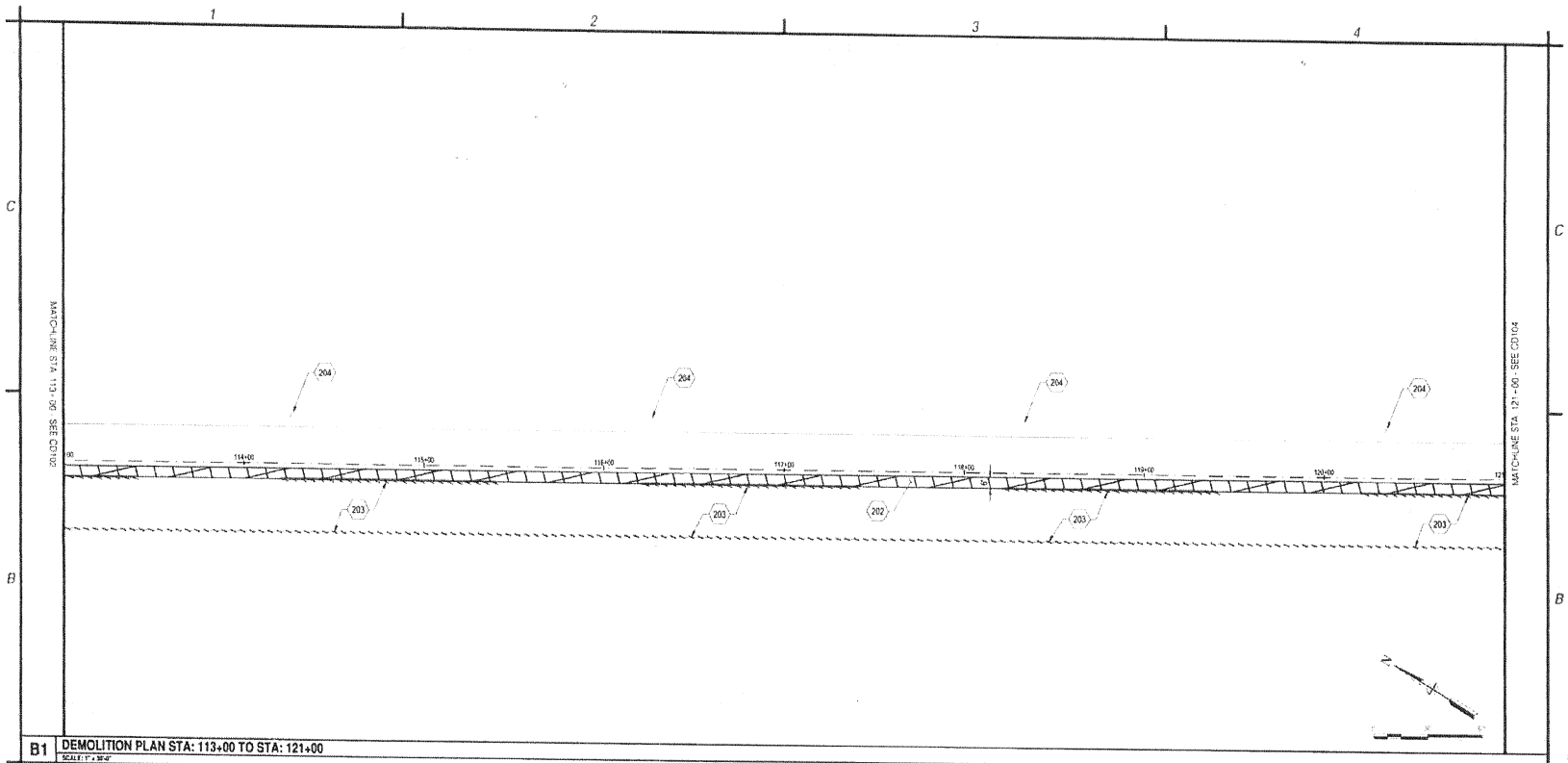
MARK	DATE	DESCRIPTION
REVISIONS		

PROJECT NO:	V20.001.001
DATE:	APRIL 24, 2019
DRAWN BY:	C. GARCIA
DESIGNED BY:	C. GARCIA
CHECKED BY:	C. HAZLEWOOD, B. SAUL

DEMOLITION PLAN

CD102

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B1 **DEMOLITION PLAN STA: 113+00 TO STA: 121+00**
SCALE: 1" = 30'-0"

A1 **KEYED NOTES**
SCALE: NOT TO SCALE

202 MILL 1" TRANSITION. SEE DETAIL C2, SHEET CD-501

203 OBLITERATE EXISTING PAVEMENT MARKING

204 REMOVE AND SALVAGE EXISTING RUNWAY EDGE/END LIGHT AND TRANSFORMER FOR REINSTALLATION. DEMOLISH BASE CAN

205 REMOVE AIRFIELD LIGHTING CABLE AND CONDUIT

A3 **LEGEND**
SCALE: NOT TO SCALE

MILL 1" TRANSITION

PAVEMENT MARKINGS TO BE DEMOLISHED

C&S COMPANIES
C&S Engineers, Inc.
2355 Northside Drive
Suite 350
San Diego, California 92108
Phone: 619-296-3373
Fax: 619-296-5683
www.cscos.com

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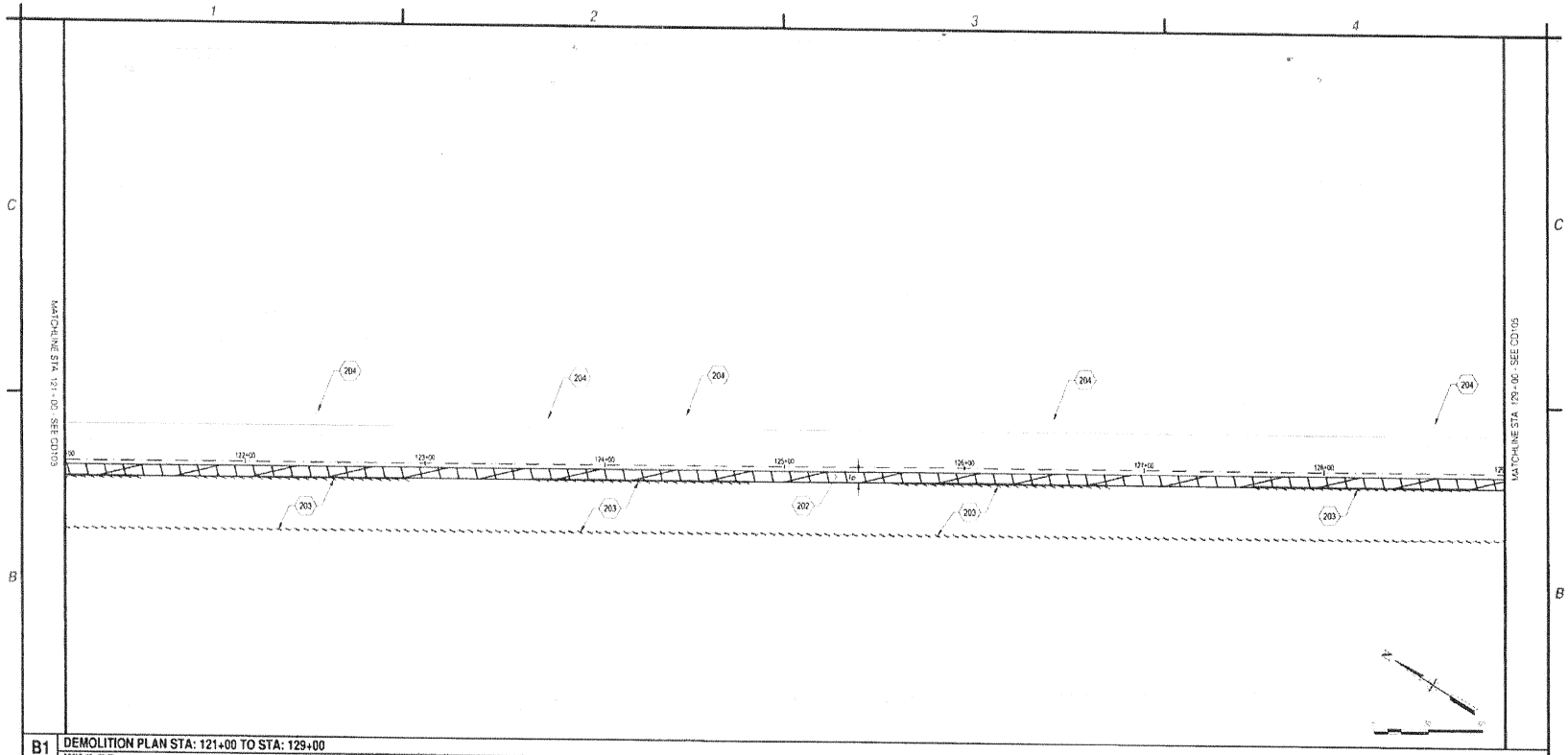
MARK	DATE	DESCRIPTION
		REVISIONS

PROJECT NO.	V20.001.001
DATE	APRIL 24, 2019
DRAWN BY	C. GARCIA
DESIGNED BY	C. GARCIA
CHECKED BY	C. HAZLEWOOD, B. SAULL

DEMOLITION PLAN

CD103

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B1 DEMOLITION PLAN STA: 121+00 TO STA: 129+00
SCALE: 1" = 30'

A1 KEYED NOTES
SCALE: NOT TO SCALE

202 MILL 1" TRANSITION, SEE DETAIL C2, SHEET CD-501

203 OBLITERATE EXISTING PAVEMENT MARKING

204 REMOVE AND SALVAGE EXISTING RUNWAY EDGE/END LIGHT AND TRANSFORMER FOR REINSTALLATION. DEMOLISH BASE CAN

205 REMOVE AIRFIELD LIGHTING CABLE AND CONDUIT

206 PROTECT EXISTING VASI IN PLACE

207 PROTECT EXISTING LIGHTS IN PLACE

A3 LEGEND
SCALE: NOT TO SCALE

MILL 1" TRANSITION

PAVEMENT MARKINGS TO BE DEMOLISHED

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C&S Engineers, Inc.
2355 Northside Drive
Suite 350
San Diego, California 92108
Phone: 619-296-3373
Fax: 619-296-6683
www.cscos.com

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RUNWAY WIDENING

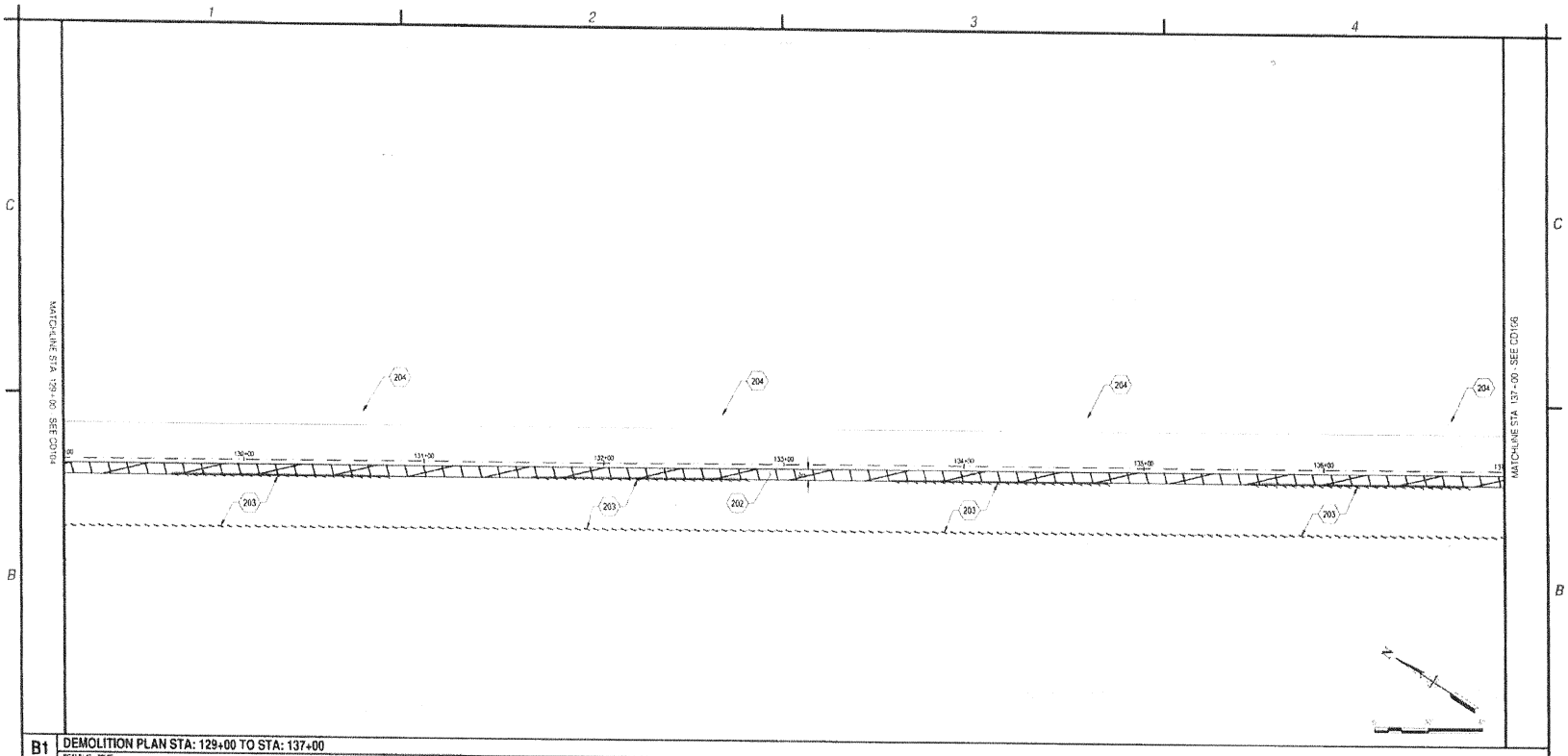
MARK	DATE	DESCRIPTION
		REVISIONS

PROJECT NO:	V60.001.001
DATE:	APRIL 24, 2019
DRAWN BY:	C. GARCIA
DESIGNED BY:	C. GARCIA
CHECKED BY:	C. HAZLEWOOD, B. SAULI

DEMOLITION PLAN

CD104

Copyright



B1 DEMOLITION PLAN STA: 129+00 TO STA: 137+00
SCALE: 1" = 30'-0"

A1 KEYED NOTES
SCALE: NOT TO SCALE

202 MILL 1" TRANSITION, SEE DETAIL C2, SHEET CD-501

203 OBLITERATE EXISTING PAVEMENT MARKING

204 REMOVE AND SALVAGE EXISTING RUNWAY EDGE/END LIGHT AND TRANSFORMER FOR REINSTALLATION. DEMOLISH BASE CAN

205 REMOVE AIRFIELD LIGHTING CABLE AND CONDUIT

A3 LEGEND
SCALE: NOT TO SCALE

MILL 1" TRANSITION

PAVEMENT MARKINGS TO BE DEMOLISHED

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C&S Engineers, Inc.
2355 Northside Drive
Suite 350
San Diego, California 92108
Phone: 619-296-9373
Fax: 619-296-5681
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WONDERFUL PISTACHIOS & ALMONDS
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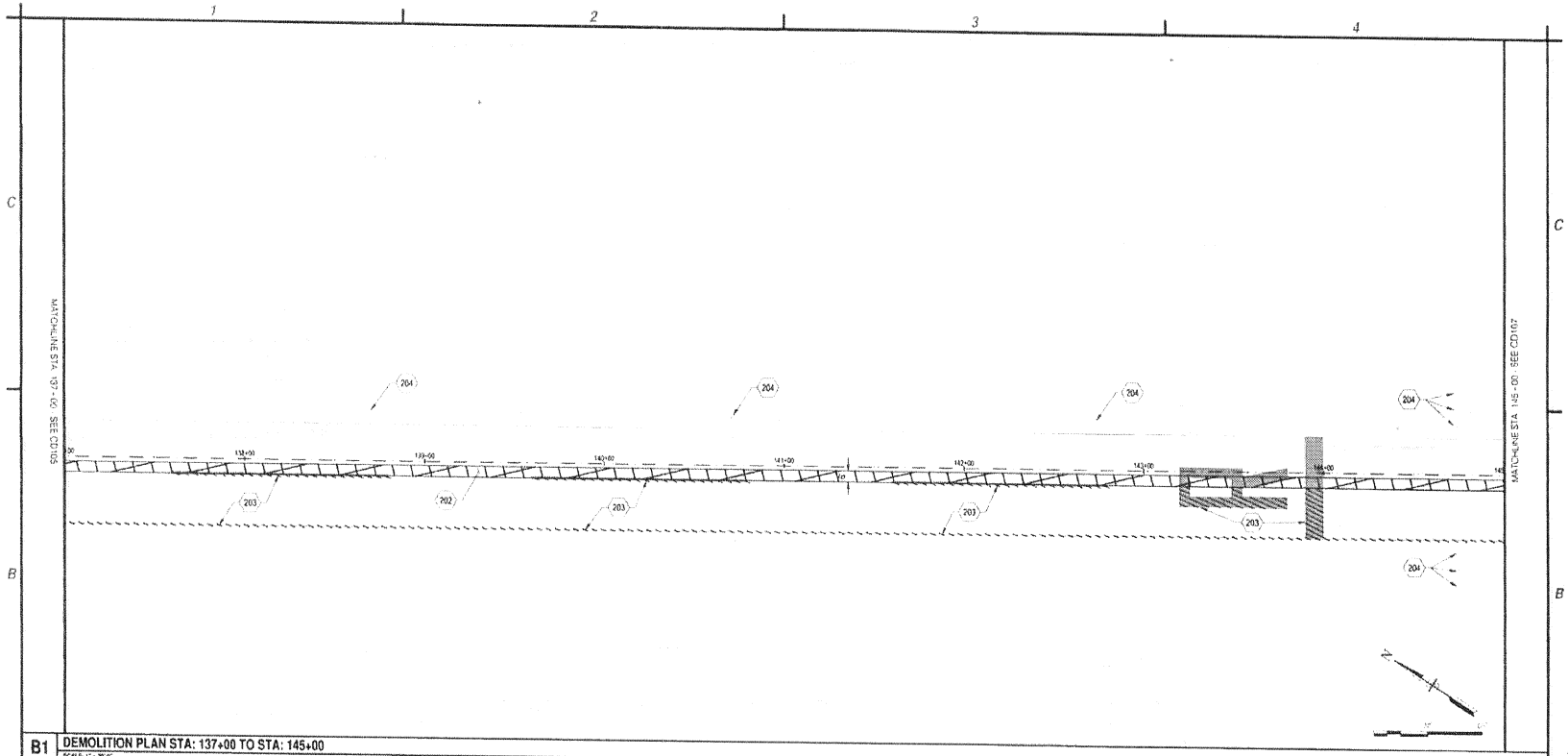
MARK	DATE	DESCRIPTION
REVISIONS		

PROJECT NO:	V00.001.001
DATE:	APRIL 24, 2019
DRAWN BY:	C. GARCIA
DESIGNED BY:	C. GARCIA
CHECKED BY:	C. HAZLEWOOD, B. SAULL

DEMOLITION PLAN

CD105

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B1 DEMOLITION PLAN STA: 137+00 TO STA: 145+00
SCALE: 1" = 30'-0"

A1 KEYED NOTES
SCALE: NOT TO SCALE

202 MILL 1" TRANSITION, SEE DETAIL C2, SHEET CD-501

203 OBLITERATE EXISTING PAVEMENT MARKING

204 REMOVE AND SALVAGE EXISTING RUNWAY EDGE/END LIGHT AND TRANSFORMER FOR REINSTALLATION. DEMOLISH BASE CAN

205 REMOVE AIRFIELD LIGHTING CABLE AND CONDUIT

206 PROTECT EXISTING VASI IN PLACE

207 PROTECT EXISTING LIGHTS IN PLACE

A3 LEGEND
SCALE: NOT TO SCALE

MILL 1" TRANSITION

PAVEMENT MARKINGS TO BE DEMOLISHED

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C&S Engineers, Inc.
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Suite 350
San Diego, California 92108
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Fax: 619-296-5683
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RUNWAY WIDENING

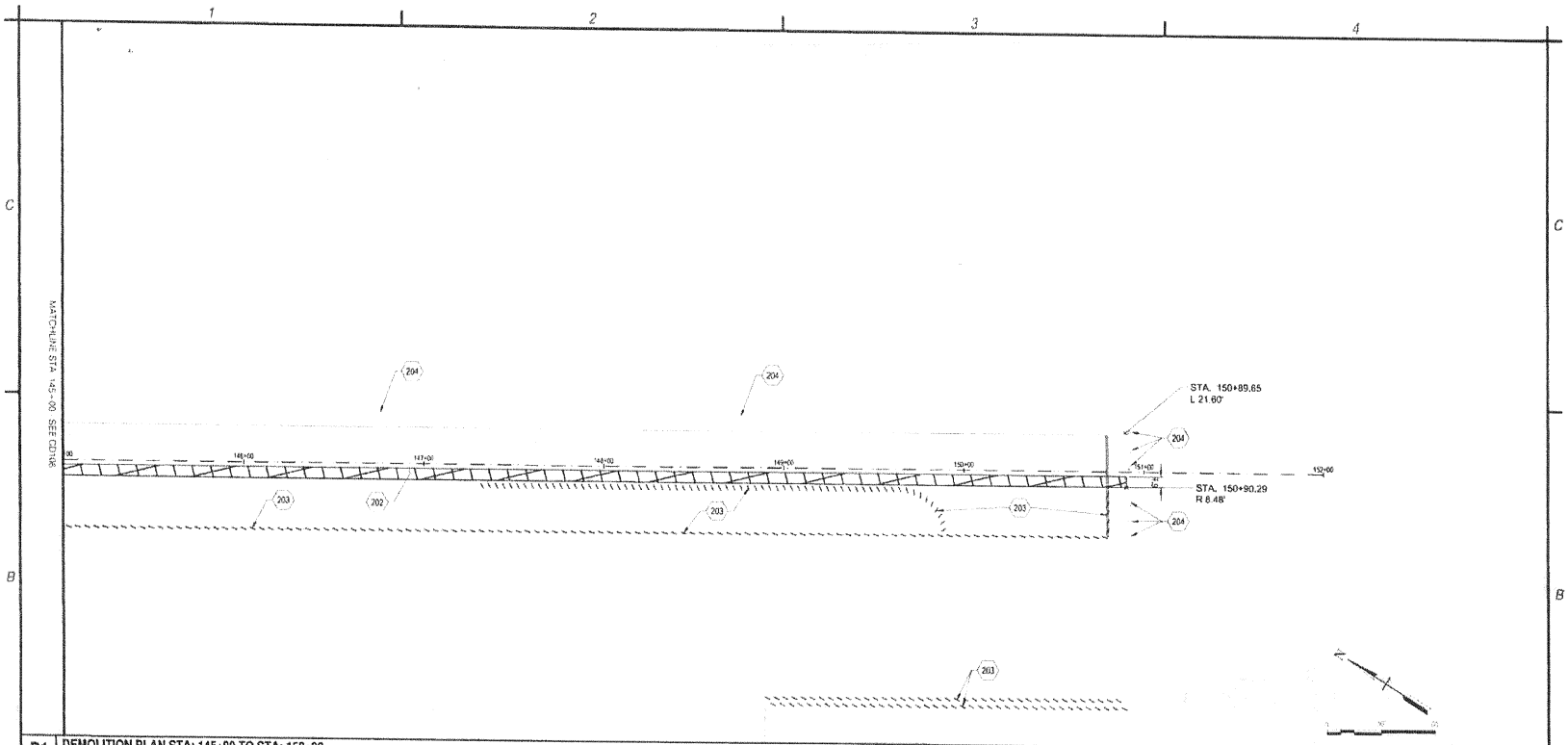
MARK	DATE	DESCRIPTION
		REVISIONS

PROJECT NO	V20.001.001
DATE	APRIL 24, 2019
DRAWN BY	C. GARCIA
DESIGNED BY	C. GARCIA
CHECKED BY	C. HAZLEWOOD, B. SAULL

DEMOLITION PLAN

CD106

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B1 DEMOLITION PLAN STA: 145+00 TO STA: 152+00
SCALE: 1" = 30'-0"

A1 KEYED NOTES
SCALE: NOT TO SCALE

202 MILL 1" TRANSITION, SEE DETAIL C2, SHEET CD-501

203 OBLITERATE EXISTING PAVEMENT MARKING

204 REMOVE AND SALVAGE EXISTING RUNWAY EDGE/END LIGHT AND TRANSFORMER FOR REINSTALLATION. DEMOLISH BASE CAN

205 REMOVE AIRFIELD LIGHTING CABLE AND CONDUIT

206 PROTECT EXISTING VASI IN PLACE

207 PROTECT EXISTING LIGHTS IN PLACE

A3 LEGEND
SCALE: NOT TO SCALE

MILL 1" TRANSITION

PAVEMENT MARKINGS TO BE DEMOLISHED

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2355 Northside Drive
Suite 350
San Diego, California 92108
Phone: 619-296-9373
Fax: 619-296-5683
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RUNWAY WIDENING

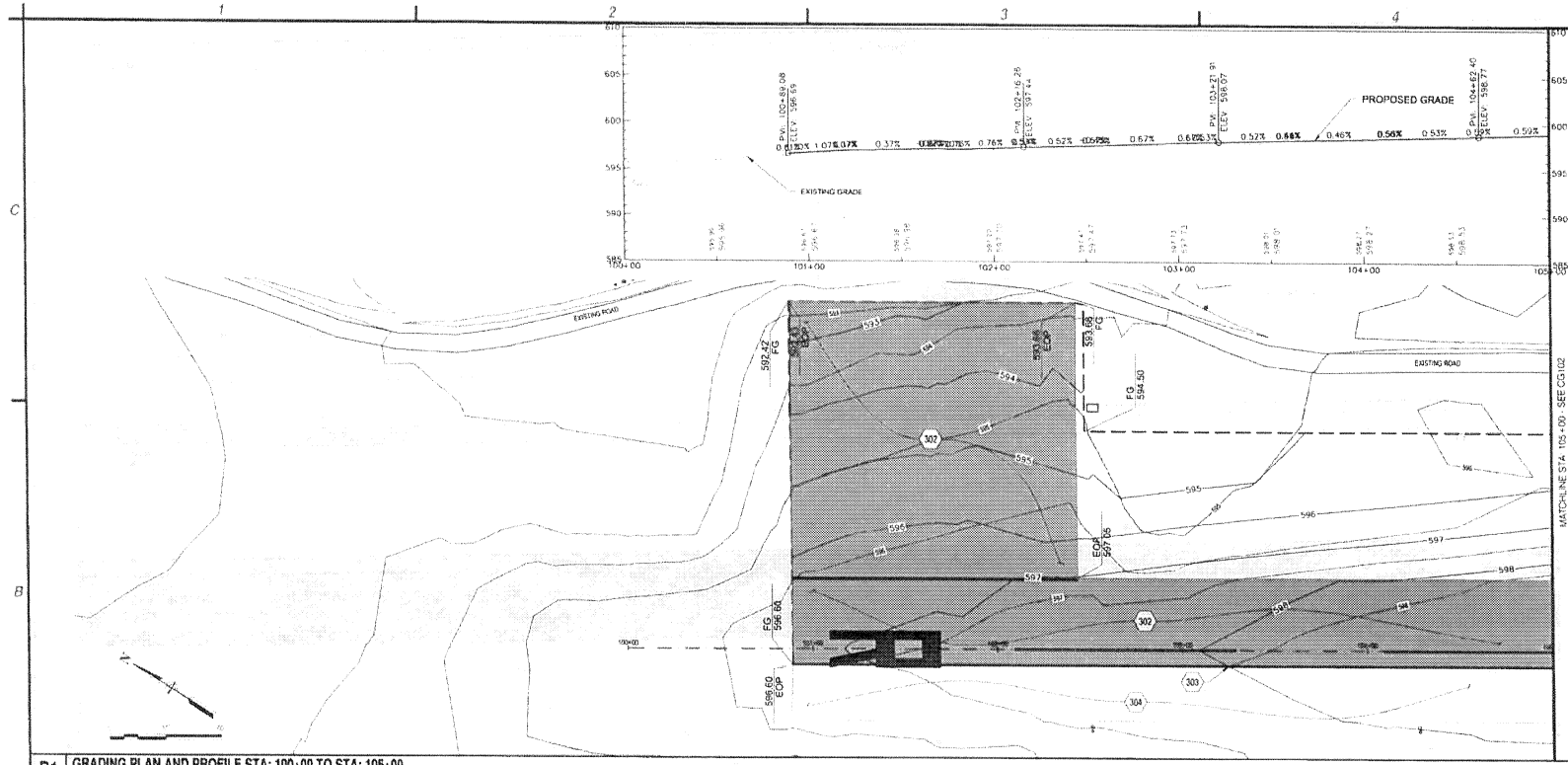
MARK	DATE	DESCRIPTION
		REVISIONS

PROJECT NO:	V80.001.001
DATE:	APRIL 24, 2019
DRAWN BY:	C. GARCIA
DESIGNED BY:	C. GARCIA
CHECKED BY:	C. HAZLEWOOD, B. SALILL

DEMOLITION PLAN

CD107

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B1 GRADING PLAN AND PROFILE STA: 100+00 TO STA: 105+00
SCALE: HORIZONTAL 1" = 20'-0" VERTICAL 1" = 8'-0"

A1 KEYED NOTES
SCALE: NOT TO SCALE

302 CONSTRUCT NEW PAVEMENT STRUCTURAL SECTION PER DETAIL C1, SHEET CP501

303 MATCH EXISTING PAVEMENT

304 APPLY SEAL COAT ON EXISTING PAVEMENT

A3 LEGEND
SCALE: NOT TO SCALE

PROPOSED ASPHALT CONCRETE PAVEMENT

GRADING LIMITS

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C&S Engineers, Inc.
2365 Northside Drive
Suite 350
San Diego, California 92108
Phone 619-296-9373
Fax 619-296-5683
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RUNWAY WIDENING

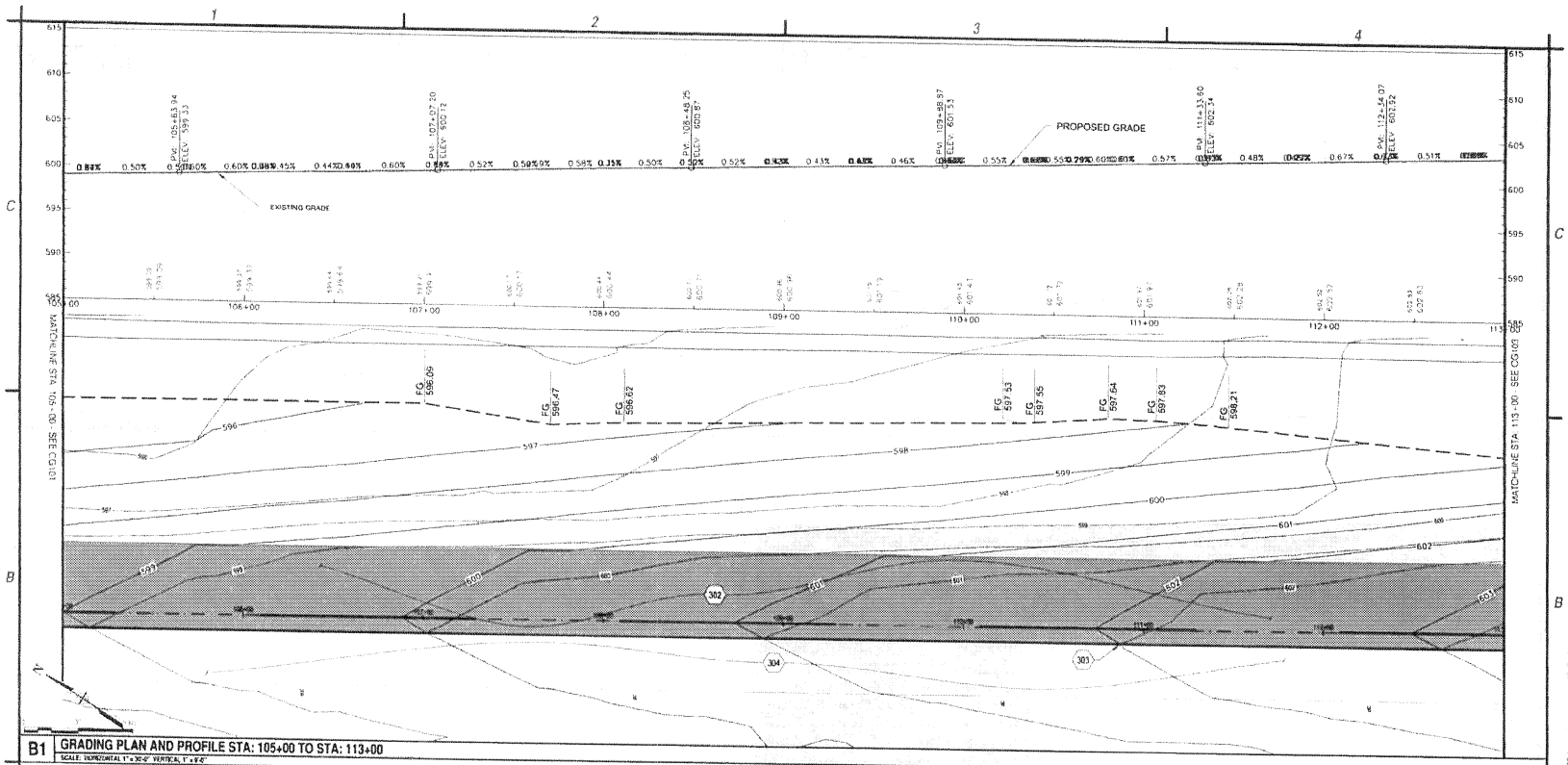
MARK	DATE	DESCRIPTION
		REVISIONS

PROJECT NO:	V60.001.001
DATE:	APRIL 24, 2019
DRAWN BY:	C. GARCIA
DESIGNED BY:	C. GARCIA
CHECKED BY:	C. HAZLEWOOD, B. SAULL

GRADING AND PAVING PLAN

CP101

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B1 **GRADING PLAN AND PROFILE STA: 105+00 TO STA: 113+00**
SCALE: HORIZONTAL 1" = 30'-0" VERTICAL 1" = 6'-0"

(302) CONSTRUCT NEW PAVEMENT STRUCTURAL SECTION PER DETAIL C1, SHEET CP501

(303) MATCH EXISTING PAVEMENT

(304) APPLY SEAL COAT ON EXISTING PAVEMENT

A1 **KEYED NOTES**
SCALE: NOT TO SCALE

PROPOSED ASPHALT CONCRETE PAVEMENT

GRADING LIMITS

A3 **LEGEND**
SCALE: NOT TO SCALE

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C&S Engineers, Inc.
2355 Northside Drive
Suite 350
San Diego, California 92108
Phone: 619-296-9373
Fax: 619-296-9983
www.cscos.com

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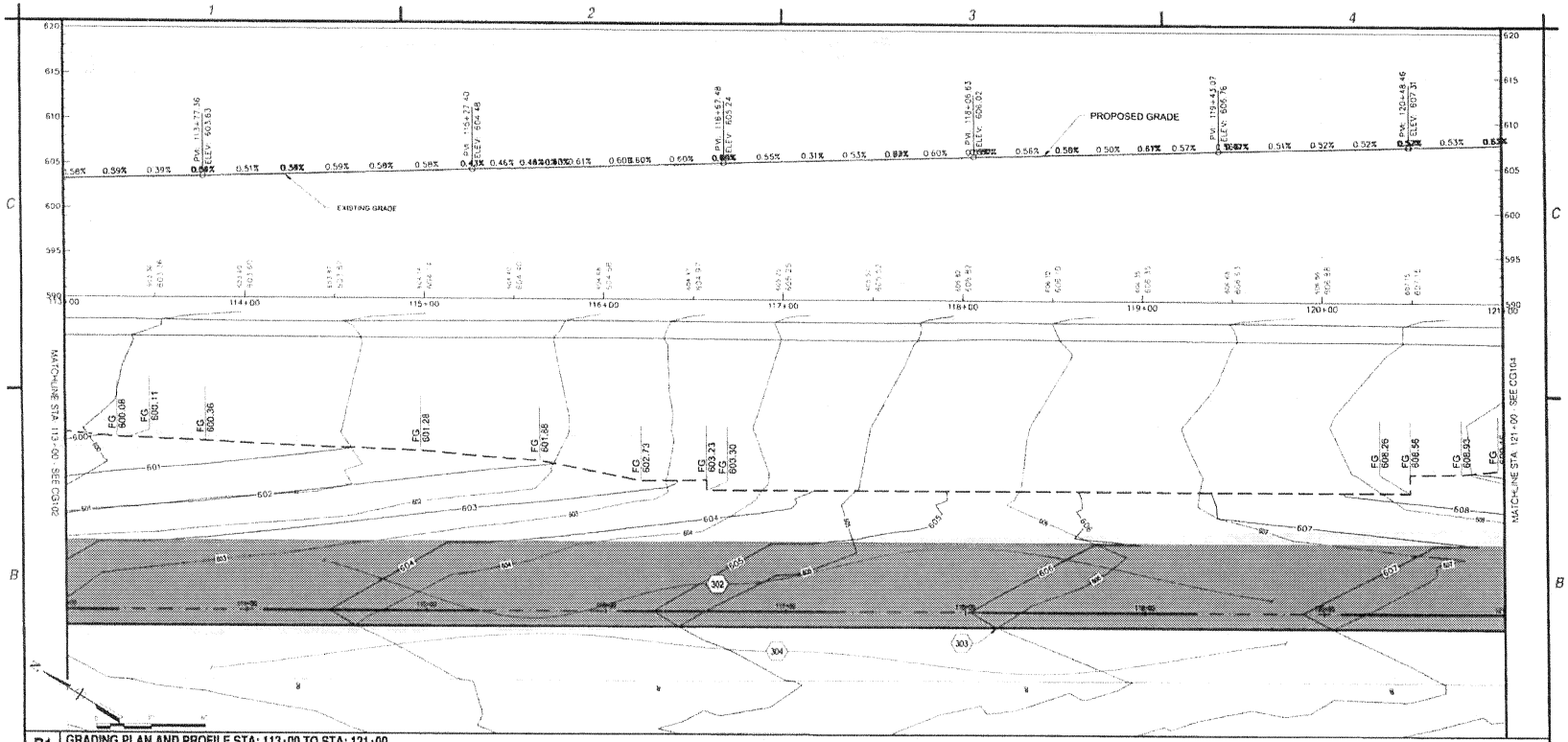
MARK	DATE	DESCRIPTION
REVISIONS		

PROJECT NO:	V60001.001
DATE:	APRIL 24, 2019
DRAWN BY:	C. GARCIA
DESIGNED BY:	C. GARCIA
CHECKED BY:	C. HAZLEWOOD, B. SAULL

GRADING AND PAVING PLAN

CP102

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B1 GRADING PLAN AND PROFILE STA: 113+00 TO STA: 121+00
SCALE: HORIZONTAL 1" = 20'-0" VERTICAL 1" = 4'-0"

A1 KEYED NOTES
SCALE: NOT TO SCALE

(302) CONSTRUCT NEW PAVEMENT STRUCTURAL SECTION PER DETAIL C1, SHEET CP501

(303) MATCH EXISTING PAVEMENT

(304) APPLY SEAL COAT ON EXISTING PAVEMENT

A3 LEGEND
SCALE: NOT TO SCALE

PROPOSED ASPHALT CONCRETE PAVEMENT

GRADING LIMITS

C&S COMPANIES
C&S Engineers, Inc.
2355 Northside Drive
Suite 350
San Diego, California 92108
Phone: 619-296-9373
Fax: 619-296-5683
www.cscos.com

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WONDERFUL PISTACHIOS & ALMONDS
LOST HILLS AIRPORT
RUNWAY WIDENING

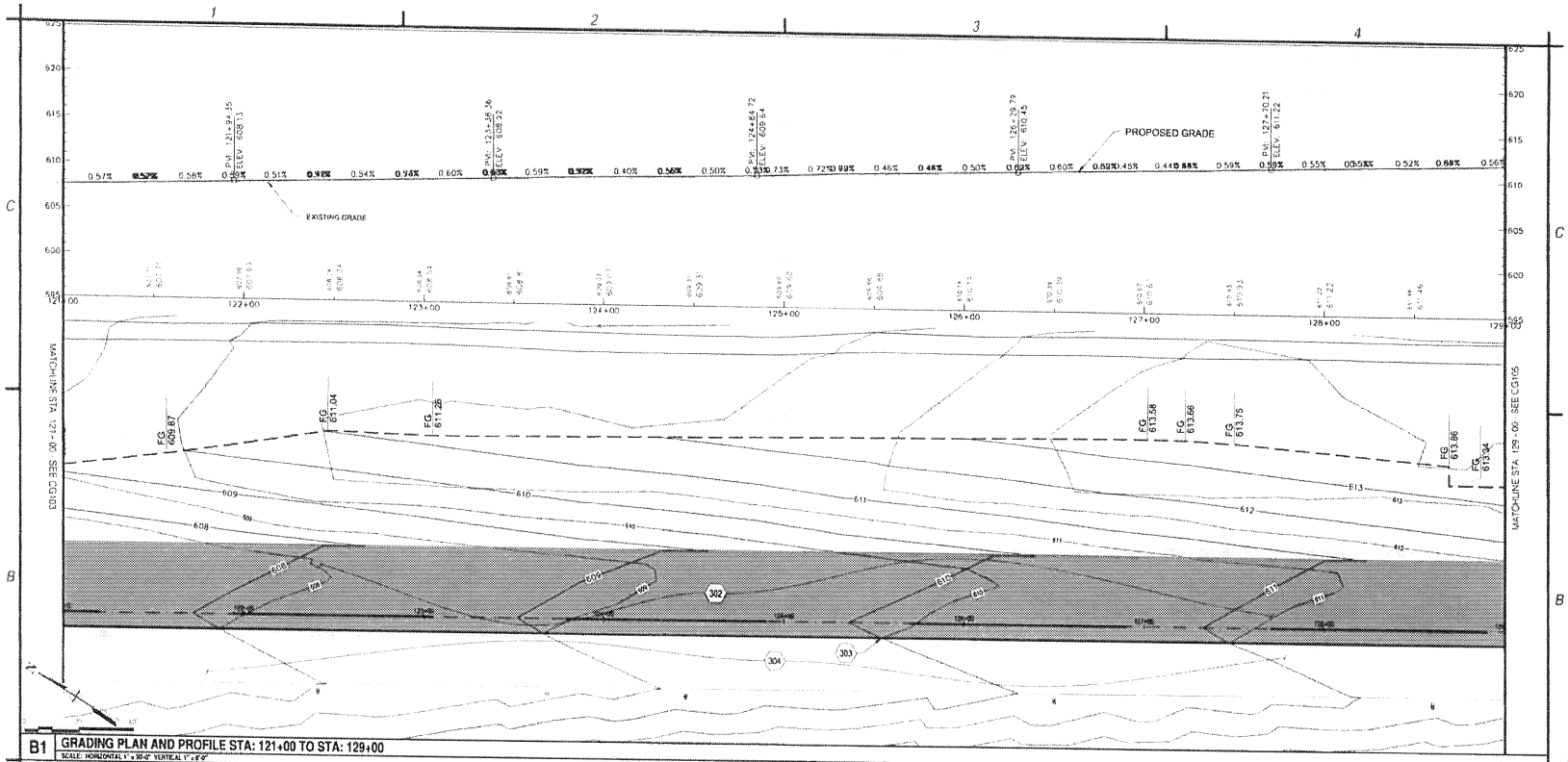
MARK	DATE	DESCRIPTION
		REVISIONS

PROJECT NO:	V60.001.001
DATE:	APRIL 24, 2019
DRAWN BY:	C. GARCIA
DESIGNED BY:	C. GARCIA
CHECKED BY:	C. HAZLEWOOD, B. SAULI

GRADING AND PAVING PLAN

CP103

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B1 **GRADING PLAN AND PROFILE STA: 121+00 TO STA: 129+00**
SCALE: HORIZONTAL 1" = 30'-0" VERTICAL 1" = 6'-0"

A1 **KEYED NOTES**
SCALE: NOT TO SCALE

302 CONSTRUCT NEW PAVEMENT STRUCTURAL SECTION PER DETAIL C1, SHEET CP501

303 MATCH EXISTING PAVEMENT

304 APPLY SEAL COAT ON EXISTING PAVEMENT

A3 **LEGEND**
SCALE: NOT TO SCALE

PROPOSED ASPHALT CONCRETE PAVEMENT

GRADING LIMITS

C&S COMPANIES
C&S Engineers, Inc.
2355 Northside Drive
Suite 350
San Diego, California 92108
Phone: 619-296-9373
Fax: 619-296-5683
www.cscos.com

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WONDERFUL PISTACHIOS & ALMONDS
LOST HILLS AIRPORT
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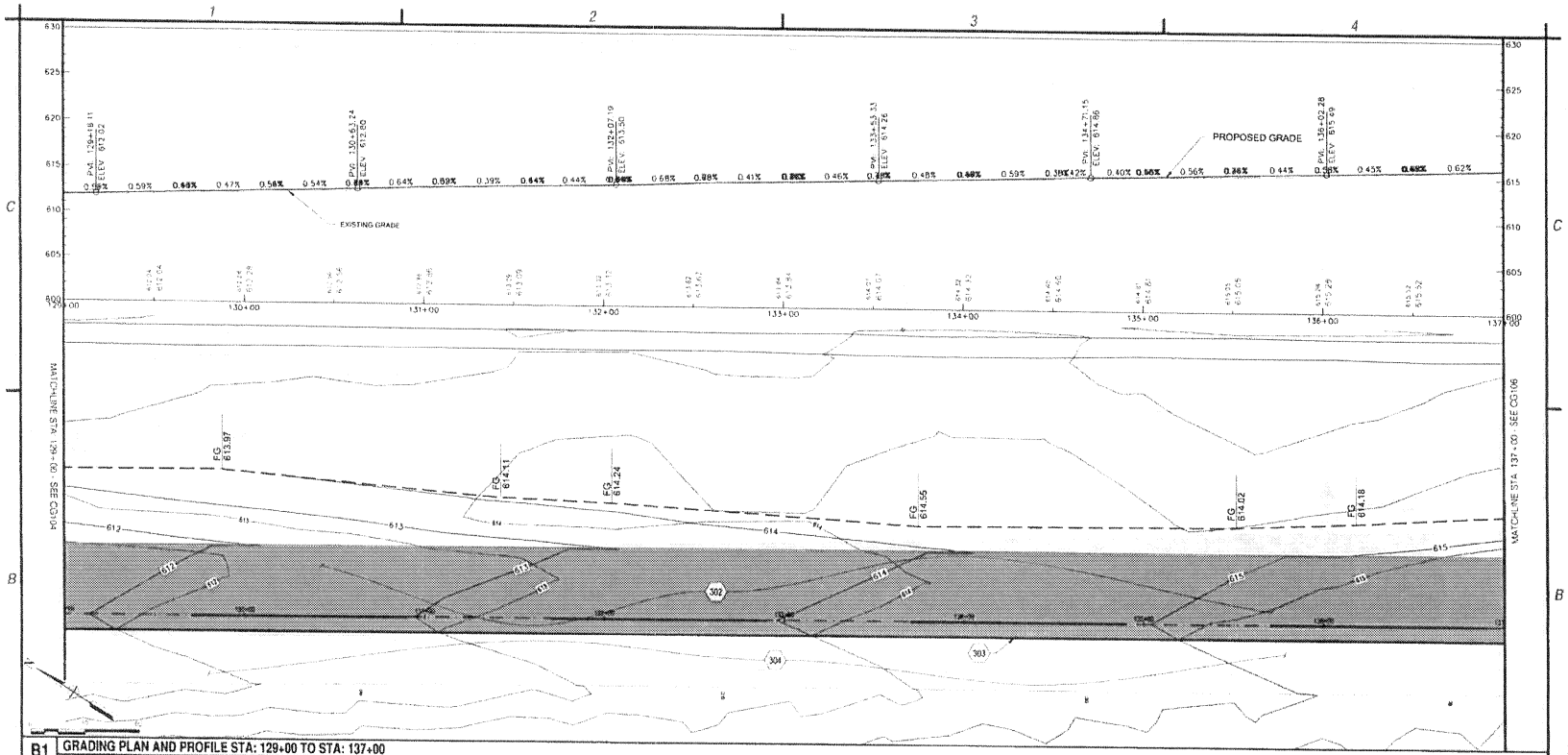
MARK	DATE	DESCRIPTION
		REVISIONS

PROJECT NO.	VE0.001.001
DATE	APRIL 24, 2019
DRAWN BY:	C. GARCIA
DESIGNED BY:	C. GARCIA
CHECKED BY:	C. HAZLEWOOD, B. SAULI

GRADING AND PAVING PLAN

CP104

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B1 GRADING PLAN AND PROFILE STA: 129+00 TO STA: 137+00
SCALE: HORIZONTAL 1" = 30'-0", VERTICAL 1" = 6'-0"

A1 KEYED NOTES
SCALE: NOT TO SCALE

302 CONSTRUCT NEW PAVEMENT STRUCTURAL SECTION PER DETAIL C1, SHEET CP501

303 MATCH EXISTING PAVEMENT

304 APPLY SEAL COAT ON EXISTING PAVEMENT

A3 LEGEND
SCALE: NOT TO SCALE

PROPOSED ASPHALT CONCRETE PAVEMENT

GRADING LIMITS

C&S COMPANIES
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2355 Northside Drive
Suite 350
San Diego, California 92108
Phone: 619-296-9373
Fax: 619-296-5683
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PRELIMINARY
NOT FOR CONSTRUCTION

WONDERFUL PISTACHIOS & ALMONDS
LOST HILLS AIRPORT
RUNWAY WIDENING

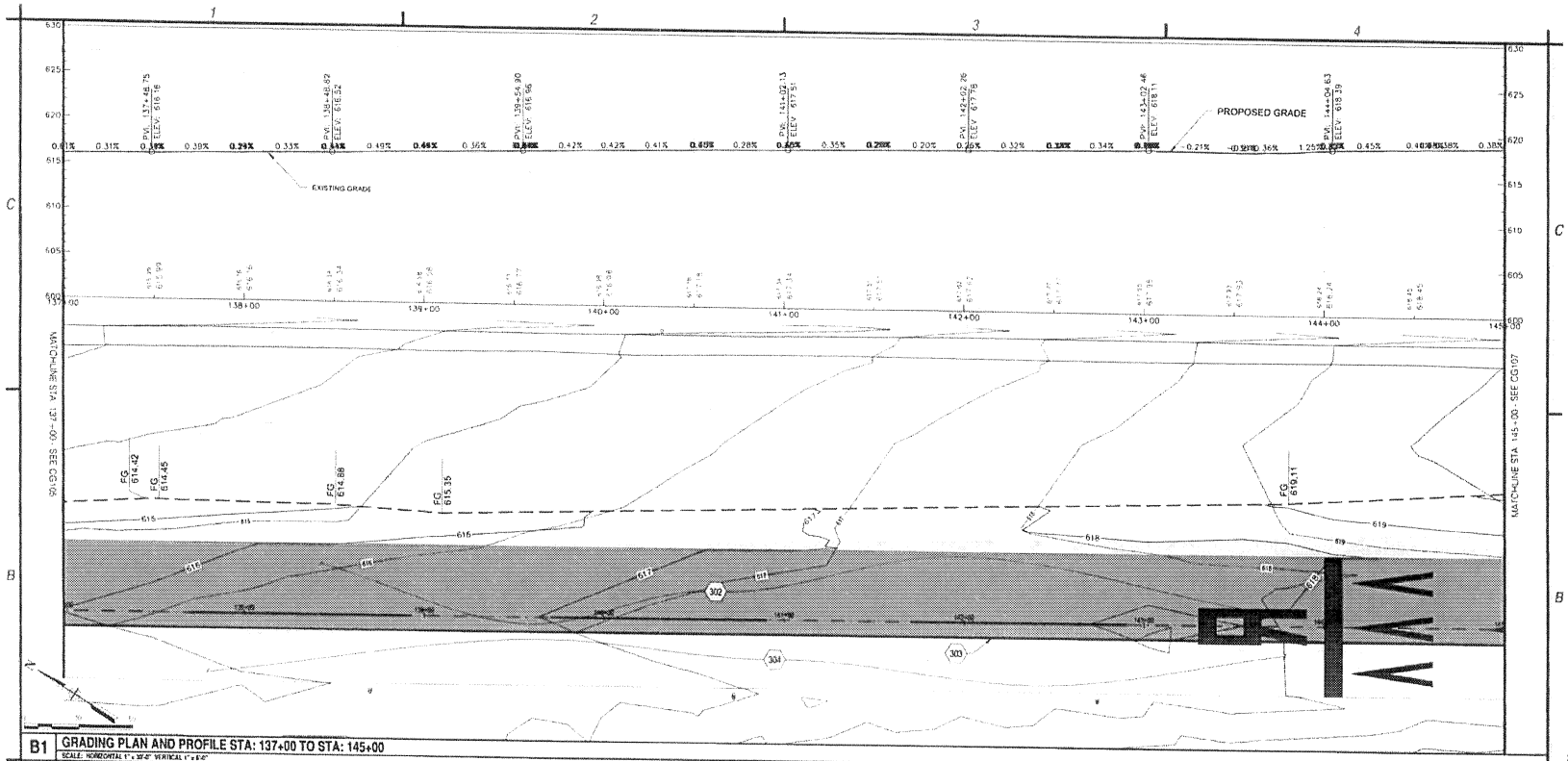
MARK	DATE	DESCRIPTION
		REVISIONS

PROJECT NO:	V60.001.001
DATE:	APRIL 24, 2019
DRAWN BY:	C. GARCIA
DESIGNED BY:	C. GARCIA
CHECKED BY:	C. HAZLEWOOD, B. SAULT

GRADING AND PAVING PLAN

CP105

Copyright



B1 GRADING PLAN AND PROFILE STA: 137+00 TO STA: 145+00
SCALE: HORIZONTAL 1" = 30'-0" VERTICAL 1" = 6'-0"

A1 KEYED NOTES
SCALE: NOT TO SCALE

302 CONSTRUCT NEW PAVEMENT STRUCTURAL SECTION PER DETAIL C1, SHEET CP501

303 MATCH EXISTING PAVEMENT

304 APPLY SEAL COAT ON EXISTING PAVEMENT

A3 LEGEND
SCALE: NOT TO SCALE

PROPOSED ASPHALT CONCRETE PAVEMENT

GRADING LIMITS

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San Diego, California 92108
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PRELIMINARY
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WONDERFUL PISTACHIOS & ALMONDS
LOST HILLS AIRPORT
RUNWAY WIDENING

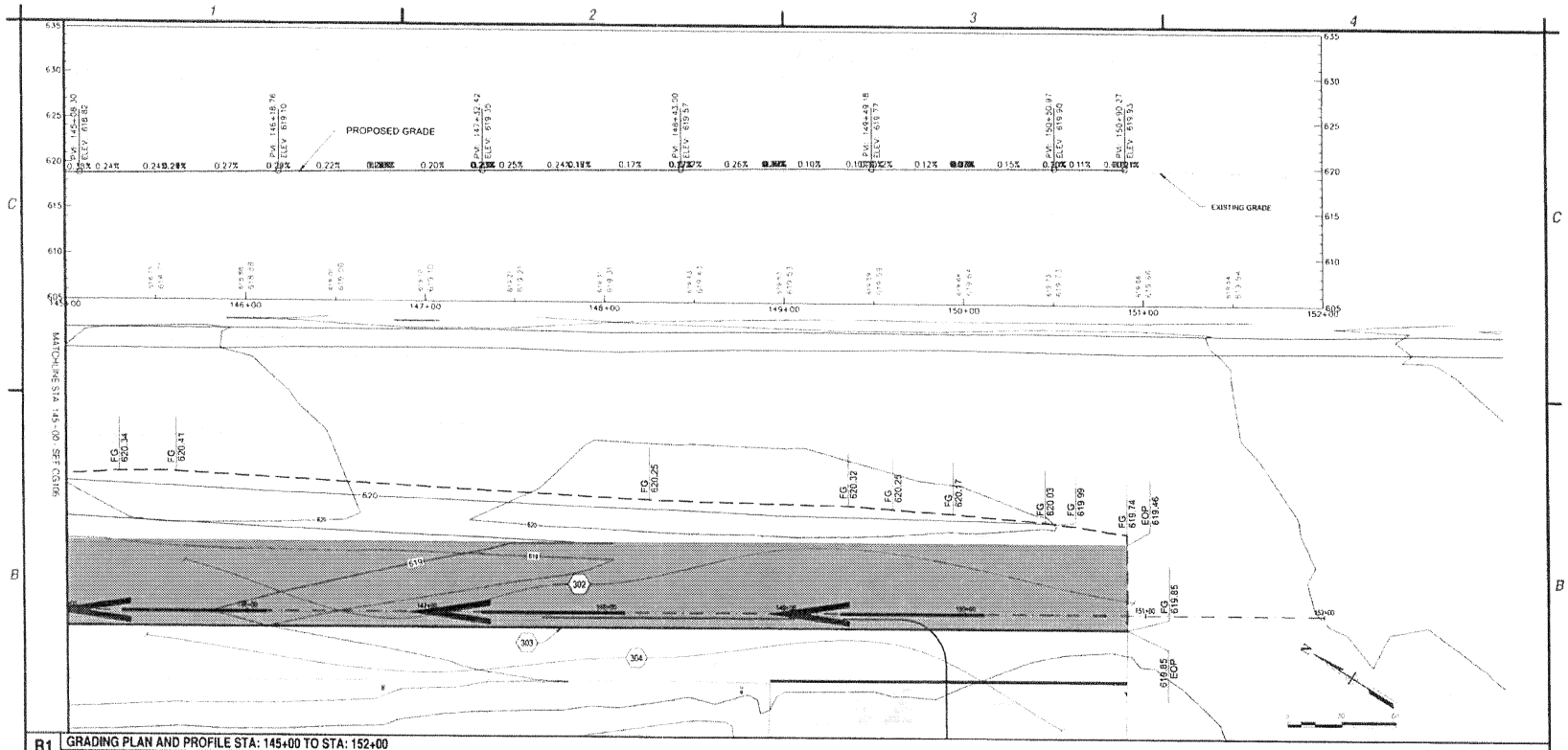
MARK	DATE	DESCRIPTION
		REVISIONS

PROJECT NO.	V80.001.001
DATE	APRIL 24, 2019
DRAWN BY	C. GARCIA
DESIGNED BY	C. GARCIA
CHECKED BY	C. HAZLEWOOD, B. SALUL

GRADING AND PAVING PLAN

CP106

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B1 GRADING PLAN AND PROFILE STA: 145+00 TO STA: 152+00
SCALE: HORIZONTAL 1" = 20'-0" VERTICAL 1" = 4'-0"

A1 KEYED NOTES
SCALE: NOT TO SCALE

(302) CONSTRUCT NEW PAVEMENT STRUCTURAL SECTION PER DETAIL C1, SHEET CP501

(303) MATCH EXISTING PAVEMENT

(304) APPLY SEAL COAT ON EXISTING PAVEMENT

A3 LEGEND
SCALE: NOT TO SCALE

PROPOSED ASPHALT CONCRETE PAVEMENT

GRADING LIMITS

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WONDERFUL PISTACHIOS & ALMONDS
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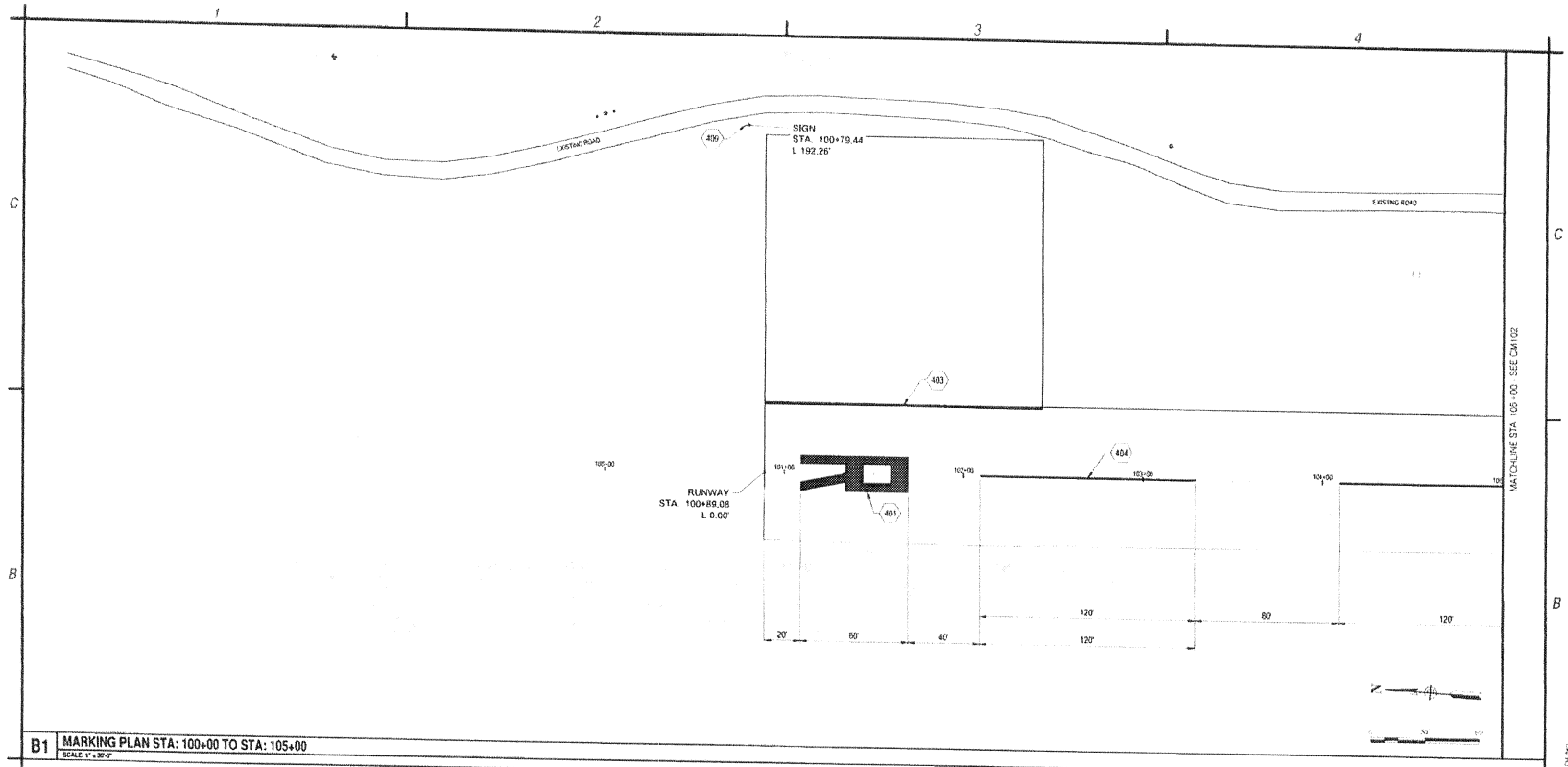
MARK	DATE	DESCRIPTION
		REVISIONS

PROJECT NO:	V00.001.001
DATE:	APRIL 24, 2019
DRAWN BY:	C. GARCIA
DESIGNED BY:	C. GARCIA
CHECKED BY:	C. HAZLEWOOD, B. SAULI

GRADING AND PAVING PLAN

CP107

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B1 MARKING PLAN STA: 100+00 TO STA: 105+00
SCALE: 1" = 30'-0"

401 PAINT RUNWAY LANDING DESIGNATOR MARKING PER DETAIL A4, SHEET CP501
403 PAINT CONTINUOUS RUNWAY EDGE MARKING PER DETAIL A1, SHEET CP501
404 PAINT RUNWAY CENTERLINE MARKING PER DETAIL A2, SHEET CP501
409 REINSTALL SALVAGED SIGN

A1 KEYED NOTES
SCALE: NOT TO SCALE

A3 NOTES
SCALE: NOT TO SCALE

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PRELIMINARY
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WONDERFUL PISTACHIOS & ALMONDS
LOST HILLS AIRPORT
RUNWAY WIDENING

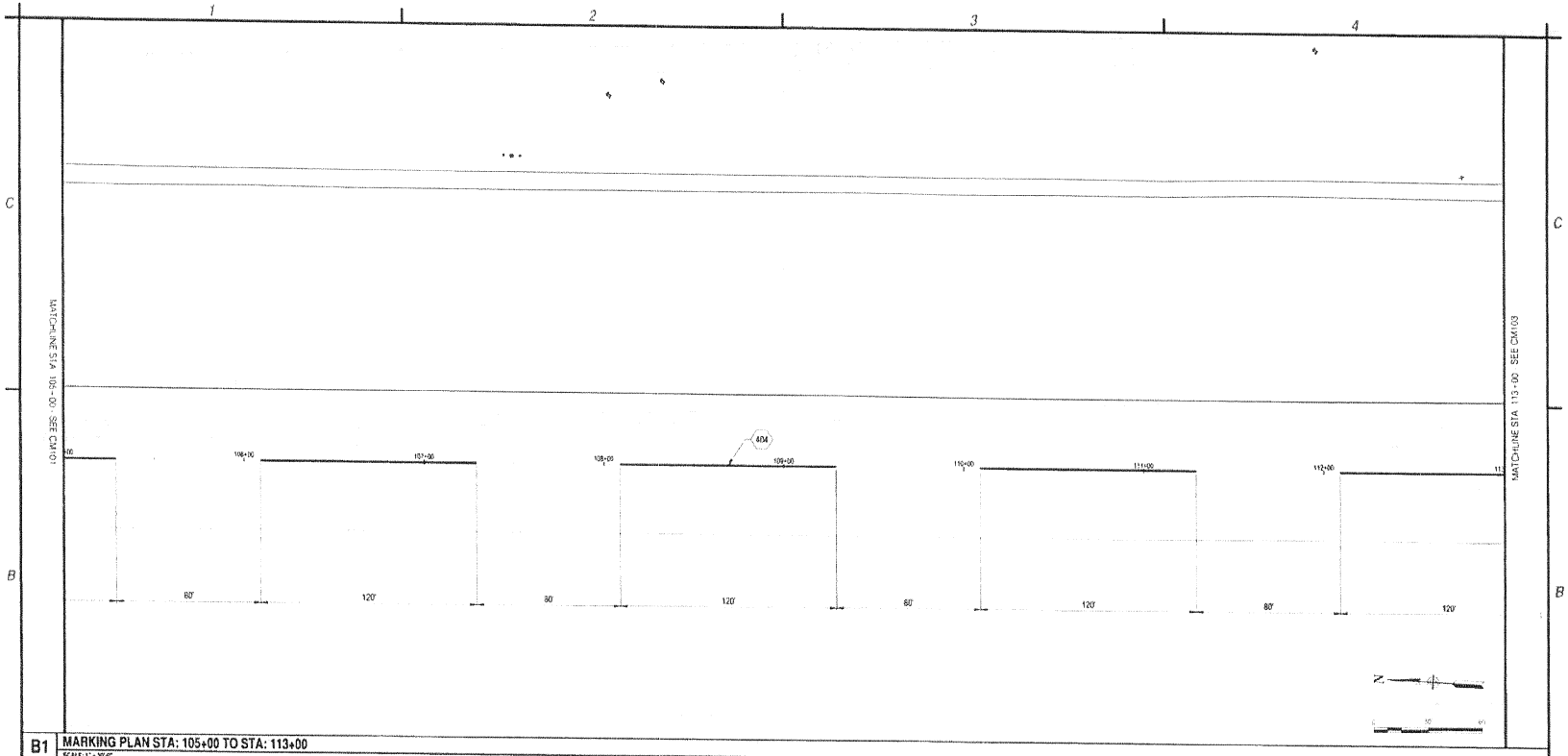
MARK	DATE	DESCRIPTION
		REVISIONS

PROJECT NO.	V60.001.001
DATE	APRIL 24, 2019
DRAWN BY	C. GARCIA
DESIGNED BY	C. GARCIA
CHECKED BY	C. HAZLEWOOD, B. SAULL

MARKING PLAN

CM101

Copyright



B1 MARKING PLAN STA: 105+00 TO STA: 113+00
SCALE: 1" = 30'-0"

404 PAINT RUNWAY CENTERLINE MARKING PER DETAIL A2, SHEET CP501

A1 KEYED NOTES
SCALE: NOT TO SCALE

A3 NOTES
SCALE: NOT TO SCALE

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PRELIMINARY
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WONDERFUL PISTACHIOS & ALMONDS
LOST HILLS AIRPORT
RUNWAY WIDENING

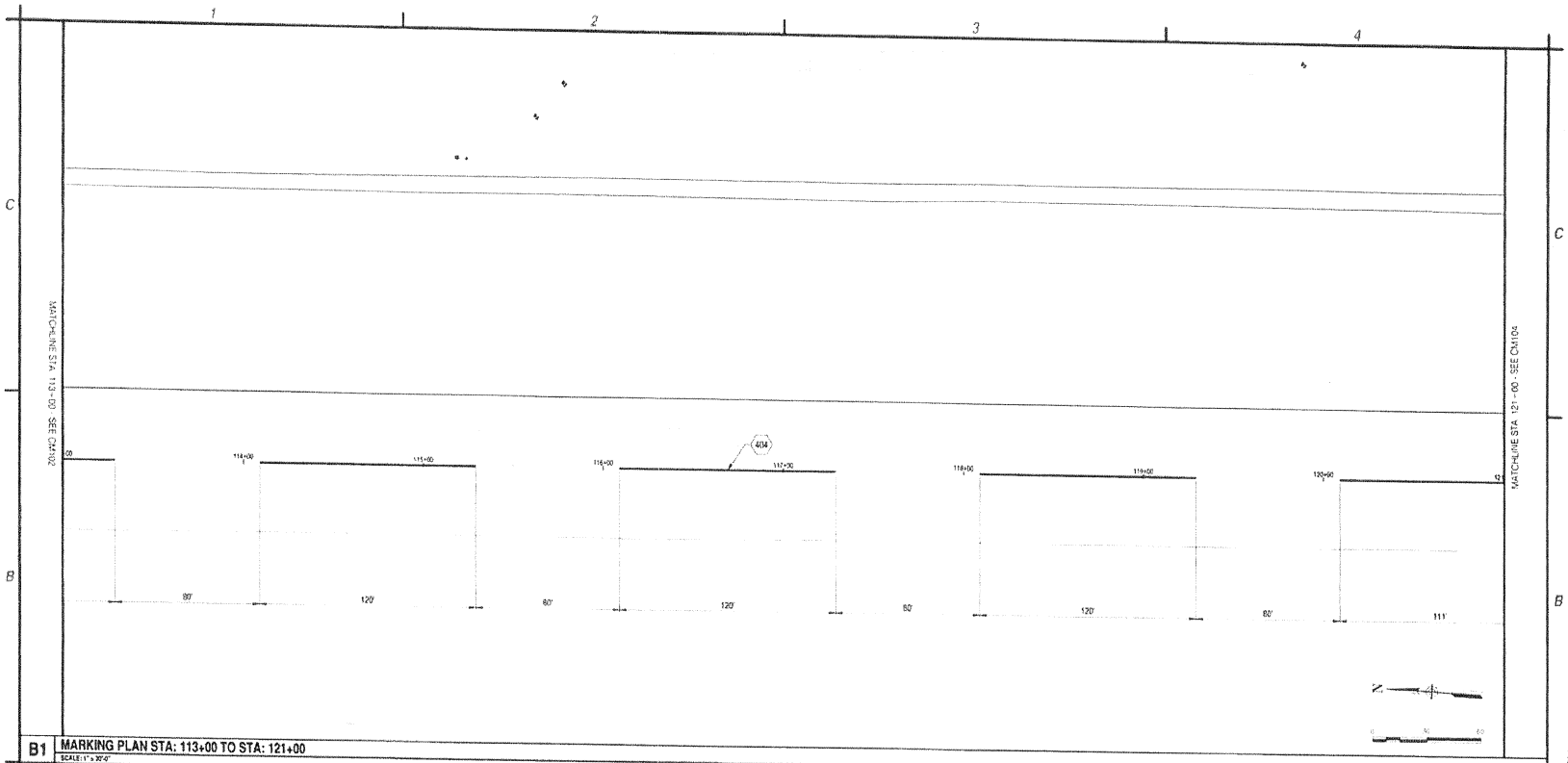
MARK	DATE	DESCRIPTION
		REVISIONS

PROJECT NO.	V60.001.001
DATE	APRIL 24, 2010
DRAWN BY	C. GARCIA
DESIGNED BY	C. GARCIA
CHECKED BY	C. HAZLEWOOD, B. SAULL

MARKING PLAN

CM102

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B1 MARKING PLAN STA: 113+00 TO STA: 121+00
SCALE: 1" = 20'-0"

(404) PAINT RUNWAY CENTERLINE MARKING PER DETAIL A2, SHEET CP501

A1 KEYED NOTES
SCALE: NOT TO SCALE

A3 NOTES
SCALE: NOT TO SCALE

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RUNWAY WIDENING

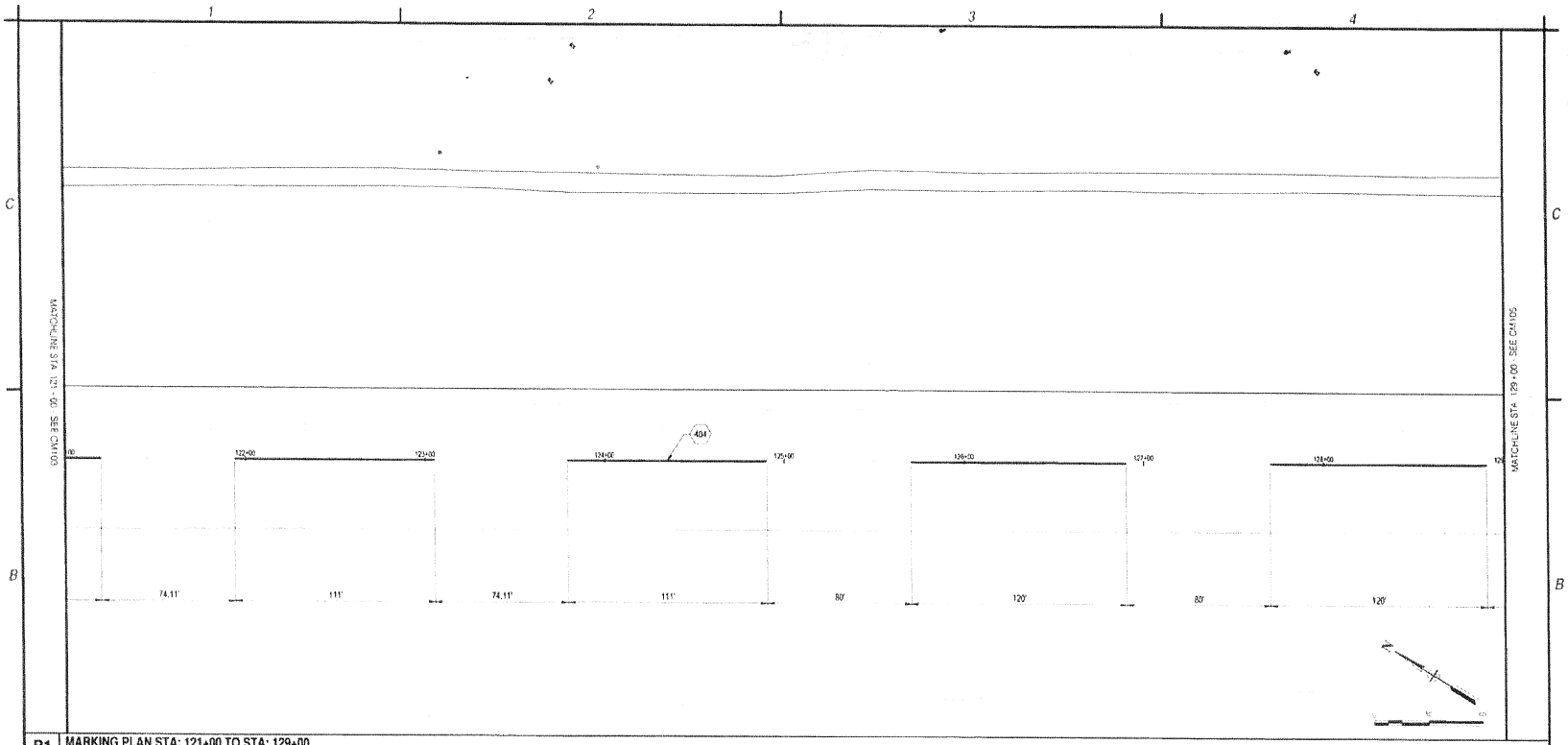
MARK	DATE	DESCRIPTION
		REVISIONS

PROJECT NO:	V60.001.001
DATE:	APRIL 24, 2019
DRAWN BY:	C. GARCIA
DESIGNED BY:	C. GARCIA
CHECKED BY:	C. HAZLEWOOD, B. SAULL

MARKING PLAN

CM103

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B1 MARKING PLAN STA: 121+00 TO STA: 129+00
SCALE: 1" = 30'-0"

404 RUNWAY CENTERLINE MARKING, 1.5' WIDE, WHITE. ITEM P-620. SEE DETAIL B3/CM501

A1 KEYED NOTES
SCALE: NOT TO SCALE

A3 NOTES
SCALE: NOT TO SCALE

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PRELIMINARY
NOT FOR CONSTRUCTION

WONDERFUL PISTACHIOS & ALMONDS
LOST HILLS AIRPORT
RUNWAY WIDENING

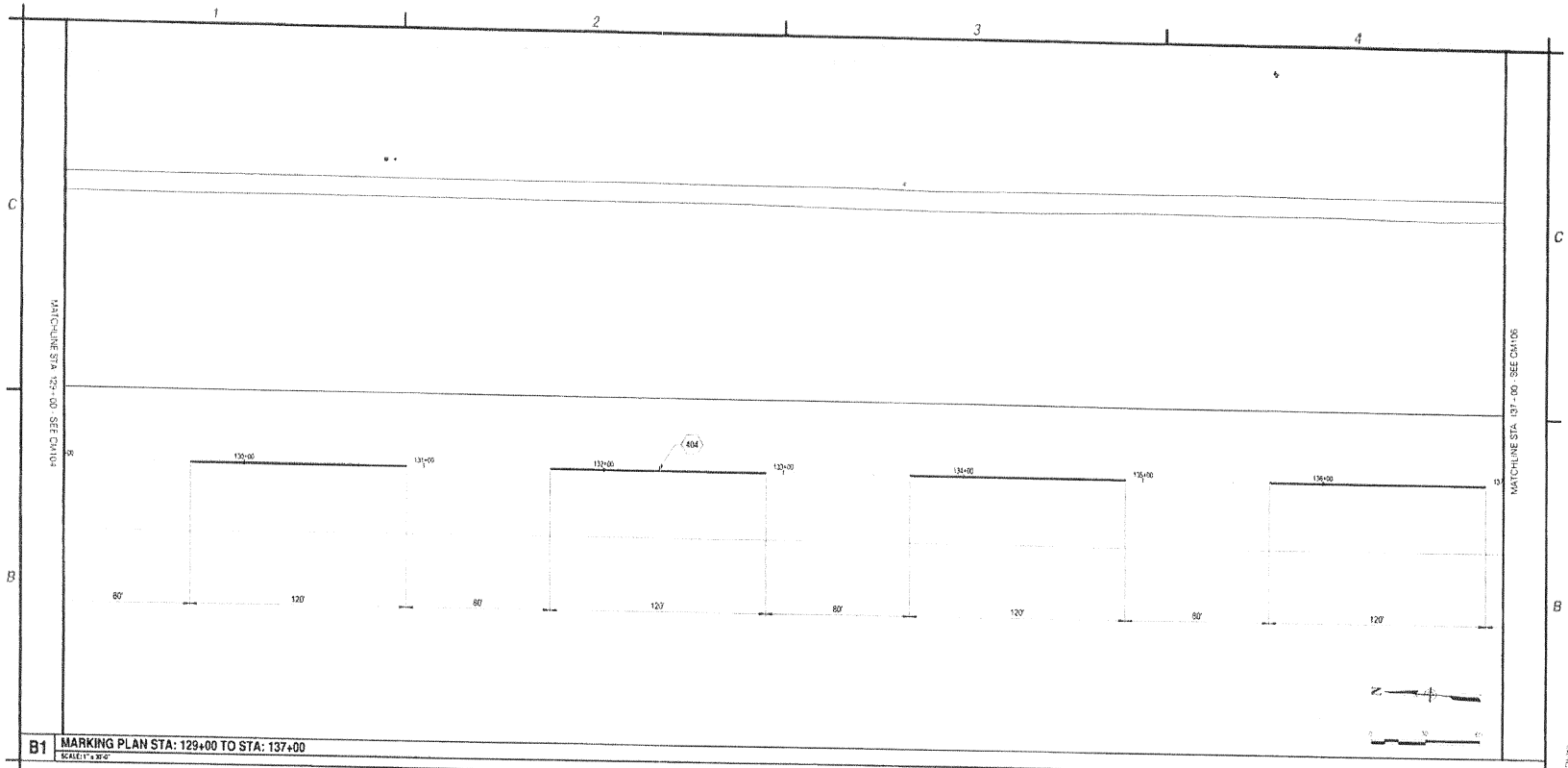
MARK	DATE	DESCRIPTION
		REVISIONS

PROJECT NO.	W0.001.001
DATE	APRIL 24, 2019
DRAWN BY:	C. GARCIA
DESIGNED BY:	C. GARCIA
CHECKED BY:	C. HAZLEWOOD, B. SAULL

MARKING PLAN

CM104

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B1 MARKING PLAN STA: 129+00 TO STA: 137+00
SCALE: 1" = 30'-0"

404 RUNWAY CENTERLINE MARKING. 15' WIDE, WHITE, ITEM P-620, SEE DETAIL B3/CM501

A1 KEYED NOTES
SCALE: NOT TO SCALE

A3 NOTES
SCALE: NOT TO SCALE

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WONDERFUL PISTACHIOS & ALMONDS
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RUNWAY WIDENING

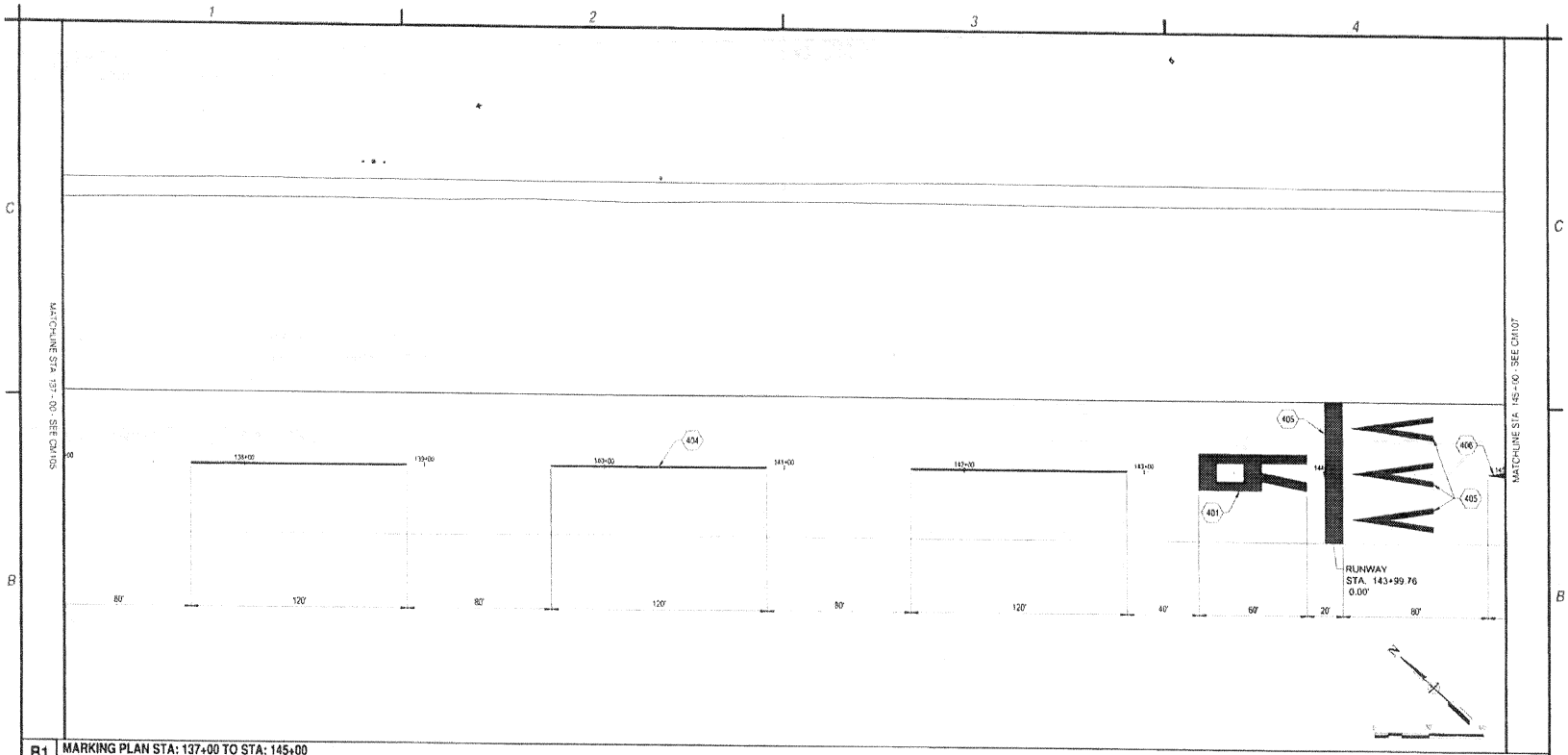
MARK	DATE	DESCRIPTION
REVISIONS		

PROJECT NO.	W20.001.001
DATE	APRIL 24, 2019
DRAWN BY	C. GARCIA
DESIGNED BY	C. GARCIA
CHECKED BY	C. HAZLEWOOD, B. SAULI

MARKING PLAN

CM105

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B1 MARKING PLAN STA: 137+00 TO STA: 145+00
SCALE: 1" = 80'-0"

(401) PAINT RUNWAY LANDING DESIGNATOR MARKING PER DETAIL A4, SHEET CP501
(404) PAINT RUNWAY CENTERLINE MARKING PER DETAIL A2, SHEET CP501
(405) PAINT RUNWAY DISPLACED THRESHOLD BAR MARKING PER DETAIL B3, SHEET CP501
(406) PAINT RUNWAY DISPLACED THRESHOLD ARROW MARKING PER DETAIL B4, SHEET CP501

A1 KEYED NOTES
SCALE: NOT TO SCALE

A3 NOTES
SCALE: NOT TO SCALE

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WONDERFUL PISTACHIOS & ALMONDS
LOST HILLS AIRPORT
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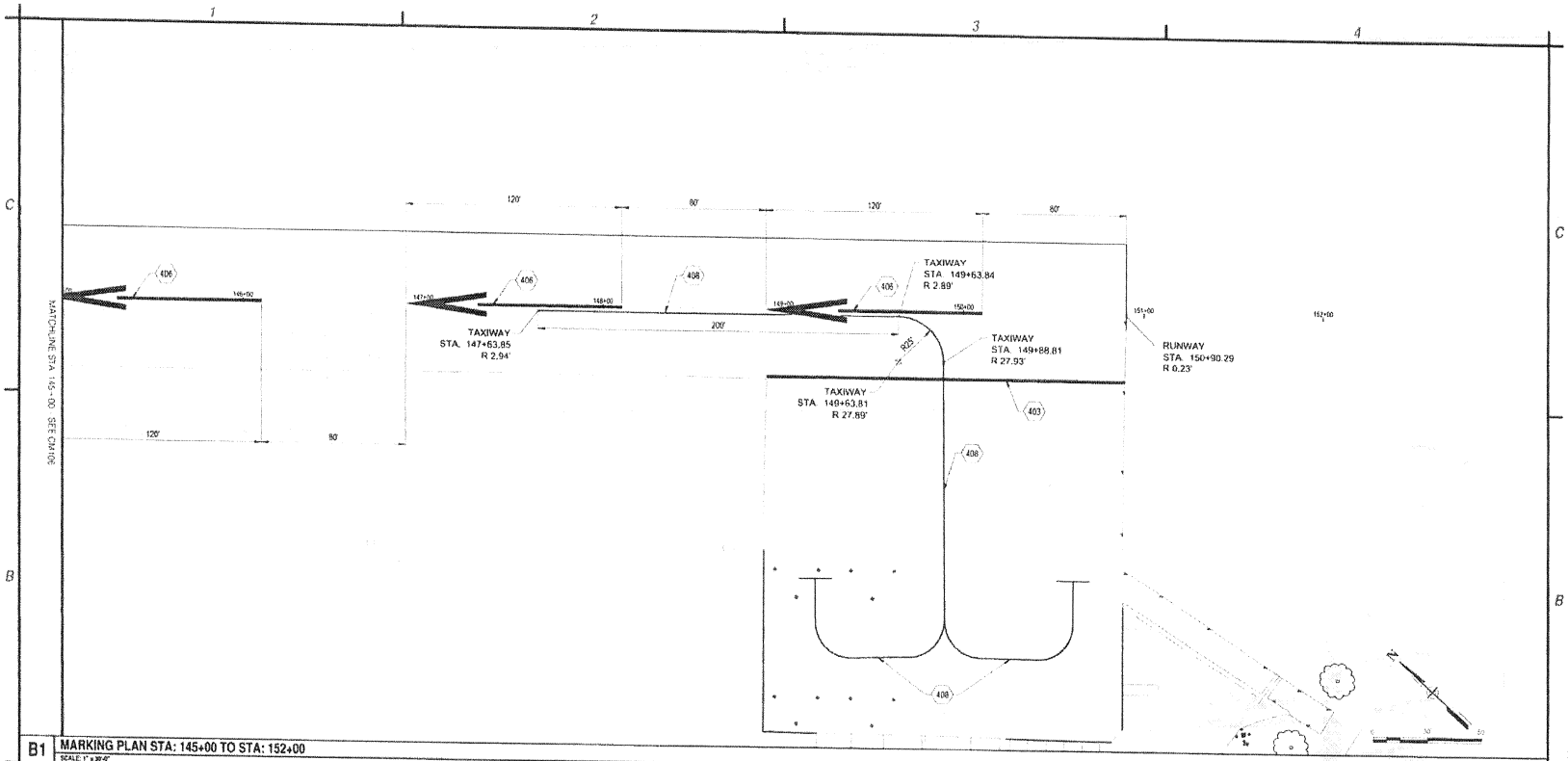
MARK	DATE	DESCRIPTION
REVISIONS		

PROJECT NO.	V00.001.001
DATE	APRIL 24, 2019
DRAWN BY	C. GARCIA
DESIGNED BY	C. GARCIA
CHECKED BY	C. HAZLEWOOD, B. SAULL

MARKING PLAN

CM106

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B1 MARKING PLAN STA: 145+00 TO STA: 152+00
SCALE: 1" = 30'-0"

401 PAINT RUNWAY LANDING DESIGNATOR MARKING PER DETAIL A4, SHEET CP501

406 PAINT RUNWAY DISPLACED THRESHOLD ARROW MARKING PER DETAIL B4, SHEET CP501

408 PAINT 6" WIDE YELLOW REFLECTORIZED TAXIWAY CENTERLINE MARKING

A1 KEYED NOTES
SCALE: NOT TO SCALE

A3 NOTES
SCALE: NOT TO SCALE

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WONDERFUL PISTACHIOS & ALMONDS
LOST HILLS AIRPORT
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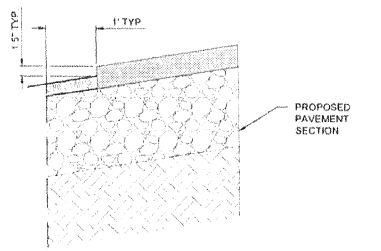
MARK	DATE	DESCRIPTION
REVISIONS		

PROJECT NO.	V60.001.001
DATE	APRIL 24, 2019
DRAWN BY	C. GARCIA
DESIGNED BY	C. GARCIA
CHECKED BY	C. HAZLEWOOD, B. SAULI

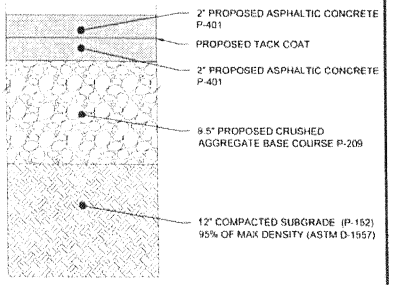
MARKING PLAN

CM107

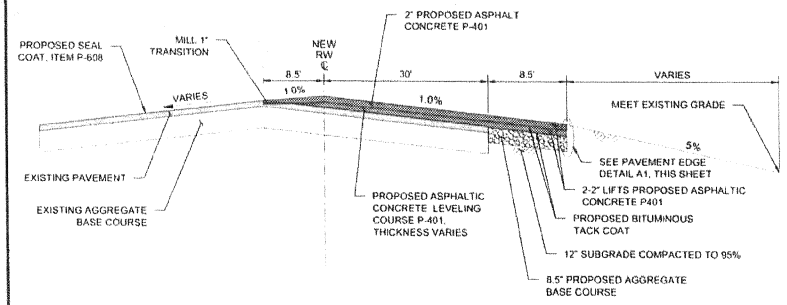
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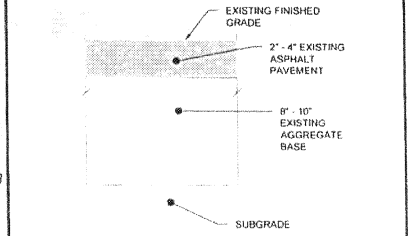
C1 PAVEMENT EDGE DETAIL
NOT TO SCALE



C2 PROPOSED PAVEMENT STRUCTURAL SECTION
NOT TO SCALE

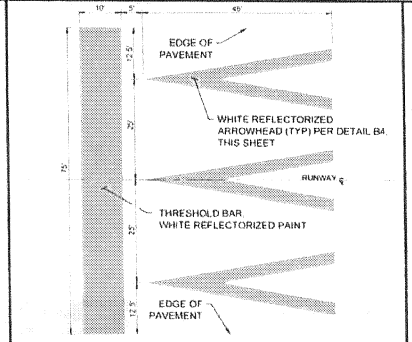


C3 TYPICAL RUNWAY STRUCTURAL SECTION
NOT TO SCALE

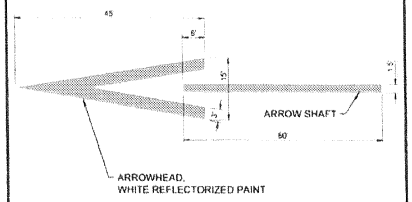


B1 EXISTING PAVEMENT SECTION DETAIL
NOT TO SCALE

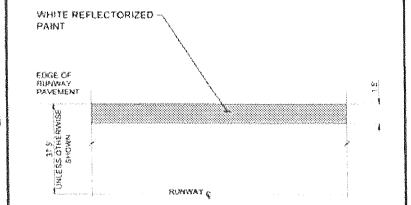
B2 NOT USED
NOT TO SCALE



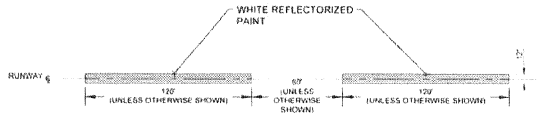
B3 DISPLACED THRESHOLD BAR MARKING
NOT TO SCALE



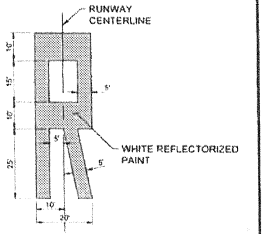
B4 DISPLACED THRESHOLD ARROW MARKING
NOT TO SCALE



A1 CONTINUOUS RUNWAY EDGE MARKING
NOT TO SCALE



A2 RUNWAY CENTERLINE MARKING
NOT TO SCALE



A4 LANDING DESIGNATOR MARKING
NOT TO SCALE

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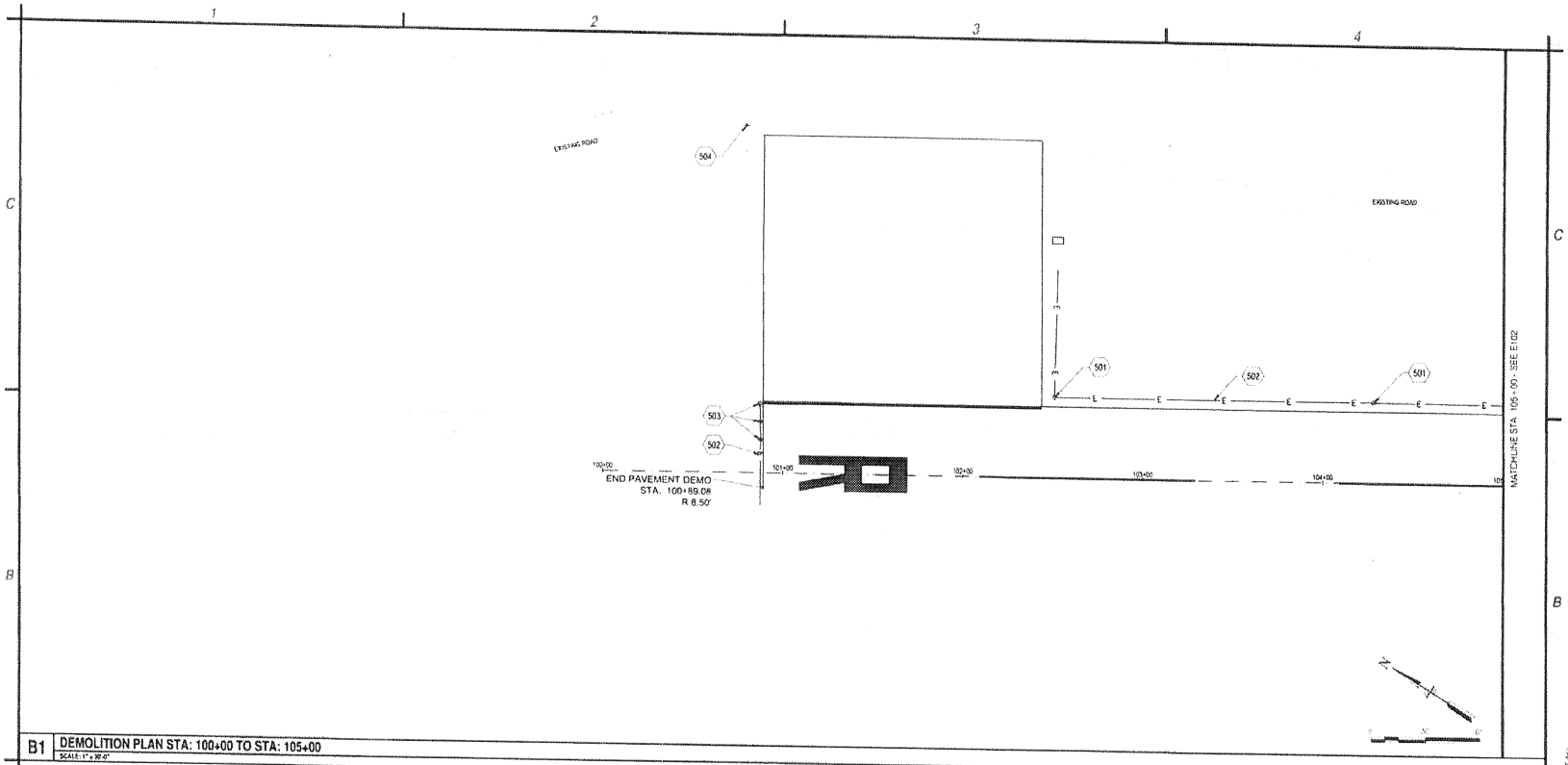
MARK	DATE	DESCRIPTION
		REVISIONS

PROJECT NO. V60.001.001
DATE APRIL 24, 2019
DRAWN BY: C. GARCIA
DESIGNED BY: C. GARCIA
CHECKED BY: C. HAZLEWOOD, B. SAUR

TYPICAL SECTIONS AND MARKING DETAILS

CP501

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B1 DEMOLITION PLAN STA: 100+00 TO STA: 105+00
SCALE: 1" = 30'-0"

A1 KEYED NOTES
SCALE: NOT TO SCALE

501 INSTALL SALVAGED ELEVATED RUNWAY EDGE LIGHT AND TRANSFORMER ON NEW L-867 BASE CAN

502 FURNISH AND INSTALL NEW 1 #8-5KV, 1/C IN NEW 2" C

503 INSTALL SALVAGED ELEVATED RUNWAY END LIGHT AND TRANSFORMER ON NEW L-867 BASE CAN

504 INSTALL SALVAGED NON-LIT SIGN

A3 LEGEND
SCALE: NOT TO SCALE

SALVAGED ELEVATED RUNWAY EDGE/END LIGHT

E NEW 1 #8-5KV, 1/C IN NEW 2" C, AS INDICATED ON PLAN

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Fax 619-296-5683
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LOST HILLS AIRPORT
RUNWAY WIDENING

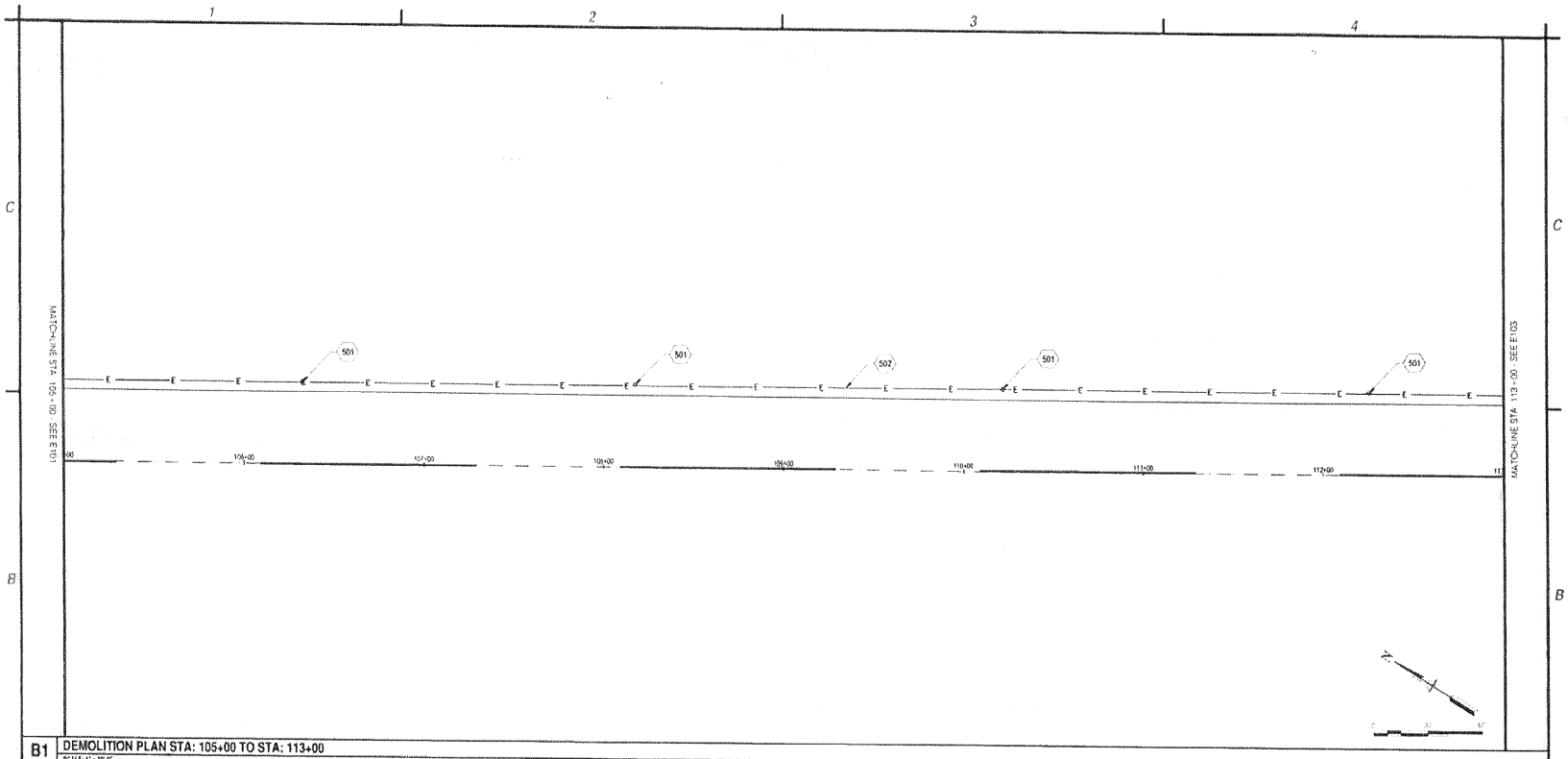
MARK	DATE	DESCRIPTION
REVISIONS		

PROJECT NO.	V60.001.001
DATE	APRIL 24, 2019
DRAWN BY	C. GARCIA
DESIGNED BY	C. GARCIA
CHECKED BY	C. HAZLEWOOD, B. SAULI

ELECTRICAL PLAN

E101

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B1 DEMOLITION PLAN STA: 105+00 TO STA: 113+00
SCALE: 1" = 30'-0"

A1 KEYED NOTES
SCALE: NOT TO SCALE

(501) INSTALL SALVAGED ELEVATED RUNWAY EDGE LIGHT AND TRANSFORMER ON NEW L-867 BASE CAN

(502) FURNISH AND INSTALL NEW 1 #8-5KV, 1/C IN NEW 2" C

A3 LEGEND
SCALE: NOT TO SCALE

SALVAGED ELEVATED RUNWAY EDGE/END LIGHT

E NEW 1 #8-5KV, 1/C IN NEW 2" C, AS INDICATED ON PLAN

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San Diego, California 92108
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Fax: 619-296-5883
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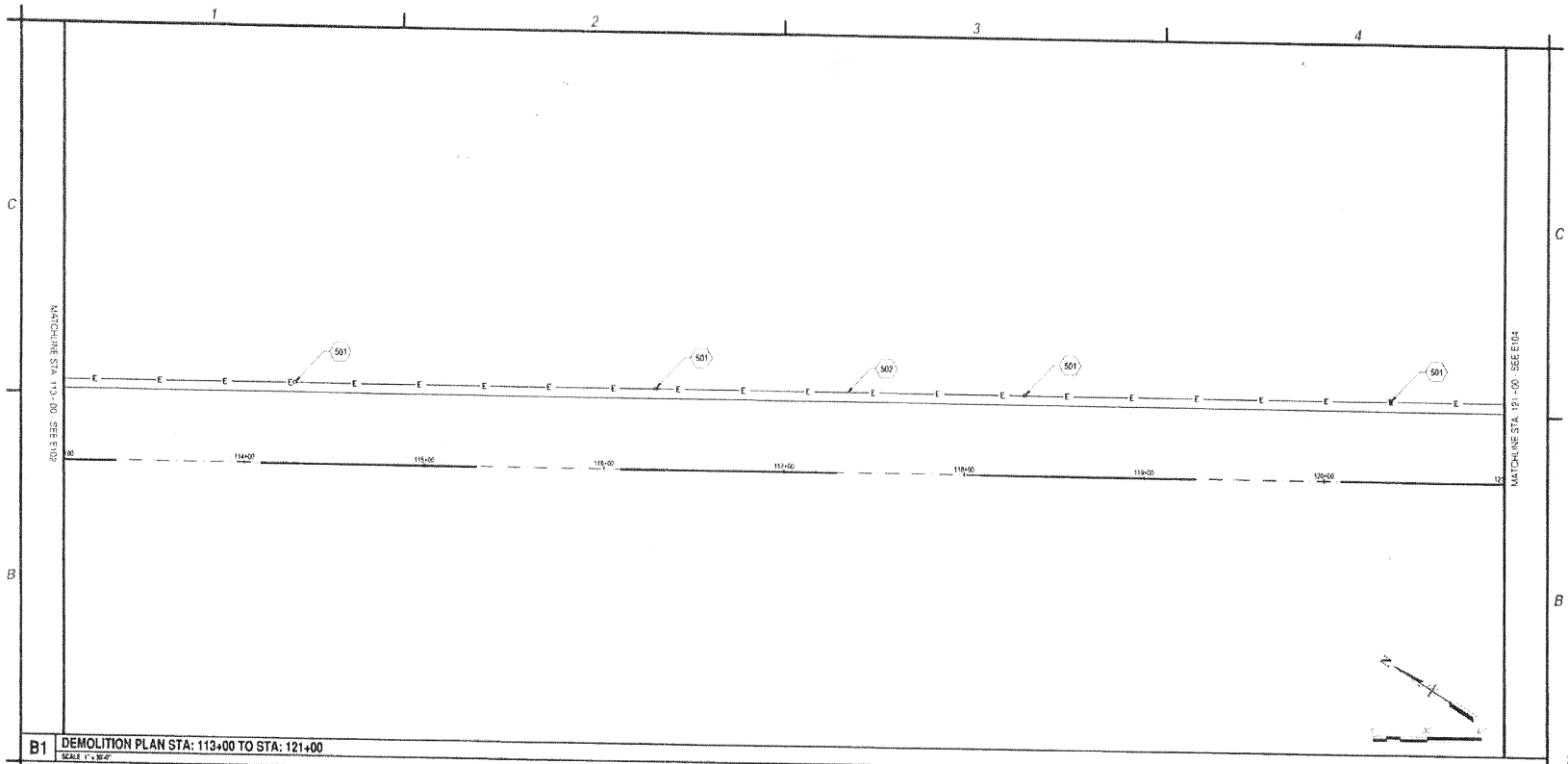
MARK	DATE	DESCRIPTION
REVISIONS		

PROJECT NO	V60.001.001
DATE	APRIL 24, 2019
DRAWN BY:	C. GARCIA
DESIGNED BY:	C. GARCIA
CHECKED BY:	C. HAZLEWOOD, B. SAULL

ELECTRICAL PLAN

E102

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B1 DEMOLITION PLAN STA: 113+00 TO STA: 121+00
SCALE 1" = 50'-0"

A1 KEYED NOTES
SCALE: NOT TO SCALE

501 INSTALL SALVAGED ELEVATED RUNWAY EDGE LIGHT AND TRANSFORMER ON NEW L-867 BASE CAN

502 FURNISH AND INSTALL NEW 1 #8-5KV, 1/C IN NEW 2" C

A3 LEGEND
SCALE: NOT TO SCALE

SALVAGED ELEVATED RUNWAY EDGE/END LIGHT

E NEW 1 #8-5KV, 1/C IN NEW 2" C, AS INDICATED ON PLAN

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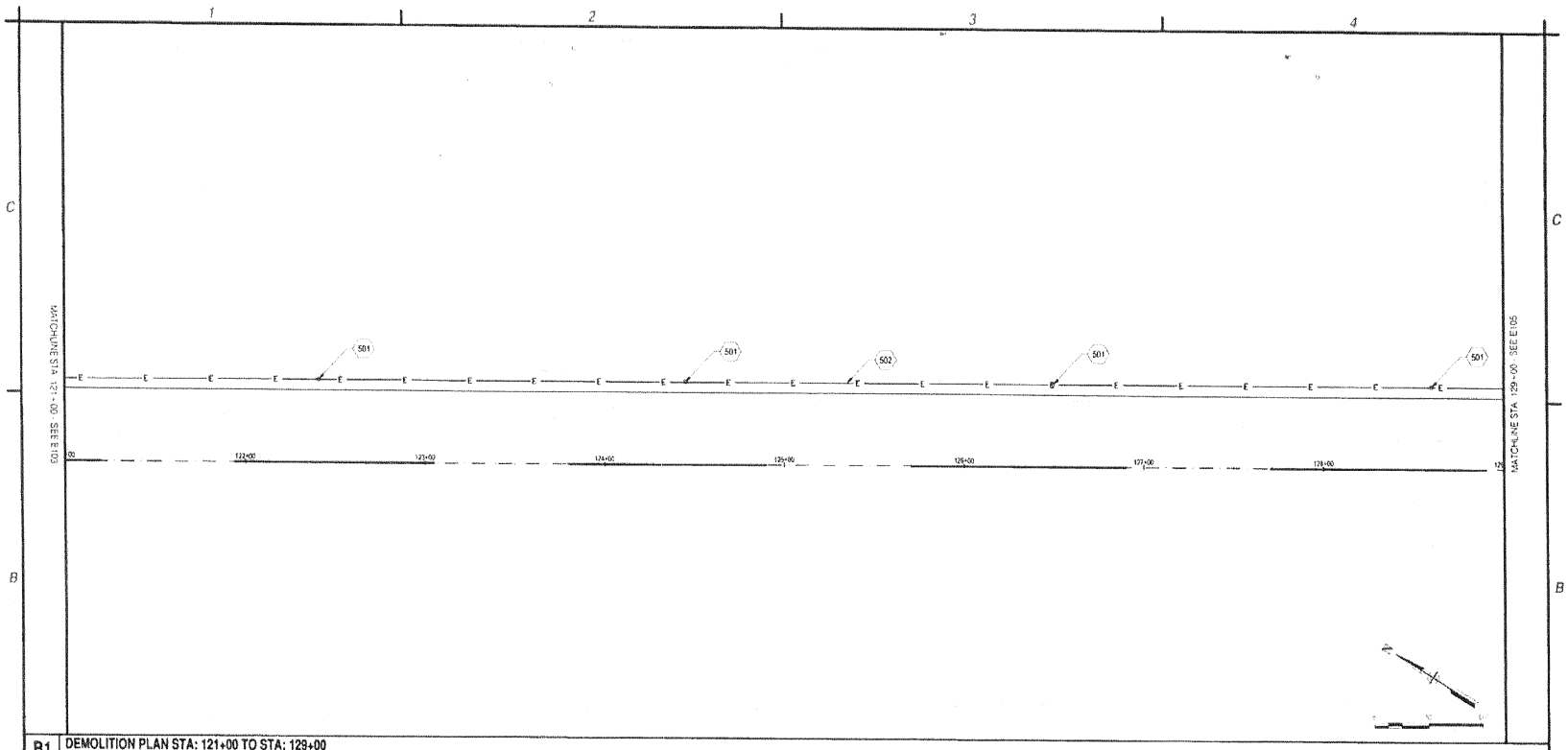
MARK	DATE	DESCRIPTION
		REVISIONS

PROJECT NO:	VED.001.001
DATE:	APRIL 24, 2019
DRAWN BY:	C. GARCIA
DESIGNED BY:	C. GARCIA
CHECKED BY:	C. HAZLEWOOD, B. SAUL

ELECTRICAL PLAN

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B1 DEMOLITION PLAN STA: 121+00 TO STA: 129+00
SCALE: 1" = 30'-0"

A1 KEYED NOTES
SCALE: NOT TO SCALE

501 INSTALL SALVAGED ELEVATED RUNWAY EDGE LIGHT AND TRANSFORMER ON NEW L-867 BASE CAN

502 FURNISH AND INSTALL NEW 1 #8-5KV. 1/C IN NEW 2" C

A3 LEGEND
SCALE: NOT TO SCALE

SALVAGED ELEVATED RUNWAY EDGE/END LIGHT

E NEW 1 #8-5KV. 1/C IN NEW 2" C. AS INDICATED ON PLAN

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San Diego, California 92108
Phone: 619-296-9373
Fax: 619-296-5683
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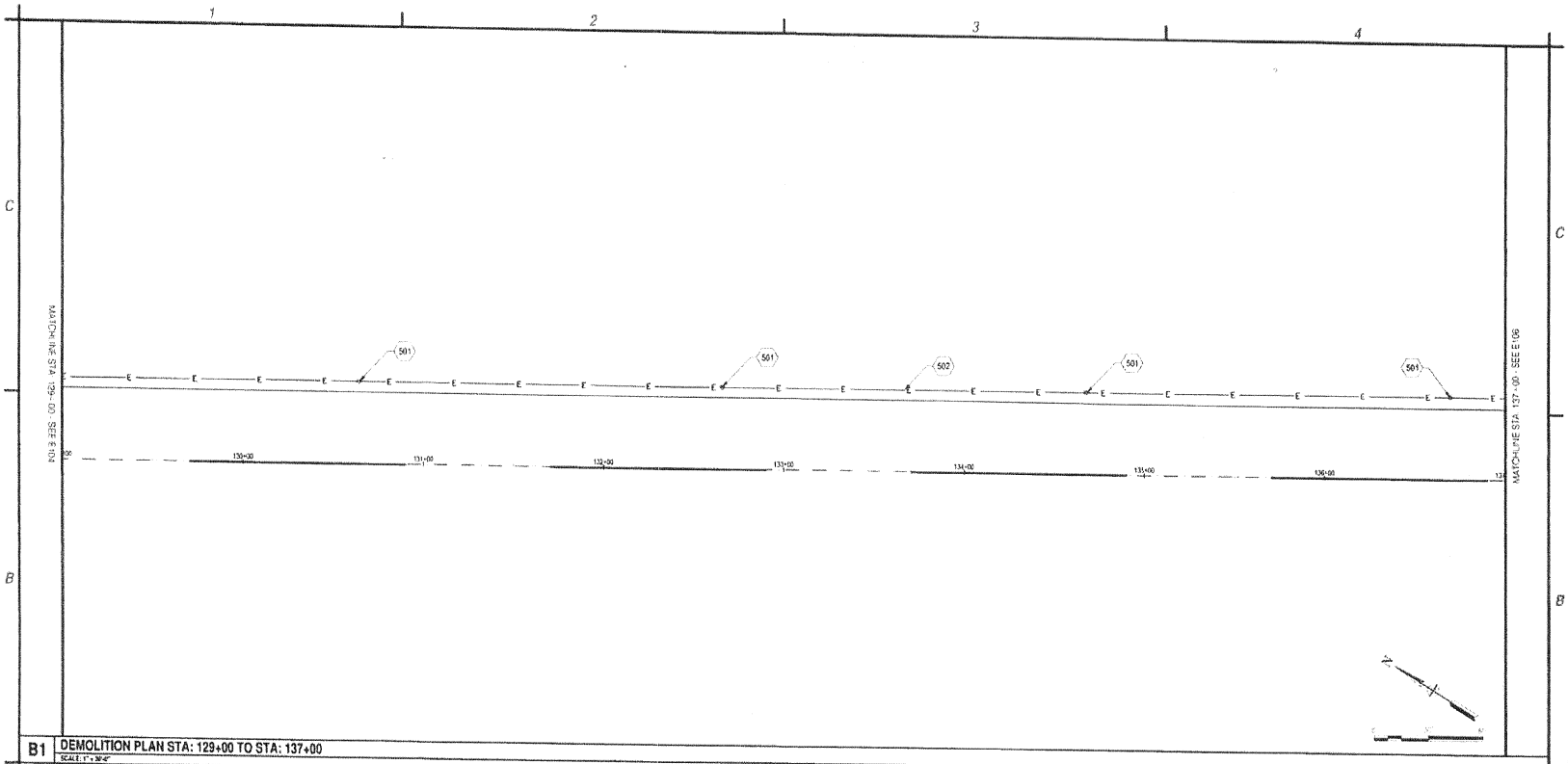
PRELIMINARY
NOT FOR CONSTRUCTION

WONDERFUL PISTACHIOS & ALMONDS
LOST HILLS AIRPORT
RUNWAY WIDENING

MARK	DATE	DESCRIPTION
		REVISIONS

PROJECT NO.	VE0.001.001
DATE	APRIL 24, 2019
DRAWN BY	C. GARCIA
DESIGNED BY	C. GARCIA
CHECKED BY	C. HAZLEWOOD, B. SAUL

Copyright



B1 DEMOLITION PLAN STA: 129+00 TO STA: 137+00
SCALE: 1" = 30'-0"

A1 KEYED NOTES
SCALE: NOT TO SCALE

501 INSTALL SALVAGED ELEVATED RUNWAY EDGE LIGHT AND TRANSFORMER ON NEW L-867 BASE CAN

502 FURNISH AND INSTALL NEW 1 #8-5KV, 1/C IN NEW 2" C

A3 LEGEND
SCALE: NOT TO SCALE

SALVAGED ELEVATED RUNWAY EDGE/END LIGHT

E NEW 1 #8-5KV, 1/C IN NEW 2" C, AS INDICATED ON PLAN

C&S COMPANIES
C&S Engineers, Inc.
2355 Northside Drive
Suite 350
San Diego, California 92108
Phone: 619-296-9373
Fax: 619-296-9883
www.cscos.com

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WONDERFUL PISTACHIOS & ALMONDS
LOST HILLS AIRPORT
RUNWAY WIDENING

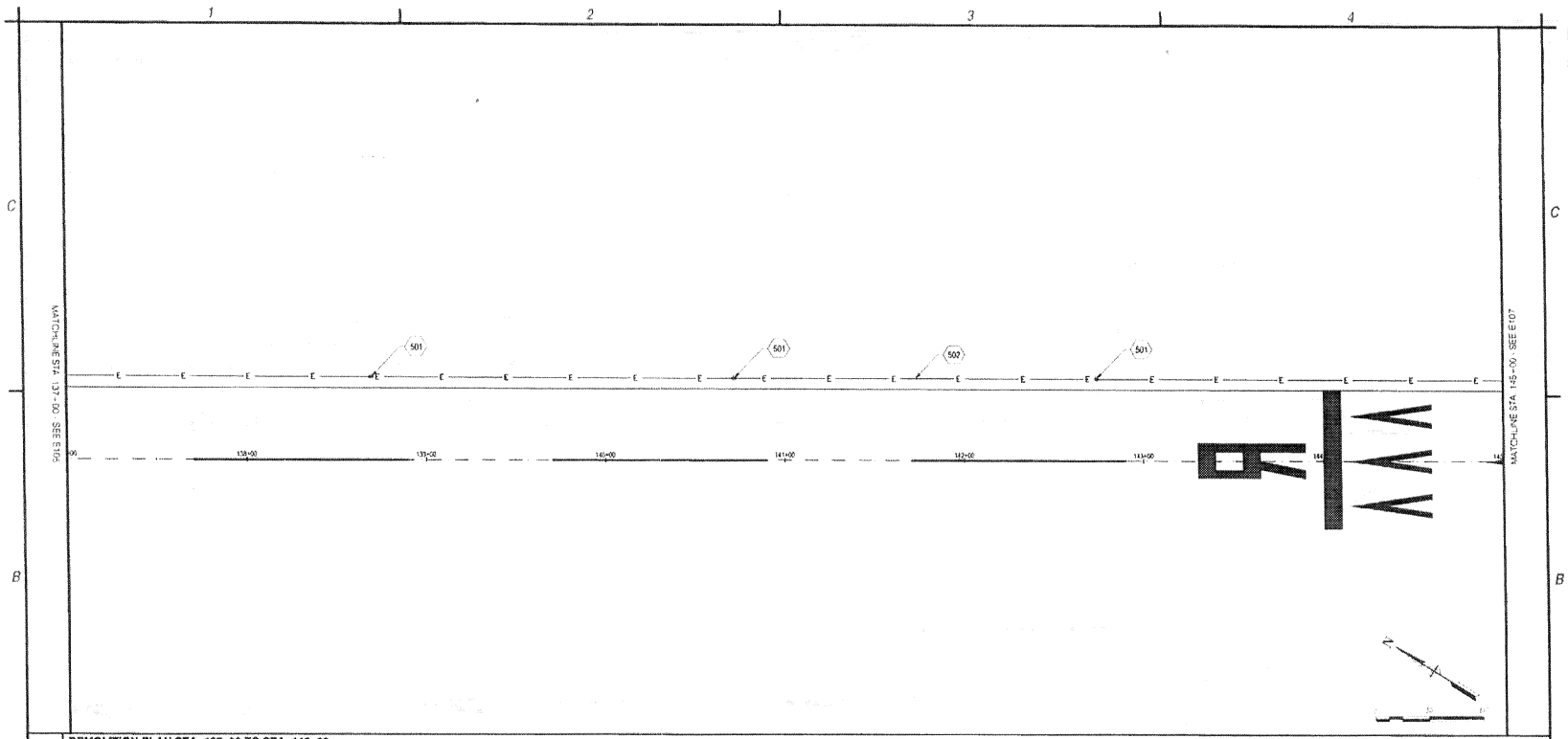
MARK	DATE	DESCRIPTION
		REVISIONS

PROJECT NO:	V60.001.001
DATE:	APRIL 24, 2019
DRAWN BY:	C. GARCIA
DESIGNED BY:	C. GARCIA
CHECKED BY:	C. HAZLEWOOD, B. SAULI

ELECTRICAL PLAN

E105

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B1 DEMOLITION PLAN STA: 137+00 TO STA: 145+00
SCALE: 1" = 30'-0"

A1 KEYED NOTES
SCALE: NOT TO SCALE

501 INSTALL SALVAGED ELEVATED RUNWAY EDGE LIGHT AND TRANSFORMER ON NEW L-867 BASE CAN

502 FURNISH AND INSTALL NEW 1 #8-5KV, 1/C IN NEW 2" C

A3 LEGEND
SCALE: NOT TO SCALE

SALVAGED ELEVATED RUNWAY EDGE/END LIGHT

E NEW 1 #8-5KV, 1/C IN NEW 2" C, AS INDICATED ON PLAN

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PRELIMINARY
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WONDERFUL PISTACHIOS & ALMONDS
LOST HILLS AIRPORT
RUNWAY WIDENING

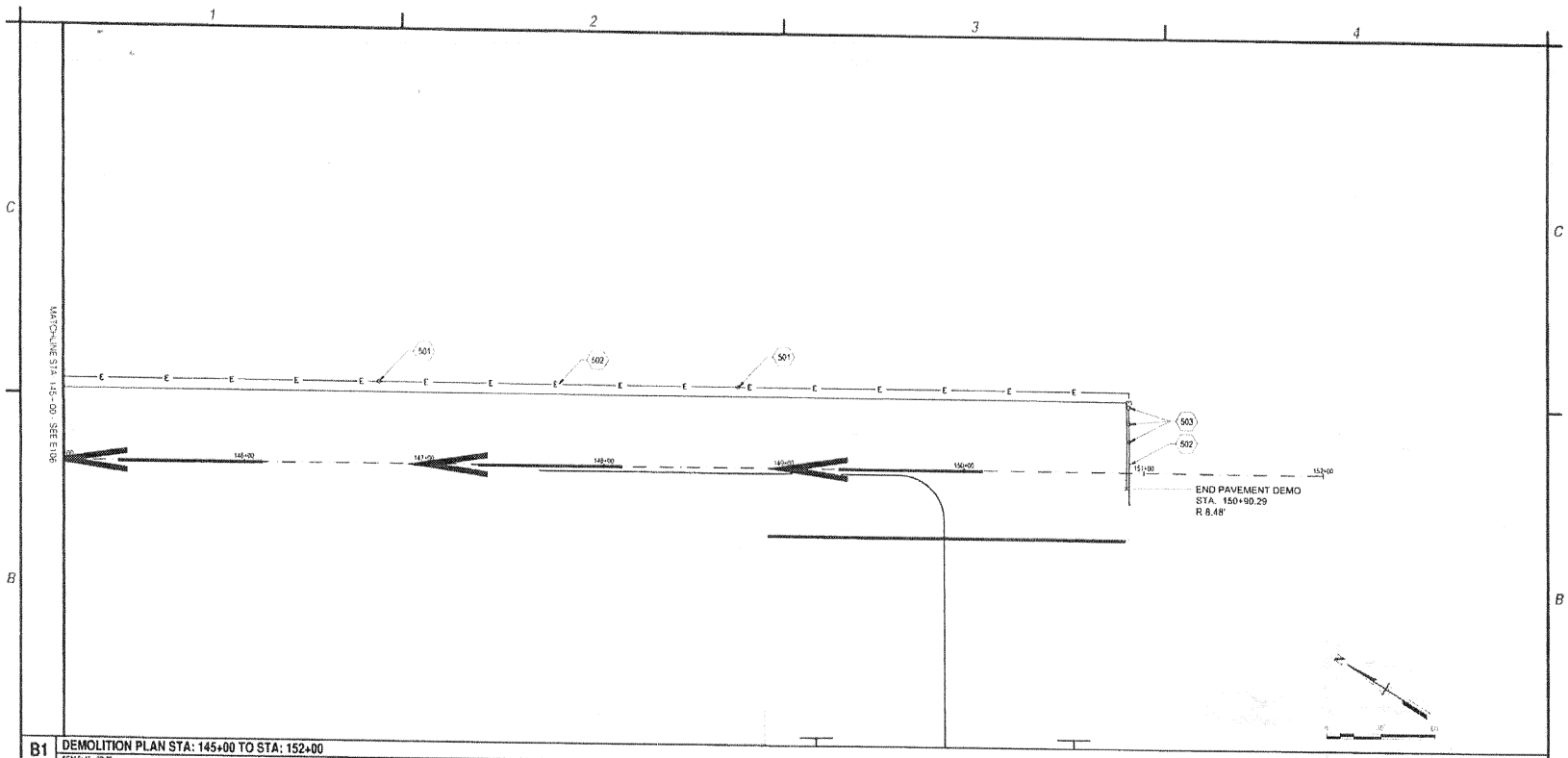
MARK	DATE	DESCRIPTION
		REVISIONS

PROJECT NO:	V60.001.001
DATE:	APRIL 24, 2019
DRAWN BY:	C. GARCIA
DESIGNED BY:	C. GARCIA
CHECKED BY:	C. HAZLEWOOD, B. SAULL

ELECTRICAL PLAN

E106

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B1 DEMOLITION PLAN STA: 145+00 TO STA: 152+00
SCALE: 1" = 30'-0"

A1 KEYED NOTES
SCALE: NOT TO SCALE

501 INSTALL SALVAGED ELEVATED RUNWAY EDGE LIGHT AND TRANSFORMER ON NEW L-867 BASE CAN

502 FURNISH AND INSTALL NEW 1 #8-5KV, 1/C IN NEW 2" C

503 INSTALL SALVAGED ELEVATED RUNWAY END LIGHT AND TRANSFORMER ON NEW L-867 BASE CAN

A3 LEGEND
SCALE: NOT TO SCALE

SALVAGED ELEVATED RUNWAY EDGE/END LIGHT

E NEW 1 #8-5KV, 1/C IN NEW 2" C, AS INDICATED ON PLAN

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C&S Engineers, Inc.
2355 Northside Drive
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San Diego, California 92108
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PRELIMINARY
NOT FOR CONSTRUCTION

WONDERFUL PISTACHIOS & ALMONDS
LOST HILLS AIRPORT
RUNWAY WIDENING

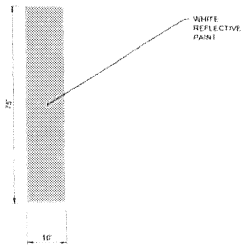
MARK	DATE	DESCRIPTION
		REVISIONS

PROJECT NO: V60.001.001
DATE: APRIL 24, 2019
DRAWN BY: C. GARCIA
DESIGNED BY: C. GARCIA
CHECKED BY: C. HAZLEWOOD, B. SAUL

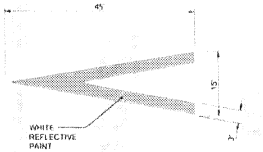
ELECTRICAL PLAN

E107

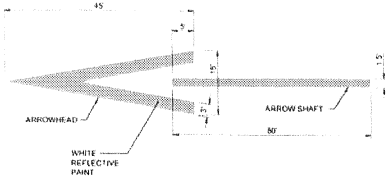
Copyright



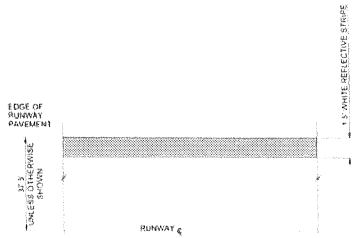
C1 DISPLACED THRESHOLD BAR MARKING, ITEM P-620
SCALE: NOT TO SCALE



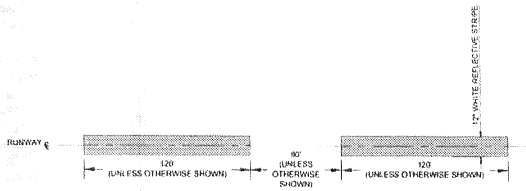
C2 DISPLACED THRESHOLD ARROWHEAD MARKING, ITEM P-620
SCALE: NOT TO SCALE



C3 DISPLACED THRESHOLD ARROW MARKING, ITEM P-620
SCALE: NOT TO SCALE

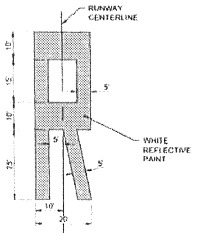


B1 CONTINUOUS RUNWAY EDGE MARKING, ITEM P-620
SCALE: NOT TO SCALE



B3 RUNWAY CENTERLINE MARKING, ITEM P-620
SCALE: NOT TO SCALE

A1 NOT USED
SCALE: NOT TO SCALE



A3 LANDING DESIGNATOR MARKING, ITEM P-620
SCALE: NOT TO SCALE

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San Diego, California 92108
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PRELIMINARY
NOT FOR CONSTRUCTION

WONDERFUL PISTACHIOS & ALMONDS
LOST HILLS AIRPORT
RUNWAY WIDENING

MARK	DATE	DESCRIPTION
REVISIONS		
PROJECT NO.		V60.001.001
DATE		APRIL 24, 2019
DRAWN BY		C. GARCIA
DESIGNED BY		C. GARCIA
CHECKED BY		C. HAZLEWOOD B. SAUL

MARKING
DETAILS

CM501

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Application - Modification to

Conditional Use Permit 8, Map 27

MODIFICATION- CUP 8, Map 27

APPLICATION FOR:

X **CONDITIONAL USE PERMIT**
_____ **MODIFICATION**

_____ **PRECISE DEVELOPMENT PLAN**
_____ **VARIANCE**

KERN COUNTY PLANNING AND NATURAL RESOURCES DEPARTMENT
2700 "M" Street, Suite 100
Bakersfield, California 93301
(661) 862-8600

Zone Classification: A (Exclusive Agriculture)

Request: Modification of CUP 8, Map 27, Condition of Approval 5(a), (b) and (c) to allow for an increase in aircraft approach, airplane design group and take off gross weight.

SECTION A - APPLICANT

1. Name of Applicant: Wonderful Pistachios & Almonds Lost Hills Airstrip

   Mailing Address 13646 Highway 33

   City Lost Hills State CA Zip Code 93249-9719

   Telephone: 661-797-6505 Fax: 661-797-6542 Email Dan.Lee@wonderful.com

2. Name of Individual Representative (if not same as above):
   Jaymie Brauer - QK, Inc.

   Mailing Address 5080 California Ave, Ste 220

   City Bakersfield State CA Zip Code 93309

   Telephone: 661-283-2828 Fax: _____ Email jaymie.brauer@qkinc.com

SECTION B - PROPERTY OWNER(S)

1. Name of Current Record Property Owner(s) (if not same as above):
   Wonderful Pistachios & Almonds, LLC

   Mailing Address 13646 Highway 33

   City Lost Hills State CA Zip Code 93249-9719

   Telephone: 661-797-6505 Fax: 661-797-6542 Email Dan.Lee@wonderful.com

2. Approximate Date Interest in Property Was Acquired: August 1, 1989
   Month/Year

SECTION C – PROJECT DESCRIPTION

Assessor's Parcel No.: 057-290-18 and -21

Property Location: Section14, T26S R 19 E.
(street address or general location)

Complete Legal Description of Property: Section14, T26S R 19 E.

Method of Sewage Disposal N/A

Method of Water Supply N/A

Describe how site is currently developed The property is currently developed as a private airstrip for the Wonderful Pistachios & Almonds Lost Hills facility.

Describe how land is being used currently on parcels adjacent to the site:

North - Orchards

East - Orchards

South - Agricultural production facility

West - Orchards

Explain Fully Reason for Request: The existing runway will expand by15 ft width to allow for the use of larger aircraft. The runway will upgrade from an FAA Standard B-I to a B-II runway. The runway is currently permitted through Caltrans Aeronautics Division (Permit No. KER 046).

SECTION D – VARIANCE APPLICATION ONLY

STATEMENT OF JUSTIFICATION

Section 65906 of the State Planning Law requires that a VARIANCE from the terms of the Zoning Ordinance shall be granted only when, because of special circumstances applicable to the property, including size, shape, topography, location, or surroundings, the strict application of the Zoning Ordinance deprives such property of privileges enjoyed by other property in the vicinity and under identical zoning classification.

The Ordinance Code of Kern County requires that before a VARIANCE can be granted, the applicant show by statements, plans, and other evidence the following:

A. That the variance granted shall be subject to such conditions as will assure that the adjustment thereby authorized shall not constitute a grant of special privilege inconsistent with the limitations upon other properties in the vicinity and one in which the subject property is situated.

B. That special circumstances exist which are applicable to the subject property, including size, shape, topography, location, or surroundings, wherein the strict application of the Zoning Ordinance in question is found to deprive the subject property of privileges enjoyed by other property in the vicinity and under identical zone classification.

_____

_____

_____

_____

NOTE: Additional sheets may be attached if needed.

SECTION D - VERIFICATION STATEMENT

The California Legislature has passed a law that requires persons applying for development projects to review a listing of all hazardous waste sites. For a current list of the Hazardous Waste Sites, please go to the California Environmental Protection Agency website at: http://www.calepa.ca.gov/SiteCleanup/CorteseList/. If the site of your proposed development project is included on the list of hazardous waste sites, then it shall be so noted. Please note that if your proposed development project site is included on the Cortese list, the preparation of an environmental document will be required in conjunction with the project, per Section 65962.5. A copy of the law requiring this verification is attached for your reference. Please review the list of hazardous waste sites and sign the Verification Statement below.

(Review of list related to hazardous waste sites)

I, Daniel Lee, as applicant for a development project, have reviewed the lists of projects relating to hazardous wastes pursuant to Section 65962.5 of the California Government Code. The proposed site **(is)** **(is not)** included on the list. **(CIRCLE ONE)**

_____

List (if applicable)

July 1, 2019

Date

Daniel S. Lee

Signature

SECTION E – APPLICANT CERTIFICATION

I certify that all statements are correct and that all accompanying documents and maps are accurate.

Daniel S. Lee for WP&A

Signature of Property Owner

Date

Daniel S. Lee 7-1-19

Signature of Applicant

Date

Environmental Information Form

Modification to CUP No. 8 Map No 27

ENVIRONMENTAL INFORMATION FORM

(To be completed by Applicant)

Date Filed _____

GENERAL INFORMATION

1. Name and address of developer or project sponsor: Wonderful Pistachios & Almonds, LLC
   13646 Highway 33, Lost Hills CA

2. Address of project: 13646 Highway 33, approximately 12 miles NW of Lost Hills

   Assessor's Parcel Number: 057-290-18 and -21

3. Name, address, and telephone number of person to be contacted concerning this project:
   Jaymie Brauer, QK 5080 California Ave, Ste 220 Bakersfield 93309
   661-616-2600 jaymie.brauer@qkinc.com

4. Indicate number of the permit application for the project to which this form pertains:
   1

5. List and describe any other related permits and other public approvals required for this project, including those required by city, regional, state, and federal agencies:
   FAA approval

6. Existing Zoning Classification: A

7. Proposed use of site (project for which this form is filed): existing private airstrip
   Modification of CUP 8, Map 27 would allow for expansion of the airstrip width by 15 ft, in order to accommodate it use by larger aircraft.

*******FOR OFFICE USE*******

Project Case Number or Name _____

Date Filed _____ Rec'd by _____ Recpt # _____

After completion of environmental document, forward file to _____

PROJECT DESCRIPTION

8. Site size: 81.5 acres
9. Square footage: NA
10. Number of floors of construction: NA
11. Amount of off-street parking provided: NA
12. Attach plans, if available.
13. Proposed scheduling: NA
14. Associated project: NA
15. Anticipated incremental development: NA
16. If residential, include the number of units, schedule of unit sizes, range of sale prices or rents, and type of household size expected: NA
17. If commercial, indicate the type, whether neighborhood, city or regionally oriented, square footage of sales area, and loading facilities: NA
18. If industrial, indicate type, estimated employment per shift, and loading facilities: NA
19. If institutional, indicate the major function, estimated employment per shift, estimated occupancy, loading facilities, and community benefits to be derived from the project:
20. If the project involves a variance, conditional use, or rezoning application, state this and indicate clearly why the application is required: modification of Conditions 5a through 5c.

Are the following items applicable to the project or its effects? Discuss below all items checked yes (attach additional sheets as necessary).

		Yes	No
21.	Change in existing features of any bays, tidelands, beaches, or hills, or substantial alteration of ground contours.	☐	☒
22.	Change in scenic views or vistas from existing residential areas or public lands or roads.	☐	☒
23.	Change in pattern, scale, or character of general area of project.	☐	☒
24.	Significant amounts of solid waste or litter.	☐	☒
25.	Change in dust, ash, smoke, fumes, or odors in vicinity.	☐	☒
26.	Change in ocean, bay, lake, stream, or groundwater quality or quantity, or alteration of existing drainage patterns.	☐	☒

27.	Substantial change in existing noise or vibration levels in the vicinity.	☐	☒
28.	Site on filled land or on slope of 10 percent or more.	☐	☒
29.	Use of disposal of potentially hazardous materials, such as toxic substances, flammables, or explosives.	☐	☒
30.	Substantial change in demand for municipal services (police, fire, water, sewage, etc.).	☐	☒
31.	Substantially increase fossil fuel consumption (electricity, oil, natural gas, etc.).	☐	☒
32.	Relationship to a larger project or series of projects.	☐	☒

ENVIRONMENTAL SETTING

33. Describe the project site as it exists before the project, including information on topography, soil stability, plants and animals, and any cultural, historical, or scenic aspects. Describe any existing structures on the site and the use of the structures. Attach photographs of the site. Snapshots or polaroid photos will be accepted.

34. Describe the surrounding properties, including information on plants and animals and any cultural, historical, or scenic aspects. Indicate the type of land use (residential, commercial, etc.), intensity of land use (one-family, apartment houses, shops, department stores, etc.), and scale of development (height, frontage, setback, rear yard, etc.). Attach photographs of the vicinity. Snapshots or polaroid photos will be accepted.

35. Attach a completed fiscal impact form unless project consists of a parcel split of four or less parcels.

CERTIFICATION

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

Date 7/3/19 Signature Jaymie L. Brauer

For Dan Lee

#33- ENVIRONMENTAL SETTING

Site Characteristics

The Project area is relatively flat, ranging from approximately 600 feet above mean sea level (amsl) to 630 amsl. The Project is surrounded cultivated orchards on the north, east and west boundaries. The existing Wonderful Company airstrip and agricultural processing facilities is to the south.

Soils/Geology/Hydrology: According to the USGS SSURGO Soil Survey, the soil types that underlie the Project site are Kimberlina fine sandy loam and Panoche clay loam. Collapsible soils are typically associated with alluvial fans, windblown materials, or colluvium. Because the Project site is located on alluvium, there is some potential for collapsible soils. According to the Federal Emergency Management Agency (FEMA), the southern portion of the Project site is located within a 100-year floodplain.

Biological Resources: The Project site consists of a developed runway and airstrip infrastructure. The surrounding area consists of cultivated orchards. The Project site does not support any natural vegetation communities. According to the California Natural Diversity Database (CNDDB), there are historic observations of several special status species, located within 10 miles of the Project site. However, due to the surrounding actively cultivated cropland, and the developed nature of the Project site, no suitable habitat for habitation is anticipated to be present on site. However, special status species may travel through or near the Project as opportunistic, transient foragers.

Cultural Resources: Based on publicly available information, the Project site has not been previously surveyed by an archaeologist or paleontologist. However, the site is highly disturbed and the potential to encounter significant subsurface historical deposits is low due to the developed nature of the Project site with the existing runway and infrastructure, as well as the previous agricultural activities.

The Project is in an area identified as having a moderately low potential for archaeological resources (Meyer, Jack et al, 2010). Available data indicates that no human remains have been discovered at the Project site, and no burial sites or cemeteries are known to occur within the area.

#34 - Surrounding Properties

The Project site is surrounded by agricultural fields owned and operated by the Project proponent. The nearest structure to the Project site is located approximately 700 feet from the southern Project boundary and is used for activities typically associated with agricultural uses, such as processing and distribution.

The surrounding area is primarily of a similar nature in its existing environmental setting to the Project site.

References

Meyer, Jack et al. (2010). *Volume 1: A Geoarchaeolgoical Overview and Assessment of Caltrans District 6 and 9.* California Department of Transportation.

Appendix 1
Noise Technical Memorandum

Widening of WP&A Lost Hills Airstrip
QK, Inc. 2020

MEMO

Date: January 6, 2020 **Project No.: 190198**

To: Daniel Lee, Wonderful Pistachios & Almonds, LLC

From: Jaymie Brauer, Project Manager

Subject: Noise Technical Memorandum for the Widening of WP&A Lost Hills Airstrip, at 13646 Highway 33, Lost Hills, CA 93249 (APN 570-290-18 & 21).

cc:

This technical memorandum assesses any potential noise impacts generated by the proposed modification to approved Conditional Use Permit (CUP) No. 8, Map No. 27 to allow for an increase in aircraft approach, airplane design group and take-off gross weight at the existing Wonderful Pistachios & Almonds (WP&A) Lost Hills Airstrip (Project). A Mitigated Negative Declaration (SCH 2006031100) was prepared for the Project to satisfy CEQA, which was adopted by the Board of Supervisors on June 13, 2006. The CUP was modified in 2009.

Project Description

The Project will remain a private airstrip (no public use allowed) to provide continued landing, refueling, loading and take-off primarily for fixed wing agricultural-use aircraft (crop dusters). There will be no permanent fueling or chemical-loading facilities located on or near the airstrip. Fuel and chemical trucks will transport such material to the airstrip on an as needed basis and will not remain on-site unless aircraft are present or using the facility. The following represents an approximate time and volume use of the airstrip and is based on the estimated usage stipulated in WP&A's Federal Aviation Administration (FAA) airstrip application.

Annual Agricultural Usage

The WP&A Lost Hills Airstrip will be used primarily for the aerial applications of chemicals for company growing facilities. These uses are summarized in Table 1 below.

All dates, duration, number of planes and times per day are estimates but are based on approximately 10 years of operational information. Actual numbers and days may vary based on crops, weather conditions and equipment availability.

Table 1
Agricultural Aircraft Usage

Month(s)	Almonds	Pistachios	Pomegranates
February	**Bloom Spray** 4-5 days duration 3-4 planes 6-8 hrs/day		
April		**Fungicide Spray** 4-5 days duration 2-3 planes 6-8 hrs/day	
May/June	**Nutrient Spray** 4-5 days duration 2 planes 6-8 hrs/day		
June/July	**Pesticide Spray** 4-5 days duration 2-3 planes 6-8 hrs/day		
July/August		**Pesticide Spray** 4-5 days 2-3 planes 6-8 hrs/day	**Pesticide Spray** 4-5 days 2-3 planes 6-8 hrs/day

Aircraft

The existing and planned fixed wing aircraft that will have access to the facility will consist of both agricultural aircraft (crop dusters) and a limited number of business aircraft that use the facility to transport clients and/or business-related personnel from various locations for the purpose of conducting the farming, processing, packaging and sales operations of WP&A's various commodities. Table 2 below provides the existing aircraft (Baseline) using the runway as well as the planned (Increase) aircraft that will use the runway after modifications are completed.

The airstrip will remain uncontrolled and will operate only under visual flight rules (VFR) as regulated by the FAA and Caltrans. Operating hours will remain 5:00 a.m. to 10:00 p.m., as currently stipulated in the facility's CUP 8, Map 27.

Table 2
Existing and Planned Aircraft Information

Aircraft/Model	Wingspan	Max. Takeoff Weight (Gross)	Approach Speed	Takeoffs/Week	Takeoffs/Month
EXISTING (Baseline)					
Beechcraft King Air 250	57' 11"	12,500 lbs.	100 kts	5-10	30
Beechcraft Premier I	44' 6"	12,500 lbs.	110 kts	1	4
Beechcraft Baron G58	37' 10"	5,500 lbs.	100 kts	10	30
AT-802 Crop Duster	59' 3"	16,000 lbs.	85 kts	30/wk x 4 wks	Seasonal
AC-G164 Crop Duster	42' 5"	7,020 lbs.	85 kts	20/wk x 4 wks	Seasonal
PLANNED (Increase)					
Gulfstream G-280	63'	39,600 lbs.	115 kts		

Figure 1 shows the single-family homes located 3.5 miles from the Project site boundaries, and which are the closest sensitive receptors to the Project site.

Project Location

The Project is located in unincorporated Kern County approximately 10 miles northwest of Lost Hills, California. The runway lies adjacent and parallel to State Highway 33 starting at the south in the northeast quarter of Section 23, Township 26 South, Range 19 East, MDB&M. The runway proceeds northwest along Highway 33 through the center of Section 13, Township 26 South, Range 19 East and terminates in the southwest quarter of Section 11, Township 26 South, Range 19 East. The Project is within the Lost Hills United States Geological Survey topographical quadrangle map, in Kern County, California. The portions of the runway that are identified in Sections 11 and 23 are "overflight" or "clear zones," which are not impacted by any ground activities.

Environmental Setting

The Project includes the existing WP&A Lost Hills Airstrip and associated facilities. The runway is surrounded by almond orchards and is in a primarily rural, agricultural area; there are no residences or other sensitive receptors in close proximity to the Project. The runway is bordered on the north, east and west by almond orchards and to the south by the Paramount Farms Nut Processing Facility as noted in Table 3. Site information is as follows:

Table 3
Project Site and Surrounding Area Characteristics

Property Name	Wonderful Pistachios & Almonds, LLC
Address	13646 Highway 33, Lost Hills, CA 93249
APNs	570-290-18 and 570-290-21
Zoning	A (Exclusive Agriculture)
Parcel Size	81.58 acres
Present Use	Pistachio/almond orchard/plant, and aircraft runway
Adjacent Uses	
North	Almond orchards, vacant land
South	Almond orchards, Hwy 33
East	Almond orchards, vacant land
West	Almond orchards, vacant land, Hwy 33
Access	Private road running east-west between Hwy 33 and Pistachio Road.
Public Services	
Water	No
Fire	Yes

Noise may be defined as unwanted sound. Airborne sound is a rapid fluctuation of air pressure above and below atmospheric pressure. The objectionable effects of noise can be attributed to either pitch or loudness. *Pitch* is the height or depth of a tone or sound, depending on the relative rapidity (frequency) of the vibrations by which it is produced. Higher pitched signals sound louder to humans than sounds with a lower pitch. *Loudness* is intensity of sound waves combined with the reception characteristics of the ear. Intensity may be compared with the height of an ocean wave in that it is a measure of the amplitude of the sound wave.

In addition to the concepts of pitch and loudness, there are several noise measurement scales which are used to describe noise in a particular location. A *decibel (dBA)* is a unit of measurement which indicates the relative amplitude of a sound. Sound levels are usually measured and expressed in decibels (dBA), a unit of measurement that indicates the relative amplitude of sound pressure. Zero on the decibel scale is based on the lowest sound level that a healthy, unimpaired human ear can detect. Sound levels in decibels are calculated on a logarithmic basis. An increase of 10 decibels represents a ten-fold increase in acoustic energy, while an increase of 20 decibels results from 100 times the energy, and a 30-decibel increase results from an energy increase of 1,000 times. There is a relationship between the subjective noisiness or loudness of a sound and its intensity. Each 10-decibel increase in sound level is perceived as approximately a doubling of loudness. Thus, noise at zero decibels is barely audible, while noise at 120 to 140 decibels is painful and may cause hearing damage.

There are several methods of characterizing sound. The most common in California is the *A-weighted sound level or dBA.* This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Representative outdoor and indoor noise levels in units of dBA are shown in Table 4. Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations must be utilized. Most

commonly, environmental sounds are described in terms of an average level that has the same acoustical energy as the summation of all the time-varying events. This energy-equivalent sound/noise descriptor is called Leq. The most common averaging period is hourly, but Leq can describe any series of noise events of arbitrary duration. Similarly, noise levels exceeded during 10 percent of the time are expressed as L10, with noise levels exceeded 50 percent of the time expressed as L50. Maximum noise levels during a given measurement period are expressed as Lmax, while minimum noise levels are expressed as Lmin. Additional metrics are described in Table 5.

Table 4
Typical Noise Levels in the Environment

Common Outdoor Noise Source	Noise Level (dBA)	Common Indoor Noise Source
Jet fly-over at 300 meters	120 dBA	Rock concert
Impact Pile driver at 20 meters	110 dBA	Night club with live music
Large truck pass by at 15 meters	100 dBA	Noisy restaurant
Gas lawn mower at 30 meters	90 dBA	Garbage disposal at 1 meter
Commercial/Urban area daytime	80 dBA	Vacuum cleaner at 3 meters
Suburban expressway at 90 meters	70 dBA	Normal speech at 1 meter
Suburban daytime	60 dBA	Active office environment
Urban area nighttime	50 dBA	Quiet office environment
Suburban nighttime	40 dBA	Library
Quiet rural areas	30 dBA	
Wilderness area	20 DBA	Quiet bedroom at night
	10 dBA	Threshold of human hearing
	0 dBA	

(Caltrans, 2019)

Table 5
Definitions of Acoustical Terms

Term	Definitions
Decibel, dB	A unit describing, the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20 micro Pascals.
Sound Pressure Level	Sound pressure is the sound force per unit area, usually expressed in micro Pascals (or 20 micro Newtons per square meter), where 1 Pascal is the pressure resulting from a force of 1 Newton exerted over an area of 1 square meter. The sound pressure level is expressed in decibels as 20 times the logarithm to the base 10 of the ratio between the pressures exerted by the sound to a reference sound pressure (e.g., 20 micro Pascals). Sound pressure level is the quantity that is directly measured by a sound level meter.
Frequency, Hz	The number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is between 20 Hz and 20,000

Term	Definitions
	Hz. Infrasonic sound are below 20 Hz and Ultrasonic sounds are above 20,000 Hz.
A-Weighted Sound Level, dBA	The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
Equivalent Noise Level, Leq	The average A-weighted noise level during the measurement period.
Lmax, Lmin	The maximum and minimum A-weighted noise level during the measurement period.
L_{01}, L_{10}, L_{50}, L_{90}	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 80% of the time during the measurement period.
Day/Night Noise Level, Ldn	The average A-weighted noise level during a 24-hour day, obtained after addition of 10 decibels to levels measured in the night between 10:00 p.m. and 7:00 a.m.
Community Noise Equivalent Level, CNEL	The average A-weighted noise level during a 24-hour day, obtained after addition of 5 decibels in the evening from 7:00 p.m. to 10:00 p.m. and after addition of 10 decibels to sound levels measured in the night between 10:00 p.m. and 7:00 a.m.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.

(American Society for Testing and Materials, 2019)

Noise measurement equipment includes an electrical filter to reflect the fact that human hearing is less sensitive to low and very high frequencies than sound frequencies in the mid-range. The sound levels measured in this manner produce the A-weighted sound levels that are typically expressed as dBA. Unless otherwise noted, all noise levels indicated in this section are A-weighted, although the metric may be abbreviated to dBA for simplicity.)

Since the sensitivity to noise increases during the evening and at night (because excessive noise interferes with the ability to sleep), 24-hour descriptors have been developed that incorporate artificial noise penalties added to quiet-time noise events. The Community Noise Equivalent Level (CNEL) is a measure of the cumulative noise exposure in a community, with a 5 dBA penalty added to evening (7:00 p.m. to 10:00 p.m.) noise levels and a 10 dBA penalty added to nighttime (10:00 p.m. to 7:00 a.m.) noise levels.

The Day/Night Average Sound Level (Ldn) is essentially the same as CNEL, with the exception that the evening time period is dropped and all occurrences during this three-hour period are grouped into the daytime period.

Land uses deemed sensitive by the State include schools, day care centers, apartments, hospitals, nursing homes, and senior living facilities, which are more sensitive to ambient (i.e., of or relating to the immediate surroundings of something) noise levels than others. Many jurisdictions also consider residential uses particularly noise-sensitive because families and individuals expect to use time in the home for rest and relaxation, and noise can interfere with those activities. Some jurisdictions may also identify other noise-sensitive uses such as hospitals and mental care facilities, churches, libraries, and parks. Land uses that are generally not considered to be noise sensitive receptors include office, commercial, and retail developments as well as industrial, manufacturing, utilities, and agricultural land use.

Regulatory Setting

Federal

Noise Control Act of 1972 (42 USC 4910)

The Noise Control Act establishes a national policy to promote an environment for all Americans free of noise that jeopardizes their health and welfare. The Act serves to establish a means for effective coordination of federal research and activities in noise control, it also authorizes the establishment of federal noise emissions standards for products distributed in commerce and provides information to the public with respect to the noise-emission and noise-reduction characteristics of such products.

Occupational Safety and Health Administration Occupational Noise Exposure; Hearing Conservation Amendment

The standard stipulates that protection against the effects of noise exposure shall be provided for employees when sound levels exceed 90 dBA over an eight-hour exposure period. Protection shall consist of feasible administrative or engineering controls. If such controls fail to reduce sound levels to acceptable levels, personal protective equipment shall be provided and used to reduce exposure of the employee. Additionally, a Hearing Conservation Program must be instituted by the employers whenever employee noise exposure equals or exceeds the action level of an eight-hour time-weighted average sound level of 85 dBA [29 CFR 1910.95(c)(1)]. The Hearing Conservation Program requirements consider periodic area and personal noise monitoring, the performance and evaluation of audiograms, the provision of hearing protection, annual employee training, and record keeping.

Airport Noise Compatibility Planning (14 CFR Part 150)

Prescribes the procedures, standards, and methodology governing the development, submission, and review of airport noise exposure maps and airport noise compatibility programs, including the process for evaluating and approving or disapproving those programs. It prescribes single systems for—(a) measuring noise at airports and surrounding areas that generally provides a highly reliable relationship between projected noise exposure and surveyed reaction of people to noise; and (b) determining exposure of individuals to noise that results from the operations of an airport. This part also identifies those land uses

which are normally compatible with various levels of exposure to noise by individuals. It provides technical assistance to airport operators, in conjunction with other local, State, and federal authorities, to prepare and execute appropriate noise compatibility planning and implementation programs.

State

California Division of OSHA

Occupational exposure to noise is regulated by the California Division of OSHA in Title 8, Group 15, Article 105, Sections 5095–5100. As mentioned above, the agency's standards stipulate that protection against the effects of noise exposure shall be provided when sound levels exceed 90 dBA over an eight-hour exposure period. Protection shall consist of feasible administrative and/or engineering controls. If such controls fail to reduce sound levels to acceptable levels, personal protective equipment shall be provided and used to reduce exposure of the employee. In addition, a Hearing Conservation Program must be instituted by employers whenever employee noise exposure equals or exceeds the action level of an eight-hour time-weighted average sound level of 85 dBA. The Hearing Conservation Program requirements consider periodic area and personal noise monitoring, the performance and evaluation of audiograms, the provisions of hearing protection, annual employee training, and record keeping. The California Environmental Quality Act (CEQA) (PRC Section 21000 et seq.) requires the identification of "significant" environmental impacts and their feasible mitigation.

California Noise Control Act of 1973

Sections 46000 through 46080 of the California Health and Safety Code, known as the California Noise Control Act of 1973, declares that excessive noise is a serious hazard to the public health and welfare and that exposure to certain levels of noise can result in physiological, psychological, and economic damage. It also identifies a continuous and increasing bombardment of noise in the urban, suburban, and rural areas. The California Noise Control Act declares that the State of California has a responsibility to protect the health and welfare of its citizens by the control, prevention, and abatement of noise. It is the policy of the State to provide an environment for all Californians free from noise that jeopardizes their health or welfare.

California Department of Health Services

The California Department of Health Services has studied the correlation of noise levels and their effects on various land uses and established guidelines for evaluating the compatibility of various land uses, for the noise elements of local general plans, as a function of community noise exposure. The guidelines are the basis for most noise element land use compatibility guidelines in California. The State requires all municipalities to prepare and adopt a comprehensive long-range general plan. General plans must contain a noise element (California Government Code Section 65302(f) and Section 46050.1 of the Health Safety Code). The requirements for the noise element of the general plan include describing the noise environment quantitatively using a cumulative noise metric such as CNEL or DNL, establishing noise/land use compatibility criteria, and establishing programs for achieving and/or maintaining land use compatibility. Noise elements should address all major noise sources in the community, including mobile and stationary noise sources. In California, most cities and counties have also adopted noise ordinances which serve as enforcement mechanisms for controlling noise. The land use compatibility for community noise environment chart identifies the normally acceptable range for several different land uses, as shown

in Table 6. Persons in low-density residential settings are most sensitive to noise intrusion, with noise levels of 60 dBA CNEL and below are considered "acceptable." For land uses such as schools, libraries, churches, hospitals, and parks, acceptable noise levels go up to 70 dBA CNEL.

Table 6
Land Use Compatibility for Community Noise Environment

Land Use Category	Community Noise Exposure - Ldn or CNEL (dBA)													
	50		55		60		65		70		75		80	
Residential – Low Density Single Family, Duplex, Mobile Home														
Residential – Multi-Family														
Transient Lodging – Motel/Hotel														
Schools, Libraries, Churches, Hospitals, Nursing Homes														
Auditorium, Concert Hall, Amphitheaters														
Sports Arena, Outdoor Spectator Sports														
Playgrounds, Neighborhood Parks														
Golf Courses, Riding Stables, Water Recreation, Cemeteries														

Office Buildings, Business, Commercial and Professional														
Industrial, Manufacturing, Utilities, Agriculture														

	Normally Acceptable	Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements
	Conditionally Acceptable	New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
	Normally Unacceptable	New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirement must be made and needed noise insulation features included in the design.
	Clearly Unacceptable	New construction or development generally should not be undertaken.

(Governor's Office of Planning and Research , 2019)

Local

Kern County General Plan (KCGP)

The KCGP Noise Element identifies goals, policies, and implementation measures that are used to guide development with regard to noise. The KCGP Noise Element identifies residential areas, schools, convalescence and acute care hospitals, parks and recreational areas, and churches as noise sensitive land uses. In noise sensitive areas, exterior noise levels generated by new projects are to be mitigated to 65 dB Ldn or less in outdoor activity areas and 45 dB Ldn or less within interior living spaces or other noise sensitive interior spaces.

Kern County includes working landscapes that have background noise levels from on-site as well as off-site (i.e. aircraft and airport operations), and also have periodic construction-related or seasonal noise levels. These ambient noise levels vary by location and over time but are considered part of the County's setting for CEQA purposes. The KCGP Noise Element establishes the applicable CEQA significance threshold for noise impacts, and there is no actual or implied "zero decibel" or "any audible noise increase" that is appropriate or applicable to the County.

The following KCGP goals, policies, and implementation measures are applicable to the proposed Project:

Chapter 3. Noise Element

Goals

- Goal 1. Ensure that residents of Kern County are protected from excessive noise and that moderate levels of noise are maintained.
- Goal 2. Protect the economic base of Kern County by preventing the encroachment of incompatible land uses near known noise producing roadways, industries, railroads, airports, oil and gas extraction, and other sources.

Policies

- Policy 1. Review discretionary industrial, commercial, or other noise-generating land use projects for compatibility with nearby noise-sensitive land uses.
- Policy 2. Require noise level criteria applied to all categories of land uses to be consistent with the recommendations of the California Division of Occupational Safety and Health (DOSH).
- Policy 3. Encourage vegetation and landscaping along roadways and adjacent to other noise sources in order to increase absorption of noise.
- Policy 4. Utilize good land use planning principles to reduce conflicts related to noise emissions.
- Policy 5. Prohibit new noise-sensitive land uses in noise-impacted areas unless effective mitigation measures are incorporated into the project design. Such mitigation shall be designed to reduce noise to the following levels:

  (a) 65 dB-Ldn or less in outdoor activity areas.
  (b) 45 dB-Ldn or less within living spaces or other noise sensitive interior spaces.

- Policy 6. Ensure that new development in the vicinity of airports will be compatible with existing and projected airport noise levels as set forth in the ALUCP.
- Policy 7. Employ the best available methods of noise control.

Kern County Airport Land Use Compatibility Plan (ALUCP)

The Kern County ALUCP was certified and added to the Kern County General Plan in 1996, and subsequently amended in 2003, 2004, 2006, 2008, 2011, and 2012. The airport land use compatibility criteria are intended to ensure that local general plans, specific plans, and zoning ordinances take into account factors that influence compatibility between airports and the surrounding land uses.

The Project is a private airstrip and not under the jurisdiction of the ALUCP. However, for projects subject to CEQA, the Kern County ALUCP can be considered a source document and used as a reference and guidance in evaluating impacts and designing mitigation. This document is not to take the place of required notification and consultation with affected airports, but as a supplemental source of information.

Section 2.2.2-New Airports and Heliports. When reviewing plans for a new airport, heliport, or other permanent aircraft landing site, the review should examine the relationships between existing and planned land uses in the vicinity of the proposed facility and the impacts that the facility would have upon these land uses.

Section 3.1.3-Noise Exposure in Residential Areas. The maximum CNEL considered normally acceptable for residential uses outside the influence areas of the airports covered by this plan is 65 dB.

Section 3.1.4-Noise Exposure for Other Land Uses. Noise level compatibility standards for other types of land uses shall be applied in the same manner as the above residential noise level criteria. Examples of acceptable noise levels for other land uses in an airport's vicinity are presented in Table 3A of the ALUCP document.

Section 3.1.5-The extent of outdoor activity associated with a particular land use is an important factor to be considered in evaluating its compatibility with airport noise. In most locations. Noise level reduction measures (such as installation of sound insulation or noise barriers) are only effective in reducing interior noise levels.

Section 3.1.6-Single-event noise levels should be considered when evaluating the compatibility of highly noise-sensitive land uses such as schools, libraries, and outdoor theaters. Single-event noise levels are especially important in areas which are regularly overflown by aircraft, but which do not produce significant CNEL contours. Flight patterns for each airport should be considered in the review process. Acoustical studies or on-site noise measurements may be required to assist in determining the compatibility of sensitive uses.

Table 3A

Noise Compatibility Criteria

LAND USE CATEGORY	CNEL, dBA 50-55	55-60	60-65	65-70	70-75
Residential					
single family, mobile homes	++	+	o	— —	— —
multi-family, apartments, condominiums	++	+	o	— —	— —
Public					
schools, libraries, hospitals	+	o	—	— —	— —
churches, auditoriums, concert halls	+	o	o	—	— —
transportation, parking, cemeteries	++	++	++	+	o
Commercial and Industrial					
offices, retail trade	++	+	o	o	—
service commercial, wholesale trade, warehousing, light industrial	++	++	+	o	o
general manufacturing, utilities, extractive industry	++	++	++	+	+
nursing homes	++	++	+	—	—
Agricultural and Recreational					
cropland	++	++	++	++	+
livestock breeding	++	+	o	o	—
parks, playgrounds, zoos	++	+	+	o	—
golf courses, riding stables, water recreation	++	++	+	o	o
outdoor spectator sports	++	+	+	o	—
amphitheaters	+	o	—	— —	— —

LAND USE AVAILABILITY		INTERPRETATION/COMMENTS
++	Clearly Acceptable	The activities associated with the specified land use can be carried out with essentially no interference from the noise exposure.
+	Normally Acceptable	Noise is a factor to be considered in that slight interference with outdoor activities may occur. Conventional construction methods will eliminate most noise intrusions upon indoor activities.
o	Marginally Acceptable	The indicated noise exposure will cause moderate interference with outdoor activities and with indoor activities when windows are open. The land use is acceptable on the conditions that outdoor activities are minimal and construction features which provide sufficient noise attenuation are used (e.g., installation of air conditioning so that windows can be kept closed). Under other circumstances, the land use should be discouraged.
—	Normally Unacceptable	Noise will create substantial interference with both outdoor and indoor activities. Noise intrusion upon indoor activities can be mitigated by requiring special noise insulation construction. Land uses which have conventionally constructed structures and/or involve outdoor activities which would be disrupted by noise should generally be avoided.
— —	Clearly Unacceptable	Unacceptable noise intrusion upon land use activities will occur. Adequate structural noise insulation is not practical under most circumstances. The indicated land use should be avoided unless strong overriding factors prevail and it should be prohibited if outdoor activities are involved.

Source: Hodges & Shutt (1993)

Kern County Zoning Ordinance (Title 19 of the Kern County Code of Ordinances)

Section 19.04.252 of the Kern County Zoning Ordinance defines *exterior noise level* as "the noise level near the exterior of a structure usually within 50 feet of the structure."

Section 19.80.030.S (1) restricts noise generated by commercial or industrial uses within 500 feet of a residential use or residential zone district. The commercial or industrial use shall not generate noise that exceeds an average 65 dB Ldn between the hours of 7:00 a.m. and 10:00 p.m. and shall not generate noise that exceeds 65 dB, or which would result in an increase of 5 dB or more from ambient sound levels, whichever is greater, between the hours of 10:00 p.m. and 7:00 a.m. Commercial or industrial facilities that are located in the M-3 zone district are exempt from these noise generation restrictions.

Kern County Noise Control Ordinance (Title 8 of the Kern County Code of Ordinances)

The Noise Control Ordinance in the Kern County Code of Ordinances (Section 8.36.020 et seq.) prohibits a variety of nuisance noises. Construction-related noise is regulated by means of a limitation on the hours of construction activity for projects located within 1,000 feet of an occupied residential dwelling. In such cases, construction noise is prohibited between the hours of 9:00 p.m. and 6:00 a.m. on weekdays, and 9:00 p.m. and 8:00 a.m. on weekends, except as provided below:

- The development services agency director or his designated representative may for good cause exempt some construction work for a limited time.
- Emergency work is exempt from this section.

Kern County Airports Ordinance (Title 15 of the Kern County Code of Ordinances)

The Kern County Airports Ordinance (Section 15.12.060) regulates take-offs and landings as follows:

- The director is granted the authority to restrict any flight operations at an airport for reasons of safety or the occurrence of unlawful acts.
- The director or tower may restrict or entirely suspend student training, touch-and-go landings, practice approaches, take-offs and landings or simulated forced landings when required in the interest of safety or noise abatement.

Methodology

Potential significant impacts associated with the Project were evaluated on a qualitative basis through a review of the applicable regulations in Regulatory Setting above, and by using professional judgment in comparing the anticipated Project effects on noise with existing conditions. The evaluation of Project impacts is based on significance criteria established by Appendix G of the State CEQA Guidelines, which the Lead Agency has determined to be appropriate criteria for this draft EIR.

Thresholds of Significance

Appendix G of the 2019 CEQA Guidelines states that a project would have a significant impact on noise if it would result in:

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

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

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

Project Impacts

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

There are no noise sensitive receptors within proximity of the project site. The closest sensitive receptors are single-family homes located 3.5-miles from the closest project boundary, as shown in Figure 2 - Noise Sensitive Receptors. The 1,000-foot distance was chosen for the analysis because: 1) the Kern County Noise Control Ordinance places limitations on hours of construction noise for projects located within 1,000 feet of an occupied residential dwelling; and 2) the sound level of a piece of construction equipment that emits 85 dBA at 50 feet would be attenuated to a level that is considered "quiet" by the human ear beyond 800 feet (Kern County, 2019).

There are no noise sensitive receptors within proximity of the project site. The closest sensitive receptors are single-family homes located 3.5-miles from the closest project boundary, as shown in Figure 2.



Figure 1
Noise Sensitive Receptors

Using the rule that sound reduces 7.5 dBA per a doubling of distance over soft surfaces, such as the flat desert plain in the Project area, Table 7 illustrates how sound would attenuate over distance for a piece of construction equipment that emits sound at 91 dBA at 50 feet within such a soft-surfaces environment.

Table 7
Sound Decrease on Soft Surfaces over Distance for Construction Equipment Emitting 85 dBA at 50 Feet

Distance (Feet)	Distance (Miles)	Sound Level (dBA)	Human Response
50	0.0095	91.0	Annoying
100	0.019	83.5	Annoying – interferes with conversation
200	0.038	76.0	Telephone use difficult
400	0.076	68.5	Comfortable
800	0.15	61.0	Quiet
1,600	0.30	53.5	Quiet
3,200	0.61	46.0	Quiet
6,400	1.2	38.5	Very quiet
12,800	2.4	31.0	Just audible
25,600	4.8	23.5	Just audible
51,200	9.7	16.0	Just audible
102,400	19.4	8.5	Just audible

Note: Assumes flat ground without any obstructions (e.g., manmade structures) or topographic relief that would absorb sound.

Table 8 shows the distance from the boundaries of the Project site to the single-family residences, and the anticipated sound levels at the residences because of Project noise and anticipated human response at the residences to Project noise.

Table 8
Nearest Residence's Distances from Project Construction in Each Direction, Anticipated Sound Levels at Residences, and Human Response to Sound Levels Because of Project Construction

Direction[1]	Distance from Project Boundary[1]	Anticipated Sound Level (dBA) at Residence[2]	Human Response
South-East	3.5-miles	23.5-31	Just audible

[1] See Figure 2

[2] Estimated based on construction equipment with sound level of 91 dBA at 50 feet and distance of residence from Project construction

There are no other sensitive noise receptors, such as schools, convalescent and acute care hospitals, parks and recreational areas, or churches located either within the 1,000-foot buffer, or at a distance of 3.5 miles.

As noted above, the Kern County Noise Control Ordinance regulates construction-related noise by limiting the hours of construction activity for projects located within 1,000-feet of an occupied residential dwelling. The closest sensitive receptors are single-family residences located 3.5-miles south-east of the project boundaries, which could potentially experience project related noise at the "just audible" level.

There are no other sensitive noise receptors, such as hospitals, rest homes, long-term care and mental care facilities, churches, libraries, and parks within 3.5 miles.

Operation

Project operations would not generate appreciable noise beyond what is currently considered baseline. Standard airport operations are expected to generate noise levels of 48 dBA at 40 feet and would be "quiet" to "just audible" to the human ear. When constructed the larger, heavier Gulfstream G-280 will be able to utilize the runway. The Gulfstream G-280 is the largest aircraft that is planned to utilize the airstrip. At approximately 39,600 lbs, this aircraft has a maximum A-Weighted sound level of 74.0 dBA. (FAA Advisory Circular, 2019)

Therefore , Project operations would not cause the ambient noise level measured at the property line of sensitive receptors to increase by 3 dBA, to a level at or within the "normally unacceptable" or cause any 5 dBA or greater noise increase, which are significance criteria per the CEQA Guidelines.

As stated in Table 8, the Project is expected to produce a maximum sound level of 23.5-31 dBA Ldn. This would be much lower than the 65 dBA Ldn County standard. Therefore, the Project would not expose persons to or generation of noise levels more than established standards during operation and impacts would be less than significant.

Therefore, no mitigation measures are required and the Project would have less than significant impacts.

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

Construction

Some groundborne vibration and groundborne noise could originate from earth movement and other activities during any future construction phase of the Project. Previously noted, there are no sensitive receptors located within 1,000 feet of any Project construction. Any construction would be temporary and only occur between the hours of 9:00 p.m. and 6:00 a.m. on weekdays and 9:00 p.m. and 8:00 a.m. on weekends as required by Kern County Noise Control Ordinance Section 8.36.020 *et seq*. Additionally, the vibrations for pile driving, the construction activity with greatest vibration generation, attenuate within 300 feet. (Kim Dong-Soo and Jun-Sun Lee., 1999) The nearest residences are located 3.5-miles south-east of the Project boundaries. Therefore, any future construction vibrations would attenuate completely.

Kern County does not have adopted vibration level thresholds. However, the California Department of Transportation (Caltrans) uses certain criteria for determining impacts to structures and human annoyance. These thresholds measure the Peak Particle Value (PPV). The maximum PPV for continuous/frequent intermittent sources, used by Caltrans, for older residential structures is 0.30 PPV and 0.10 PPV for "strongly perceptible".

For this analysis it is assumed that pile driving activities would not occur closer than 139 feet from the nearest sensitive receptor. Other construction activities are less intensive than pile driving and would have lower PPV. Therefore, vibration levels from pile driving are considered worst case for any future airstrip construction. Caltrans vibration guidance provides the following equation to calculate PPV at sensitive receptors, such as residences:

PPV Impact Pile Driver= PPV_{Ref} $(25/D)^n$ (in/sec)

Where:

PPV_{Ref} = 0.65 in/sec for a reference pile driver at 25 ft.
D = distance from pile driver to the receiver in ft.
n = 1.1 is a value related to the vibration attenuation rate through ground

Using the referenced formula and an assumed 1,212 ft-lb rated energy for the impact pile driver, the calculated PPV at the nearest residence (139 feet) would be 0.098 PPV, which according to the Caltrans guidance would not damage buildings and would be less than strongly perceptible.

Therefore, groundborne vibration from construction activities would be less than significant.

Operation

Project operations would not generate appreciable groundborne vibration or groundborne noise levels beyond what is currently considered baseline. Standard airport operations are expected to generate noise levels of 48 dBA at 40 feet and would be "quiet" to "just audible" to the human ear. When constructed the larger, heavier Gulfstream G-280 will be able to utilize the runway. At approximately 39,600 lbs, this aircraft has a maximum A-Weighted sound level of 74.0 dBA.

As stated in Table 7, the project is expected to produce a maximum sound level of 23.5-31 dBA Ldn. This would be much lower than the 65 dBA Ldn County standard. Therefore, the Project operations would not generate any groundborne vibration or noise beyond what is currently considered baseline, and would not result in the exposure of persons to or generation of excessive groundborne vibration and groundborne noise levels during operation, and there would be no impact.

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

The Wonderful Pistachios & Almonds Airport is privately owned and classified as a Private Use Airport with Federal Aviation Administration (FAA) identifier 2CN4. The airport is located 12 miles north-west of Lost Hills, CA and is at an elevation of 617 feet. The airport includes one runway (13/31) which is 5002-feet long and 60-feet wide. The airport became active in June 2007. There are no published instrument procedures for the Airport and it is not included in the Kern County Airport Land Use Compatibility Plan. (AirNav.com, 2019)

The airport will remain uncontrolled and will operate only under visual flight rules (VFR) as regulated by the FAA and Caltrans. Operating hours will remain 5:00 a.m. to 10:00 p.m., as currently stipulated in the facility's Conditional Use Permit (Case No. 8, Map No. 27). There will be no permanent fueling facilities located at the site.

Future construction at the Project site could expose construction workers to intermittent noises related to the landing and take-off of airplanes at the airport. However, the sounds of heavy construction

equipment would produce similar, but generally continuous, noise levels than the intermittent noises from airplanes. Therefore, construction workers at the site would not experience noise levels because of airplanes that are appreciably dissimilar than the existing condition of a construction site using heavy equipment.

The Airstrip will remain uncontrolled. Occasionally workers would come to the facility for as needed and scheduled maintenance. Table 1 indicates the months of the year and frequency of agricultural aircraft usage, and Table 2 indicates the types of aircraft that will utilize the airstrip. During times of aircraft usage, employees may be occasionally exposed to temporary airplane noise.

As stated above, the Gulfstream G-280 is the largest aircraft that is planned to utilize the airstrip. At approximately 39,600 lbs, this aircraft has a maximum A-Weighted sound level of 74.0 dBA. As indicated in Figure 2, the closest sensitive receptor is 3.5-miles from the airstrip. Therefore, the Project will not expose people residing or working in the project area to excessive noise levels.

Conclusions and Recommendations

The Project is not anticipated to generate increased noise or vibrations that would impact sensitive receptors. Therefore, noise impacts would be considered ***less than significant***.

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RLW/jlb

Appendix 2
Energy Consumption Memorandum

Modification to Existing Wonderful Lost Hills Private Runway

Insight Environmental/Trinity Consultants, Inc (2020)

MEMORANDUM

To: Kern County Planning and Community Development Department

cc:

From: Ronald W. Hunter – Insight Environmental/Trinity Consultants, Inc.

Date: February 11, 2020

RE: **Energy Consumption Memorandum (130505.0006)**
CUP 8, Map 27 – Modification to the Existing Wonderful Lost Hills Private Runway

Insight Environmental | Trinity Consultants has completed an Energy Consumption Analysis for the expansion and continued operation of the private runway at Wonderful Pistachios & Almonds' (WPA) Lost Hills Airport (LHA). The LHA is located on Kern County APN 057-290-2-1 which is located within the larger Lost Hills operational facility complex and is owned and operated for the private use of WPA, its clients and contractors. The purpose of this Project is to widen the existing 60' x 5,000' runway to accommodate larger agricultural and business aircraft. The runway width will be increase by 15' to the east requiring re-centering of the runway crown, relocation of existing lighting and safety equipment, repaving and repainting of all runway surfaces. The Project includes construction activities associated with the expansion as well as disclosure of the incremental change in operational emissions from the addition of the larger aircraft at LHR.

The proposed Project will result in a very small incremental increase on emissions, however, due to the planned Modification of the current lighting system, energy consumption is expected to be reduced during normal operations.

This limited Energy Consumption Analysis uses the San Joaquin Valley Air Pollution Control District's (SJVAPCD) screening tool, Small Project Analysis Level (SPAL) (SJVAPCD 2017)to determine the probable impacts to air quality, including Greenhouse Gasses, in order to ascertain the impacts to energy efficiency posed by the modified runway. The SPAL assessment 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).

Energy efficiency and efforts to ensure that consumers, business and industry continue to make improvements is related to efforts to reduce the impacts of Global Climate Change through reductions in the creation of Greenhouse Gases (GHG). As such, the following information was considered in the selection of new lighting equipment and the construction equipment planned for the subject Project. As noted in the Project's Airport Layout Plan (ALP), existing (incandescent) runway lighting will be replaced with new technology LED

The California Natural Resources Agency adopted revisions to CEQA guidelines, which were approved by the Office of Administrative Law and filed with the Secretary of State on December 28, 2018. Integral to these updates was the addition of the energy section of Appendix G. The following questions must now be addressed:

- New CEQA Energy Checklist Question 1: Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation?

- New CEQA Energy Checklist Question 2: Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Greenhouse Gases

To date, no national standards have been established for nationwide GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the Project level. Various efforts have been promulgated at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects.

Clean Air Act

The Federal Clean Air Act (FCAA) does not specifically regulate GHG emissions; however, on April 2, 2007 the U.S. Supreme Court in *Massachusetts v. U.S. Environmental Protection Agency*, determined that GHGs are pollutants that can be regulated under the FCAA. The EPA adopted an endangerment finding and cause or contribute finding for GHGs on December 7, 2009. Under the endangerment finding, the Administrator found that the current and projected atmospheric concentrations of the six, key, well-mixed GHGs (CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6) threaten the public health and welfare of current and future generations. Under the cause or contribute finding, the Administrator found that the combined emissions of these well-mixed GHGs from new motor vehicles and new motor vehicle engines contribute to the GHG pollution which threatens public health and welfare.

Based on these findings, on April 1, 2010, the EPA finalized the light-duty vehicle rule controlling GHG emissions. This rule confirmed that January 2, 2011, is the earliest date that a 2012 model year vehicle meeting these rule requirements may be sold in the United States. On May 13, 2010, the EPA issued the final GHG Tailoring Rule. This rule set thresholds for GHG emissions that define when permits under the Prevention of Significant Deterioration and Title V Operating Permit programs are required for new and existing industrial facilities. Implementation of the federal rules is expected to reduce the level of emissions from new motor vehicles and large stationary sources.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 (December 2007), among other key measures, requires the following, which would aid in the reduction of national GHG emissions:

- Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.

- Set a target of 35 miles per gallon for the combined fleet of cars and light trucks by model year 2020 and direct the National Highway Traffic Safety Administration (NHTSA) to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.

- Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

Federal Vehicle Standards

In response to the U.S. Supreme Court ruling discussed above, the George W. Bush Administration issued Executive Order 13432 in 2007 directing the EPA, the Department of Transportation, and the Department of Energy to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. In 2009, the NHTSA issued a final rule regulating fuel efficiency and GHG emissions from

cars and light-duty trucks for model year 2011, and in 2010, the EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016.

In 2010, President Barack Obama issued a memorandum directing the Department of Transportation, Department of Energy, EPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, the EPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017–2025 light-duty vehicles. The proposed standards projected to achieve 163 grams per mile of CO2 in model year 2025, on an average industry fleet-wide basis, which is equivalent to 54.5 miles per gallon if this level were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017–2021, and NHTSA intends to set standards for model years 2022–2025 in a future rulemaking. On January 12, 2017, the EPA finalized its decision to maintain the current GHG emissions standards for model years 2022–2025 cars and light trucks.

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the EPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for CO_2 emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the EPA, this regulatory program will reduce GHG emissions and fuel consumption for the affected vehicles by 6 to 23 percent over the 2010 baselines.

In August 2016, the EPA and NHTSA announced the adoption of the phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program will apply to vehicles with model year 2018 through 2027 for certain trailers, and model years 2021 through 2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards are expected to lower CO_2 emissions by approximately 1.1 billion metric tons and reduce oil consumption by up to 2 billion barrels over the lifetime of the vehicles sold under the program.

Clean Power Plan and New Source Performance Standards for Electric Generating Units

On October 23, 2015, the EPA published a final rule (effective December 22, 2015) establishing the carbon pollution emission guidelines for existing stationary sources: electric utility generating units (80 FR 64510–64660), also known as the Clean Power Plan. These guidelines prescribe how states must develop plans to reduce GHG emissions from existing fossil-fuel-fired electric generating units. The guidelines establish CO_2 emission performance rates representing the best system of emission reduction for two subcategories of existing fossil-fuel-fired electric generating units: (1) fossil-fuel-fired electric utility steam-generating units and (2) stationary combustion turbines. Concurrently, the EPA published a final rule (effective October 23, 2015) establishing standards of performance for GHG emissions from new, modified, and reconstructed stationary sources: electric utility generating units (80 FR 64661–65120). The rule prescribes CO_2 emission standards for newly constructed, modified, and reconstructed affected fossil-fuel-fired electric utility generating units. The U.S. Supreme Court stayed implementation of the Clean Power Plan pending resolution of several lawsuits. Additionally, in March 2017, President Trump directed the EPA Administrator to review the Clean Power Plan in order to determine whether it is consistent with current executive policies concerning GHG emissions, climate change, and energy.

Presidential Executive Order 13693

Presidential Executive Order 13693, Planning for Federal Sustainability in the Next Decade, signed in 2015, seeks to maintain federal leadership in sustainability and GHG emission reductions. Its goal is to reduce agency Scope 1 and 2 GHG emissions by at least 40 percent by 2025, foster innovation, reduce spending, and strengthen communities through increased efficiency and improved environmental performance. Sustainability goals are

set for building efficiency and management, energy portfolio, water use efficiency, fleet efficiency, sustainable acquisition and supply chain GHG management, pollution prevention, and electronic stewardship.

Presidential Executive Order 13783

Presidential Executive Order 13783, Promoting Energy Independence and Economic Growth (March 28, 2017), orders all federal agencies to apply cost-benefit analyses to regulations of GHG emissions and evaluations of the social cost of carbon, nitrous oxide, and methane.

State Regulations

California Air Resources Board

CARB is responsible for the coordination and oversight of State and local air pollution control programs in California. The CAAQS were established in 1969 pursuant to the Mulford-Carrell Act. These standards included with the NAAQS in Table 3-2 above are generally more stringent and apply to more pollutants than the NAAQS. In addition to the criteria pollutants, CAAQS have been established for visibility-reducing particulates, hydrogen sulfide and sulfates.

The State of California legislature has enacted a series of bills that constitute the most aggressive program to reduce GHGs of any state in the nation. Some legislation, such as the landmark AB 32 California Global Warming Solutions Act of 2006, was specifically enacted to address GHG emissions. Other legislation, such as Title 24 building efficiency standards and Title 20 appliance energy standards, were originally adopted for other purposes such as energy and water conservation, but also provide GHG reductions. This section describes the major provisions of the legislation.

CARB Scoping Plan

CARB adopted the Scoping Plan to achieve the goals of AB 32. The Scoping Plan establishes an overall framework for the measures that would be adopted to reduce California's GHG emissions. CARB determined that achieving the 1990 emissions level would require a reduction of GHG emissions of approximately 29 percent below what would otherwise occur in 2020 in the absence of new laws and regulations (referred to as "business-as-usual"). The Scoping Plan evaluates opportunities for sector-specific reductions; integrates early actions by CARB and the State's Climate Action Team and additional GHG reduction measures by both entities; identifies additional measures to be pursued as regulations; and outlines the adopted role of a cap-and-trade program. Additional development of these measures and adoption of the appropriate regulations occurred through the end of 2013. Key elements of the Scoping Plan include:

- Expanding and strengthening existing energy efficiency programs, as well as building and appliance standards.
- Achieving a statewide renewables energy mix of 33 percent by 2020.
- Developing a California cap-and-trade program that links with other programs to create a regional market system and caps sources contributing 85 percent of California's GHG emissions (adopted in 2011).
- Establishing targets for transportation related GHG emissions for regions throughout California and pursuing policies and incentives to achieve those targets (several Sustainable Communities Strategies have been adopted).

- Adopting and implementing measures pursuant to existing State laws and policies, including California's clean car standards, heavy-duty truck measures, the Low Carbon Fuel Standard (amendments to the Pavley Standard adopted 2009; Advanced Clean Car standard adopted 2012), goods movement measures, and the Low Carbon Fuel Standard (adopted 2009).

- Creating targeted fees, including a public goods charge on water use, fees on gasses with high global warming potential, and a fee to fund the administrative costs of the State of California's long-term commitment to AB 32 implementation (CARB 2008).

In 2012, CARB released revised estimates of the expected 2020 emissions reductions. The revised analysis relied on emissions projections updated in light of current economic forecasts that accounted for the economic downturn since 2008, reduction measures already approved and put in place relating to future fuel and energy demand, and other factors. This update reduced the projected 2020 emissions from 596 million metric tons of CO2e (MMTCO2e) to 545 MMTCO2e. The reduction in forecasted 2020 emissions means that the revised business-as-usual reduction necessary to achieve AB 32's goal of reaching 1990 levels by 2020 is now 21.7 percent, down from 29 percent. CARB also provided a lower 2020 inventory forecast that incorporated State-led GHG emissions reduction measures already in place. When this lower forecast is considered, the necessary reduction from business-as-usual needed to achieve the goals of AB 32 is approximately 16 percent.

CARB adopted the first major update to the Scoping Plan on May 22, 2014. The updated Scoping Plan summarizes the most recent science related to climate change, including anticipated impacts to California and the levels of GHG emissions reductions necessary to likely avoid risking irreparable damage. It identifies the actions California has already taken to reduce GHG emissions and focuses on areas where further reductions could be achieved to help meet the 2020 target established by AB 32.

In 2016, the Legislature passed SB 32, which codifies a 2030 GHG emissions reduction target of 40 percent below 1990 levels. With SB 32, the Legislature passed companion legislation, AB 197, which provides additional direction for developing the Scoping Plan. On December 14, 2017 CARB adopted a second update to the Scoping Plan. The 2017 Scoping Plan details how the State will reduce GHG emissions to meet the 2030 target set by Executive Order B-30-15 and codified by SB 32. Other objectives listed in the 2017 Scoping plan are to provide direct GHG emissions reductions; support climate investment in disadvantaged communities; and, support the Clean Power Plan and other Federal actions.

Greenhouse Gas Emissions

Assembly Bill 32 (California Global Warming Solutions Act)
Assembly Bill (AB) 32 instructs the CARB to develop and enforce regulations for the reporting and verification of statewide GHG emissions. AB 32 directed CARB to set a GHG emissions limit based on 1990 levels, to be achieved by 2020. It set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner.

Senate Bill 32 (California Global Warming Solutions Act of 2006: emissions limit). Signed into law in September 2016, Senate Bill (SB) 32 codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030. CARB also must adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions.

SB 375 (The Sustainable Communities and Climate Protection Act of 2008). Signed into law on September 30, 2008, SB 375 provides a process to coordinate land use planning, regional transportation plans, and funding

priorities to help California meet the GHG reduction goals established by AB 32. SB 375 requires metropolitan planning organizations to include sustainable community strategies in their regional transportation plans for reducing GHG emissions, aligns planning for transportation and housing, and creates specified incentives for the implementation of the strategies.

AB 1493 (Pavley Regulations and Fuel Efficiency Standards). California AB 1493, enacted on July 22, 2002, required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. Implementation of the regulation was delayed by lawsuits filed by automakers and by the U.S. EPA's denial of an implementation waiver. The U.S. EPA subsequently granted the requested waiver in 2009, which was upheld by the by the U.S. District Court for the District of Columbia in 2011. The regulations establish one set of emission standards for model years 2009–2016 and a second set of emissions standards for model years 2017 to 2025. By 2025, when all rules will be fully implemented, new automobiles will emit 34 percent fewer CO2e emissions and 75 percent fewer smog-forming emissions.

SB 1368 (Emission Performance Standards). SB 1368 is the companion bill of AB 32, which directs the California Public Utilities Commission to adopt a performance standard for GHG emissions for the future power purchases of California utilities. SB 1368 limits carbon emissions associated with electrical energy consumed in California by forbidding procurement arrangements for energy longer than 5 years from resources that exceed the emissions of a relatively clean, combined cycle natural gas power plant. The new law effectively prevents California's utilities from investing in, otherwise financially supporting, or purchasing power from new coal plants located in or out of the State. The California Public Utilities Commission adopted the regulations required by SB 1368 on August 29, 2007. The regulations implementing SB 1368 establish a standard for baseload generation owned by, or under long-term contract to publicly owned utilities, of 1,100 lbs. CO2 per megawatt-hour (MWh).

SB 1078 and SBX1-2 (Renewable Electricity Standards). SB 1078 requires California to generate 20 percent of its electricity from renewable energy by 2017. SB 107 changed the due date to 2010 instead of 2017. On November 17, 2008, Governor Arnold Schwarzenegger signed Executive Order S-14-08, which established a Renewable Portfolio Standard target for California requiring that all retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. Executive Order S-21-09 also directed CARB to adopt a regulation by July 31, 2010, requiring the State's load serving entities to meet a 33 percent renewable energy target by 2020. CARB approved the Renewable Electricity Standard on September 23, 2010 by Resolution 10-23. SBX1-2, which codified the 33 percent by 2020 goal.

SB 350 (Clean Energy and Pollution Reduction Act of 2015). Signed into law on October 7, 2015, SB 350 implements the goals of Executive Order B-30-15. The objectives of SB 350 are to increase the procurement of electricity from renewable sources from 33 percent to 50 percent (with interim targets of 40 percent by 2024, and 25 percent by 2027) and to double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation. SB 350 also reorganizes the Independent System Operator (ISO) to develop more regional electricity transmission markets and improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States.

Executive Orders Related to GHG Emissions

California's Executive Branch has taken several actions to reduce GHGs through the use of executive orders. Although not regulatory, they set the tone for the State and guide the actions of state agencies.

Executive Order S-3-05. Executive Order S-3-05 was issued on June 1, 2005, which established the following GHG emissions reduction targets:

- By 2010, reduce GHG emissions to 2000 levels.
- By 2020, reduce GHG emissions to 1990 levels.
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The 2050 reduction goal represents what some scientists believe is necessary to reach levels that will stabilize the climate. The 2020 goal was established to be a mid-term target. Because this is an executive order, the goals are not legally enforceable for local governments or the private sector.

Executive Order S-01-07. Issued on January 18, 2007, Executive Order S 01-07 mandates that a statewide goal shall be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020. In particular, the executive order established a Low Carbon Fuel Standard (LCFS) and directed the Secretary for Environmental Protection to coordinate the actions of the California Energy Commission, CARB, the University of California, and other agencies to develop and propose protocols for measuring the "life-cycle carbon intensity" of transportation fuels. CARB adopted the Low Carbon Fuel Standard on April 23, 2009.

Executive Order S-13-08. Issued on November 14, 2008, Executive Order S-13-08 facilitated the California Natural Resources Agency development of the 2009 California Climate Adaptation Strategy. Objectives include analyzing risks of climate change in California, identifying and exploring strategies to adapt to climate change, and specifying a direction for future research.

Executive Order S-14-08. Issued on November 17, 2008, Executive Order S-14-08 expands the State's Renewable Energy Standard to 33 percent renewable power by 2020. Additionally, Executive Order S-21-09 (signed on September 15, 2009) directs CARB to adopt regulations requiring 33 percent of electricity sold in the State come from renewable energy by 2020. CARB adopted the "Renewable Electricity Standard" on September 23, 2010, which requires 33 percent renewable energy by 2020 for most publicly owned electricity retailers.

Executive Order S-21-09. Issued on July 17, 2009, Executive Order S-21-09 directs CARB to adopt regulations to increase California's Renewable Portfolio Standard (RPS) to 33 percent by 2020. This builds upon SB 1078 (2002), which established the California RPS program, requiring 20 percent renewable energy by 2017, and SB 107 (2006), which advanced the 20 percent deadline to 2010, a goal which was expanded to 33 percent by 2020 in the 2005 Energy Action Plan II.

Executive Order B-30-15. Issued on April 29, 2015, Executive Order B-30-15 established a California GHG reduction target of 40 percent below 1990 levels by 2030 and directs CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of MMCO2e. The 2030 target acts as an interim goal on the way to achieving reductions of 80 percent below 1990 levels by 2050, a goal set by Executive Order S-3-05. The executive order also requires the State's climate adaptation plan to be updated every three years and for the State to continue its climate change research program, among other provisions. With the enactment of SB 32 in 2016, the Legislature codified the goal of reducing GHG emissions by 2030 to 40 percent below 1990 levels.

California Regulations and Building Codes

California has a long history of adopting regulations to improve energy efficiency in new and remodeled buildings. These regulations have kept California's energy consumption relatively flat even with rapid population growth.

Title 20 Appliance Efficiency Regulations. The appliance efficiency regulations (California Code of Regulations Title 20, Sections 1601-1608) include standards for new appliances. Twenty-three categories of appliances are

included in the scope of these regulations. These standards include minimum levels of operating efficiency, and other cost-effective measures, to promote the use of energy- and water-efficient appliances.

Title 24 Building Energy Efficiency Standards. California's Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations Title 24, Part 6), was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. The 2016 Building Energy Efficiency Standards approved on January 19, 2016 went into effect on January 1, 2017. The 2019 Building Energy Efficiency Standards were adopted on May 9, 2018 and take effect on January 1, 2020. Under the 2019 standards, homes will use about 53 percent less energy and nonresidential buildings will use about 30 percent less energy than buildings under the 2016 standards.

Title 24 California Green Building Standards Code. The California Green Building Standards Code (California Code of Regulations Title 24, Part 11 code) commonly referred to as the CALGreen Code, is a statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. The CALGreen standards require new residential and commercial buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency/conservation, material conservation and resource efficiency, and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in the five green building topics. The most recent update to the CALGreen Code went into effect January 1, 2017.

The applicant is proposing to make modifications to the Wonderful Lost Hills Private Runway for the purpose of supporting a small number of larger aircraft than could use the facility in its current configuration. The physical modifications consist of widening the runway by 15 feet for the entire 5,000-foot runway, modernization of safety lighting systems and resurfacing the runway. Operational impacts due to this project would consist of the incremental change in aircraft traffic to accommodate several new aircraft that would utilize the facility. The incremental operational change would not be considered significant by any measure.

Emission impacts were quantified for construction and operational activities associated with the proposed Project. The emissions were then compared to the San Joaquin Valley Air Pollution Control District's (SJVAPCD) significance thresholds for criteria pollutant emissions as outlined in their *Guidance for Assessing and Mitigating Air Quality Impacts* (SJVAPCD GAMAQI, 2015). The following assumptions were made for emissions modeling:

- Construction will occur for 5 months (~22 days/month).
- There will be no soil import/export either on-site or off-site during construction.
- Equipment was assumed to operate 8-hours/day.
- Operational activity considered is the incremental increase in aircraft as no other changes are proposed.
- Operational maintenance (sweeping, weed control on unpaved surfaces, paving and tarmac maintenance and painting/striping) will not change from current operations.
- No construction-related mitigation was incorporated except for the requirements under SJVAPCD's Regulation VIII, which includes watering active worksites 3 times per day and reducing on-site vehicle speed to 15 miles per hour on unpaved surfaces.

All other modeling parameters were left as CalEEMod and/or Sacramento Metropolitan AQMD Roadway Construction Program default assumptions recommended, including:

- Default off-road equipment horsepower and load factors.

- Default trip length and vehicle class for worker trips.
- Default trip lengths for construction and operational maintenance worker trips.

Table 1 below summarizes the emissions related to the proposed construction activities:

TABLE 1 – Construction Emissions

	ROG	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$
	(Tons/Year)					
2020 *Unmitigated* Emissions	0.0211	0.1913	0.2222	0.0003	0.0165	0.0122
2020 *Mitigated* Emissions	0.0211	0.1913	0.2222	0.0003	0.0165	0.0122
SJVAPCD Significance Threshold	10	10	100	27	15	15
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Table 2 below summarizes the emissions related to the proposed operational activities:

TABLE 2 – Incremental Operational Emissions

Emissions Source	Pollutant					
	ROG	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
	(tons/year)					
Unmitigated						
Aircraft Operational Emissions	0.0014	0.0081	0.0381	0.0017	0.0002	0.0002
Aircraft APU Operational Emissions	0.0003	0.0053	0.0086	0.0010	0.0007	0.0007
Total Aircraft Operational Emissions	0.0017	0.0134	0.0467	0.0027	0.0009	0.0009
SJVAPCD Operational Emissions Thresholds – non-permitted sources	10	10	100	27	15	15
Is Threshold Exceeded Before Mitigation?	**No**	**No**	**No**	**No**	**No**	**No**
Mitigated						
Operational Emissions	0.0017	0.0134	0.0467	0.0027	0.0009	0.0009
SJVAPCD Operational Emissions Thresholds – non-permitted sources	10	10	100	27	15	15
Is Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Energy Management System (EnMS)

WP&A has committed to implementing an energy management plan through its establishment of the EnMS required for International Organization for Standardization (ISO) 50001 certification. The U.S. Department of Energy (U.S. DOE) recognizes the ISO 50001 "energy management standard is a proven framework for industrial facilities, commercial facilities, or entire organizations to manage energy—including all aspects of energy procurement and use. An energy management system establishes the structure and discipline to implement technical and management strategies that significantly cut energy costs and greenhouse gas emissions—and sustain those savings over time."[1] It also notes that "Conformance to the standard provides proof that a facility

[1] https://www.energy.gov/ISO50001

has implemented sustainable energy management systems, completed a baseline of its energy use, and committed to continual improvement in energy performance."[2]

WP&A first established their EnMS in 2016 and has updated the EnMS since then. ISO 50001 is a voluntary international standard developed by the ISO to provide organizations an internationally recognized framework to manage and improve their energy performance.

The ISO standard addresses the following areas:

- Energy use and consumption;
- Measurement, documentation, and reporting of energy use and consumption;
- Design and procurement practices for energy-using equipment, systems, and processes; and
- Development of an energy management plan and other factors affecting energy performance that can be monitored and influenced by the organization.

WP&A has implemented or scheduled the implementation of numerous projects since receiving certification that demonstrate a commitment to energy conservation, continuous improvement in energy performance and protection of the environment (RSR, 2019). These projects include:

- Electrical Controls Upgrades: increasing electrical efficiency and reducing emissions.
- Lighting Upgrades: Replaced fluorescent lighting fixtures with high efficiency LED lighting fixtures, reducing electrical consumption and improving safety.
- Variable Frequency Drives (VFDs): Installed many and continue to look for opportunities to install VFD's on equipment across the plant, allowing for reduced electrical consumption, better efficiency and improves process performance.

Conclusions

As demonstrated in the summary tables and discussions above, incremental emissions from the proposed project are anticipated to be minimal and would not exceed stated significance thresholds for either criteria pollutants or Greenhouse Gas impacts. Due to the proposed Project's planed use of new lighting technology, current operational energy consumption demand is expected to be reduced, therefore, resulting in reduced power generation requirements. Therefore, the following conclusions may be made:

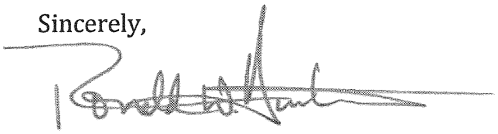
1. The proposed Project will not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during Project construction or operation; and

2. The proposed Project will not conflict with or obstruct any state or local plan for renewable energy or energy efficiency.

[2] https://www.energy.gov/eere/amo/iso-50001-frequently-asked-questions

Should you require additional information regarding these findings please contact me at your earliest convenience at 661-282-2200 or by email at rhunter@trinityconsultants.com.

Sincerely,



Ronald W. Hunter
Managing Principal Consultant

Appendix 3
Small Project Analysis Level Assessment

Wonderful Pistachio & Almonds Lost Hills Airport Runway Expansion Project

Insight Environmental/Trinity Consultants (2020)

SMALL PROJECT ANALYSIS LEVEL ASSESSMENT

Wonderful Pistachio & Almonds Lost Hills Airport Runway Expansion Project

Lost Hills, CA

Prepared For:

Wonderful Pistachios & Almonds
13646 Highway 33
Lost Hills, CA 93249

Prepared By:

INSIGHT ENVIRONMENTAL / TRINITY CONSULTANTS
4900 California Ave., Suite 420-A
Bakersfield, CA 93309
661-282-2200

November 2019

Project 130505.0006

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1.1. EXECUTIVE SUMMARY

Insight Environmental | Trinity Consultants has completed a limited air quality assessment for the expansion and continued operation of the private runway at Wonderful Pistachios & Almonds' (WPA) Lost Hills Airport (LHA). The LHA is located on Kern County APN 057-290-2-1 which is located within the larger Lost Hills operational facility complex and is owned and operated for the private use of WPA, its clients and contractors. The purpose of this Project is to widen the existing 60' x 5,000' runway to accommodate larger agricultural and business aircraft. The runway width will be increase by 15' to the east requiring re-centering of the runway crown, relocation of existing lighting and safety equipment, repaving and repainting of all runway surfaces. The Project includes construction activities associated with the expansion as well as disclosure of the incremental change in operational emissions from the addition of the larger aircraft at LHR.

This limited air quality assessment uses the San Joaquin Valley Air Pollution Control District's (SJVAPCD) screening tool, Small Project Analysis Level (SPAL) (SJVAPCD 2017). This SPAL assessment 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 SPAL established by the SJVAPCD's GAMAQI, the emissions estimates prepared pursuant to this SPAL assessment do not exceed the SJVAPCD's established emissions thresholds and significance thresholds for all CEQA air quality determinations; this Project would therefore *not pose a significant impact* to the San Joaquin Valley Air Basin and would have a *less than significant air quality impact.*

2.1. INTRODUCTION

The Project site is located northeast of WPA's Lost Hills Production Facility at 13646 Highway 33, Lost Hills, CA on APN 057-290-2-1. The Project includes the construction of 75,000 square feet of asphalt paving and relocation of all ancillary safety and lighting equipment at the existing LHA facility. The Project was assessed as a single-phase development and considered LHA's existing operations as "baseline" operations for the purpose of determining any incremental change in emissions impacts to the San Joaquin /Valley Air Basin. This assessment examines the projected gross impacts to air quality posed by this Project to the San Joaquin Valley Air Basin to determine whether or not the Project remains below established air quality thresholds of significance.

2.2. GENERAL PROJECT DESCRIPTION

The Project site is located within the unincorporated portion of Kern County northeast of WPA's Lost Hills Production Facility at 13646 Highway 33 on APN 057-290-2-1. **Figure 2-1** depicts the Project location located north of Highway 46 and east of Highway 33. **Figure 2-2** depicts the proposed site plan.

Figure 2-1. Location – NE of 13646 Highway 33, Lost Hills, CA

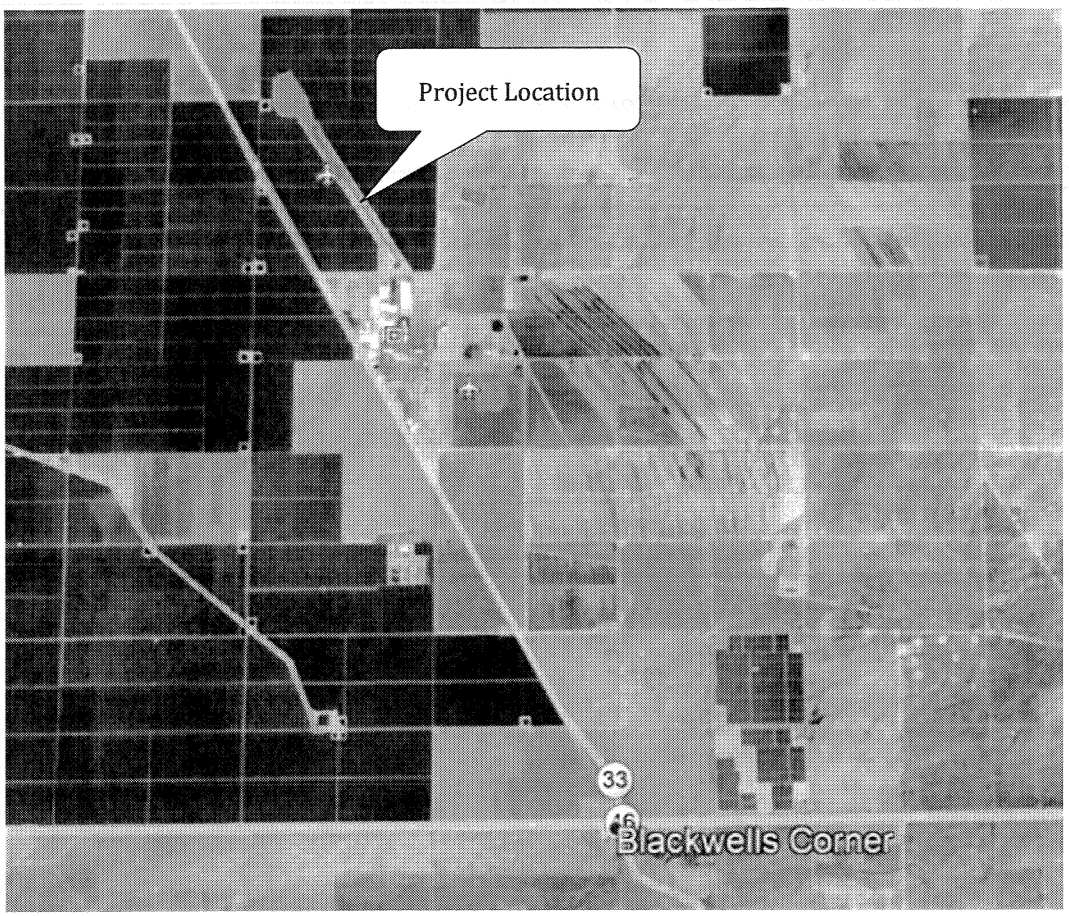
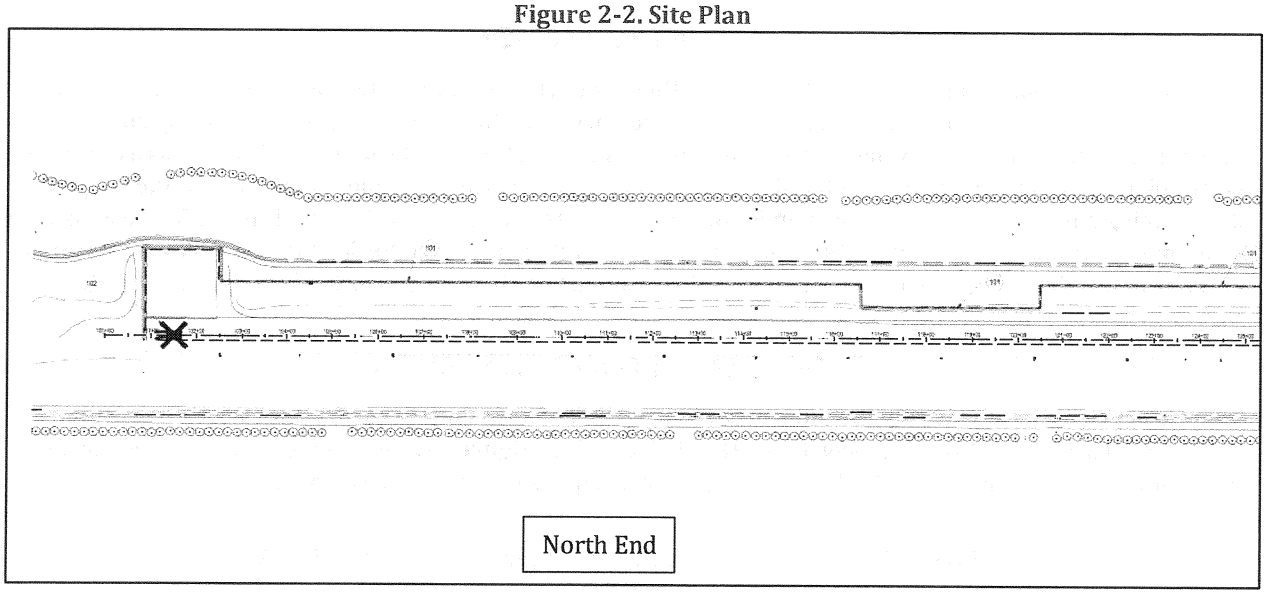
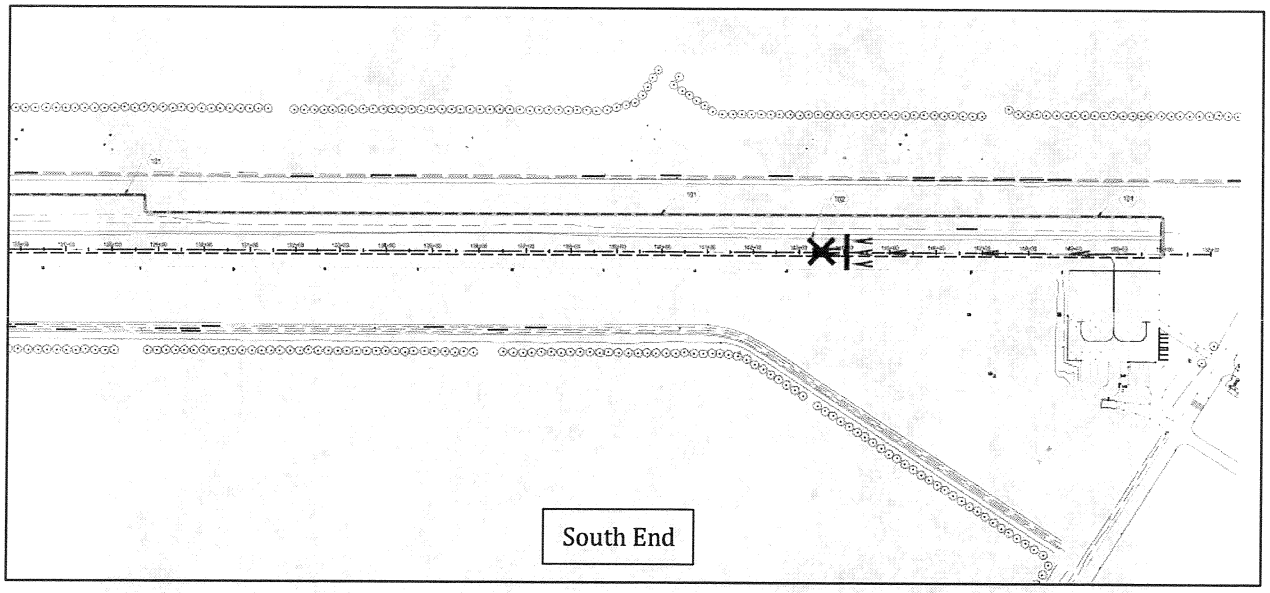


Figure 2-2. Site Plan





3. SMALL PROJECT ANALYSIS LEVEL QUALIFICATION

This assessment was prepared pursuant to the SJVAPCD's GAMAQI (SJVAPCD 2015), the CEQA (Public Resources Code 21000 to 21189) and CEQA Guidelines (California Code of Regulations Title 14, Division 6, Chapter 3, Sections 15000 – 15387). The SJVAPCD created the SPAL screening tool to streamline air quality assessments of commonly encountered projects. According to GAMAQI, the SJVAPCD "pre-calculated the emissions on a large number and types of projects to identify the level at which they have no possibility of exceeding the emissions thresholds"[1].

The SJVAPCD SPAL process established review parameters to determine whether a project qualifies as a "small project." A project that is found to be "less than" the established parameters has "no possibility of exceeding criteria pollutant emissions thresholds." **Table 3-1** presents the SPAL size parameters for commercial office projects.

Table 3-1. Small Project Analysis Level in Units for Industrial

Land Use Category - Industrial	Project Size (square feet) *
General Light Industry	510,000
Heavy Industry	920,000
Industrial Park	370,000
Manufacturing	400,000
Proposed Project – Light Industry	**375,000**
SPAL Exceeded?	No

Notes:
* Project size based on SPAL Table 5-3(d), as posted on SJVAPCD webpage: http://www.valleyair.org/transportation/CEQA Rules/GAMAQI-SPAL.pdf

As shown in **Table 3-1**, the proposed Project would not exceed the established SPAL limits for a "Light Industry" project. The Project would amend 15 feet to the east side of the existing 5,000-foot runway and repave or resurface the full runway (75 feet wide by 5,000 long) which is 375,000 square feet compared to the allowable project size for a Light Industry project which is 510,000 square feet. Based on the above information, this Project qualifies for a limited air quality analysis applying the SPAL guidance to determine air quality impacts.

[1] SJVAPCD GAMAQI, Section 8.3.4, Page 85.

4. 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 of 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 4-1** (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 4-1. 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 – GAMAQI, Section 8.3, Table 2 (2015)

Criteria pollutant emissions were estimated using the California Emissions Estimator Model (CalEEMod) version 2016.3.2 (California Air Pollution Control Officers Association (CAPCOA) 2016) and the Federal Aviation Administration's (FAA) Aviation Environmental Design Tool Model (AEDT)Version 3b for aircraft emissions. 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.

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

5.1. SHORT-TERM EMISSIONS

Table 5-1 shows the construction emission levels using default CalEEMod factors for construction of the additional 75,000 square feet of runway width as well as the paving and resurfacing over the existing runway surface to widen the facility from 60 feet to 75 feet wide (see **Attachment 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 not exceed construction thresholds (**Table 4-1**). Therefore, Construction emissions were found to be less than significant, and no further evaluation is required.

Table 5-1. Construction Emission Levels

Emissions Source	Pollutant					
	ROG	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
	(tons/year)					
2020 Construction Emissions	0.20	1.15	0.89	0.001	0.08	0.07
SJVAPCD Construction Emissions Thresholds	10	10	100	27	15	15
Is Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

5.2. LONG-TERM EMISSIONS

Table 5-2 presents the Project's long-term operations emissions which will only be impacted by the incremental change to operational emissions by the addition of the aircraft for which the project is being completed. The addition of this aircraft is not expected to result in any change to facility operations with no increase in vehicular traffic, service vehicles, employees, etc. As such, the current operations are considered the baseline from which the incremental change to operational emissions are determined.

There are two components to the emissions from the considered aircraft: 1) the primary engine exhaust and 2) the Auxiliary Power Unit (APU) which supplies power to the aircraft when on the ground to operate electrical, heating and cooling systems as well as provide start-up power for the aircraft's primary engines. Aircraft emissions (including the APU) were modeled using the FAA's AEDT program as provided by C&S Companies' Emissions Modeling Memorandum dated November 18, 2019 and incorporated herein as Appendix A.

Table 5-2. Total Project Operational Emissions

Emissions Source	Pollutant					
	ROG	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
	(tons/year)					
Unmitigated						
Aircraft Operational Emissions	0.0014	0.0081	0.0381	0.0017	0.0002	0.0002
Aircraft APU Operational Emissions	0.0003	0.0053	0.0086	0.0010	0.0007	0.0007
Total Aircraft Operational Emissions	0.0017	0.0134	0.0467	0.0027	0.0009	0.0009
SJVAPCD Operational Emissions Thresholds – non-permitted sources	10	10	100	27	15	15
Is Threshold Exceeded Before Mitigation?	**No**	**No**	**No**	**No**	**No**	**No**
Mitigated						
Operational Emissions	0.0017	0.0134	0.0467	0.0027	0.0009	0.0009
SJVAPCD Operational Emissions Thresholds – non-permitted sources	10	10	100	27	15	15
Is Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

As calculated (see **Attachment A**), the incremental increase in long-term operational emissions associated with the proposed Project would be less than SJVAPCD significance threshold levels and would, therefore, *not pose a significant impact to criteria air pollutants.* This finding is consistent with the SPAL screening thresholds.

5.3. 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 **Attachment A**). The proposed Project's operational CO_2e emissions were estimated using AEDT. These emissions are summarized in **Table 5-3**.

Table 5-3. Estimated Annual Greenhouse Gas Emissions

	CO_2 Emissions metric tons	CH_4 Emissions metric tons	N_2O Emissions metric tons	CO_2e Emissions metric tons
2020 Project Operations	7.0367	0.0001	0.002	7.1063*

*C&S November 2019 Jet Traffic Emissions Report.

The current inventory and forecast for GHG emissions in the California Air Resources Board's 2008 Climate Change Scoping Plan supports the 2011 IPPC estimates. The 2008 Climate Change Scoping Plan also indicates that GHG emissions will increase to 596.41 million metric tons of CO2e by 2020. It is widely understood that climate change is a "global" issue and, as such, GHG emissions are a cumulative problem and can only be evaluated as such.

The amount of CO_2 that would be generated by the Project is so small in relation to the California CO_2 equivalent estimates for 2020 (596 million metric tons CO_2e) that it's not possible for the contribution of the project to be cumulatively considerable nor would it conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs. The Project will also not conflict with any elements of the California Air Resources Board's 2008 Climate Change Scoping Plan. Therefore, this potential impact is *less than significant.*

5.4. POTENTIAL IMPACT ON SENSITIVE RECEPTORS

The proposed Project is east of Highway 33 and is surrounded by orchards owned and operated by the Project applicant. 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. There are currently no sensitive receptors at the proposed Project site nor are there any located within a one-mile radius of the Project. The closest residence is 1.57 miles south of the Project. The closest school (A. M. Thomas Middle School) is located 11.07 miles east southeast of the Project. There are no other 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.*

5.5. 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.*

5.6. POTENTIAL ODOR IMPACTS

The proposed Project is the widening of an existing private runway located near a nut processing and packaging plant which is owned and operated by the same company that owns and operates the runway. Expected uses are not known to be a source of nuisance odors and are not listed in Table 6 of the SJVAPCD's GAMAQI. The Project is therefore not anticipated to have substantial odor impacts. The Project is therefore anticipated to have a *less than significant odor impact.*

5.7. 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 Tables 5-1 and 5-2, 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.*

5.8. 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 is a modification of a private runway with the primary impact being from the addition of a small number of aircraft that would be permitted to use the facility. This incremental increase in air traffic will result in a de minimis change in TACs from annual facility operations that would not be significant relative to background risk levels. The Project would therefore not generate a health risk impact due to TAC emissions. Its potential health risk impacts would therefore be considered *less than significant,* and no further health risk assessment is required.

6. CONCLUSIONS

Based on the criteria established by the SJVAPCD's GAMAQI and SPAL guidelines, the proposed Project does not meet the minimum standards to require a full Air Quality Impact Analysis. Furthermore, the Project as proposed would not exceed the SJVAPCD's criteria air pollutant emission levels and would generate *less than significant air quality impacts.*

7. REFERENCES

California Environmental Quality Act (CEQA). 2019. (Public Resources Code 21000 - 21189) and CEQA Guidelines (California Code of Regulations Title 14, Division 6, Chapter 3, Sections 15000 – 15387).

---------. 2019. CEQA, Appendix G – Environmental Checklist Form, Final Text.

California Air Pollution Control Officers Association (CAPCOA). 2016. California Emissions Estimator Model ™ (CalEEMod), version 2016.3.2.

----------. 2016. "Air Toxic Hot Spots" Facility Prioritization Guidelines, Revised 2016.

C&S Companies. 2019. Additional Jet Traffic Emissions Modeling Memorandum, Wonderful Pistachio Company. November 18, 2019.

San Joaquin Valley Air Pollution Control District (SJVAPCD). 2017. *Small Project Analysis Level (SPAL) Memorandum.* March 1, 2017. http://www.valleyair.org/transportation/CEQA%20Rules/GAMAQI-SPAL.PDF

----------. 2015. Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI). March 19, 2015. http://www.valleyair.org/transportation/GAMAQI_3-19-15.pdf

----------. 2009. Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA. December 17, 2009.

APPENDIX A: EMISSIONS MODELING ESTIMATES AND OUTPUT FILES

Road Construction Emissions Model, Version 9.0.0

Daily Emission Estimates for -> WPA Runway

Project Phases (Pounds)	ROG (lbs/day)	CO (lbs/day)	NOx (lbs/day)	Total PM10 (lbs/day)	Exhaust PM10 (lbs/day)	Fugitive Dust PM10 (lbs/day)	Total PM2.5 (lbs/day)	Exhaust PM2.5 (lbs/day)	Fugitive Dust PM2.5 (lbs/day)	SOx (lbs/day)	CO2 (lbs/day)	CH4 (lbs/day)	N2O (lbs/day)	CO2e (lbs/day)
Grubbing/Land Clearing	1.28	10.60	13.78	20.59	0.59	20.00	4.69	0.53	4.16	0.02	2,245.03	0.59	0.05	2,274.50
Grading/Excavation	6.21	48.77	69.51	23.04	3.04	20.00	6.91	2.75	4.16	0.10	9,750.12	2.88	0.13	9,859.95
Drainage/Utilities/Sub-Grade	3.69	31.06	37.22	21.80	1.80	20.00	5.83	1.67	4.16	0.06	5,736.14	1.21	0.08	5,791.45
Paving	1.77	18.23	16.99	1.01	1.01	0.00	0.90	0.90	0.00	0.03	2,901.02	0.75	0.06	2,937.38
Maximum (pounds/day)	6.21	48.77	69.51	23.04	3.04	20.00	6.91	2.75	4.16	0.10	9,750.12	2.88	0.13	9,859.95
Total (tons/construction project)	0.23	1.88	2.46	1.05	0.11	0.94	0.30	0.10	0.19	0.00	361.20	0.10	0.01	365.15

Notes:

Project Start Year ->	2020
Project Length (months) ->	5
Total Project Area (acres) ->	2
Maximum Area Disturbed/Day (acres) ->	2
Water Truck Used? ->	Yes

	Total Material Imported/Exported Volume (yd^3/day)		Daily VMT (miles/day)			
Phase	Soil	Asphalt	Soil Hauling	Asphalt Hauling	Worker Commute	Water Truck
Grubbing/Land Clearing	0	0	0	0	280	40
Grading/Excavation	0	0	0	0	880	40
Drainage/Utilities/Sub-Grade	0	0	0	0	600	40
Paving	0	0	0	0	480	40

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns G and H. Total PM2.5 emissions shown in Column I are the sum of exhaust and fugitive dust emissions shown in columns J and K.

CO2e emissions are estimated by multiplying mass emissions for each GHG by its global warming potential (GWP), 1 , 25 and 298 for CO2, CH4 and N2O, respectively. Total CO2e is then estimated by summing CO2e estimates over all GHGs.

Total Emission Estimates by Phase for -> WPA Runway

Project Phases (Tons for all except CO2e. Metric tonnes for CO2e)	ROG (tons/phase)	CO (tons/phase)	NOx (tons/phase)	Total PM10 (tons/phase)	Exhaust PM10 (tons/phase)	Fugitive Dust PM10 (tons/phase)	Total PM2.5 (tons/phase)	Exhaust PM2.5 (tons/phase)	Fugitive Dust PM2.5 (tons/phase)	SOx (tons/phase)	CO2 (tons/phase)	CH4 (tons/phase)	N2O (tons/phase)	CO2e (MT/phase)
Grubbing/Land Clearing	0.01	0.06	0.08	0.11	0.00	0.11	0.03	0.00	0.02	0.00	12.35	0.00	0.00	11.35
Grading/Excavation	0.14	1.07	1.53	0.51	0.07	0.44	0.15	0.06	0.09	0.00	214.50	0.06	0.00	196.79
Drainage/Utilities/Sub-Grade	0.07	0.60	0.72	0.42	0.03	0.39	0.11	0.03	0.08	0.00	110.42	0.02	0.00	101.14
Paving	0.01	0.15	0.14	0.01	0.01	0.00	0.01	0.01	0.00	0.00	23.93	0.01	0.00	21.98
Maximum (tons/phase)	0.14	1.07	1.53	0.51	0.07	0.44	0.15	0.06	0.09	0.00	214.50	0.06	0.00	196.79
Total (tons/construction project)	0.23	1.88	2.46	1.05	0.11	0.94	0.30	0.10	0.19	0.00	361.20	0.10	0.01	331.26

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns G and H. Total PM2.5 emissions shown in Column I are the sum of exhaust and fugitive dust emissions shown in columns J and K.

CO2e emissions are estimated by multiplying mass emissions for each GHG by its global warming potential (GWP), 1 , 25 and 298 for CO2, CH4 and N2O, respectively. Total CO2e is then estimated by summing CO2e estimates over all GHGs.

The CO2e emissions are reported as metric tons per phase.

Road Construction Emissions Model
Data Entry Worksheet

Version 9.0.0

Note: Required data input sections have a yellow background.
Optional data input sections have a blue background. Only areas with a yellow or blue background can be modified. Program defaults have a white background.
The user is required to enter information in cells D10 through D24, E29 through G35, and D38 through D41 for all project types.
Please use "Clear Data Input & User Overrides" button first before changing the Project Type or begin a new project.

To begin a new project, click this button to clear data previously entered. This button will only work if you opted not to disable macros when loading this spreadsheet.

SACRAMENTO METROPOLITAN AIR QUALITY MANAGEMENT DISTRICT

Input Type

Project Name	WPA Runway	
Construction Start Year	2020	Enter a Year between 2014 and 2040 (inclusive)
Project Type	2	1) New Road Construction : Project to build a roadway from bare ground, which generally requires more site preparation than widening an existing roadway 2) Road Widening : Project to add a new lane to an existing roadway 3) Bridge/Overpass Construction : Project to build an elevated roadway, which generally requires some different equipment than a new roadway, such as a crane 4) Other Linear Project Type: Non-roadway project such as a pipeline, transmission line, or levee construction
Project Construction Time	5.00	months
Working Days per Month	22.00	days (assume 22 if unknown)
Predominant Soil/Site Type: Enter 1, 2, or 3 (for project within "Sacramento County", follow soil type selection instructions in cells E18 to E20 otherwise see instructions provided in cells J18 to J22)	1	1) Sand Gravel : Use for quaternary deposits (Delta/West County) 2) Weathered Rock-Earth : Use for Laguna formation (Jackson Highway area) or the Ione formation (Scott Road, Rancho Murieta) 3) Blasted Rock : Use for Salt Springs Slate or Copper Hill Volcanics (Folsom South of Highway 50, Rancho Murieta)
Project Length	1.00	mile
Total Project Area	2.00	acres
Maximum Area Disturbed/Day	2.00	acres
Water Trucks Used?	1	1. Yes 2. No

Please note that the soil type instructions provided in cells E18 to E20 are specific to Sacramento County. Maps available from the California Geologic Survey (see weblink below) can be used to determine soil type outside Sacramento County.

http://www.conservation.ca.gov/cgs/information/geologic_mapping/Pages/qpoolemaps.aspx#regionalseries

Material Hauling Quantity Input

Material Type	Phase	Haul Truck Capacity (yd^3) (assume 20 if unknown)	Import Volume (yd^3/day)	Export Volume (yd^3/day)
Soil	Grubbing/Land Clearing	20.00	0.00	0.00
	Grading/Excavation	20.00	0.00	0.00
	Drainage/Utilities/Sub-Grade	20.00	0.00	0.00
	Paving	20.00	0.00	0.00
Asphalt	Grubbing/Land Clearing	20.00	0.00	0.00
	Grading/Excavation	20.00	0.00	0.00
	Drainage/Utilities/Sub-Grade	20.00	0.00	0.00
	Paving	20.00	0.00	0.00

Mitigation Options

On-road Fleet Emissions Mitigation	No Mitigation	Select "2010 and Newer On-road Vehicles Fleet" option when the on-road heavy-duty truck fleet for the project will be limited to vehicles of model year 2010 or newer Select "20% NOx and 45% Exhaust PM reduction" option if the project will be required to use a lower emitting off-road construction fleet. The SMAQMD Construction Mitigation Calculator can be used to confirm compliance with this mitigation measure (http://www.airquality.org/Businesses/CEQA-Land-Use-Planning/Mitigation). Select "Tier 4 Equipment" option if some or all off-road equipment used for the project meets CARB Tier 4 Standard
Off-road Equipment Emissions Mitigation	No Mitigation	

The remaining sections of this sheet contain areas that can be modified by the user, although those modifications are optional.

Note: The program's estimates of construction period phase length can be overridden in cells D50 through D53, and F50 through F53.

Construction Periods	User Override of Construction Months	Program Calculated Months	User Override of Phase Starting Date	Program Default Phase Starting Date
Grubbing/Land Clearing		0.50		1/1/2020
Grading/Excavation		2.00		1/17/2020
Drainage/Utilities/Sub-Grade		1.75		3/18/2020
Paving		0.75		5/11/2020
Totals (Months)	5			

Note: Soil Hauling emission default values can be overridden in cells D61 through D64, and F61 through F64.

Soil Hauling Emissions	User Override of Miles/Round Trip	Program Estimate of Miles/Round Trip	User Override of Truck Round Trips/Day	Default Values Round Trips/Day	Calculated Daily VMT
User Input					
Miles/round trip: Grubbing/Land Clearing		30.00		0	0.00
Miles/round trip: Grading/Excavation		30.00		0	0.00
Miles/round trip: Drainage/Utilities/Sub-Grade		30.00		0	0.00
Miles/round trip: Paving		30.00		0	0.00

Emission Rates	**ROG**	**CO**	**NOx**	**PM10**	**PM2.5**	**SOx**	**CO2**	**CH4**	**N2O**	**CO2e**
Grubbing/Land Clearing (grams/mile)	0.53	1.30	7.55	0.24	0.17	0.02	1,892.05	0.02	0.30	1,981.28
Grading/Excavation (grams/mile)	0.53	1.30	7.55	0.24	0.17	0.02	1,892.05	0.02	0.30	1,981.28
Draining/Utilities/Sub-Grade (grams/mile)	0.53	1.30	7.55	0.24	0.17	0.02	1,892.05	0.02	0.30	1,981.28
Paving (grams/mile)	0.53	1.30	7.55	0.24	0.17	0.02	1,892.05	0.02	0.30	1,981.28
Grubbing/Land Clearing (grams/trip)	0.00	0.00	3.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grading/Excavation (grams/trip)	0.00	0.00	3.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Draining/Utilities/Sub-Grade (grams/trip)	0.00	0.00	3.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving (grams/trip)	0.00	0.00	3.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling Emissions	**ROG**	**CO**	**NOx**	**PM10**	**PM2.5**	**SOx**	**CO2**	**CH4**	**N2O**	**CO2e**
Pounds per day - Grubbing/Land Clearing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tons per const. Period - Grubbing/Land Clearing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pounds per day - Grading/Excavation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tons per const. Period - Grading/Excavation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pounds per day - Drainage/Utilities/Sub-Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tons per const. Period - Drainage/Utilities/Sub-Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pounds per day - Paving	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tons per const. Period - Paving	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total tons per construction project	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Note: Asphalt Hauling emission default values can be overridden in cells D91 through D94, and F91 through F94.

Asphalt Hauling Emissions	User Override of Miles/Round Trip	Program Estimate of Miles/Round Trip	User Override of Truck Round Trips/Day	Default Values Round Trips/Day	Calculated Daily VMT
User Input					
Miles/round trip: Grubbing/Land Clearing		30.00		0	0.00
Miles/round trip: Grading/Excavation		30.00		0	0.00
Miles/round trip: Drainage/Utilities/Sub-Grade		30.00		0	0.00
Miles/round trip: Paving		30.00		0	0.00

Emission Rates	**ROG**	**CO**	**NOx**	**PM10**	**PM2.5**	**SOx**	**CO2**	**CH4**	**N2O**	**CO2e**
Grubbing/Land Clearing (grams/mile)	0.53	1.30	7.55	0.24	0.17	0.02	1,892.05	0.02	0.30	1,981.28
Grading/Excavation (grams/mile)	0.53	1.30	7.55	0.24	0.17	0.02	1,892.05	0.02	0.30	1,981.28
Draining/Utilities/Sub-Grade (grams/mile)	0.53	1.30	7.55	0.24	0.17	0.02	1,892.05	0.02	0.30	1,981.28
Paving (grams/mile)	0.53	1.30	7.55	0.24	0.17	0.02	1,892.05	0.02	0.30	1,981.28
Grubbing/Land Clearing (grams/trip)	0.00	0.00	3.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grading/Excavation (grams/trip)	0.00	0.00	3.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Draining/Utilities/Sub-Grade (grams/trip)	0.00	0.00	3.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving (grams/trip)	0.00	0.00	3.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Emissions	**ROG**	**CO**	**NOx**	**PM10**	**PM2.5**	**SOx**	**CO2**	**CH4**	**N2O**	**CO2e**
Pounds per day - Grubbing/Land Clearing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tons per const. Period - Grubbing/Land Clearing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pounds per day - Grading/Excavation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tons per const. Period - Grading/Excavation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pounds per day - Drainage/Utilities/Sub-Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tons per const. Period - Drainage/Utilities/Sub-Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pounds per day - Paving	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tons per const. Period - Paving	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total tons per construction project	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Note: Worker commute default values can be overridden in cells D121 through D126.

Worker Commute Emissions	User Override of Worker Commute Default Values	Default Values		
User Input				
Miles/ one-way trip		20		
One-way trips/day		2		
No. of employees: Grubbing/Land Clearing		7	Calculated Daily Trips: 14	Calculated Daily VMT: 280.00
No. of employees: Grading/Excavation		22	44	880.00
No. of employees: Drainage/Utilities/Sub-Grade		15	30	600.00
No. of employees: Paving		12	24	480.00

Emission Rates	ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Grubbing/Land Clearing (grams/mile)	0.02	1.22	0.11	0.05	0.02	0.00	350.90	0.01	0.01	353.67
Grading/Excavation (grams/mile)	0.02	1.22	0.11	0.05	0.02	0.00	350.90	0.01	0.01	353.67
Draining/Utilities/Sub-Grade (grams/mile)	0.02	1.22	0.11	0.05	0.02	0.00	350.90	0.01	0.01	353.67
Paving (grams/mile)	0.02	1.22	0.11	0.05	0.02	0.00	350.90	0.01	0.01	353.67
Grubbing/Land Clearing (grams/trip)	1.25	3.05	0.37	0.00	0.00	0.00	75.08	0.09	0.04	88.34
Grading/Excavation (grams/trip)	1.25	3.05	0.37	0.00	0.00	0.00	75.08	0.09	0.04	88.34
Draining/Utilities/Sub-Grade (grams/trip)	1.25	3.05	0.37	0.00	0.00	0.00	75.08	0.09	0.04	88.34
Paving (grams/trip)	1.25	3.05	0.37	0.00	0.00	0.00	75.08	0.09	0.04	88.34
Emissions	**ROG**	**CO**	**NOx**	**PM10**	**PM2.5**	**SOx**	**CO2**	**CH4**	**N2O**	**CO2e**
Pounds per day - Grubbing/Land Clearing	0.05	0.85	0.08	0.03	0.01	0.00	218.93	0.01	0.01	221.05
Tons per const. Period - Grubbing/Land Clearing	0.00	0.00	0.00	0.00	0.00	0.00	1.20	0.00	0.00	1.22
Pounds per day - Grading/Excavation	0.17	2.67	0.25	0.09	0.04	0.01	688.06	0.02	0.02	694.71
Tons per const. Period - Grading/Excavation	0.00	0.05	0.01	0.00	0.00	0.00	15.14	0.00	0.00	15.28
Pounds per day - Drainage/Utilities/Sub-Grade	0.11	1.82	0.17	0.06	0.03	0.00	469.13	0.01	0.01	473.67
Tons per const. Period - Drainage/Utilities/Sub-Grade	0.00	0.04	0.00	0.00	0.00	0.00	9.03	0.00	0.00	9.12
Pounds per day - Paving	0.09	1.45	0.14	0.05	0.02	0.00	375.30	0.01	0.01	378.94
Tons per const. Period - Paving	0.00	0.01	0.00	0.00	0.00	0.00	3.10	0.00	0.00	3.13
Total tons per construction project	0.01	0.11	0.01	0.00	0.00	0.00	28.47	0.00	0.00	28.74

Note: Water Truck default values can be overridden in cells D153 through D156, I153 through I156, and F153 through F156.

Water Truck Emissions	User Override of Default # Water Trucks	Program Estimate of Number of Water Trucks	User Override of Truck Round Trips/Vehicle/Day	Default Values Round Trips/Vehicle/Day	Calculated Trips/day	User Override of Miles/Round Trip	Default Values Miles/Round Trip	Calculated Daily VMT
User Input								
Grubbing/Land Clearing - Exhaust		1		5	5		8.00	40.00
Grading/Excavation - Exhaust		1		5	5		8.00	40.00
Drainage/Utilities/Subgrade		1		5	5		8.00	40.00
Paving		1		5	5		8.00	40.00

Emission Rates	ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Grubbing/Land Clearing (grams/mile)	0.53	1.30	7.55	0.24	0.17	0.02	1,892.05	0.02	0.30	1,981.28
Grading/Excavation (grams/mile)	0.53	1.30	7.55	0.24	0.17	0.02	1,892.05	0.02	0.30	1,981.28
Draining/Utilities/Sub-Grade (grams/mile)	0.53	1.30	7.55	0.24	0.17	0.02	1,892.05	0.02	0.30	1,981.28
Paving (grams/mile)	0.53	1.30	7.55	0.24	0.17	0.02	1,892.05	0.02	0.30	1,981.28
Grubbing/Land Clearing (grams/trip)	0.00	0.00	3.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grading/Excavation (grams/trip)	0.00	0.00	3.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Draining/Utilities/Sub-Grade (grams/trip)	0.00	0.00	3.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving (grams/trip)	0.00	0.00	3.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Emissions	**ROG**	**CO**	**NOx**	**PM10**	**PM2.5**	**SOx**	**CO2**	**CH4**	**N2O**	**CO2e**
Pounds per day - Grubbing/Land Clearing	0.05	0.11	0.70	0.02	0.02	0.00	166.85	0.00	0.03	174.72
Tons per const. Period - Grubbing/Land Clearing	0.00	0.00	0.00	0.00	0.00	0.00	0.92	0.00	0.00	0.96
Pounds per day - Grading/Excavation	0.05	0.11	0.70	0.02	0.02	0.00	166.85	0.00	0.03	174.72
Tons per const. Period - Grading/Excavation	0.00	0.00	0.02	0.00	0.00	0.00	3.67	0.00	0.00	3.84
Pounds per day - Drainage/Utilities/Sub-Grade	0.05	0.11	0.70	0.02	0.02	0.00	166.85	0.00	0.03	174.72
Tons per const. Period - Drainage/Utilities/Sub-Grade	0.00	0.00	0.01	0.00	0.00	0.00	3.21	0.00	0.00	3.36
Pounds per day - Paving	0.05	0.11	0.70	0.02	0.02	0.00	166.85	0.00	0.03	174.72
Tons per const. Period - Paving	0.00	0.00	0.01	0.00	0.00	0.00	1.38	0.00	0.00	1.44
Total tons per construction project	0.00	0.01	0.04	0.00	0.00	0.00	9.18	0.00	0.00	9.61

Note: Fugitive dust default values can be overridden in cells D183 through D185.

Fugitive Dust	User Override of Max Acreage Disturbed/Day	Default Maximum Acreage/Day	PM10 pounds/day	PM10 tons/per period	PM2.5 pounds/day	PM2.5 tons/per period
Fugitive Dust - Grubbing/Land Clearing		2.00	20.00	0.11	4.16	0.02
Fugitive Dust - Grading/Excavation		2.00	20.00	0.44	4.16	0.09
Fugitive Dust - Drainage/Utilities/Subgrade		2.00	20.00	0.39	4.16	0.08

Off-Road Equipment Emissions

Grubbing/Land Clearing

Override of Default Number of Vehicles	Default Number of Vehicles	Override of Default Equipment Tier (applicable only when "Tier 4 Mitigation" Option Selected)	Mitigation Option Default Equipment Tier	Type	ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
	Program-estimate				pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day
			Model Default Tier	Aerial Lifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Air Compressors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Bore/Drill Rigs	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Cement and Mortar Mixers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Concrete/Industrial Saws	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Cranes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1		Model Default Tier	Crawler Tractors	0.58	2.50	7.45	0.28	0.26	0.01	760.39	0.25	0.01	768.59
	2		Model Default Tier	Crushing/Proc. Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Excavators	0.49	6.54	4.83	0.23	0.21	0.01	1,000.24	0.32	0.01	1,011.02
			Model Default Tier	Forklifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Generator Sets	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Graders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Off-Highway Tractors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Off-Highway Trucks	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other Construction Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other General Industrial Equipn	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other Material Handling Equipn	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pavers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Paving Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Plate Compactors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pressure Washers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pumps	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Rollers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Rough Terrain Forklifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Rubber Tired Dozers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Rubber Tired Loaders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Scrapers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	2		Model Default Tier	Signal Boards	0.11	0.60	0.72	0.03	0.03	0.00	98.63	0.01	0.00	99.13
			Model Default Tier	Skid Steer Loaders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Surfacing Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Sweepers/Scrubbers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Tractors/Loaders/Backhoes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Trenchers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Welders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

User-Defined Off-road Equipment

If non-default vehicles are used, please provide information in 'Non-default Off-road Equipment' tab

Number of Vehicles	Equipment Tier	Type	ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
0.00	N/A	0	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grubbing/Land Clearing		pounds per day	1.18	9.64	12.99	0.54	0.50	0.02	1,859.25	0.58	0.02	1,878.74
Grubbing/Land Clearing		tons per phase	0.01	0.05	0.07	0.00	0.00	0.00	10.23	0.00	0.00	10.33

Grading/Excavation	Default Number of Vehicles	Mitigation Option: Override of Default Equipment Tier (applicable only when "Tier 4 Mitigation" Option Selected)	Default		ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Override of Default Number of Vehicles	*Program-estimate*		Equipment Tier	Type	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day
			Model Default Tier	Aerial Lifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Air Compressors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Bore/Drill Rigs	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Cement and Mortar Mixers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Concrete/Industrial Saws	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	0		Model Default Tier	Cranes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1		Model Default Tier	Crawler Tractors	0.56	2.50	7.45	0.28	0.26	0.01	760.39	0.25	0.01	768.59
			Model Default Tier	Crushing/Proc. Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	3		Model Default Tier	Excavators	0.74	9.80	7.24	0.35	0.32	0.02	1,500.36	0.49	0.01	1,516.53
			Model Default Tier	Forklifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Generator Sets	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	2		Model Default Tier	Graders	0.95	3.63	12.65	0.40	0.37	0.01	1,285.44	0.42	0.01	1,299.27
			Model Default Tier	Off-Highway Tractors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Off-Highway Trucks	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other Construction Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other General Industrial Equipm	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other Material Handling Equipm	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pavers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Paving Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Plate Compactors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pressure Washers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pumps	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	2		Model Default Tier	Rollers	0.42	3.79	4.16	0.27	0.24	0.01	508.13	0.16	0.00	513.61
			Model Default Tier	Rough Terrain Forklifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Rubber Tired Dozers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1		Model Default Tier	Rubber Tired Loaders	0.37	1.64	4.41	0.15	0.13	0.01	605.16	0.20	0.01	611.69
	2		Model Default Tier	Scrapers	1.89	14.92	23.50	0.92	0.84	0.03	2,934.03	0.95	0.03	2,965.67
	2		Model Default Tier	Signal Boards	0.11	0.60	0.72	0.03	0.03	0.00	98.63	0.01	0.00	99.13
			Model Default Tier	Skid Steer Loaders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Surfacing Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Sweepers/Scrubbers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	4		Model Default Tier	Tractors/Loaders/Backhoes	0.84	9.12	8.42	0.53	0.49	0.01	1,203.08	0.39	0.01	1,216.03
			Model Default Tier	Trenchers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Welders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

User-Defined Off-road Equipment	If non-default vehicles are used, please provide information in 'Non-default Off-road Equipment' tab		ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Number of Vehicles	Equipment Tier	Type	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

	Grading/Excavation	pounds per day	5.99	45.99	68.55	2.92	2.69	0.09	8,895.21	2.86	0.08	8,990.52
	Grading/Excavation	tons per phase	0.13	1.01	1.51	0.06	0.06	0.00	195.69	0.06	0.00	197.79

Drainage/Utilities/Subgrade	Default Number of Vehicles	Mitigation Option: Override of Default Equipment Tier (applicable only when "Tier 4 Mitigation" Option Selected)	Default Equipment Tier		ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Override of Default Number of Vehicles	*Program-estimate*				pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day
			Model Default Tier	Aerial Lifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1		Model Default Tier	Air Compressors	0.32	2.44	2.25	0.15	0.15	0.00	375.26	0.03	0.00	376.83
			Model Default Tier	Bore/Drill Rigs	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Cement and Mortar Mixers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Concrete/Industrial Saws	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Cranes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Crawler Tractors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Crushing/Proc. Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Excavators	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Forklifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1		Model Default Tier	Generator Sets	0.40	3.71	3.48	0.20	0.20	0.01	623.04	0.04	0.00	625.31
	1		Model Default Tier	Graders	0.48	1.81	6.33	0.20	0.19	0.01	642.72	0.21	0.01	649.64
			Model Default Tier	Off-Highway Tractors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Off-Highway Trucks	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other Construction Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other General Industrial Equipn	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other Material Handling Equipn	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pavers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Paving Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1		Model Default Tier	Plate Compactors	0.04	0.21	0.25	0.01	0.01	0.00	34.48	0.00	0.00	34.65
	1		Model Default Tier	Pressure Washers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pumps	0.42	3.76	3.53	0.21	0.21	0.01	623.04	0.04	0.00	625.36
	1		Model Default Tier	Rollers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Rough Terrain Forklifts	0.13	2.30	1.73	0.07	0.07	0.00	333.68	0.11	0.00	337.28
			Model Default Tier	Rubber Tired Dozers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Rubber Tired Loaders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1		Model Default Tier	Scrapers	0.99	7.46	11.75	0.46	0.42	0.02	1,467.02	0.47	0.01	1,482.83
	2		Model Default Tier	Signal Boards	0.11	0.60	0.72	0.03	0.03	0.00	98.63	0.01	0.00	99.13
			Model Default Tier	Skid Steer Loaders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Surfacing Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Sweepers/Scrubbers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	3		Model Default Tier	Tractors/Loaders/Backhoes	0.63	6.84	6.32	0.40	0.37	0.01	902.31	0.29	0.01	912.02
			Model Default Tier	Trenchers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Welders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

User-Defined Off-road Equipment	If non-default vehicles are used, please provide information in 'Non-default Off-road Equipment' tab			ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Number of Vehicles		Equipment Tier	Type	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day
0.00		N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00		N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00		N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00		N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00		N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00		N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00		N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Drainage/Utilities/Sub-Grade		pounds per day	3.53	29.13	36.35	1.72	1.63	0.05	5,100.16	1.20	0.04	5,143.06
	Drainage/Utilities/Sub-Grade		tons per phase	0.07	0.56	0.70	0.03	0.03	0.00	98.18	0.02	0.00	99.00

Paving	Default Number of Vehicles	Override of Default Equipment Tier (applicable only when "Tier 4 Mitigation" Option Selected)	Default		ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Override of Default Number of Vehicles	*Program-estimate*		Equipment Tier	Type	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day
			Model Default Tier	Aerial Lifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Air Compressors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Bore/Drill Rigs	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Cement and Mortar Mixers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Concrete/Industrial Saws	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Cranes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Crawler Tractors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Crushing/Proc. Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Excavators	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Forklifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Generator Sets	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Graders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Off-Highway Tractors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Off-Highway Trucks	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other Construction Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other General Industrial Equipn	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other Material Handling Equipr	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1		Model Default Tier	Pavers	0.26	2.90	2.81	0.14	0.13	0.00	455.27	0.15	0.00	460.18
	1		Model Default Tier	Paving Equipment	0.21	2.53	2.14	0.11	0.10	0.00	394.53	0.13	0.00	398.78
			Model Default Tier	Plate Compactors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pressure Washers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pumps	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	2		Model Default Tier	Rollers	0.42	3.79	4.16	0.27	0.24	0.01	508.13	0.16	0.00	513.61
			Model Default Tier	Rough Terrain Forklifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Rubber Tired Dozers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Rubber Tired Loaders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Scrapers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	2		Model Default Tier	Signal Boards	0.11	0.60	0.72	0.03	0.03	0.00	98.63	0.01	0.00	99.13
			Model Default Tier	Skid Steer Loaders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Surfacing Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Sweepers/Scrubbers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	3		Model Default Tier	Tractors/Loaders/Backhoes	0.63	6.64	6.32	0.40	0.37	0.01	902.31	0.29	0.01	912.02
			Model Default Tier	Trenchers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Welders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

User-Defined Off-road Equipment	If non-default vehicles are used, please provide information in 'Non-default Off-road Equipment' tab		ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Number of Vehicles	Equipment Tier	Type	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Paving	pounds per day	1.63	16.66	16.15	0.94	0.86	0.02	2,356.87	0.74	0.02	2,383.72
Paving	tons per phase	0.01	0.14	0.13	0.01	0.01	0.00	19.46	0.01	0.00	19.67
Total Emissions all Phases (tons per construction period) =>		0.22	1.76	2.41	0.11	0.10	0.00	323.56	0.10	0.00	326.79

Equipment default values for horsepower and hours/day can be overridden in cells D403 through D436 and F403 through F436.

Equipment	User Override of Horsepower	Default Values Horsepower	User Override of Hours/day	Default Values Hours/day
Aerial Lifts		63		8
Air Compressors		78		8
Bore/Drill Rigs		221		8
Cement and Mortar Mixers		9		8
Concrete/Industrial Saws		81		8
Cranes		231		8
Crawler Tractors		212		8
Crushing/Proc. Equipment		85		8
Excavators		158		8
Forklifts		89		8
Generator Sets		84		8
Graders		187		8
Off-Highway Tractors		124		8
Off-Highway Trucks		402		8
Other Construction Equipment		172		8
Other General Industrial Equipment		88		8
Other Material Handling Equipment		168		8
Pavers		130		8
Paving Equipment		132		8
Plate Compactors		8		8
Pressure Washers		13		8
Pumps		84		8
Rollers		80		8
Rough Terrain Forklifts		100		8
Rubber Tired Dozers		247		8
Rubber Tired Loaders		203		8
Scrapers		367		8
Signal Boards		6		8
Skid Steer Loaders		65		8
Surfacing Equipment		263		8
Sweepers/Scrubbers		64		8
Tractors/Loaders/Backhoes		97		8
Trenchers		78		8
Welders		46		8

END OF DATA ENTRY SHEET

C&S Companies
499 Col. Eileen Collins Blvd.
Syracuse, NY 13212
p: (315) 455-2000
f: (315) 455-9667
www.cscos.com

Memo

TO: Ron Hunter
Managing Principal Consultant
Trinity Consultants, Inc.

FROM: Kara Young
Senior Consultant
C&S Companies, Inc.

DATE: November 18, 2019

RE: Additional Jet Traffic
Emissions Modeling
Wonderful Pistachio Company

C&S FILE: V60.001.002

Introduction

The Wonderful Pistachios and Almonds Company (WPA) desires to examine the feasibility of upgrading the Wonderful Pistachios and Almonds Airport Lost Hills Airport (Airport), Airport Reference Code (ARC) 2CN4, from B-I (small) to B-II, to accommodate the Gulfstream 280 (G280) aircraft. The objective of this document is to determine the air quality impacts associated with the additional aircraft operations. The Airport plans to have an additional 12 annual operations (six landing and takeoff cycles or LTOs) of a Gulfstream 280 (G280) aircraft.

The proposed project would increase aviation-related emissions (i.e., aircraft and APUs), but would not increase mobile source emissions, such as employee and passenger travel to and from the Airport, or stationary sources, such as the heating and cooling of any airport-owned buildings. According to the Federal Aviation Administration's (FAA) *Aviation Emissions and Air Quality Handbook* (Version 3, Update 1, January 2015), if the proposed project will cause a reasonably foreseeable emission increase, an emissions inventory must be prepared. Since additional flights will cause an emissions increase, this document provides the methodology and data used to prepare the air quality analysis for the additional aircraft operations at the Airport.

Criteria Pollutant Methodology and Results

The purpose of the inventory was to quantify and disclose the annual net increase in emissions due to the addition of the Gulfstream G280. The operational sources of emissions included in the emission inventory are described below in **Table 1**.

Table 1 – Sources of Emissions

Source	Primary Emissions	Characteristics	Potential Change
Aircraft/APU	CO, NO_x, PM, SO_x, VOC	Emissions vary depending on aircraft engine type, number of engines, power setting, and period of operation. Emissions are also emitted from the aircraft's auxiliary power unit (APUs).	Additional aircraft traveling to and from the airport

Source: C&S Engineers, Inc. 2019

Table 2 presents information relating to the models and data used for modeling inputs.

Table 2 – Air Quality Analysis, Operational Emission Data Sources, Methods and Models

Source	Model or Method	Supporting Data
Aircraft/APU	AEDT (Version 3b)	Total of 12 additional operations – Provided by Trinity Consultants Fleet mix – Provided by Trinity Consultants Times-in-mode – AEDT default data and FAA Aviation System Performance Metrics

Source: C&S Engineers, Inc. 2019

As discussed previously, the Gulfstream G280 is anticipated to conduct 12 annual operations at the Airport. The default APU assignment for this aircraft available within AEDT was utilized along with the default time of 13 minutes per operation. GSE operations are not anticipated to increase. Therefore, only operations from the aircraft and its associated APU were modeled for the proposed project.

Table 3 presents the results of the aircraft emissions anticipated as a result of the proposed project. Detailed emissions results for these sources are provided in **Attachment 1** of this report.

Table 3 – Criteria Pollutant Emissions Summary

Source	Annual CO (ST)	Annual VOC (ST)	Annual NOx (ST)	Annual SOx (ST)	Annual PM2.5 (ST)	Annual PM10 (ST)
Aircraft	0.0381	0.0014	0.0081	0.0017	0.0002	0.0002
APU	0.0086	0.0003	0.0053	0.0010	0.0007	0.0007
Total	**0.0467**	**0.0017**	**0.0134**	**0.0027**	**0.0009**	**0.0009**

ST – Short Tons
Source: C&S Engineers, Inc. 2019

Greenhouse Gas (GHG) Pollutant Methodology and Results

Aircraft fuel usage and CO_2 emissions were determined using AEDT, while nitrous oxide (N_2O) emissions were calculated by multiplying the fuel usage in gallons by the conversion factor for Jet A fuel (0.000683 pounds per gallon) provided in the FAA *Air Quality Handbook*. It should be noted that, according to the FAA *Air Quality Handbook,* LTO contributions of methane (CH_4) emissions from aircraft gas turbine engines burning Jet A are reported as zero.

APU GHG emissions were calculated using emission factors for Jet A (provided in the *Air Quality Handbook*) in combination with the calculated fuel usage. Fuel usage was calculated using the specific fuel usage factor for the individual APU (in pounds per hour) pro-vided in the Air Quality Handbook.

Using the Global Warming Potential values of 1 for CO_2, 25 for CH_4, and 298 for N_2O in accordance with the *FAA Air Quality Handbook* guidance, emissions were converted to metric tons of carbon dioxide equivalents (CO_2e). **Table 4** presents the results of the aircraft emissions anticipated as a result of the proposed project.

Table 4 – Greenhouse Gas Emissions Summary

Source	Annual CO2 (MT)	Annual CH4 (MT)	Annual N2O (MT)	Annual CO2e (MT)
Aircraft	4.2466	-	0.0001	4.2866
APU	2.7901	0.0001	0.0001	2.8197
Total	**7.0367**	**0.0001**	**0.0002**	**7.1063**

MT – Metric Tons
Source: C&S Engineers, Inc. 2019

Analysis of Results

The impact on air quality is assessed by comparing the total emissions against on the National Ambient Air Quality Standards (NAAQS). NAAQS are set for six criteria pollutants: carbon monoxide (CO), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), particulate matter (PM), ozone, and lead. The proposed project is located in Kern County. The specific attainment/nonattainment/maintenance status for each pollutant subject to a NAAQS are detailed in **Table 5** below.

Table 5—NAAQS Designation Status of Kern County*

Pollutant	Kern County
Eight-hour Ozone (2008 and 2015)	**Extreme nonattainment**
Fine Particle Matter ($PM_{2.5}$) (1997 and 2006)	**Serious nonattainment**
Fine Particle Matter ($PM_{2.5}$) (2012)	**Moderate nonattainment**
Coarse Particulate Matter (PM_{10}) (1987)	**Maintenance** (as of 12/12/2008)
Lead	Attainment
Carbon Monoxide (CO) (1971)	Attainment
Nitrogen Dioxide	Attainment
Sulfur Dioxide	Attainment

*Kern County is listed in the USEPA Greenbook for several different areas, including the San Joaquin Valley Air Basin, Eastern Kern, Indian Wells, and Bakersfield, CA. The Airport is located within the limits of the San Joaquin Valley Air Basin, and not within other areas associated with Kern County. Therefore, the nonattainment status listed in the above table only reflect the status associated with the San Joaquin Valley Air Basin.

Source: USEPA Greenbook, October 31, 2019

Under the California Clean Air Act (CCAA), signed into law in 1988, areas have been designated as attainment or nonattainment with respect to the state standards. The San Joaquin Valley Air Pollution Control District (Valley Air District) is currently designated as non-attainment for the following state standards:

- One-hour ozone (severe)
- Eight-hour ozone
- PM_{10}
- $PM_{2.5}$

It should be noted that ozone is not directly emitted from a source but is formed through the reaction of oxides of nitrogen (NO_x) and volatile organic compounds (VOCs) in the presence of sunlight. Therefore, the applicability analysis for General Conformity only applies to PM_{10}, $PM_{2.5}$, NO_x and VOCs.

Table 6 below compares the emissions increase to state and federal thresholds for all nonattainment and maintenance parameters.

Table 6 – Criteria Pollutant Emissions Summary

Source	Annual CO (ST)	Annual VOC (ST)	Annual NOx (ST)	Annual SOx (ST)	Annual PM2.5 (ST)	Annual PM10 (ST)
Federal Thresholds	N/A	10	10	N/A	100	100
State Thresholds	N/A	10	10	N/A	15	15
Total Increase	0.0467	0.0017	0.0134	0.0027	0.0009	0.0009

Federal Thresholds Source: 40 CFR 93.153(b)(1) & (2)

State Thresholds Source: San Joaquin Valley Air Pollution Control District, *Air Quality Thresholds of Significance – Criteria Pollutants*, March 19, 2015. http://www.valleyair.org/transportation/0714-GAMAQI-Criteria-Pollutant-Thresholds-of-Significance.pdf, accessed on November 19, 2019.

As detailed above (see **Table 6**), the increase in total emissions is below applicable *de minimis* thresholds and state thresholds for nonattainment and maintenance parameters, therefore, the proposed project would be presumed to conform to the state implementation plan.

GHG emissions associated with the proposed project were also calculated for carbon dioxide, methane, and nitrous oxide. The resulting carbon dioxide equivalent emissions during operation is 7.1 metric tons. There are currently no federal or state requirements for reporting GHGs from aviation sources and no significance thresholds.

Attachment 1 - Operational Emissions: Aircraft

AEDT Results[1]

Equipment	Mode	Annual Operations	CO2 (ST)	Fuel (ST)	CO (ST)	VOC (ST)	NOx (ST)	SOx (ST)	PM 2.5 (ST)	PM 10 (ST)
Gulfstream G280	Climb Below Mixing Height	6	3.2489	1.0298	0.0240	0.0009	0.0063	0.0012	0.0002	0.0002
Gulfstream G280	Descend Below Mixing Height	6	1.4322	0.4539	0.0141	0.0005	0.0018	0.0005	0.0000	0.0000
TOTAL ANNUAL INCREASE IN EMISSIONS			**4.6811**	**1.4837**	**0.0381**	**0.0014**	**0.0081**	**0.0017**	**0.0002**	**0.0002**

GHG Calculations

Equipment	Mode	Annual Operations	Annual CO2 (ST)[1]	Fuel (Gal)[2]	Sum of CH4[2] (lb)	Sum of N2O[2] (lb)	Annual CO2 (MT)	Annual CH4 (MT)[3]	Annual N2O (MT)[3]	Annual CO2e (MT)[3]
Gulfstream G280	Climb Below Mixing Height	6	3.249	301.102	-	0.206	2.9474	-	0.0001	2.9752
Gulfstream G280	Descend Below Mixing Height	6	1.432	132.728	-	0.091	1.2992	-	0.0000	1.3115
TOTAL ANNUAL INCREASE IN GHG EMISSIONS							**4.2466**	**-**	**0.0001**	**4.2866**

1. Emissions calculated by AEDT Version 3b
2. Gallons of fuel calculated using 907184.7 grams per short ton, 2.20462 pounds per kilogram, and a densitiy 6.84 pounds per gallon (provided in Air Quality Handbook). N2O Emissions calculated using 0.000683 lb/gallon (provided in FAA Air Quality Handbook)
3. Global warming potentials of 1 for CO2, 34 for CH4, and 298 for N2O taken provided in FAA Air Quality Handbook.
4. Abbreviations: ST - Short Tons, g - grams, Gal - gallons, MT - Metric Tons

Attachment 1 - Operational Emissions: APU

APU Criteria Pollutant Emissions

Equipment Type	Annual CO (ST)	Annual VOC (ST)	Annual NOx (ST)	Annual SOx (ST)	Annual PM 2·5 (ST)	Annual PM 10 (ST)
APU GTCP 660 (300 HP)	0.0086	0.0003	0.0053	0.0010	0.0007	0.0007

APU GHG Emissions

Equipment Type	Annual Operations	Fuel Usage (lbs/hr)[1]	Operating Time (Hours)	Fuel Usage (gals)	CO2 (MT)[1]	CH4 (MT)[1]	N2O (MT)[1]	CO2e (MT)[1]
APU GTCP 660 (300 HP)	12	767	0.217	291.550	2.7901	0.0001	0.0001	2.8197

1. The following factors were provided by the FAA Air Quality Handbook:
   APU fuel usage coefficient (767lbs/hr);
   21.098 pounds CO2 per gallon
   0.000595 pounds CH4 per gallon
   0.000683 pounds N2O per gallon
   global warming potentials of 1 for CO2, 34 for CH4, and 298 for N2O

Appendix 4
Lost Hills Airstrip Operational Statement

Modification to CUP No. 8, Map No. 27
Wonderful Pistachios and Almonds LLC

APPLICANT: Wonderful Pistachios and Almonds LLC
PROJECT: Modification of Conditional Use Permit Application – File CUP, Map 27
Widening of WP&A Lost Hills Airstrip

SUBJECT: WP&A Lost Hills Airstrip Operational Statement

The Wonderful Pistachios and Almonds LLC (WP&A)) Lost Hills Airstrip will remain a private airstrip (no public use allowed) that will provide landing, refueling, loading and take-off primarily for fixed wing agricultural-use aircraft (crop dusters). There will be no permanent fueling or chemical-loading facilities located on or near the airstrip. Fuel and chemical trucks will transport such material to the airstrip on a daily basis, as needed, and will not remain on-site unless aircraft are present or using the facility. The following represents an approximate time and volume use of the airstrip and is based on the estimated usage stipulated in WP&A's Federal Aviation Administration (FAA) airstrip application:

Annual Agricultural Usage
As in the past. the WP&A Lost Hills Runway will be used primarily for the aerial applications of chemicals for company growing facilities. These uses are as follows:

Table 1 – Agricultural Aircraft Usage

Month(s)	ALMONDS	PISTACHIOS	POMEGRANITES
February	**Bloom Spray** 4-5 days duration 3-4 planes 6-8 hrs/day		
April		**Fungicide Spray** 4-5 days duration 2-3 planes 6-8 hrs/day	
May/June	**Nutrient Spray** 4-5 days duration 2 planes 6-8 hrs/day		
June/July	**Pesticide Spray** 4-5 days duration 2-3 planes 6-8 hrs/day		
July/August		**Pesticide Spray** 4-5 days 2-3 planes 6-8 hrs/day	**Pesticide Spray** 4-5 days 2-3 planes 6-8 hrs/day

All dates, duration, number of planes and times per day are estimates but are based on approximately 10 years of operational information. Actual numbers and days may vary based on crops, weather conditions and equipment availability.

Aircraft

The existing and planned fixed wing aircraft that will have access to the facility will consist of both agricultural aircraft (crop dusters) and a limited number of business aircraft that would use the facility to transport clients and/or business-related personnel from various locations for the purpose of conducting the farming, processing, packaging and sales operations of WP&A's various commodities. Table 2 below provides the permitted aircraft under B-11 and the proposed aircraft under FAA-B-II classifications.

The current runway configuration is based on FAA runway design standards for a B-I class runway with Aircraft Design Group (ADG) I. The runway will be improved in accordance with FAA Advisory Circular 150/5320-6, *Airport Pavement Design and Evaluation*, to meet B-II design standards with ADG II. Table 2 provides the current limits and proposed limits for the runway.

Table 2 - Existing and Planned Aircraft Information

Wingspan	Max. Takeoff Weight (Gross)	Max. Approach Speed
Existing B-I Limits		
<49'0"	12,500 lbs.	91 kts
Proposed B-II Limits		
49'0" to 78'0"	66,000 lbs.	120 kts

The airstrip will remain uncontrolled and will operate only under visual flight rules (VFR) as regulated by the FAA and CalTrans. Operating hours will remain 5:00 a.m. to 10:00 p.m., as currently stipulated in the facility's Conditional Use Permit. There will no permanent fueling facilities located at the site.

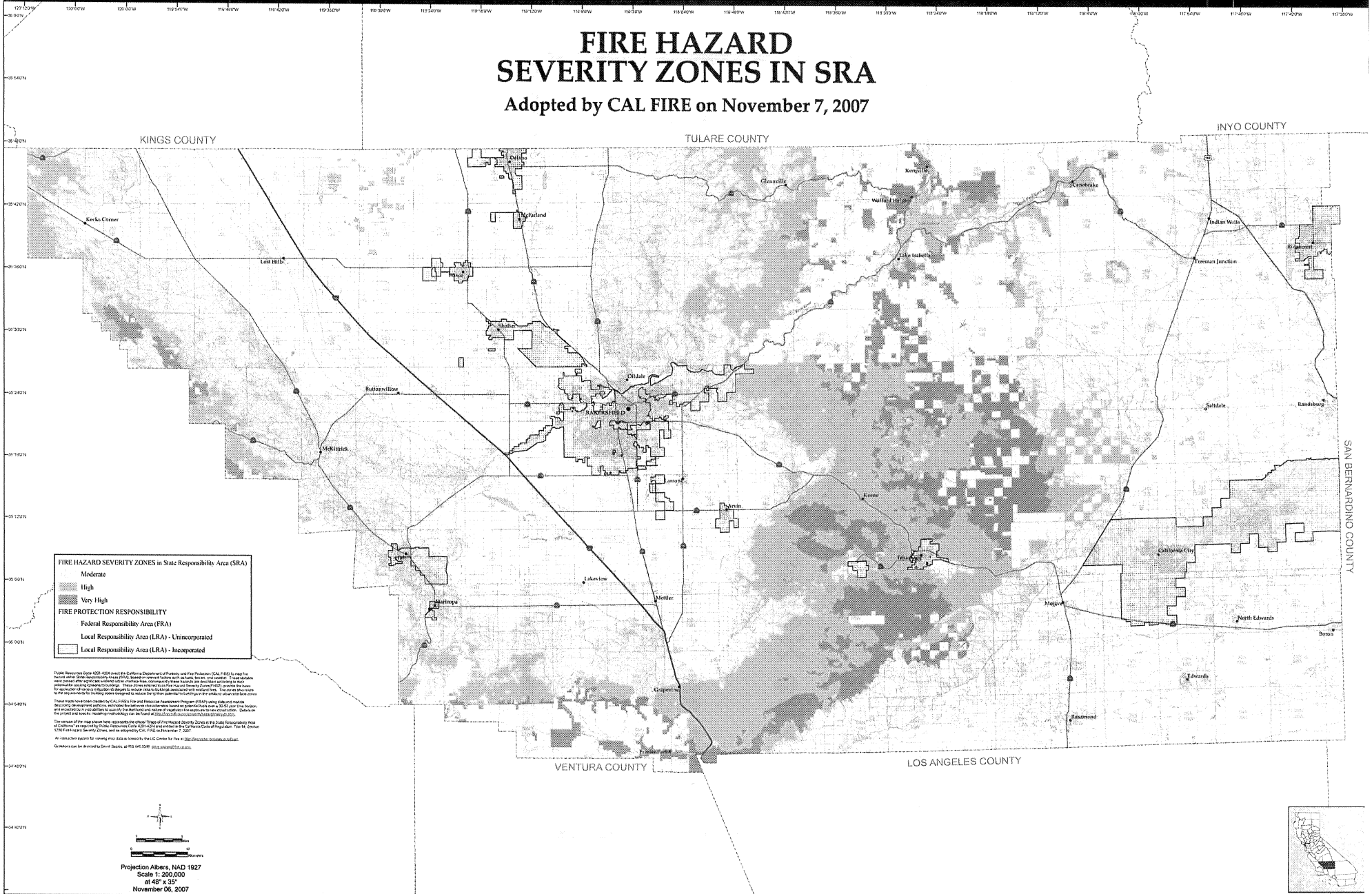
Appendix 5
Fire Hazard Severity Zones Map

Fire and Resource Assessment Program
California Department of Forestry and Fire Protection

KERN COUNTY

FIRE HAZARD SEVERITY ZONES IN SRA

Adopted by CAL FIRE on November 7, 2007



FIRE HAZARD SEVERITY ZONES in State Responsibility Area (SRA)

- Moderate
- High
- Very High

FIRE PROTECTION RESPONSIBILITY

- Federal Responsibility Area (FRA)
- Local Responsibility Area (LRA) - Unincorporated
- Local Responsibility Area (LRA) - Incorporated

Public Resources Code 4201-4204 direct the California Department of Forestry and Fire Protection (CAL FIRE) to map fire hazard within State Responsibility Areas (SRA), based on relevant factors such as fuels, terrain, and weather. These factors were present after significant sustained urban chaparral fires, consequently these hazards are described according to their potential for causing ignitions to buildings. These zones referred to as Fire Hazard Severity Zones(FHSZ), provide the basis for application of various mitigation strategies to reduce risks to buildings associated with wildland fires. The zones also provide for the requirements for building codes designed to reduce the ignition potential for buildings in the wildland urban interface zones.

These maps have been created by CAL FIRE's Fire and Resource Assessment Program (FRAP) using data and models describing development patterns, estimates the unknowns based on potential fuels over a 30-50 year time horizon, and ensembled burn probabilities to quantify the likelihood and nature of vegetation fire exposure to new construction. Details on the process and scientific modeling methodology can be found at http://frap.cdf.ca.gov/projects/hazard/severity.html.

The version of the map shown here represents the official "Maps of Fire Hazard Severity Zones in the State Responsibility Area of California" as required by Public Resources Code 4201-4204 and entitled at the California Code of Regulation, Title 14, Section 1280 Fire Hazard Severity Zones, and as adopted by CAL FIRE on November 7, 2007.

An interactive system for viewing map data as hosted by the UC Center for Fire at http://frapcenter.berkeley.edu/frap/.

Questions can be directed to David Sapsis, at 916.445.5386 david.sapsis@fire.ca.gov.

The State of California and the Department of Forestry and Fire Protection make no representations or warranties regarding the accuracy of data or maps. Neither the State nor the Department shall be liable under any circumstances for any direct, special, incidental, or consequential damages with respect to any claim by any user or third party on account of, or arising from, the use of data or maps.

Obtain FRAP maps, data, metadata and publications on the Internet at http://frap.cdf.ca.gov
For more information, contact CAL FIRE/FRAP, PO Box 944246, Sacramento, CA 94244-2460, (916) 327-3939

Arnold Schwarzenegger, Governor
State of California
Mike Chrisman, Secretary for Resources
The Resources Agency
Ruben Grijalva, Director
Department of Forestry and Fire Protection

DATA SOURCES:
CAL FIRE Fire Hazard Severity Zones (FHSZ06_3)
CAL FIRE State Responsibility Areas (SRA06_3)
CAL FIRE Incorporated Cities (majinc07_3)
BLM (1:100,000) USGS Land Grants with CAL FIRE gaps

Appendix 6
Mitigated Negative Declaration
for CUP 8, Map 27

SCH#2008121059

REVISED
NEGATIVE DECLARATION

TO WHOM IT MAY CONCERN:

Pursuant to the California Environmental Quality Act of 1970 (CEQA),* the State CEQA Guidelines,** and the Kern County Guidelines for Implementation of CEQA and State CEQA Guidelines,*** the Kern County Planning Department has made an Initial Study of possible environmental impacts of the following-described project:

APPLICANT: Paramount Farms, Inc. (PP05311)

APPLICATION: (a) General Plan Amendment No. 1, Map No. 27; (b) Conditional Use Permit No. 8, Map No. 27

LOCATION: Approximately 1/4 mile east of State Highway 33, approximately two miles north of Blackwell's Corner, and approximately 12 miles northwest of Lost Hills; being a portion of Sections 11, 14, and 23, T26N, R19W, SBB&M, County of Kern, State of California

DESCRIPTION OF PROPOSED PROJECT: (a) Amend the Circulation Element of the Kern County General Plan to eliminate the designation of section lines and midsection lines as arterial right-of-way and collector highways, respectively; (b) A Conditional Use Permit to allow the construction of a private paved airstrip. As proposed, the airstrip will provide landing, refueling, loading, and take off primarily for agricultural use aircraft. The airstrip will be 5,000 feet by 60 feet with a runway safety area that will expand the area to 5,240 feet by 120 feet and located adjacent to the applicant's nut processing facility. As proposed, the airstrip will be used primarily by crop dusting aircraft, with occasional use by the applicant's private corporate aircraft. The crop dusting aircraft will be used for the application of chemicals to approximately 10,000 acres to 12,000 acres of production orchards owned by the applicant. ~~As proposed, there will be no permanent fueling or chemical loading facilities located on or near the airstrip~~. Fuel and chemical trucks will transport chemical material to the airstrip on a daily basis, as needed, and will not remain on site unless aircraft are present or using the facility. The airstrip is proposed to be constructed within an area currently planted in 20-year-old almond trees. The airstrip will be uncontrolled and will operate under visual flight rules as regulated by the Federal Aviation Administration. Access will be provided from a 20-foot-wide access road which will connect the parking area with the existing parking area for Paramount Farm facilities. ~~No permanent structures associated with the airstrip will be constructed~~. Airplane use will be limited to daytime hours, and no nighttime landings are proposed. No water or sewage facilities are required or proposed.

This document is being amended and recirculated to include the proposed installation of an above-ground aviation fuel tank. The applicant states that due to crop expansions during the past 12 to 18 months, the area covered by flight operations from the facility has expanded. The applicant is proposing the installation of a 10,000-gallon above-ground fuel tank, which would reduce the amount of truck traffic to and from the site for fueling operations. As proposed, the above-ground fuel tank will be double-walled-vaulted Fireguard Aboveground Storage Tank (AST). Installation of the AST will include the tank, filling and dispensing equipment, vapor control system, hose reel system, nozzle design, emergency shut-off valve system, overfill prevention valves, tank gauge/ metering equipment, remote spill equipment and overfill alarm equipment. The tank and associated ancillary equipment is designed and certified for the proposed use. Installation of the fuel tank will also require the placement of a fire hydrant with shut-off valve and water line that will supply water to the hydrant. The applicant proposes to construct a small 8-foot by 12-foot control room to house the fuel tank monitoring equipment.

This Negative Declaration is being amended to reflect a revision to Mitigation Measures (4) and (5) which prohibited the storage of fuel and chemical loading facilities, and the on-site storage of fuel or chemicals associated with the aircraft or irrigation spraying of the facility. No additional changes to the use authorized by Conditional Use Permit No. 8, Map No. 27 are being proposed. The amended text is shown as underscored throughout this document.

MITIGATION MEASURES Included in the Proposed Project to Avoid Potentially Significant Effects (if required):

(1) Light shields shall be installed on light standards to prevent glare onto Highway 33.

(2) The runway shall be open to corporate aircraft, crop dusters, and occasional invited guests of the applicant. The runway shall be closed to the general public.

(3) Fixed-wing aircraft that shall be permitted to use the runway shall be restricted to the following:

(a) Aircraft Approach Category A (approach speed: less than 91 knots).

(b) Airplane Design Group I (wingspan: less than 49 feet wide).

(c) Take Off Gross Weight: less than 12,500 pounds.

(4) ~~No permanent fueling or chemical loading facilities shall be permitted on or near the airstrip.~~
Prior to installation of the 10,000-gallon above-ground fuel tank, the applicant shall submit plans to Kern County Fire Department for review and approval. The tank shall be inspected and permitted by the Kern County Fire Department.

(5) ~~The on-site storage of fuel or chemicals associated with the aircraft or irrigation spraying shall be prohibited.~~
The storage of on-site jet fuel shall be limited to one 10,000-gallon, double-walled above-ground storage tank. The above-ground fuel storage tank shall comply with all applicable County, State and federal building and fire codes regulations and comply with applicable agency permitting requirements.

INCLUSION OF MITIGATION MEASURES AS PART OF PROJECT:

I, as applicant/authorized agent, have reviewed the mitigation measures noted above and agree to include said measures as part of this project.

Signed: Daniel Lee Dated: 12-4-08

FINDINGS: It has been found that this project, as described and proposed to be mitigated herein, will not have a significant effect on the environment and that an environmental impact report (EIR) is, therefore, not required. A brief statement of reasons supporting such findings is as follows:

(1) Proposed project does not appear to have a substantial demonstrable negative aesthetic effect.

(2) Proposal would not appear to expose humans or structures to major geologic hazards.

(3) Anticipated spatial distribution and consumptive use versus liquid effluent rates would not appear to substantially degrade existing or future water quality of the proposed project site and/or environs. Project would not appear to have a potential for public water supply contamination.

(4) Proposed project would not appear to have any potential for disruption or alteration of (1) an archaeological site over 200 years old, (2) a historic site of record, or (3) a paleontological site.

(5) Proposal would not appear to cause a substantial increase in traffic as it would relate to existing traffic loads and capacities of the circulation system serving the site.

PUBLIC INQUIRY: Any person may object to dispensing with such EIR or respond to the findings herein. Information relating to the proposed project is on file in the office of the Planning Department at the address shown below. Any person wishing to examine or obtain a copy of that information or this document, or seeking information as to the time and manner to so object or respond, may do so by inquiring at said office during regular business hours.

A copy of the Initial Study is attached hereto.

PROPOSED NEGATIVE DECLARATION DATE: December 10, 2008
NEGATIVE DECLARATION REVIEW PERIOD ENDS: January 12, 2009

TED JAMES, AICP, Director
Planning Department

Kern County Planning Department
2700 "M" Street, Suite 100
Bakersfield, CA 93301
(661) 862-8600

By James E. Ellis, AICP
Planning Operations Division Chief

AGENCY CONSULTATION REQUIRED: X Yes ___ No

AGENCIES CONSULTED: Kern County Planning Department/Planning Operations; County Clerk; BLM/Bakersfield; U.S. Fish & Wildlife/Sacramento; Soil Consv Serv/Bakersfield; Western Kern RCD; FAA; KC Agriculture; KC Airports; ESS/Floodplain; EHS; KC Fire; KC Roads; Waste Management; Lost Hills School District; Superintendent of Schools; Berrenda Mesa Water District; Kern County Water Agency; SJVAPCD; Wasco High School District; PG&E/Bakersfield; Smart Growth Coalition; Westside Mosquito Control; So. San Joaquin Arch Info Center; Caltrans/6; DOGGR/Bakersfield; Fish & Game/Fresno; Regional Water Quality Control Board/Central; Caltrans/Ray Chopra

STATE CLEARINGHOUSE NUMBER (if required):

INITIAL STUDY PREPARED BY: Kathe Malouf, Supervising Planner/Planning Department
DATE POSTED: _____ **DATE OF NOTICE TO PUBLIC:** December 10, 2008

* Public Resources Code, Section 21000, et seq.
** Title 14, Division 6, California Administrative Code, as amended
*** Resolution No. 88-068, adopted January 19, 1988
****Revised this 3rd day of October, 2008 (sc)

KM:pd (3/7/06 - 5373B.ND)

Attachment

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This Negative Declaration is being amended to reflect a revision to Mitigation Measures (4) and (5) which prohibited the storage of fuel and chemical loading facilities, and the on-site storage of fuel or chemicals associated with the aircraft or irrigation spraying of the facility. No additional changes to the use authorized by Conditional Use Permit No. 8, Map No. 27 are being proposed. The amended text is shown as underscored throughout this document.

MITIGATION MEASURES Included in the Proposed Project to Avoid Potentially Significant Effects (if required):

(1) Light shields shall be installed on light standards to prevent glare onto Highway 33.

(2) The runway shall be open to corporate aircraft, crop dusters, and occasional invited guests of the applicant. The runway shall be closed to the general public.

(3) Fixed-wing aircraft that shall be permitted to use the runway shall be restricted to the following:

(a) Aircraft Approach Category A (approach speed: less than 91 knots).

(b) Airplane Design Group I (wingspan: less than 49 feet wide).

(c) Take Off Gross Weight: less than 12,500 pounds.

(4) ~~No permanent fueling or chemical loading facilities shall be permitted on or near the airstrip.~~
Prior to installation of the 10,000-gallon above-ground fuel tank, the applicant shall submit plans to Kern County Fire Department for review and approval. The tank shall be inspected and permitted by the Kern County Fire Department.

(5) ~~The on-site storage of fuel or chemicals associated with the aircraft or irrigation spraying shall be prohibited.~~
The storage of on-site jet fuel shall be limited to one 10,000-gallon, double-walled above-ground storage tank. The above-ground fuel storage tank shall comply with all applicable County, State and federal building and fire codes regulations and comply with applicable agency permitting requirements.

INCLUSION OF MITIGATION MEASURES AS PART OF PROJECT:

I, as applicant/authorized agent, have reviewed the mitigation measures noted above and agree to include said measures as part of this project.

Signed: Daniel Lee Dated: 12-4-08

FINDINGS: It has been found that this project, as described and proposed to be mitigated herein, will not have a significant effect on the environment and that an environmental impact report (EIR) is, therefore, not required. A brief statement of reasons supporting such findings is as follows:

(1) Proposed project does not appear to have a substantial demonstrable negative aesthetic effect.

(2) Proposal would not appear to expose humans or structures to major geologic hazards.

(3) Anticipated spatial distribution and consumptive use versus liquid effluent rates would not appear to substantially degrade existing or future water quality of the proposed project site and/or environs. Project would not appear to have a potential for public water supply contamination.

(4) Proposed project would not appear to have any potential for disruption or alteration of (1) an archaeological site over 200 years old, (2) a historic site of record, or (3) a paleontological site.

(5) Proposal would not appear to cause a substantial increase in traffic as it would relate to existing traffic loads and capacities of the circulation system serving the site.

PUBLIC INQUIRY: Any person may object to dispensing with such EIR or respond to the findings herein. Information relating to the proposed project is on file in the office of the Planning Department at the address shown below. Any person wishing to examine or obtain a copy of that information or this document, or seeking information as to the time and manner to so object or respond, may do so by inquiring at said office during regular business hours.

A copy of the Initial Study is attached hereto.

PROPOSED NEGATIVE DECLARATION DATE: December 10, 2008
NEGATIVE DECLARATION REVIEW PERIOD ENDS: January 12, 2009

TED JAMES, AICP, Director
Planning Department

Kern County Planning Department
2700 "M" Street, Suite 100
Bakersfield, CA 93301
(661) 862-8600

By James E. Ellis, AICP
Planning Operations Division Chief

AGENCY CONSULTATION REQUIRED: X Yes ___ No

AGENCIES CONSULTED: Kern County Planning Department/Planning Operations; County Clerk; BLM/Bakersfield; U.S. Fish & Wildlife/Sacramento; Soil Consv Serv/Bakersfield; Western Kern RCD; FAA; KC Agriculture; KC Airports; ESS/Floodplain; EHS; KC Fire; KC Roads; Waste Management; Lost Hills School District; Superintendent of Schools; Berrenda Mesa Water District; Kern County Water Agency; SJVAPCD; Wasco High School District; PG&E/Bakersfield; Smart Growth Coalition; Westside Mosquito Control; So. San Joaquin Arch Info Center; Caltrans/6; DOGGR/Bakersfield; Fish & Game/Fresno; Regional Water Quality Control Board/Central; Caltrans/Ray Chopra

STATE CLEARINGHOUSE NUMBER (if required):

INITIAL STUDY PREPARED BY: Kathe Malouf, Supervising Planner/Planning Department
DATE POSTED: _____ **DATE OF NOTICE TO PUBLIC:** December 10, 2008

* Public Resources Code, Section 21000, et seq.
** Title 14, Division 6, California Administrative Code, as amended
*** Resolution No. 88-068, adopted January 19, 1988
****Revised this 3rd day of October, 2008 (sc)

KM:pd (3/7/06 - 5373B.ND)

Attachment

REVISED
NEGATIVE DECLARATION

NOTICE OF AVAILABILITY FOR PUBLIC REVIEW

This is to advise that the Kern County Planning Department has prepared a Negative Declaration for the project identified below. As mandated by State law, the minimum public review period for this document is 33 days. The document and documents referenced in the draft Negative Declaration are available for review at the Planning Department, 2700 "M" Street, Suite 100, Bakersfield, CA 93301.

A public hearing has been scheduled with the Kern County Planning Commission to receive comments on the document on: **February 12, 2009**, at 7:00 p.m. or soon thereafter, Chambers of the Board of Supervisors, First Floor, Kern County Administrative Center, 1115 Truxtun Avenue, Bakersfield, California

The comment period for this document closes on **January 12, 2009**. Testimony at future public hearings may be limited to those issues raised during the public review period either orally or submitted in writing by 5:00 p.m. the day the comment period closes.

Project Title: (a) General Plan Amendment No. 1, Map No. 27; (b) Conditional Use Permit No. 8, Map No. 27 Paramount Farms, Inc. (PP05311)

Project Location: Approximately 1/4 mile east of State Highway 33, approximately two miles north of Blackwell's Corner, and approximately 12 miles northwest of Lost Hills; being a portion of Sections 11, 14, and 23, T26N, R19W, SBB&M, County of Kern, State of California

Project Description: (a) Amend the Circulation Element of the Kern County General Plan to eliminate the designation of section lines and midsection lines as arterial right-of-way and collector highways, respectively; (b) A Conditional Use Permit to allow the construction of a private paved airstrip. As proposed, the airstrip will provide landing, refueling, loading, and take off primarily for agricultural use aircraft. The airstrip will be 5,000 feet by 60 feet with a runway safety area that will expand the area to 5,240 feet by 120 feet and located adjacent to the applicant's nut processing facility. As proposed, the airstrip will be used primarily by crop dusting aircraft, with occasional use by the applicant's private corporate aircraft. The crop dusting aircraft will be used for the application of chemicals to approximately 10,000 acres to 12,000 acres of production orchards owned by the applicant. ~~As proposed, there will be no permanent fueling or chemical loading facilities located on or near the airstrip~~. Fuel and chemical trucks will transport chemical material to the airstrip on a daily basis, as needed, and will not remain on site unless aircraft are present or using the facility. The airstrip is proposed to be constructed within an area currently planted in 20-year-old almond trees. The airstrip will be uncontrolled and will operate under visual flight rules as regulated by the Federal Aviation Administration. Access will be provided from a 20-foot-wide access road which will connect the parking area with the existing parking area for Paramount Farm facilities. ~~No permanent structures associated with the airstrip will be constructed~~. Airplane use will be limited to daytime hours, and no nighttime landings are proposed. No water or sewage facilities are required or proposed.

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For further information, please contact Kathe Malouf, Supervising Planner ((661) 862-8948).

TED JAMES, AICP, Director
Planning Department

KM:pd (12/09/08)

cc: County Clerk (2) (with fee)
Environmental Status Board
Sierra Club/Kern Kaweah Chapter
Communities for a Better Environment
Calif. Rural Legal Assist. Foundation (2)
California Native Plant Society/Kern Chapter
Kern County Archaeological Society
Native American Heritage Pres. Council/Kern County
Supervisorial District No. 4

KERN COUNTY PLANNING DEPARTMENT

INITIAL STUDY REVIEW

SECTION I. PROJECT DESCRIPTION AND SETTING

PROPOSED PROJECT: (a) General Plan Amendment No. 1, Map No. 27; (b) Conditional Use Permit No. 8, Map No. 27 (Paramount Farms, Inc. (PP05311))

LOCATION: Approximately 1/4 mile east of State Highway 33, approximately two miles north of Blackwell's Corner, and approximately 12 miles northwest of Lost Hills; being a portion of Sections 11, 14, and 23, T26N, R19W, SBB&M, County of Kern, State of California

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Conditional Use Permit No. 8, Map No. 27 are being proposed. The amended text is shown as underscored throughout this document.

ENVIRONMENTAL SETTING: The project site consists of six parcels of record totaling approximately 692 acres located in the northwesterly portion of Kern County with an average elevation of 600 feet mean sea level. The site is developed with agricultural crops, specifically, almonds, pistachios, and pomegranates. Surrounding properties are also developed in agricultural use. Land use records indicate the property has historically been developed with agricultural use. Site soils are comprised of Kimberlina fine sandy loam and Panoche clay loam, both considered to be deep, well-drained soils found on alluvial fans and plains with 0 to 2 percent slopes. The project site is located beyond the administrative boundaries of any oil or gas field. There are no oil, gas, or injection wells of record within the project boundaries. Surrounding properties are developed in agricultural use.

KM:pd (3/7/06 - 5373B.122)

KERN COUNTY
ENVIRONMENTAL CHECKLIST FORM

Environmental Factors Potentially Affected:

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

☐ Aesthetics	☐ Agriculture Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology and Soils
☐ Hazards & Hazardous Materials	☐ Hydrology and Water Quality	☐ Land Use and Planning
☐ Mineral Resources	☐ Noise	☐ Population and Housing
☐ Public Services	☐ Recreation	☐ Transportation and Traffic
☐ Utilities and Service Systems	☐ Mandatory Findings of Significance	☐

DETERMINATION. (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

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

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

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

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

Katie Maloof
Signature

3/20/06
Date

Kathe Maloof
Printed Name

For

Evaluation of Environmental Impacts:

(1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

(2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

(3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

(4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measure and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).

(5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or Negative Declaration, Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

(a) Earlier Analysis Used. Identify and state where they are available for review.

(b) Impacts Adequately Addressed. Identify which effects from the above checklist where within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

(c) Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

(6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

(7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

(8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

(9) The explanation of each issue should identify:

(a) The significance criteria or threshold, if any, used to evaluate each question.

(b) The mitigation measure identified, if any, to reduce the impact to less than significance.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista? *(See additional remarks to matrix)*	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? *(See additional remarks to matrix)*	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings *(See additional remarks to matrix)*	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? *(See additional remarks to matrix)*	☐	☒	☐	☐
II. AGRICULTURE RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use? *(See additional remarks to matrix)*	☐	☐	☒	☐
b) Conflict with existing zoning for agricultural use or a Williamson Act Contract? *(See additional remarks to matrix)*	☐	☐	☒	☐
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use? *(See additional remarks to matrix)*	☐	☐	☒	☐
d) Result in the cancellation of an open space contract made pursuant to the California Land Conservation Act of 1965 or Farmland Security Zone Contract for any parcel of 100 or more acres (Section 15206(b)(3) Public Resources Code)? *(See additional remarks to matrix)*	☐	☐	☒	☐

Issues (and Supporting Information Sources):	Potentially Significant Impact	Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard as adopted in (c)i, (c)ii, or as established by EPA or air district or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? Specifically, would implementation of the project exceed any of the following adopted thresholds:				
i. San Joaquin Valley Unified Air Pollution Control District:				
Operational and Area Sources				
Reactive Organic Gases (ROG) 10 tons per year.	☐	☐	☐	☐
Oxides of Nitrogen (NO_x) 10 tons per year.	☐	☐	☐	☐
Particulate Matter (PM_{10}) 15 tons per year.	☐	☐	☐	☐
Stationary Sources - as determined by District Rules				
Severe Nonattainment 25 tons per year.	☐	☐	☐	☐
Extreme Nonattainment 10 tons per year.	☐	☐	☐	☐
ii. Kern County Air Pollution Control District.				
Operational and Area Sources				
Reactive Organic Gases (ROG) 25 tons per year.	☐	☐	☒	☐
Oxides of nitrogen (NO_x) 25 tons per year.	☐	☐	☒	☐
Particulate Matter (PM_{10}) 15 tons per year.	☐	☐	☒	☐
Stationary Sources - determined by District Rules				
25 tons per year.	☐	☐	☐	☐

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
d) Expose sensitive receptors to substantial pollutant concentrations? *(5)*	☐	☐	☐	☒
e) Create objectionable odors affecting a substantial number of people? *(5)*	☐	☐	☐	☒
IV. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? *(See additional remarks to matrix)*	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? *(See additional remarks to matrix)*	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? *(No wetlands in project vicinity)*	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? *(See additional remarks to matrix)*	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? *(No local ordinance)*	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? *(Not within an adopted Plan area)*	☐	☐	☐	☒
CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5? *(See additional remarks to matrix)*	☐	☐	☐	☒

Issues (and Supporting Information Sources):	Potentially Significant Impact	Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5? *(See additional remarks to matrix)*	☐	☐	☐	☒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? *(See additional remarks to matrix)*	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries? *(See additional remarks to matrix)*	☐	☐	☐	☒
VI. GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: *(See additional remarks to matrix)*				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii. Strong seismic groundshaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction? *(5) (9)*	☐	☐	☐	☒
iv. Landslides? *(5) (9)*	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil? *(See additional remarks to matrix)*	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? *(5) (9)*	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? *(No septic system proposed)*	☐	☐	☐	☒

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
I. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? *(See additional remarks to matrix)*	☐	☒	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? *(See additional remarks to matrix)*	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 1/4 mile of an existing or proposed school? *(No school within ¼ mile of site)*	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? *(5)*	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? *(Project is not located within an airport land use plan) (10)*	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? *(See additional remarks to matrix)*	☐	☒	☐	☐
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan? *(5)*	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? *(5)*	☐	☐	☐	☒
i) Would implementation of the project generate vectors (flies, mosquitoes, rodents, etc.) or have a component that includes agricultural waste? Specifically, would the project exceed the following qualitative threshold:	☐	☐	☐	☒

Issues (and Supporting Information Sources):	Potentially Significant Impact	Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact

The presence of domestic flies, mosquitoes, cockroaches, rodents, and/or any other vectors associated with the project is significant when the applicable enforcement agency determines that any of the vectors: *(5)*

i. Occur as immature stages and adults in numbers considerably in excess of those found in the surrounding environment; and

ii. Are associated with design, layout, and management of project operations; and

iii. Disseminate widely from the property; and

iv. Cause detrimental effects on the public health or well being of the majority of the surrounding population.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
VIII. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements? *(5)(No water supply required/proposed)*	☐	☐	☐	☒
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? *(5)*	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on site or off site? *(See additional remarks to matrix)*	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on site or off site? *(See additional remarks to matrix)*	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒
f) Otherwise substantially degrade water quality?	☐	☐	☐	☒
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? *(5) (No housing is proposed)*	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? *(No structures proposed)*	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam? *(5)*	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow? *(5)*	☐	☐	☐	☒

Issues (and Supporting Information Sources):	Potentially Significant Impact	Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
IX. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community? *(5)*	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? *(See additional remarks to matrix)*	☐	☒	☐	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan? *(5) (No plan in place)*	☐	☐	☐	☒
X. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? *(5)*	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? *(5)*	☐	☐	☐	☒

Issues (and Supporting Information Sources):	Potentially Significant Impact	Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XI. NOISE. Would the project result in:				
a) Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies? *(See additional remarks to matrix)*	☐	☐	☒	☐
b) Exposure of persons to, or generation of, excessive ground borne vibration or ground borne noise levels? *(See additional remarks to matrix)*	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? *(See additional remarks to matrix)*	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? *(See additional remarks to matrix)*	☐	☐	☒	☐
e) For a project located within the Kern County Airport Land Use Compatibility Plan, would the project expose people residing or working in the project area to excessive noise levels? *(5) (10)*	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? *(See additional remarks to matrix)*	☐	☐	☒	☐
XII. POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? *(5)*	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? *(5)*	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? *(5)*	☐	☐	☐	☒

Issues (and Supporting Information Sources):	Potentially Significant Impact	Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XII. PUBLIC SERVICES.				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or to other performance objectives for any of the public services: *(See additional remarks to matrix)*				
Fire Protection?	☐	☐	☐	☒
Police Protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other Public Facilities?	☐	☐	☐	☒
XV. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? *(See additional remarks to matrix)*	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? *(See additional remarks to matrix)*	☐	☐	☐	☒

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XV. TRANSPORTATION AND TRAFFIC. Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? *(1) (2) (5)*	☐	☐	☐	☒
b) Exceed, either individually or cumulatively, a Level of Service standard established by the county congestion management agency or adopted County threshold for designated roads or highways? Specifically, would implementation of the project cause the Level of Service (LOS) for roadways and/or intersections to decline below the following thresholds or further degrade already degraded segment(s): *(1) (2) (5)*				
i. Metropolitan Bakersfield General Plan LOS "C"	☐	☐	☐	☐
ii. Kern County General Plan LOS "D"	☐	☐	☐	☒
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? *(See additional remarks to matrix)*	☐	☐	☒	☐
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? *(5)*	☐	☐	☐	☒
e) Result in inadequate emergency access? *(5)*	☐	☐	☐	☒
f) Result in inadequate parking capacity? *(5)*	☐	☐	☐	☒
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? *(No adopted policies or programs relating to alternative transportation)*	☐	☐	☐	☒

Issues (and Supporting Information Sources):	Potentially Significant Impact	Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XVI. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? *(See additional remarks to matrix)*	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? *(See additional remarks to matrix)*	☐	☐	☐	☒
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? *(5)*	☐	☐	☐	☒
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? *(No water supply proposed/required)*	☐	☐	☐	☒
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? *(See additional remarks to matrix)*	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste? *(No solid waste will be generated)*	☐	☐	☐	☒

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

IDENTIFICATION OF ENVIRONMENTAL EFFECTS
(Additional Remarks to Matrix)

I. **AESTHETICS.** Response to (a) through (c) - The project is located within an area that has historically been used for agricultural purposes, specifically, almond and pistachio trees. There are no scenic trees, rock outcroppings, or historic buildings on the project site. There are currently no scenic highways or sensitive view corridors designated for the local region. There is no evidence in the record to date which suggests that development of the site, in accordance with County development standards, will substantially degrade the existing visual character or quality of the site and its surroundings.

Response to (d) - As proposed, the airstrip will be used for the landing of crop dusting aircraft with occasional use by the applicant's private corporate aircraft. Aircraft use will be limited to daytime hours, and no nighttime landings are proposed. The Lead Agency is proposing mitigation requiring any parking area or airstrip lights that may be installed as part of this request to be directed away from Highway 33. Inclusion of this mitigation measure will ensure that any new source of light or glare will be reduced to a less than significant level.

II. **AGRICULTURE RESOURCES.** Response to (a) through (d) - The Department of Conservation/Division of Land Resource Protection/Kern County Interim-Important Farmland map identifies the site as Important Prime Farmland. The project site and surrounding properties are located within a Farmland Security Zone which was established by contract by the Kern County Board of Supervisors on December 19, 1999. At the time the contract was entered, Kern County's Uniform Rules governing the administration of the agricultural preserve program did not include private and agriculturally related airstrips as compatible uses. However, on October 12, 2004, the Kern County Board of Supervisors adopted Resolution 2004-361, whereby, the Uniform Rules of each and all Agricultural Preserves within the County of Kern were amended to add private, agriculturally related airstrips as a compatible use. The existing Farmland Security Zone Contract will remain active, and this request would not result in the cancellation of any portion of the original Farmland Security Zone contract.

As proposed, the airstrip will be constructed within an area currently planted in 20-year-old almond trees. The Lead Agency acknowledges that although approval of the request would ultimately result in the loss of approximately seven acres of prime agricultural land, it is the determination of the Lead Agency that this conversion is less than significant based on the scope of the project with respect to the amount of land continuing to support agricultural activities. Based on the foregoing evaluation, there is no evidence in the record to date to suggest that implementation of the project, as proposed, will (1) convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency to nonagricultural use; (2) conflict with existing zoning for agricultural use or a Williamson Act Land Use Contract; (3) involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to nonagricultural use; or (4) result in the cancellation of an Open Space contract made pursuant to the California Land Conservation Act of 1965 or Farmland Security Zone Contract for any parcel of 100 or more acres.

III. **AIR QUALITY.** Response to (a) through (c) - The site is located within the administrative boundaries of the San Joaquin Valley Air Pollution Control District (District). The basin is extreme nonattainment for ozone (VOC and NOx) and serious nonattainment for PM_{10} (fugitive dust, VOC, and NOx) for both State and federal standards. The basin is in attainment for carbon monoxide for

both State and federal standards which are generated primarily by motor vehicles and are the precursors to ozone. The pollutants that could be generated from the implementation of the project include temporary increases in emissions of PM_{10}, ozone, CO, and NO_2 from construction equipment and grading activities.

The District has prepared a Guide for Assessing and Mitigating Air Quality Impacts (GAMAQI) for use in preparing environmental documents. The GAMAQI establishes a three-level approach to determining the significance related to a project's ozone precursor emissions. The District precalculated the emissions on a large number and type of projects to identify the level at which they would have no possibility of exceeding the identified emissions thresholds considered as significant. A copy of the Early Consultation Review packet was circulated to the District, and the District did not submit comment regarding this proposal.

Specific control measures, necessary to ensure that proposed development does not conflict with the implementation of the area's air quality plan or contribute to a cumulative considerable net increase in criteria pollutants for which the area is in nonattainment, shall be as required and enforced by that agency. Development on the site that includes stationary emission sources will be subject to the permitting requirements of the District. The District's Regulation VIII Fugitive Dust Rules is a series of requirements designed to reduce PM_{10} emissions generated by human activity, including construction, road building, and other dust generating activities. Based on the foregoing evaluation, it is the determination of the Lead Agency that potential impacts on air quality resources will be reduced to a less than significant level with adherence to existing County development standards and possible requirements of the San Joaquin Valley Air Pollution Control District. Implementation of the project, therefore, is not expected to (1) conflict with or obstruct implementation of the applicable air quality plan; (2) violate any air quality standard as adopted in (c)i or (c)ii or as established by the Environmental Protection Agency or air district, or contribute substantially to an existing or projected air quality violation; or (3) result in a cumulatively considerable net increase of any critical pollutant for which the project region is in nonattainment under an applicable federal or State ambient air quality standard, including releasing emissions which exceed quantitative thresholds for ozone precursors.

IV. **BIOLOGICAL RESOURCES.** Response to (a), (b), and (d) - A copy of the Early Consultation Review package was circulated to affected agencies, including the California Department of Fish and Game and the U.S. Fish and Wildlife Service, and no comments were received from either agency. The project site is not shown to be within an area of special biological importance or within an area of significant botanical importance as identified by the Kern County General Plan Master Environmental Assessment/Master Environmental Impact Report. Because mitigation measures are required to substantially lessen or avoid a significant adverse impact and such an impact has not been identified, mitigation is not proposed. There is no evidence in the record to date which suggests that implementation of the project, as proposed, would (1) have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service; (2) have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service; or (3) interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

V. **CULTURAL RESOURCES.** Response to (a) through (d) - A copy of the Early Consultation Review package was circulated to the Southern San Joaquin Valley Archeological Information Center

(Center). The Center did not comment on the proposal. The project site is not within an archaeologically sensitive area as identified by the Kern County General Plan Master Environmental Assessment/ Master Environmental Impact Report. There is no evidence in the record to date which suggests that implementation of the project, as proposed would (1) cause a substantial adverse change in the significance of a historical or archaeological resource; (2) directly or indirectly destroy a unique paleontological resource or site or unique geologic feature or (3) disturb any human remains, including those interred outside of formal cemeteries

VI. **GEOLOGY AND SOILS.** Response to (a)i and (a)ii - The project site, as well as the rest of Kern County, is considered to be seismically active. There are no known or identified faults within the project site area, and the site is not delineated as a site within a Special Studies Zone as identified by Kern Council of Government's Alquist-Priolo Seismic Hazard Atlas. New construction will require adherence to Uniform Building Code Seismic Zone 4 Standards and is addressed at the building permit processing stage for construction of any project. Based upon the foregoing evaluation, potential geologic impacts related to seismic groundshaking or failure is considered less than significant.

Response to (b) - The project site is located within an area that has historically been used for agricultural purposes. Development of the airstrip will result in the loss of topsoil and the potential for continued erosion of site soils. This loss is considered permanent, however, it is not considered significant considering the acreage involved. Based on the foregoing evaluation, there is no evidence in the record to suggest that implementation of the project, as proposed, would result in substantial soil erosion or the loss of topsoil.

VII. **HAZARDS AND HAZARDOUS MATERIALS.** Response to (a) and (b) – Response to (a) and (b) – The project entails construction of a private airstrip that will provide landing, refueling, loading and take off primarily for crop dusters and agriculturally related aircraft with occasional use by the applicant's private corporate aircraft. ~~As proposed, there will be no permanent fueling or chemical loading facilities located on or near the airstrip.~~ Proposed chemicals include pesticide spray and fungicide spray. Fuel and chemical trucks will transport chemical material to the airstrip on a daily basis, as needed, and will not remain on site unless aircraft are present or using the facility. ~~Mitigation is proposed prohibiting the storage of fuel or chemicals on site.~~ A copy of the Early Consultation Review package was circulated to County agencies, including Kern County Environmental Health Services Department and the Kern County Fire Department; however, neither department responded with comment. In discussing the proposal with environmental Health Department, Staff indicated that because there would not be any fuel or chemicals stored on site, the Environmental Health Department would not require any mitigation. ~~The Lead Agency is proposing mitigation to prohibit the storage of fuel or hazardous materials on site. Compliance with this mitigation will ensure that impacts relating to hazards or hazardous materials are reduced to a less than significant level.~~

The applicant is proposing the installation of an above-ground aviation fuel tank. As proposed, the above-ground fuel tank will be a 10,000 gallon, double-walled vaulted Fireguard Aboveground Storage Tank (AST). Installation of the AST will include the tank, filling and dispensing equipment, vapor control system, hose reel system, nozzle design, emergency shut-off valve system, overfill prevention valves, tank gauge/metering equipment, remote spill equipment and overfill alarm equipment. The tank and associated ancillary equipment is designed and certified for the proposed use. Installation of the fuel tank will also include the placement of a fire hydrant with shut-off valve and water line that will be connected to the processing plan to furnish water to the hydrant.

The Fireguard tank is a double-walled fire-protected above-ground storage tank that is constructed with an inner steel tank consisting of a thermal insulation material that will exceed the UL 2-hour fire

test. Tank construction includes a minimum of 3 inches of proprietary insulating material between the interior holding tank and the exterior containment tank. Both inner and outer tanks are built per UL-142 Standards for steel aboveground tanks and rated for flammable and combustible liquids. Additionally, the State of California Air Resources Board (CARB) has established certification procedures for systems designed to control gasoline vapor emissions displaced during the filling of service station storage tanks (Phase I vapor recovery systems) and for systems designed to control gasoline vapor emissions from motor vehicle fueling operations (Phase II vapor recovery systems) in its Certification Procedures for Gasoline Vapor Recovery Systems at Service Stations. In 1994, CARB issued Executive Order G-70-162, Certification of Steel Tank Institute Fireguard Aboveground Tank Filling/Dispensing Vapor Recovery System, after making the determination that the Fireguard tank vapor recovery systems, when used with ARB Certified Phase I two-point balance vapor recovery components and Phase II balance vapor recovery components, conforms with CARB testing requirements for air emissions.

As proposed, the fuel tank and associated ancillary equipment will include a tank monitoring system to provide leak detection and an overfill alarm device. Mitigation has been included to ensure that impacts relating to hazards and hazardous materials are reduced to a less than significant level.

Response to (f) – The private airstrip that is the subject of this request is located within an area that has historically been used for agricultural use, and the Lead Agency acknowledges that occasionally there will be workers in the orchards that surround the airstrip and adjacent area. The closest residence is located approximately 1 1/2 miles southwest of the airstrip. The Federal Aviation Administration (FAA) has jurisdiction over all aircraft flying into the private airstrip, and the applicant has submitted the required Form 7480-1 which is an application advising the FAA of the location and proposed use of the airstrip. Based on the information in the record to date, the project is not expected to result in a safety hazard to people residing or working in the area.

VIII. **HYDROLOGY AND WATER QUALITY.** Response to (c) and (d) – The project site is located within an area identified by the Kern County Engineering and Survey Services Department/Floodplain Management Section as an area subject to flooding. As such, Floodplain Management responded stating that associated flood hazard requirements would need to be incorporated into the design of the project per the Kern County Floodplain Management Ordinance. The runway may also be subject to Floodplain Management Ordinance requirements if it causes a drainage diversion. Compliance with this ordinance will be required for the final construction permits to ensure that impacts associated with hydrology are reduced to less than significant levels.

IX. **LAND USE AND PLANNING.** Response to (b) - Compatibility with applicable land use plans or policies is addressed through a finding for approval confirming that the request is not materially detrimental to the health, safety, and welfare of the public or residents in the vicinity. Construction of a private airport or airstrip within the A (Exclusive Agriculture) District is permitted only with the approval of a conditional use permit. The applicant will be required to obtain the necessary approvals from the Federal Aviation Administration and from California Department of Transportation/Division of Aeronautics for use of the airstrip. In a letter dated January 20, 2006, to the applicant from the Department of Transportation/Division of Aeronautics, the Aeronautics Division provides authorization for the airstrip upon compliance with specific conditions. Based on the Aeronautics Division's comments, mitigation is proposed which prohibits the use of the airstrip by the general public. Additional mitigation is proposed restricting the type of aircraft that will be allowed to use the airstrip. Adherence with the proposed mitigation will ensure that the project will not result in a significant impact relating to land use and planning.

X. **MINERAL RESOURCES.** Refer to Matrix.

XI. **NOISE.** Response to (a) through (d) and (f) – Construction of the private airstrip will result in increased noise levels over existing ambient conditions since the operation of crop duster aircraft from the project site would result in localized noise. An acoustical analysis was not prepared for the request. The Kern County Environmental Health Services Department is the agency charged with enforcing compliance with the Noise Element, and Environmental Health did not comment with respect to potential noise impacts. Aircraft noise policies contained within the Noise Element of the Kern County General Plan mainly relate to requirements for large public airports rather than small private airstrips. Aircraft noise is not considered to be a significant impact in rural areas where there are no nearby sensitive receptors. The closest residence is located approximately 1 1/2 miles from the proposed airstrip. As proposed, the airstrip would operate during daytime hours. Based on the evidence in the record to date, it is the Lead Agency's opinion that the project does not have the potential to result in significant noise impacts.

XII. **POPULATION AND HOUSING.** Refer to Matrix.

XIII. **PUBLIC SERVICES.** Response to (a) – Impact on government services, including law enforcement, fire, and public facilities, are mitigated through the collection of property taxes and development fees. No comments have been received indicating that the project, as proposed, would have a significant impact on any public service. There is no evidence in the record to date to suggest that the project will have a significant effect upon, or result in a need for, new or altered governmental services; therefore, the potential impacts on public services are considered to be less than significant.

XIV. **RECREATION.** Response to (a) and (b) – There is no evidence in the record to date to suggest that implementation of the request, as proposed, would result in substantial adverse impacts on park or recreational facilities or necessitate the construction or expansion of such facilities.

XV. **TRANSPORTATION AND TRAFFIC.** Response to (c) – The new 60-foot by 5,000-foot uncontrolled airstrip will replace an existing airstrip that is located approximately 1/4 mile from the new airstrip's location. As proposed, the older smaller airstrip will be removed once the larger airstrip is completed. Crop dusting operations are a common and necessary activity within the County's farm areas. Because these operations take place in undeveloped farm areas, it is rare for accidents to involve persons or property on the ground. Therefore, the risk to people and property is considered to be minimal. The applicant will be required to obtain the necessary approvals from the Federal Aviation Administration and from California Department of Transportation/Division of Aeronautics. A condition of approval will be included with the conditional use permit to ensure that all necessary permits are obtained from the affected agencies. In addition to the conditional use permit, the applicant is requesting an amendment to the Circulation Element of the Kern County General Plan to eliminate the designation of section lines as arterial and midsection lines as collector rights-of-way. Implementation policies within the Circulation Element of the Kern County General Plan specify that all surveyed section lines in the valley and desert regions are to be protected for major highway right-of-way purposes, and all midsection lines within the same region are to be protected for collector highways. Because the airstrip will cross both section and midsection lines, an amendment of the Circulation Element is required and is being processed concurrently with the conditional use permit. Based on the foregoing evaluation, the project's potential impact on transportation and traffic systems is considered to be less than significant.

XVI. **UTILITIES AND SERVICE SYSTEMS.** Response to (a) – There is no evidence in the record to date to show that implementation of the project, in accordance with existing regulatory requirements, adopted ordinances, and development standards, would exceed wastewater treatment requirements of the applicable California Regional Water Quality Control Board.

Response to (b) and (e) – There is no evidence in the record to date to show that implementation of the project would (1) require or result in the construction of new or expanded water or wastewater treatment facilities; or (2) result in a determination that an inadequate wastewater treatment capacity exists to serve the project's demand, in addition to existing commitments which result in significant environmental effects.

Response to (f) – A copy of the Early Consultation Review package was circulated to the Kern County Waste Management Department. No comments were received from Waste Management. Based upon the information in the record to date, it is the determination of the Lead Agency that a Negative Declaration should be sufficient to address the project's potential impacts on the County's landfill resources.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE.

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

No. Based upon the evaluation contained in this document, the proposed project is not anticipated to significantly impact biological resources.

(b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

No. Potential cumulative impacts are limited to those involving groundwater, air quality, traffic, noise, and recreation. Based upon information contained in the record, there is no evidence that these impacts are cumulatively significant or cannot be reduced to a level of insignificance through implementation of the approved development plan, adopted ordinances, development standards, and mitigation measures to ensure that the quality of the environment is not degraded.

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

No. Adopted ordinances and mitigation measures will ensure that the project has no adverse consequences for human health, safety, or welfare. The project has no nonmitigable adverse consequences for human health, safety, or welfare.

MITIGATION MEASURES

(1) Light shields shall be installed on light standards to prevent glare onto Highway 33.

(2) The runway shall be open to corporate aircraft, crop dusters, and occasional invited guests of the applicant. The runway shall be closed to the general public.

(3) Fixed-wing aircraft that shall be permitted to use the runway shall be restricted to the following:

(a) Aircraft Approach Category A (approach speed: less than 91 knots).

(b) Airplane Design Group I (wingspan: less than 49 feet wide).

(c) Take Off Gross Weight: less than 12,500 pounds.

(4) ~~No permanent fueling or chemical loading facilities shall be permitted on or near the airstrip.~~
Prior to installation of the 10,000-gallon above-ground fuel tank, the applicant shall submit plans to Kern County Fire Department for review and approval. The tank shall be inspected and permitted by the Kern County Fire Department.

(5) ~~The on-site storage of fuel or chemicals associated with the aircraft or irrigation spraying shall be prohibited.~~
The storage of on-site jet fuel shall be limited to one 10,000-gallon, double-walled above-ground storage tank. The above-ground fuel storage tank shall comply with all applicable County, State and federal building and fire codes regulations and comply with applicable agency permitting requirements.

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(1) Kern County Planning Department, "Kern County General Plan" (2004)

(2) Kern County Planning Department, "Zoning Ordinance" (2005)

(3) Kern County Planning Department, "Year 2000 General Plan Master Environmental Impact Report/Master Environmental Assessment" (1982)

(4) Kern County Planning Department/Kern County Council of Governments, "Seismic Hazard Atlas - Emigrant Hill Quadrangle" (1975)

(5) Kern County Planning Department, "Project Description and Environmental Setting for EA KM 3-05; Conditional Use Permit 8, Map 27 – Paramount Farms, Inc. (PPO5311)"

(6) Kern County Planning Department, "Airport Land Use Compatibility Plan" (2004)

(7) San Joaquin Valley Air Pollution Control District, "Guide for Assessing and Mitigating Air Quality Impacts" (1998)

(8) Kern County Planning Department, "Flood Plain Map 27" (1986)

(9) Metropolitan Bakersfield Habitat Conservation Plan (1994)

(10) Kern County Planning Department, "Agricultural Preserve 1 Boundary Map" (2005)

(11) Department of Conservation/Farmland Mapping and Monitoring Program, "Kern County Interim-Important Farmland" (2000)

(12) U.S. Department of Agriculture/Soil Conservation Service, "Soil Survey of Kern County/Northwestern Part - Sheet 6/Emigrant Hill Quadrangle" (1988)

(13) Kern County Water Agency, "Water Supply Report 1997" (2001)

(14) Department of Conservation/Division of Oil, Gas and Geothermal Resources, "Response to Early Consultation Request for Comments –Conditional Use Permit 8, Map 27 - Paramount Farms, Inc. (PPO5311)" (2005)

(15) Kern County Department of Airports, "Response to Early Consultation Request for Comments – Conditional Use Permit 8, Map 27 - Paramount Farms, Inc. (PPO5311)" (2005)

(16) Kern County Engineering and Survey Services Department/Floodplain Management Section, "Response to Early Consultation Request for Comments – Conditional Use Permit 8, Map 27 - Paramount Farms, Inc. (PPO5311)" (2005)

(17) Kern County Roads Department, "Response to Early Consultation Request for Comments – Conditional Use Permit 8, Map 27 - Paramount Farms, Inc. (PP05311)" (2005)

(18) Letter from Department of Transportation/Division of Aeronautics (January 2006)

ENVIRONMENTAL INFORMATION FORM

(To be Completed by Applicant)

Date Filed _____

GENERAL INFORMATION

1. Name and address of developer or project sponsor: PARAMOUNT FARMS
   13646 HWY 33, LOST HILLS 93249-9719

2. Address of project: 13646 Hwy 33

   Assessor's Block and Lot Number: _____

3. Name, address, and telephone number of person to be contacted concerning this project:
   JOHN R. WILSON 1400 EASTON DR.
   SUITE 132, BAKERSFIELD, CALIF. 93309

4. Indicate number of the permit application for the project to which this form pertains:

5. List and describe any other related permits and other public approvals required for this project, including those required by city, regional, state, and federal agencies:
   GRADING PERMIT

6. Existing zoning district: A

7. Proposed use of site (project for which this form is filed): PRIVATE AIR STRIP

*******FOR OFFICE USE*******

Project Case Number or Name CUP 8, MAP 27

Date Filed 6-28-05 Rec'd by Kathy Maly Recpt # 87110

After completion of environmental document, forward file to _____
_____ in the _____ Section.

PROJECT DESCRIPTION

8. Site size. APPROX 40 ACRES IN A 517 ACRE PARCEL
9. Square footage.
10. Number of floors of construction. N/A
11. Amount of off-street parking provided. N/A
12. Attach plans. ✓
13. Proposed scheduling. ASAP
14. Associated project. PARAMOUNT FARMS
15. Anticipated incremental development. NO
16. If residential, include the number of units, schedule of unit sizes, range of sale prices or rents, and type of household size expected. N/A
17. If commercial, indicate the type, whether neighborhood, city or regionally oriented, square footage of sales area, and loading facilities. N/A
18. If industrial, indicate type, estimated employment per shift, and loading facilities.
19. If institutional, indicate the major function, estimated employment per shift, estimated occupancy, loading facilities, and community benefits to be derived from the project.
20. If the project involves a variance, conditional use, or rezoning application, state this and indicate clearly why the application is required. SEE ATTACHED

Are the following items applicable to the project or its effects? Discuss below all items checked yes (attach additional sheets as necessary).

		Yes	No
21.	Change in existing features of any bays, tidelands, beaches, or hills, or substantial alteration of ground contours. SITE WILL BE GRADED & PAVED – APPROX 35,000 CY.	☒	☐
22.	Change in scenic views or vistas from existing residential areas or public lands or roads. RUNWAY WHERE THERE IS EXIST. FARMING	☒	☐
23.	Change in pattern, scale, or character of general area of project.	☐	☒
24.	Significant amounts of solid waste or litter.	☐	☒
25.	Change in dust, ash, smoke, fumes, or odors in vicinity.	☐	☒
26.	Change in ocean, bay, lake, stream, or groundwater quality or quantity, or alteration of existing drainage patterns.	☐	☒
27.	Substantial change in existing noise or vibration levels in the vicinity. PLANES WILL LAND IN A DIFFERENT LOCATION	☒ ←	☒
28.	Site on filled land or on slope of 10 percent or more.	☐	☒

		Yes	No
29.	Use of disposal of potentially hazardous materials, such as toxic substances, flammables, or explosives.	☐	☒
30.	Substantial change in demand for municipal services (police, fire, water, sewage, etc.).	☐	☒
31.	Substantially increase fossil fuel consumption (electricity, oil, natural gas, etc.).	☐	☒
32.	Relationship to a larger project or series of projects. PARAMOUNT FARMS	☑	☐

ENVIRONMENTAL SETTING

33. Describe the project site as it exists before the project, including information on topography, soil stability, plants and animals, and any cultural, historical, or scenic aspects. Describe any existing structures on the site and the use of the structures. Attach photographs of the site. Snapshots or polaroid photos will be accepted.

34. Describe the surrounding properties, including information on plants and animals and any cultural, historical, or scenic aspects. Indicate the type of land use (residential, commercial, etc.), intensity of land use (one-family, apartment houses, shops, department stores, etc.), and scale of development (height, frontage, setback, rear yard, etc.). Attach photographs of the vicinity. Snapshots or polaroid photos will be accepted.

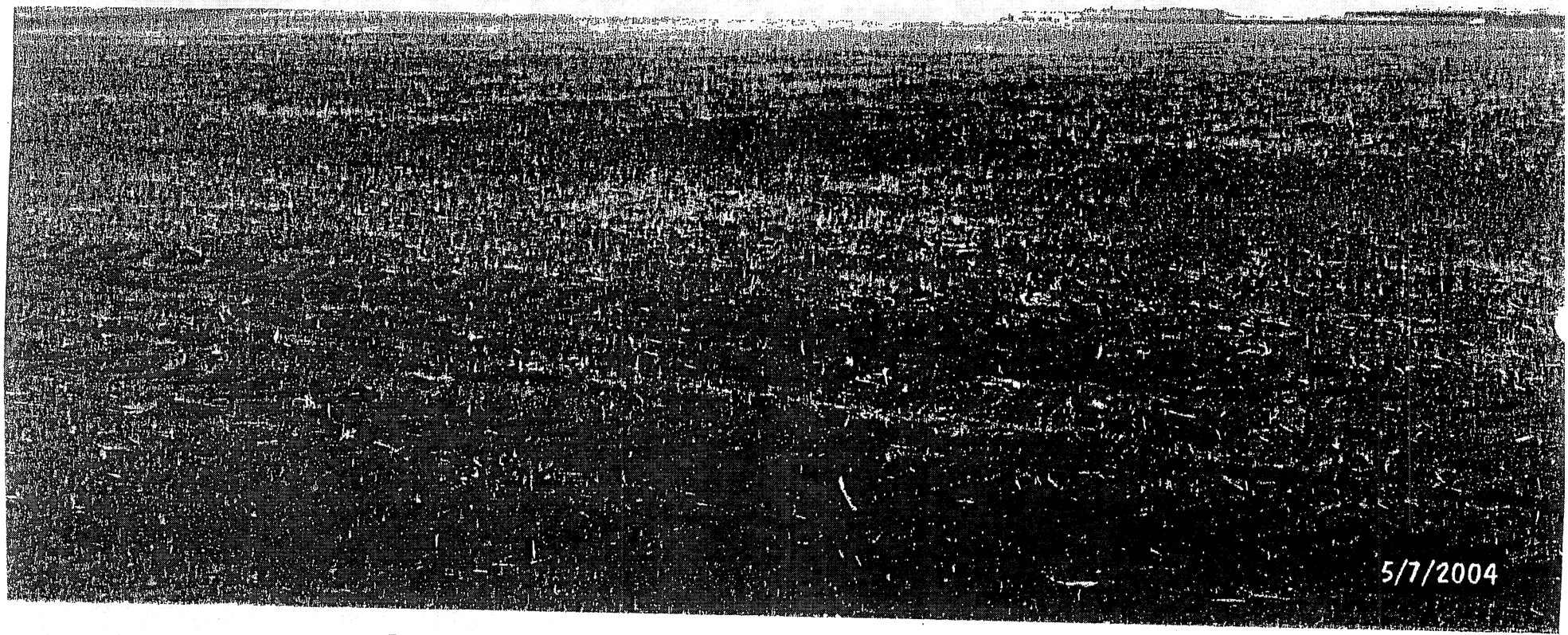
35. Attach a completed fiscal impact form unless project consists of a parcel split of four or less parcels.

CERTIFICATION

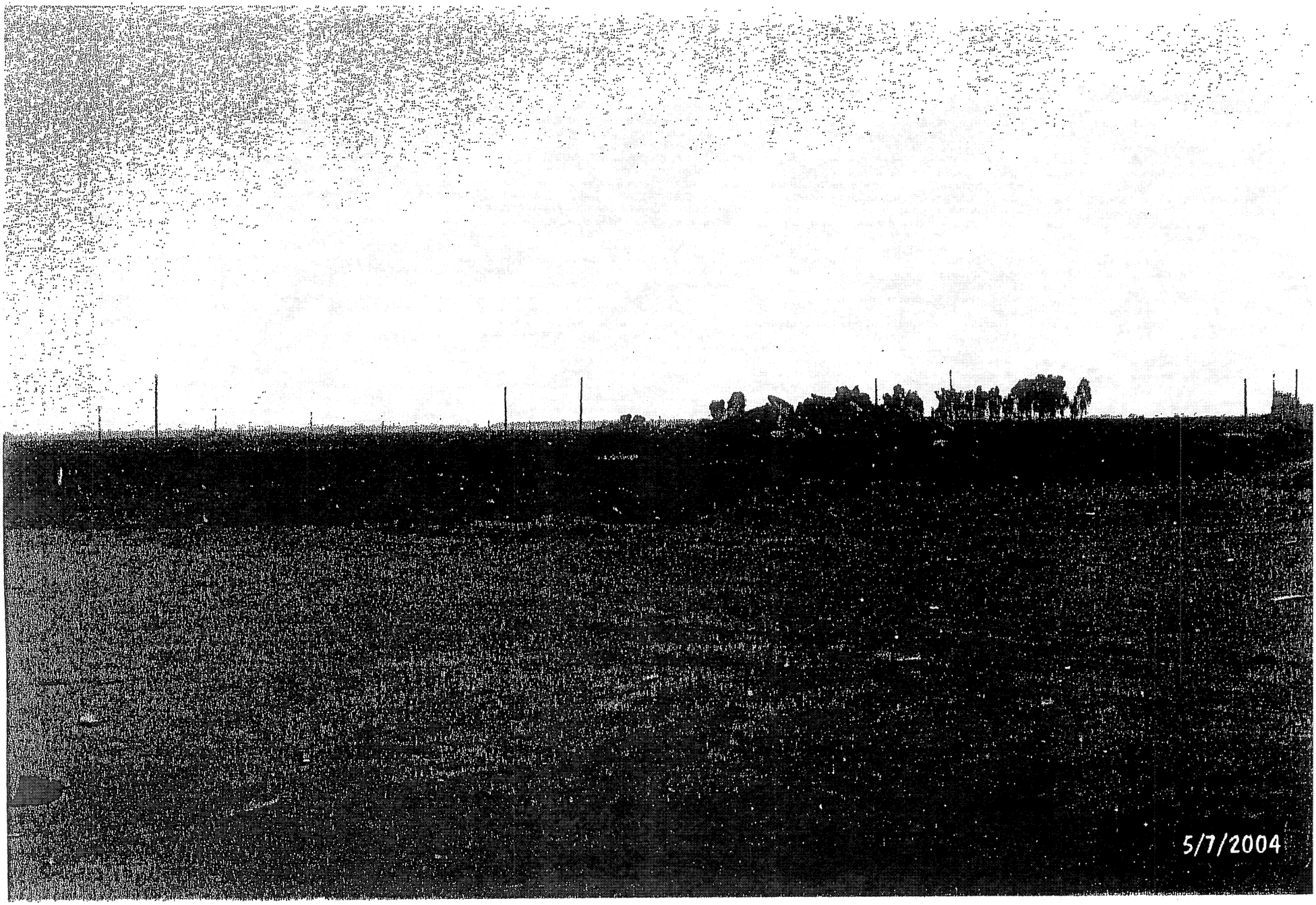
I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

Date May 7, 2004 Signature _____

For Paramount Farms



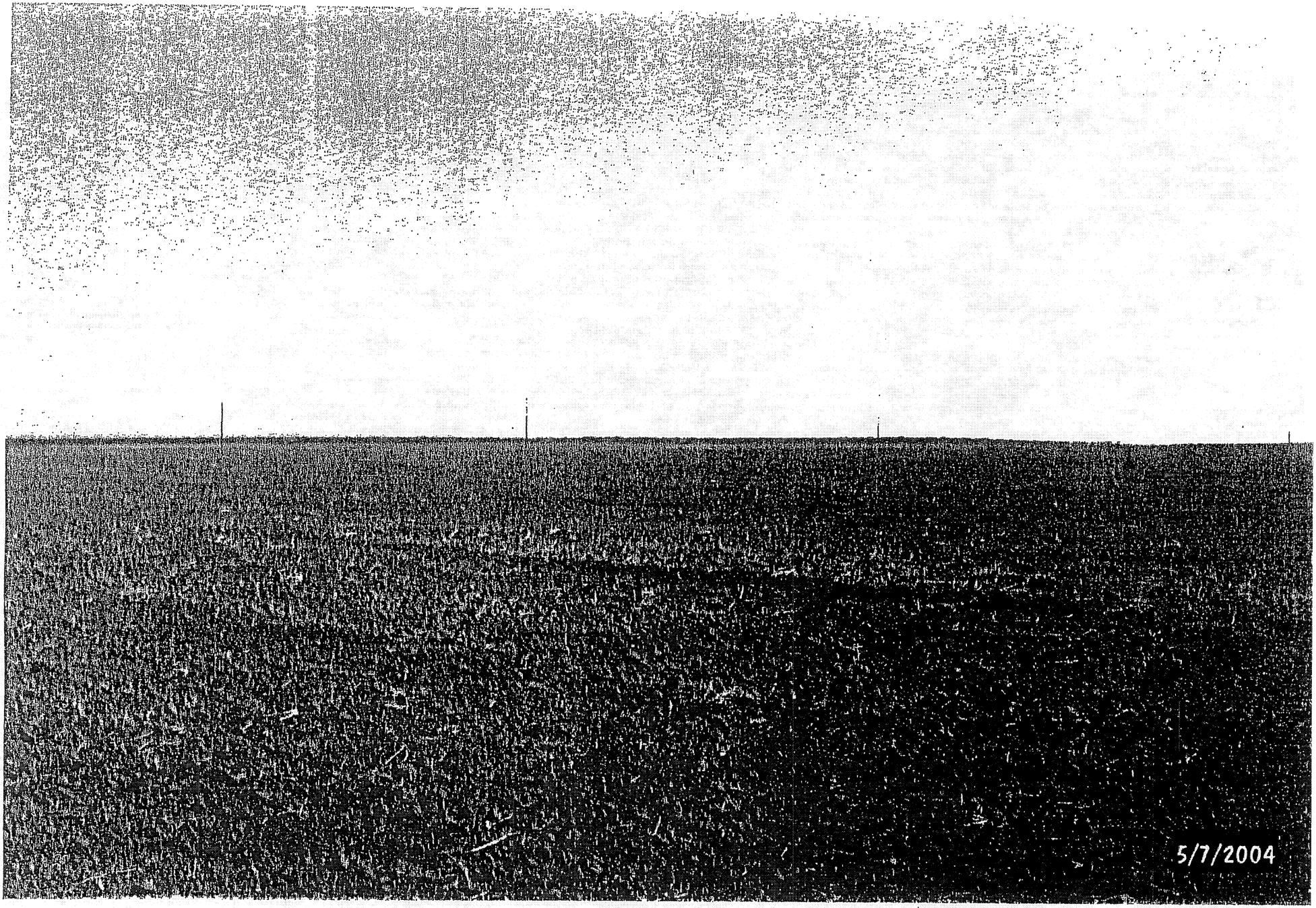
LOOKING TO THE SOUTHEAST FROM THE NORTHERLY END OF THE RUNWAY



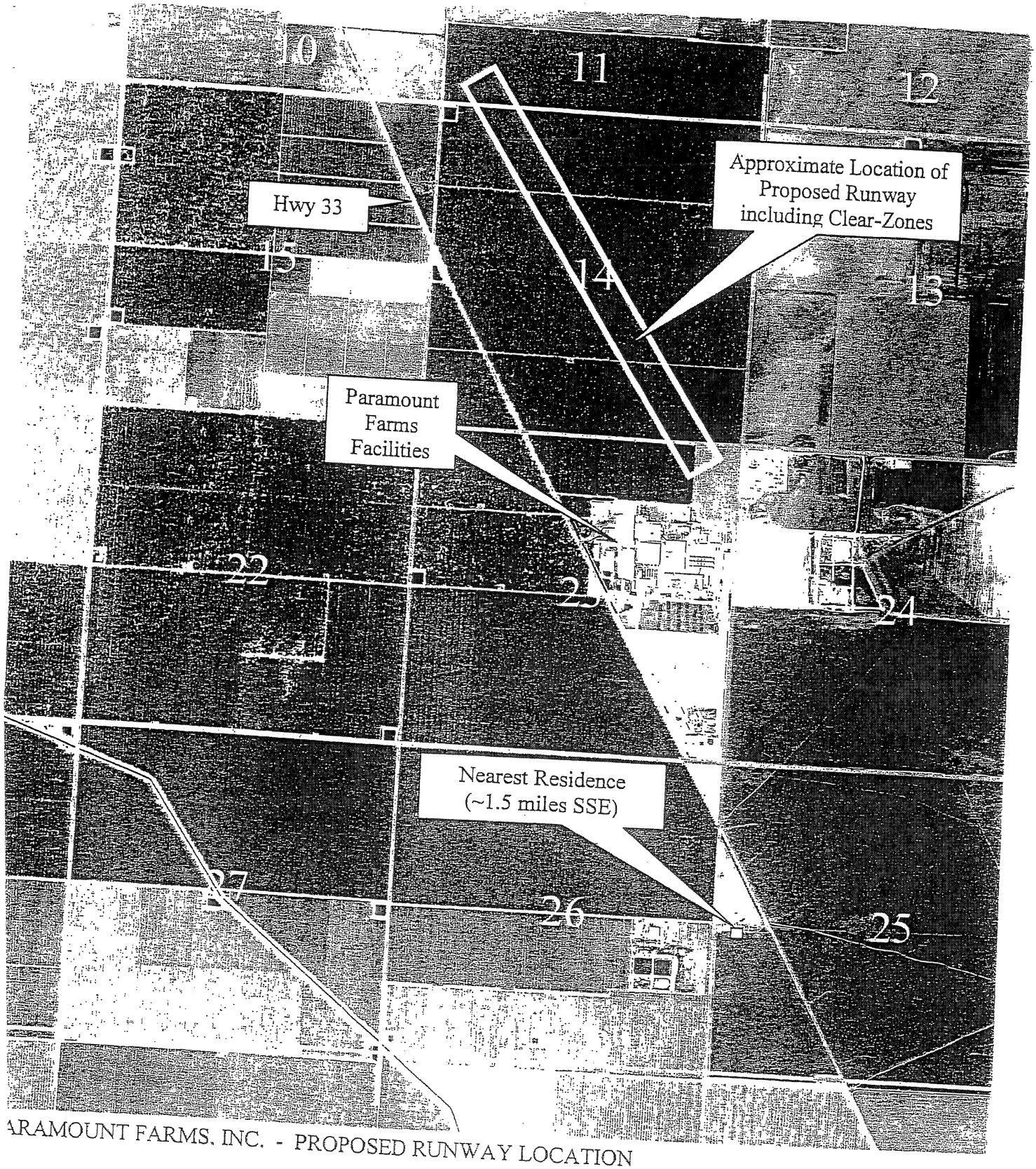
LOOKING TO THE NORTH FROM THE SOUTHERLY END OF THE RUNWAY



LOOKING TO THE SOUTHWEST FROM THE SOUTHERLY END OF THE RUNWAY



LOOKING NORTHEASTERLY FROM THE PROPOSED PARKING AREA

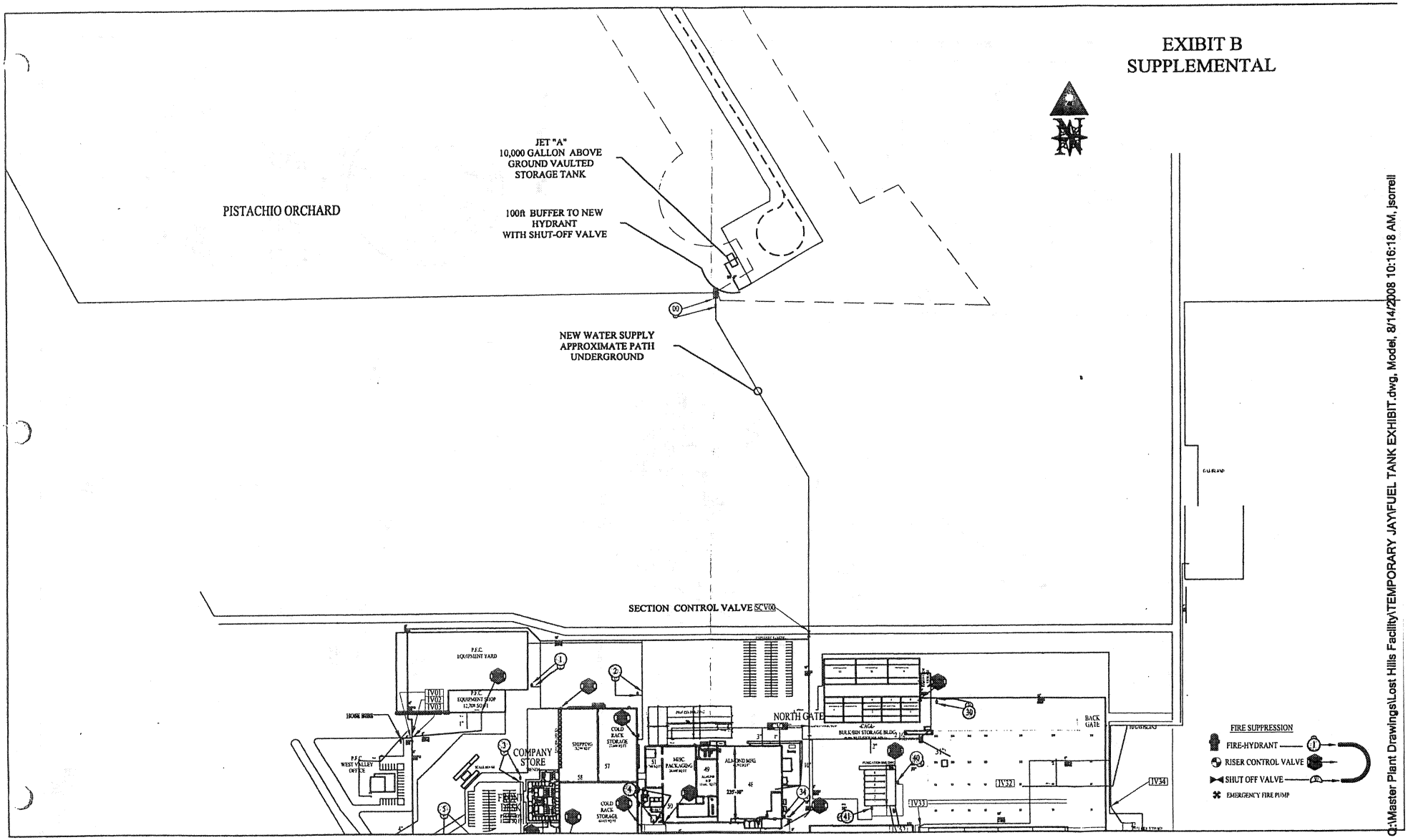


ARAMOUNT FARMS, INC. - PROPOSED RUNWAY LOCATION

APPLICATIONS

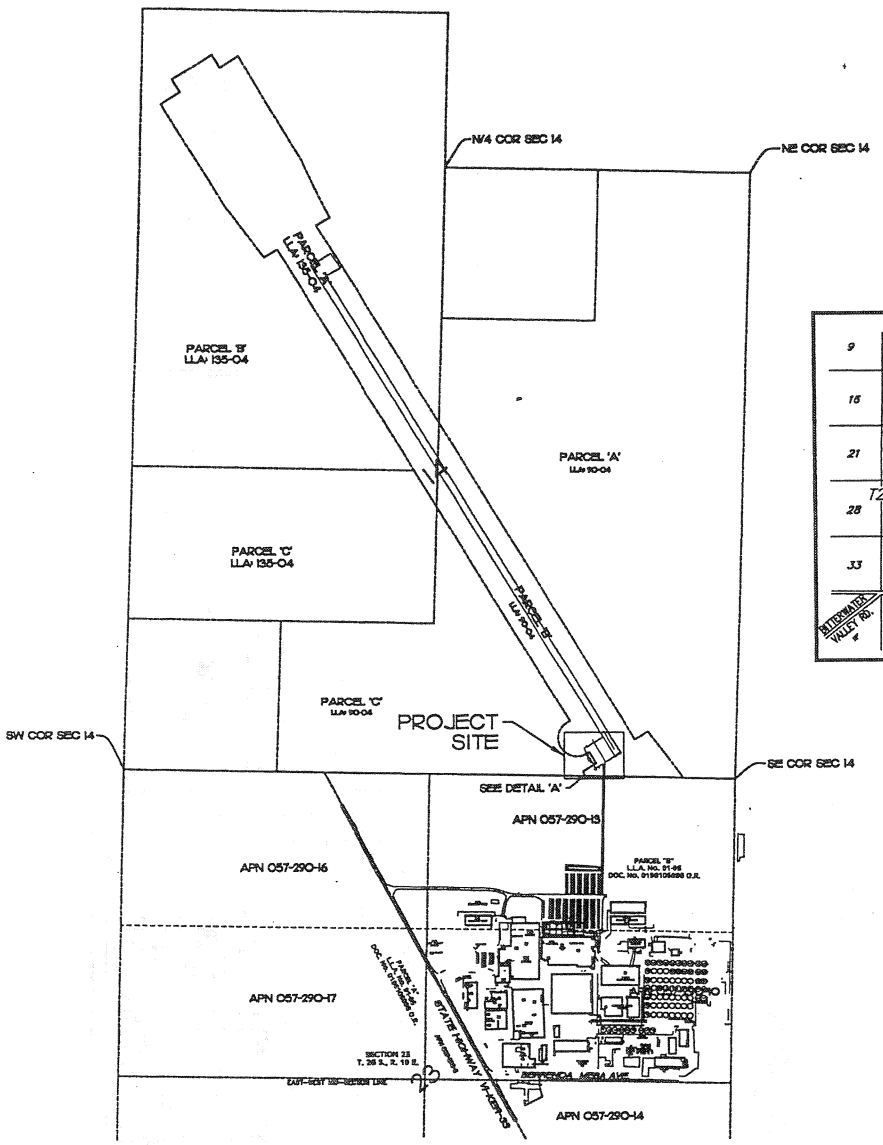
PROPOSED
10,000 GALLON
ABOVE-GROUND
JET FUEL TANK

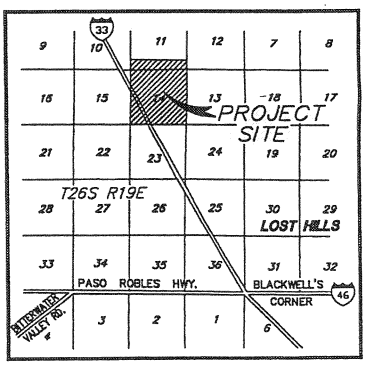
EXIBIT B
SUPPLEMENTAL



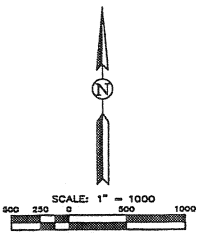
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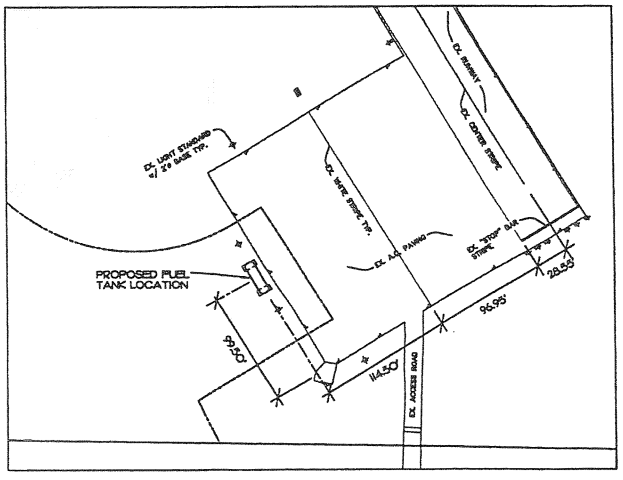
EXHIBIT A





VICINITY MAP
NO SCALE





DETAIL 'A'
SCALE: 1"=100'

REGISTERED PROFESSIONAL ENGINEER
ROBERT T. SWANSON
No. 43032
Exp. 3-31-10
CIVIL
STATE OF CALIFORNIA
7-17-08

BASIS OF BEARINGS:

ALL BEARINGS AND DISTANCES SHOWN ON THIS TOPO SURVEY, UNLESS OTHERWISE INDICATED, ARE RECORD, OR CALCULATED FROM RECORD, PER LOT LINE ADJUSTMENT NO. 91-95 AS EVIDENCE PER CERTIFICATE OF COMPLIANCE RECORDED AS DOCUMENT NO. 0196105898 O.R., IN THE OFFICE OF THE KERN COUNTY RECORDER.

NOTE:

NOT ALL UNDERGROUND UTILITIES OR FACILITIES WERE LOCATED BY THIS SURVEY AND THE SURVEYOR ASSUMES NO RESPONSIBILITY FOR UNDERGROUND UTILITIES NOT SHOWN OR FOR INFORMATION DERIVED FROM ANY OUTSIDE SOURCES.

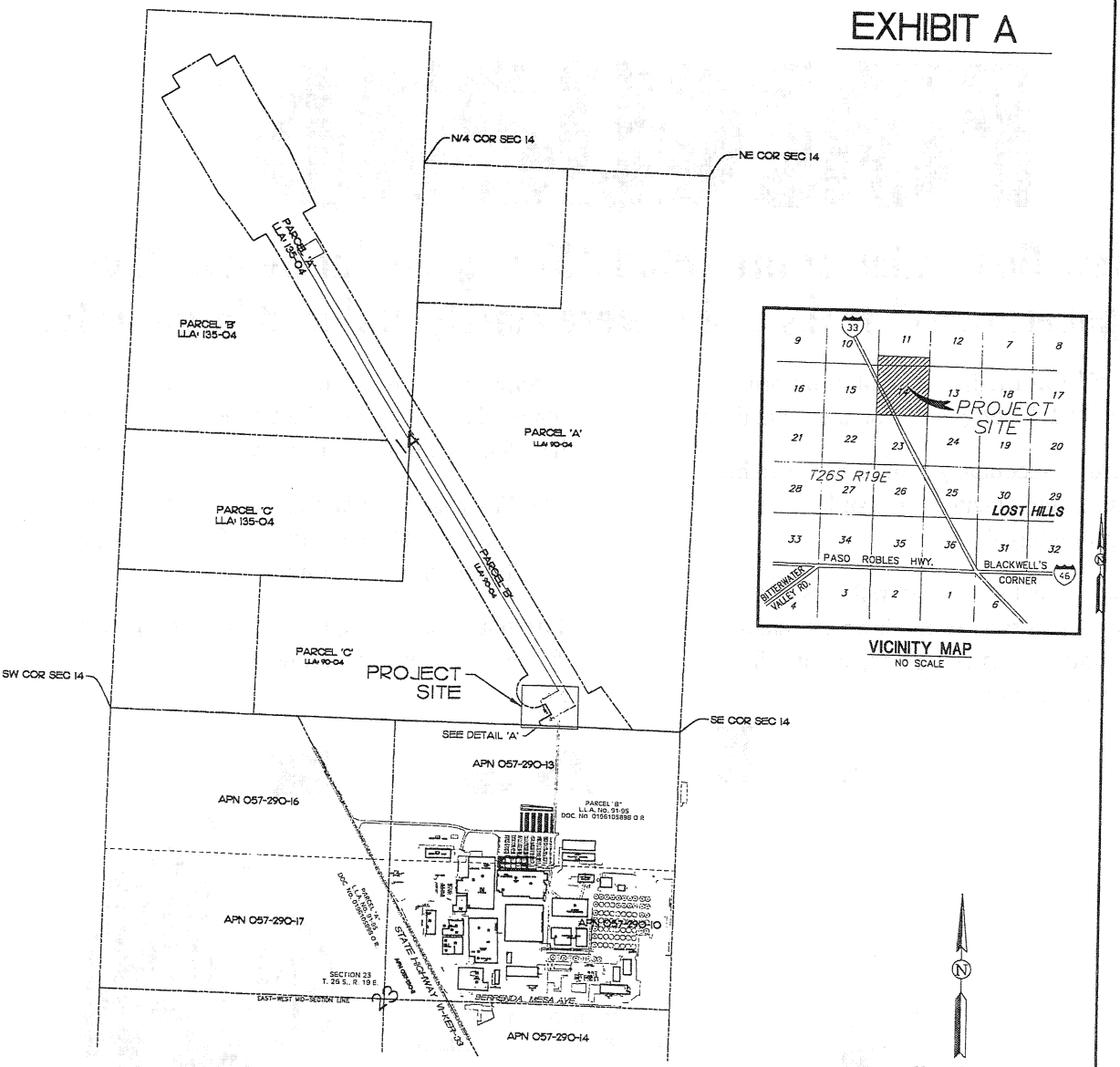
THE SURVEYOR ASSUMES NO RESPONSIBILITY FOR EASEMENTS, RIGHT-OF-WAYS, PROPERTY LINES OR ANY OTHER INFORMATION PERTAINING TO RECORD TITLE INTEREST DUE TO THE FACT THAT NO TITLE REPORT WAS PROVIDED FOR THIS SURVEY.

PREPARED BY:
McINTOSH & ASSOCIATES
2001 WHITLAM CT. BAKERSFIELD, CA 93309 (661) 834-4614

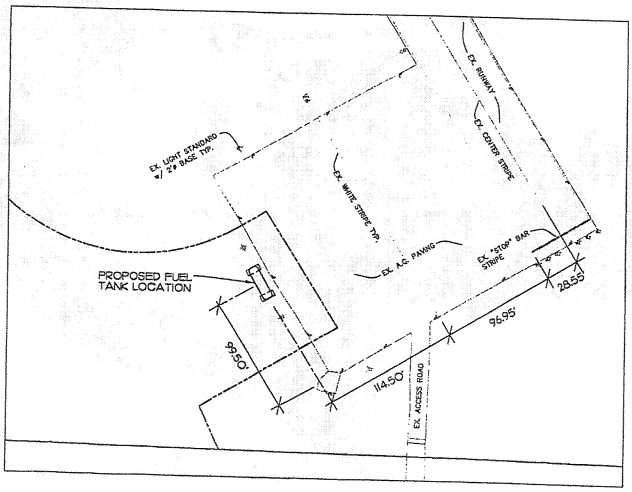
PARAMOUNT FARMS
FUEL TANK ADDITION

JOB NO. 07-009
DATE: 7/15/08
FILE NO. 07009-FUELTANK
DONE BY: JLS
AREA:

EXHIBIT A



VICINITY MAP
NO SCALE



DETAIL 'A'
SCALE: 1"=100'

REGISTERED PROFESSIONAL ENGINEER
ROBERT T. SWANSON
No. 49032
Exp. 3-31-10
CIVIL
STATE OF CALIFORNIA
7-17-08

BASIS OF BEARINGS:

ALL BEARINGS AND DISTANCES SHOWN ON THIS TOPO SURVEY, UNLESS OTHERWISE INDICATED, ARE RECORD, OR CALCULATED FROM RECORD, PER LOT LINE ADJUSTMENT NO. 91-05 AS EVIDENCE PER CERTIFICATE OF COMPLIANCE RECORDED AS DOCUMENT NO. 0196105898 O.R., IN THE OFFICE OF THE KERN COUNTY RECORDER.

NOTE:

NOT ALL UNDERGROUND UTILITIES OR FACILITIES WERE LOCATED BY THIS SURVEY AND THE SURVEYOR ASSUMES NO RESPONSIBILITY FOR UNDERGROUND UTILITIES NOT SHOWN OR FOR INFORMATION DERIVED FROM ANY OUTSIDE SOURCES.

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PREPARED BY:
McINTOSH & ASSOCIATES
LAND SURVEYING · CIVIL ENGINEERING · PLANNING
2001 WHEELAN CT. BAKERSFIELD, CA 93309 (661) 834-4814

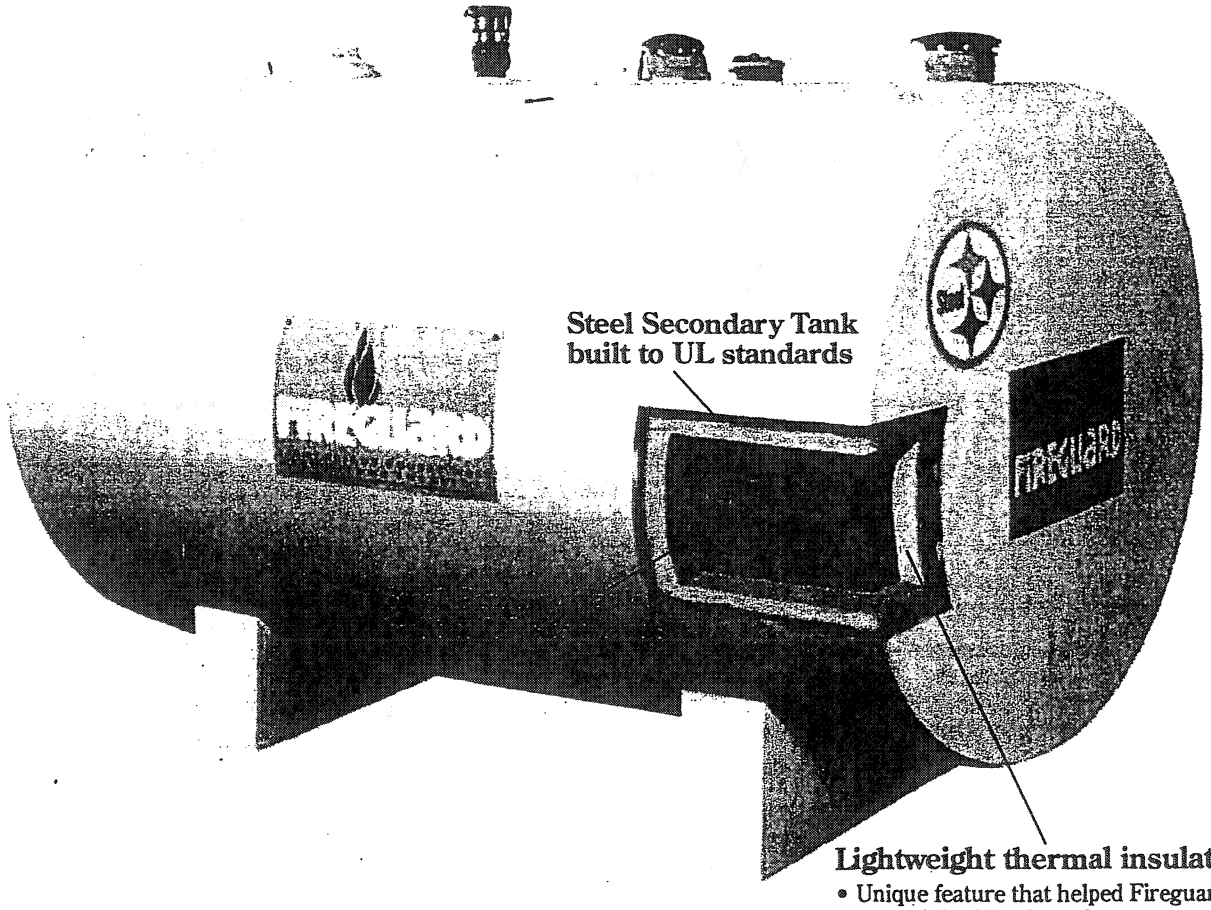
PARAMOUNT FARMS
FUEL TANK ADDITION

JOB NO. 07-009
DATE: 7/15/08
FILE NO 07009-FUELTANK
DONE BY: JLS
AREA:

FIREGUARD®

The New Generation of fire-rated AST's, going far beyond those "first generations" tanks which were merely enclosed in concrete.

- Fireguard® was the first AST of its design to obtain a UL Listing for secondary containment.
- Fireguard®'s secondary containment can be tightness tested on-site with standard testing procedures!
- Fireguard®'s exterior steel wall provides superior weatherability and low-cost maintenance. Unlike concrete, cracking or spalling will never be a problem!
- Fireguard®'s unique thermal insulating material is 75% lighter than concrete... Shipping, installation and relocation costs are reduced!
- The Fireguard® technology is patented under U.S. Patent #5695089 and #5809650 for "Lightweight Double Wall Storage Tank."
- Fireguard® is a UL approved core component for the 2244 system listing.



Is Your Aboveground Tank Everything It's Cracked Up To Be?

• Secondary containment is testable on-site using standard, economical testing procedures.	• The secondary containment on certain designs may require elaborate and expensive procedures to be tested on-site.
• Fireguard®'s steel outer wall provides low-cost maintenance and protects the insulation material from weathering.	• Exposed concrete outer wall is susceptible to cracking, spalling and weathering - problems that are expensive to correct and are usually not covered by warranty.
• An average 12,000 gallon Fireguard® weighs under 30,000 pounds - well within the legal load limit for trucking.	• An average 12,000 gallon concrete-encased tank weighs upwards of 100,000 pounds - imagine the hassles involved in handling that tank.

FIREGUARD®: THE ONLY TANK THAT MEETS ALL OF THESE STANDARDS

- UL-2080 Listed "Fire Resistant" Tanks for Flammable and Combustible Liquids
- UL-2085 Listed "Protected" Aboveground Tanks for Flammable and Combustible Liquids
- Both inner and outer tanks built per UL-142 Standards for Steel Aboveground tanks for Flammable and Com bustible Liquids
- Uniform Fire Code, 2000 Edition Article 79 and UFC Standard 79-7 "Protected Tank"
- UL-2244, Aboveground Flammable Liquid Tank Systems, The Fireguard tank can be used as the primary storage containment
- NFPA 30 and 30A, 2000 Edition, National Fire Protection Association
- NFPA 1, Uniform, Fire Code™, of the National Fire Protection Association, 2003 Edition Section 3.3.199.5, "Protected Aboveground Tank"
- International Fire Code (IFC), 2000- Chapter 34
- ULC-S655 Underwriters Laboratories of Canada Standard for Aboveground Tanks for Flammable and Combustible Liquids

Other Standards...

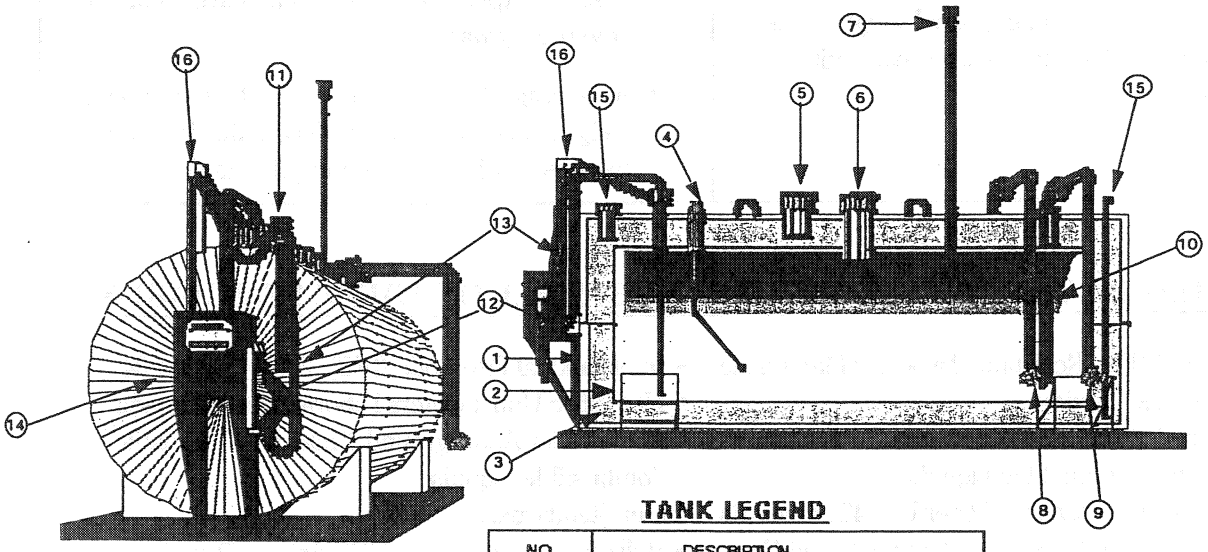
- Ballistics protection per UFC Article 79, and per UL-2085
- Vehicle impact protection per UFC Article 79, and per UL-2085
- California Air Resources Board (CARB) testing requirements for air emissions
- Steel Tank Institute (STI) Standard F941 for Thermally Insulated Aboveground Storage Tanks
- Many fire codes and environmental regulations will accept Fireguard® Secondary Containment Tanks as an alternate to diking requirements

If your project is required to follow NFPA 30 or 30A guidelines... Check with your area "Authority Having Jurisdiction" related to maximum allowable tank capacity for the class fuel being stored and secondary containment requirements.

Exhibit 2

Executive Order G-70-162-A

Steel Tank Institute
Fireguard Aboveground Tank
Filling/Dispensing Vapor Recovery System



TANK LEGEND

NO.	DESCRIPTION
1	OUTER STEEL TANK
2	INNER STEEL TANK
3	LIGHTWEIGHT INSULATION
4	FLOAT GAUGE
5	ANNULAR SPACE EMERGENCY VENT
6	INNER TANK EMERGENCY VENT
7	PRESSURE VACUUM (P/V) VENT
8	VAPOR ADAPTOR AND CAP
9	FILL ADAPTOR AND CAP
10	SUBMERGED FILL TUBE
11	HOSE RETRACTOR
12	NOZZLE
13	COAXIAL HOSE
14	PUMP
15	ANNULAR SPACE MONITORING ACCESS
16	COAXIAL HOSE ADAPTOR

Notes:

Tank construction shall include a minimum of 3 inches of proprietary insulating material between the interior holding tank and the exterior containment tank. A reduction to a minimum of 2 inches of proprietary insulating material is allowed along the top of the tank.

The tank vent line shall extend to a minimum height of 12 feet above grade.

State of California
AIR RESOURCES BOARD

Executive Order G-70-162

Certification of Steel Tank Institute
Fireguard Aboveground Tank Filling/Dispensing
Vapor Recovery System

WHEREAS, the Air Resources Board (the "Board") has established, pursuant to California Health and Safety Code Sections 39600, 39601 and 41954, certification procedures for systems designed to control gasoline vapor emissions displaced during the filling of service station storage tanks ("Phase I vapor recovery systems") and for systems designed to control gasoline vapor emissions from motor vehicle fueling operations ("Phase II vapor recovery systems") in its "Certification Procedures for Gasoline Vapor Recovery Systems at Service Stations", amended December 4, 1981 (the "Certification Procedures"), and incorporated by reference in Title 17, California Code of Regulations, Section 94001;

WHEREAS, the Board has established, pursuant to California Health and Safety Code Sections 39600, 39601, and 41954, test procedures to determine compliance of Phase I and Phase II vapor recovery systems with emission standards in its "Test Procedures for Determining the Efficiency of Gasoline Vapor Recovery Systems at Service Stations", amended September 1, 1982 (the "Test Procedures"), incorporated by reference in Title 17, California Code of Regulations, Section 94000;

WHEREAS, the Steel Tank Institute has applied for certification of its Fireguard insulated aboveground gasoline storage tank vapor recovery system for use in balance Phase I and Phase II operations;

WHEREAS, Section VIII-A of the Certification Procedures provides that the Executive Officer shall issue an order of certification if he or she determines that a vapor recovery system conforms to all of the requirements set forth in Certification Procedures Sections I through VII; and

WHEREAS, on April 15, 1994 the Air Resources Board Executive Officer, pursuant to California Health and Safety Code sections 39515 and 39516, delegated to the Chief, Compliance Division full authority to approve and grant Executive Orders certifying integral Phase I and Phase II aboveground systems in accordance with California Health and Safety Code section 41954; and

WHEREAS, I, James J. Morgester, Chief of the Compliance Division of the California Air Resources Board, have determined that the Steel Tank Institute, Fireguard aboveground storage tank vapor recovery systems, when used with ARB Certified Phase I two-point balance vapor recovery components and Phase II balance vapor recovery components, conforms with all the requirements set forth in Sections I through VII of the Certification Procedures;

NOW, THEREFORE, IT IS HEREBY ORDERED that this certification applies to the Steel Tank Institute Fireguard aboveground gasoline storage tank vapor recovery systems. The systems certified by this order may be used on single or split product rectangular tanks between 560 and 2,000 gallons total capacity which utilize the same geometric configuration and design as shown in Exhibit 1 (attached) and on single or split product cylindrical tanks between 560 and 12,000 gallons total capacity which utilize the same geometric configuration and design as shown in Exhibit 2 (attached).

IT IS FURTHER ORDERED that any emergency vent installed on the tanks be leak free at the operating pressure of the tank when tested in accordance with ARB Method 2-6, "Test Procedures for Gasoline Vapor Leak Detection Using Combustible Gas Detector" as last amended September 1, 1982 (the "Test Procedures"), incorporated by reference in Section 94007 of Title 17, California Code of Regulations.

IT IS FURTHER ORDERED that the use of Air Resources Board certified Phase I two-point balance system vapor recovery components and Phase II balance system vapor recovery components shall be a condition of the certification. Air Resources Board certified Phase I components are listed in Exhibits 1 through 3 of Executive Order G-70-97-A, Exhibits 1 and 2 of Executive Order G-70-102-A, or Exhibits 1 and 2 of Executive Order G-70-142-A. Air Resources Board certified balance system Phase II components are listed in the Executive Order G-70 series.

IT IS FURTHER ORDERED that the Phase I two-point balance system components and piping configuration used to connect the cargo truck bulk delivery line and vapor return line to the storage tank fill line and vapor recovery line shall be consistent with Air Resources Board Executive Order G-70-97 series, G-70-102 series or Executive Order G-70-142 series and that any liquid leak upon disconnecting the delivery line shall be no more than 10 ml per disconnect computed from the average of three disconnect operations.

IT IS FURTHER ORDERED that in order to prevent spitback or condensate from blocking the vapor path between the vehicle fill pipe and the storage tank headspace, the routing of the coaxial hose shall be consistent with the configurations shown in exhibits 4 through 11a in Air Resources Board Executive Order G-70-52-AM, with the exception that the highest point in the vapor return path must be above the the top of the storage tank and there shall be no liquid trap in the vapor path between the highest point in the vapor return path and the storage tank vapor headspace during fuel dispensing. Furthermore, there shall be no liquid trap in the vapor path between the vehicle fill pipe and the highest point in the vapor return path during fuel dispensing unless the coaxial hose is equipped with a liquid removal system with the liquid pickup located at the liquid trap.

IT IS FURTHER ORDERED that an Air Resource Board certified P/V valve shall be installed on the tank vent and that the valve have a rated pressure relief setting of no less then 2.5 inches of water column gage. The installed P/V valve shall extend to a minimum height of 12 feet above grade.

IT IS FURTHER ORDERED that a minimum of 6.0 inches of proprietary insulating material be installed between the interior holding tank and the exterior containment tank for all storage tanks as shown in Exhibit 1 and Exhibit 2.

IT IS FURTHER ORDERED that the general exterior of the storage tanks be painted white.

IT IS FURTHER ORDERED that compliance with the rules and regulations of the local air pollution control district with jurisdiction over the location where the system is installed, shall be made a condition of this certification.

IT IS FURTHER ORDERED that when bulk deliveries are being made by a cargo truck, rather than a bobtail truck, the truck pumping system be operated at a steady rate to limit the amount of vapor growth associated with a varied pumping rate. When clearing fuel from the pumping system, following fuel delivery, the operator shall likewise maintain a steady pumping rate.

IT IS FURTHER ORDERED that prior to using any Steel Tank Institute Fireguard aboveground tank for storage of gasoline the complete vapor recovery system will be leak checked at 150 percent of the maximum working pressure of the tank (P/V valve setting), or 5 inches of water column pressure, whichever is greater, and verified to be vapor tight. Thereafter, the complete system shall be checked once a year to ensure a vapor tight system and proper operation of the vapor recovery system. Leak checks shall be conducted in accordance with Section 1 of the Test Procedures.

IT IS FURTHER ORDERED that the tank and associated piping and other equipment not specifically listed as approved Phase I equipment in Exhibits 1 through 3 of Executive Order G-70-97-A, Executive Order G-70-102 series or G-70-142 series nor specifically listed as approved Phase II equipment in Executive Order G-70 series shall comply with the rules and regulations of the local fire officials with jurisdiction over the location where the system is installed.

IT IS FURTHER ORDERED that compliance with all applicable certification requirements and rules and regulations of the Division of Measurement Standards, the Office of the State Fire Marshal, and the Division of Occupational Safety and Health of the Department of Industrial Relations shall be made a condition of this certification.

IT IS FURTHER ORDERED that any alteration of the equipment, parts, design, or operation of the configurations certified hereby, is prohibited, and deemed inconsistent with this certification, unless such alteration has been approved by the Executive Officer or his or her designee.

Executed this 15TH day of February 1995 at Sacramento, California.

James J. Morgester, Chief
Compliance Division

APPLICATION FOR
GENERAL PLAN AMENDMENT
SPECIFIC PLAN ADOPTION OR AMENDMENT

KERN COUNTY PLANNING DEPARTMENT
2700 "M" Street, Suite 100
Bakersfield, CA 93301
(661) 862-8600

IMPORTANT

Before preparing this application, read completely the "Instructions to Applicant Filing for General/Specific Plan Adoption or Amendment."

SECTION A - APPLICANT

1. Name of Applicant (if not an individual, use corporate or firm name):
   Paramount Farms, Inc.
   Mailing Address 13646 Highway 33
   City Lost Hills State CA Zip Code 93249-9719
   Telephone: 661-797-6505 Fax: 661-797-6542 Email dlee@paramountfarm
2. Name of Individual Representative (if not same as above):
   Daniel Lee, Technical Services Representative
   Mailing Address (Same as above)
   City _____ State _____ Zip Code _____
   Telephone: _____ Fax: _____ Email _____

SECTION B - PROPERTY OWNER(S)

1. Name of Current Record Property Owner(s):
   Paramount Farms, Inc.
   Mailing Address 13646 Highway 33
   City Lost Hills State CA Zip Code 93249-9719
   Telephone: 661-797-6505 Fax: 661-797-6542 Email _____
2. Approximate Date Interest in Property Was Acquired: circa 1990
   Month/Year

SECTION C - REQUEST

1. Existing Site Designation: 8.1 and 8.1/2.5
2. Proposed Site Designation: Same as above.
3. Description of Proposed Project for Which Change of Designation Is Sought: Installation of a private, paved runway for corporate, agricultural and invited aircraft. Runway to be 5,000 ft. by 60 ft. crossing section & mid-section lines requiring amendment of Circulation Element of KCGP.
4. Description of Private or Public Basic Need Infrastructure Services Available to Site:
   Sewage Disposal: None at site. Adjacent property houses farming offices & plant with facilities.
   Domestic Water: None at site. Adjacent property has water available at offices and plant.
   Site Access: Ground access from Highway 33 through existing Paramount Farms facility.
   Other:

SECTION D - SITE LOCATION

1. Street Address of Site (if available): 13646 Highway 33, Lost Hills, CA 93249
2. Description of Site Location: Farming operations including pistachio hulling and shelling, almond processing and office facilities. Runway is to be located north-east of the plant and east of Highway 33.
3. Complete and Accurate Site Legal Description: APN 057-140-18, 057-290-13, 057-161-07, 057-161-10, 057-161-11 and 057-161-22 all located within Sections 11, 14 and 23, Township 26 North, Range 19 West.
4. Assessor's Parcel Number(s): See above description.
5. Square Footage or Acreage of Site: 692 acres
6. Present Land Use of Project Site: Farming operations.
7. Surrounding Land Uses:
   North - Farming operations
   East - Farming operations
   South - Farming operations, processing and office facilities.
   West - Farming operations

SECTION E - BASIS OR EXPLANATION OF NEED FOR CHANGE OF PLAN DESIGNATION

The proposed 5,000 foot runway will cross Section Lines and mid-Section lines between Sections 11, 14 and 23 in Township 26 North, Range 19 West, therefore, requiring amendmnet of the Circulation Element of the Kern County General Plan.

SECTION F -PROJECT DESCRIPTION

1. Number of floors of construction None
2. Amount of off-street parking provided None
3. Attach plans.
4. Proposed scheduling/project phasing Completion required as soon as possible.
5. If residential, include the number of units, schedule of unit sizes, range of sale prices or rents, and type of household size expected N/A
6. If commercial, indicate the type, whether neighborhood, city or regionally oriented, square footage of sales area, and loading facilities N/A
7. If industrial, indicate type, estimated employment per shift, and loading facilities N/A
8. If institutional, indicate the major function, estimated employment per shift, estimated occupancy, loading facilities, and community benefits to be derived from the project N/A
9. If the project involves a variance, conditional use, or rezoning application, state this and indicate clearly why the application is required CUP is required as the land use is being changed from agricultural to aeronautical (runway).

SECTION G - VERIFICATION STATEMENT

The California Legislature has passed a law that requires persons applying for development projects to review a listing of all hazardous waste sites. If the site of your proposed development project is included on the list of hazardous waste sites, then it shall be so noted. Please review the list of hazardous waste sites (enclosed) and sign the Verification Statement below. A copy of the law requiring this verification is also enclosed for your reference.

(Review of list related to hazardous waste sites)

I, Daniel Lee, as applicant for a development project, have reviewed the lists of projects relating to hazardous wastes pursuant to Section 65962.5 of the California Government Code. The proposed site (is) (is not) included on the list.

N/A

List (if applicable)

12/5/2005

Date

Daniel S. Lee

Signature

SECTION H - APPLICANT CERTIFICATION

I hereby certify to the County of Kern that I, Daniel Lee, am the applicant for this request and that I have read and understand the instructions to applicant. I understand that this is a request to initiate a request for a change in map code designation only and does not constitute a commitment or opinion of the final resolution of this request. Fees submitted are application filing fees and are nonrefundable. All required attachments are appended to this application, and the attachments and information provided on this application are true and correct.

Daniel S. Lee

Signature of Applicant

12/5/2005

Date

Daniel S. Lee For

Signature of Property Owner of Record

PARAMOUNT FARMS

12/5/2005

Date

OFFICE USE ONLY

GPA/SPA Case No. GPA #1 Zone Map No. #27

Work Order No. PAO 5311

Affected Elements:

___ 1. Land Use, Open Space, and Conservation
✓ 2. Circulation
___ 3. Housing
___ 4. Safety and Seismic Safety
___ 5. Noise
___ 6. Scenic Highways
___ 7. Parks and Recreation
___ 8. Public Buildings
___ 9. Solid Waste Management
___ 10. Airport Master Plans
___ 11. Other _____

FILING FEES

A. GPA/SPA Change $ 1,100

B. EAF $ _____

C. _____ $ _____

D. _____ $ _____

TOTAL $ _____

Receipt No. _____

DESIGNATIONS

S.D. No. 4

G.P. Title KERN COUNTY GENERAL

S.P. Title _____

Floodplain A and C

Airport P.A. _____

ACCEPTANCE

By: Kathe Mat Date: 3-17-06

CEQA EVALUATION

✓ This application requires an Environmental Assessment Form (EAF).

___ Categorically Exempt (Section _____).

___ In accordance with Section 15061(b)(3), it can be seen with certainty that this proposal will not have an effect on the environment.

Basis for Finding: _____

KERN COUNTY PLANNING DEPARTMENT
2700 "M" Street, Suite 100
Bakersfield, California 93301
(661) 862-8600

APPLICATION FOR:

__✓__ **CONDITIONAL USE PERMIT**
_____ **MODIFICATION**
_____ **PRECISE DEVELOPMENT PLAN**
_____ **VARIANCE**

(Also complete Sheet Number Two if application includes Variance request)

Zone Classification: A
Request: To allow for a private airstrip

Type or Letter Legibly

Name: PARAMOUNT FARMS Telephone: 661-399-4456
Mailing Address: 13646 HIGHWAY 33, LOST HILLS, CA. 93249-9719
Status of Applicant's Interest in Property: OWNER

Name of Individual Representative (if not same as above)
JOHN R. WILSON
Mailing Address: 1400 EASTON DR. SUITE 132
(include zip code) BAKERSFIELD, Calif. 93309 Telephone: 661-325-4862

Property Owner's Name
(if different from above): _____ Telephone: _____
Address: _____

Assessor's Parcel No.: 057-160-07, 10, 11, 22; 057-140-18; 057-290-13
Property Location: 13646 Hwy 33
(street address or general location)

Complete Legal Description of Property: PTNS. of Sec. 14, 11, 23, T26 R19

Method of Sewage Disposal N/A
Method of Water Supply N/A
Describe how site is currently developed _____

Describe how land is being used currently on parcels adjacent to the site:
North - farmed
East - farmed
South - PARAMOUNT FARMS office & huller
West - farmed

Explain Fully Reason for Request: AIRPORT RUNWAY FOR PRIVATE AIRPLANES - OWNERS & FARMING OPERATION

I certify that all statements are correct and that all accompanying documents and maps are accurate.

4-26-04 _____
Signature of Property Owner Date Signature of Applicant Date

...DEPARTMENT
D JAMES, AICP, Director
"M" STREET, SUITE 100
ERSFIELD, CA 93301-2323
ne: (805) 862-8600
(805) 862-8601 TTY Relay 1-800-735-2929
: planning@kernco...

R OURCE MANAGEMENT AGENCY
DAVID PRICE III, RMA DIRECTOR
Community Development Program Department
Engineering & Survey Services Department
Environmental Health Services Department
Planning Department
Roads Department

Dear Applicant for Development Project:

The California Legislature has passed a law that requires persons applying for development projects to review a listing of all hazardous waste sites. If the site of your proposed development project is included on the list of hazardous waste sites, then it shall be so noted. Please review the list of hazardous waste sites (enclosed) and sign the Verification Statement below. A copy of the law requiring this verification is also enclosed for your reference.

VERIFICATION STATEMENT

(Review of list related to hazardous waste sites)

I, JOHN R. Wilson, as applicant for a development project, have reviewed the lists of projects relating to hazardous wastes pursuant to Section 65962.5 of the California Government Code. The proposed site (is) (is not) included on the list.

N/A
List (if applicable)

4-27-04
Date

Signature

FORM72.PDS (8/98)

CLIENT: Paramount Farms, Inc.
PROJECT: Conditional Use Permit Application – File CUP, Map 27
Construction of Lost Hills Airstrip

SUBJECT: Lost Hills Airstrip Operation Estimate

The Paramount Farms, Inc. (PFI) Lost Hills Airstrip will be a private airstrip that will provide landing, refueling, loading and take-off primarily for agricultural-use aircraft (crop dusters). There will be no permanent fueling or chemical-loading facilities located on or near the airstrip. Fuel and chemical trucks will transport such material to the airstrip on a daily basis as needed and will not remain on-site unless aircraft are present or using the facility. The following represents an approximate time and volume use of the airstrip and is based on the estimated usage stipulated in PFI's Federal Aviation Administration (FAA) airstrip application:

Month(s)	ALMONDS	PISTACHIOS	POMEGRANITES
February	**Bloom Spray** 4-5 days duration 3-4 planes 6-8 hrs/day		
April		**Fungicide Spray** 4-5 days duration 2-3 planes 6-8 hrs/day	
May/June	**Nutrient Spray** 4-5 days duration 2 planes 6-8 hrs/day		
June/July	**Pesticide Spray** 4-5 days duration 2-3 planes 6-8 hrs/day		
July/August		**Pesticide Spray** 4-5 days 2-3 planes 6-8 hrs/day	**Pesticide Spray** 4-5 days 2-3 planes 6-8 hrs/day

All dates, duration, number of planes and times per day are estimates. Actual number may vary based on crops, weather conditions and equipment availability.

The airstrip will be uncontrolled and will operate only under visual flight rules (VFR) as regulated by the FAA.

Approved OMB No. 2120-0036

S. Department of Transportation
Federal Aviation Administration

NOTICE OF LANDING AREA PROPOSAL

Name of Proponent, Individual , or Organization
Paramount Farms, Inc.

Check if the property owner's name and address are different than above, and list property owner's name and address on the reverse.

Address of Proponent, Individual , or Organization *(No., Street, City, State, Zip Code)*
13646 Highway 33
Lost Hills, CA 93249

Establishment or Activation ☐ Deactivation or abandonment
Alteration ☐ Change of Status

OF ☐ Airport ☐ Ultraflight Flightpark ☐ Vertiport
☐ Heliport ☐ Seaplane Base ☒ Other (Specify) Private Strip

Location of Landing Area

Associated City/State	2. County/State *(Physical Location of Airport)*			3. Distance and Direction From Associated City or Town	
Lost Hills, CA	Kern County, CA				
Name of Landing Area	5. Latitude	6. Longitude	7. Elevation	Miles	Direction
Paramount Farms Landing Strip	35° 39' 59"	119° 53' 47"	450	12 miles	WNW

Purpose

Type Use	If Change of Status or Alteration, Describe Change	☐ Establishment or change to traffic pattern (Describe on reverse)	Construction Dates	
			To Begin/Began	Est. Completion
☐ Public	Construction of replcement runway and abandonment of old runway. New runway will be used for crop dusting and occaisional private business aircraft purposes only.		03/23/05	06/10/05
☐ Private				
☐ Private Use of Public Id/Waters				

Other Landing Areas

Ref. A5 above

Direction From Landing Area	Distance From Landing Area

D. Landing Area Data

1. Airport, Seaplane Base, or Flightpark	Existing (if any) Rwy #1	Rwy #2	Rwy #3	Proposed Rwy	Rwy	Rwy
Magnetic Bearing of Runway (s) or Sealane	345/165			320/140		
Length of Runway (s) or Sealane (s) in Feet	3,400			5,000		
Width of Runway (s) or Sealane (s) in Feet	35			60		
Type of Runway Surface *(Concrete, Asphalt, Turf, Etc.)*	Asphalt			Asphalt		
2. Heliport						
Dimensions of Final Approach and Take off Area (FATO) in Feet						
Dimensions of Touchdown and Lift-Off Area (TLOF) in Feet						
Magnetic Direction of Ingress/Egress Routes						
Type of Surface *(Turf, concrete, rooftop, etc.)*						

Obstructions

Type	Height Above Landing Area	Direction From Landing Area	Distance From Landing Area

3. All Landing Areas — Description of Lighting *(If any)*: Edge lights, L861 Medium Intensity

Direction of Prevailing Wind: NW

F. Operational Data

1. Estimated or Actual Number Based Aircraft

Airport, Flightpark, Seaplane base	Present *(If est. indicate by letter "E")*	Anticipated 5 Years Hence	Heliport	Present *(If est. indicate by letter "E")*	Anticipated 5 Years Hence
Multi-engine	0	0	Under 3500 lbs. MGW		
Single-engine	0	0	Over 3500 lbs. MGW		
Glider	0	0			

Other Considerations

Identification	Direction From Landing Area	Distance From Landing Area

2. Average Number Monthly Landings

	Present *(If est. indicate by letter "E")*	Anticipated 5 Years Hence		Present *(If est. indicate by letter "E")*	Anticipated 5 Years Hence
Jet	E 15	E 22	Helicopter		
Turboprop	E 147	E 221	Ultralight		
Prop	E 133	E 198	Glider		

3. Are IFR Procedures For The Airport Anticipated
☒ No ☐ Yes Within _____ Years Type Navaid:

H. Application for Airport Licensing

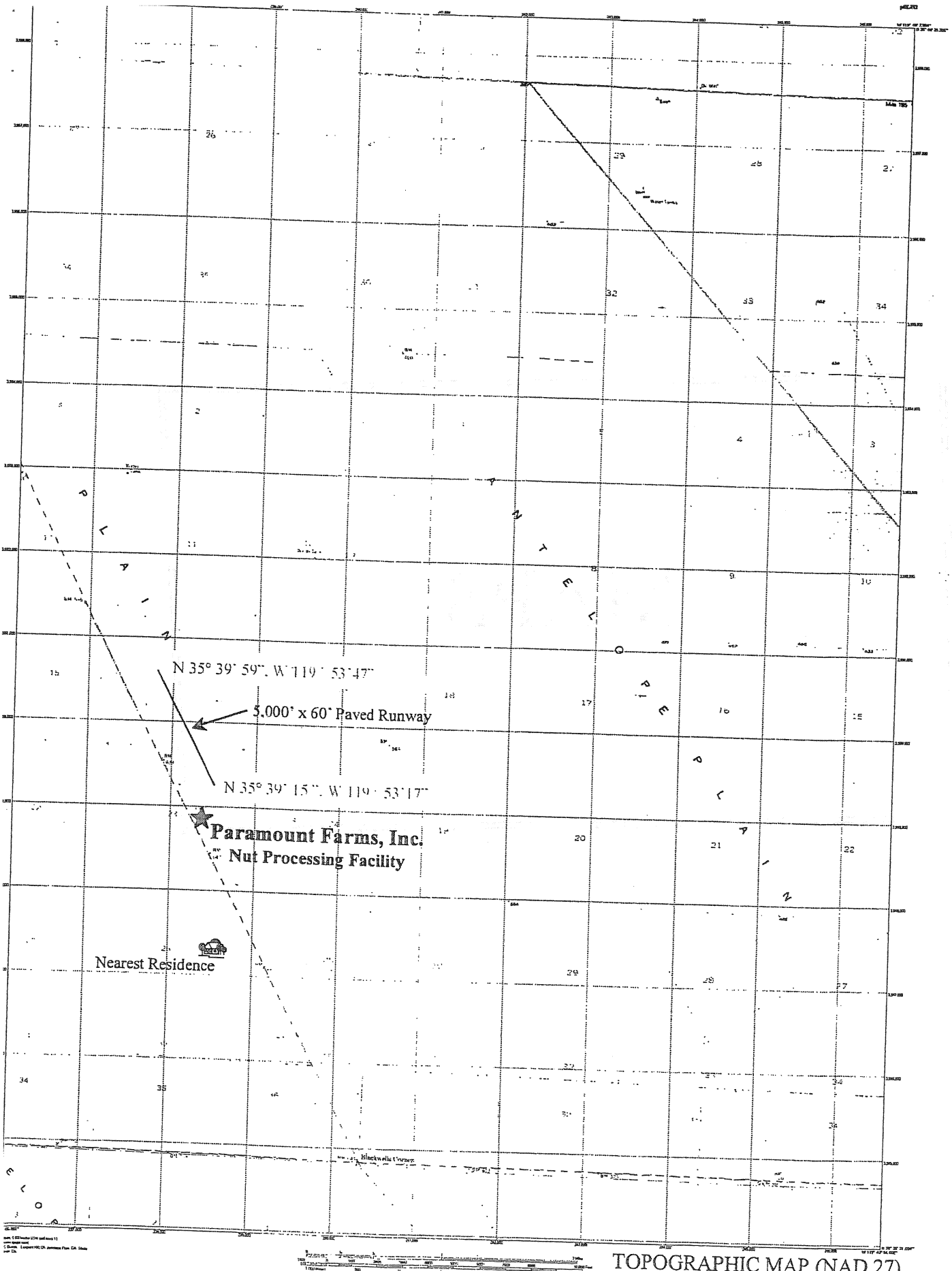
☐ Has Been Made ☒ Not Required ☐ County
☐ Will Be Made ☐ State ☐ Municipal Authority

CERTIFICATION: *I hereby certify that all of the above statements made by me are true and complete to the best of my knowledge.*

Title *(and address if different than above)* of person filing notice -- type or print	Signature *(in ink)*	
Daniel Lee, Technical Services Manager	Date of Signature: May 18, 2005	Telephone No. (Precede with area code): 661-797-6505

Form 7480-1 (1-93) Supersedes Previous Edition

Central Region Electronic Revision per ACE-625 (March, 2000)



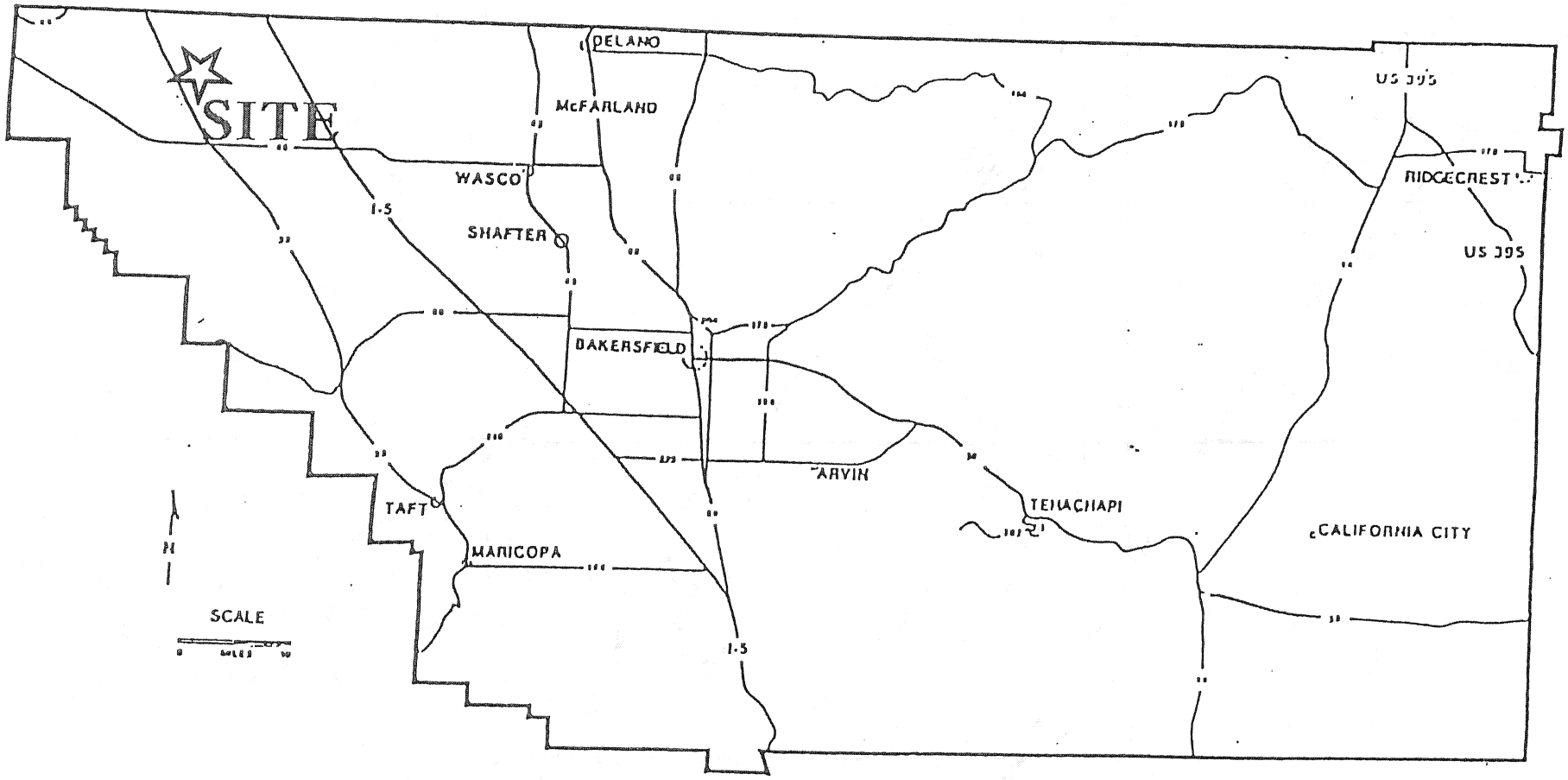
TOPOGRAPHIC MAP (NAD 27)

MAPS


KERN
N
Pacific
Ocean
NEVADA
ARIZ
MEXICO

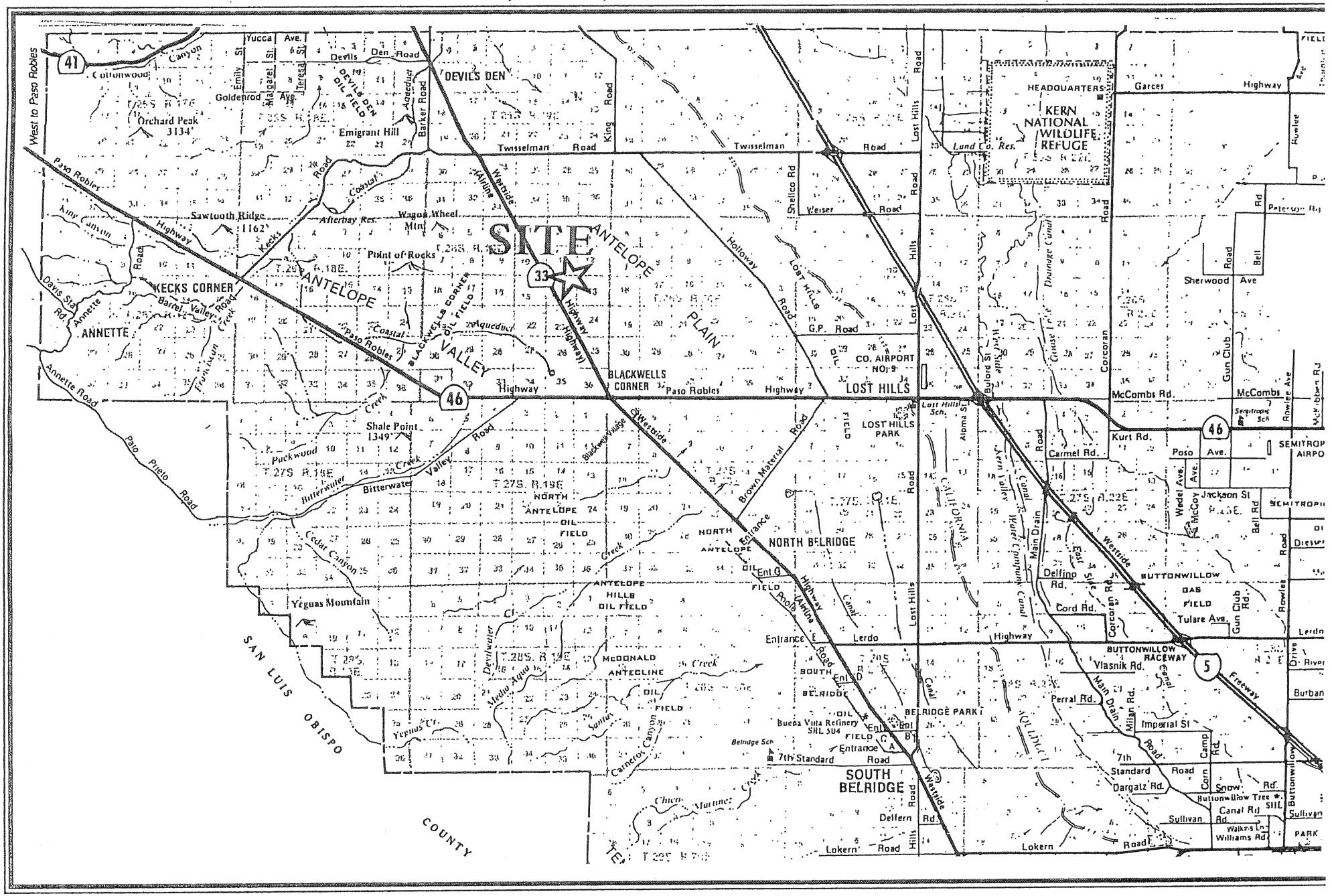
GPA #1, Map #27
CUP #8, Map #27

SECs 11, 14 & 23, T. 26 N. R. 19 W. M.D.B. &M



CUP #8, Map #27

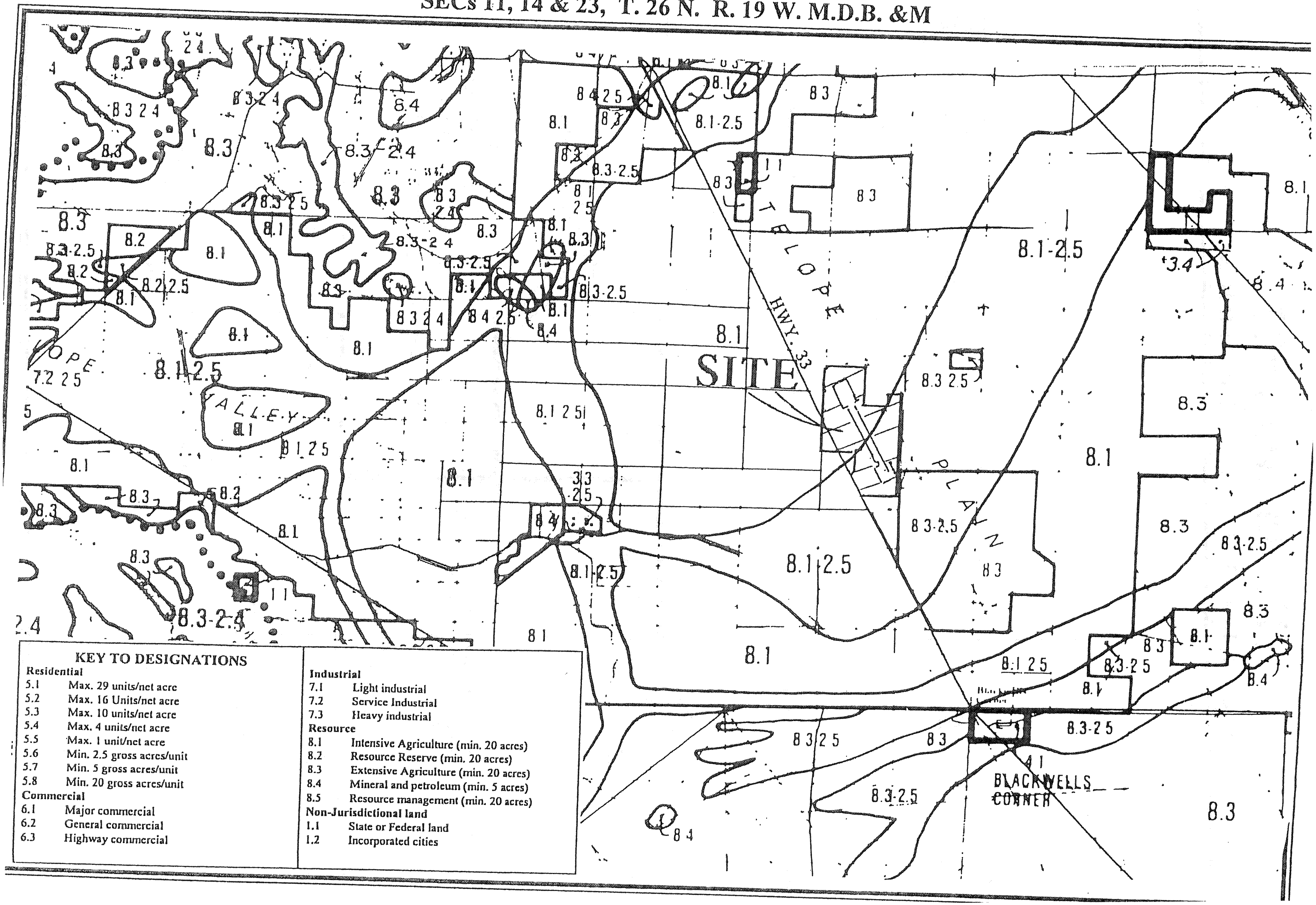
SECs 11, 14 & 23, T. 26 N. R. 19 W. M.D.B. &M



GPA #1, Map #27

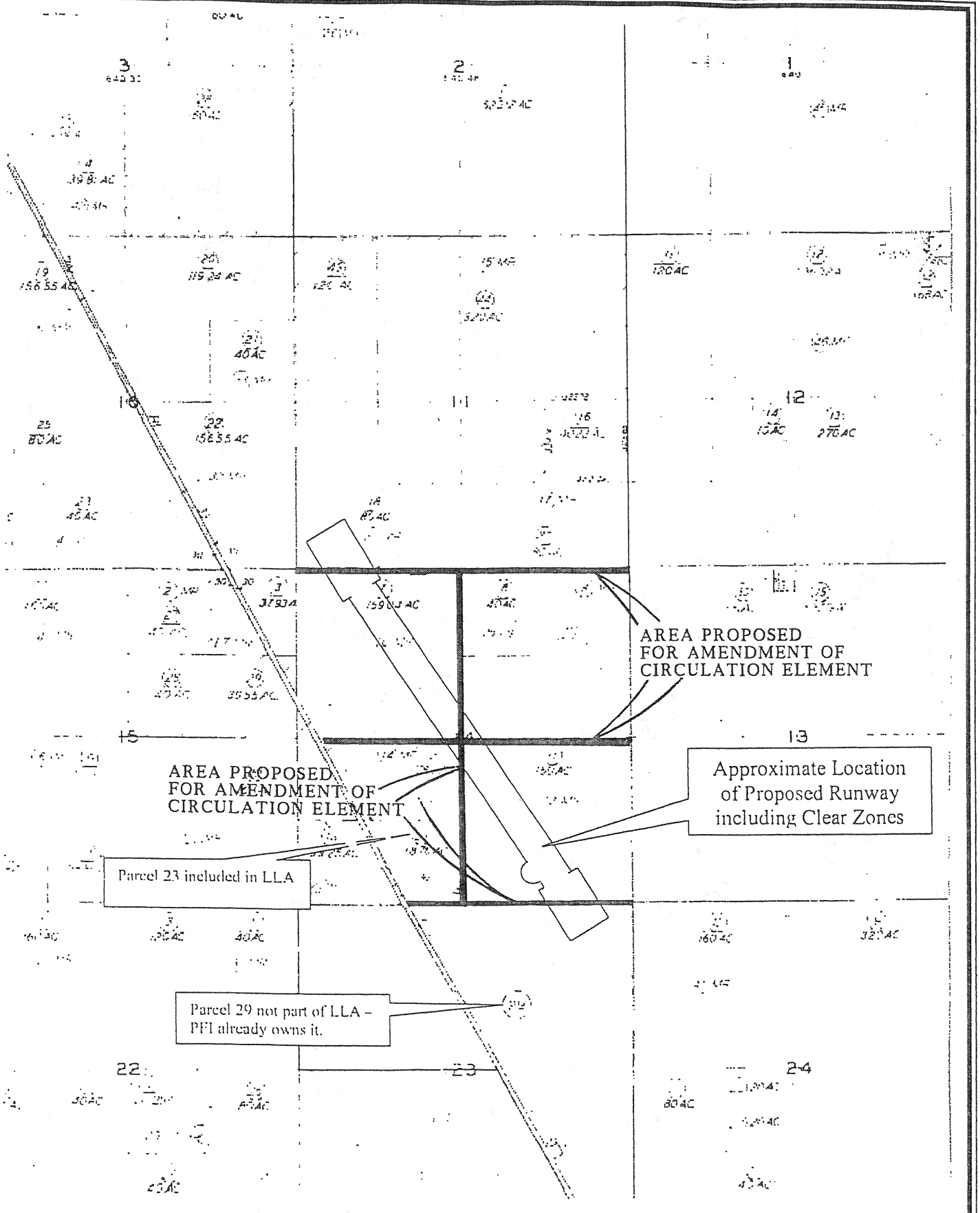
CUP #8, Map #27

SECs 11, 14 & 23, T. 26 N. R. 19 W. M.D.B. &M



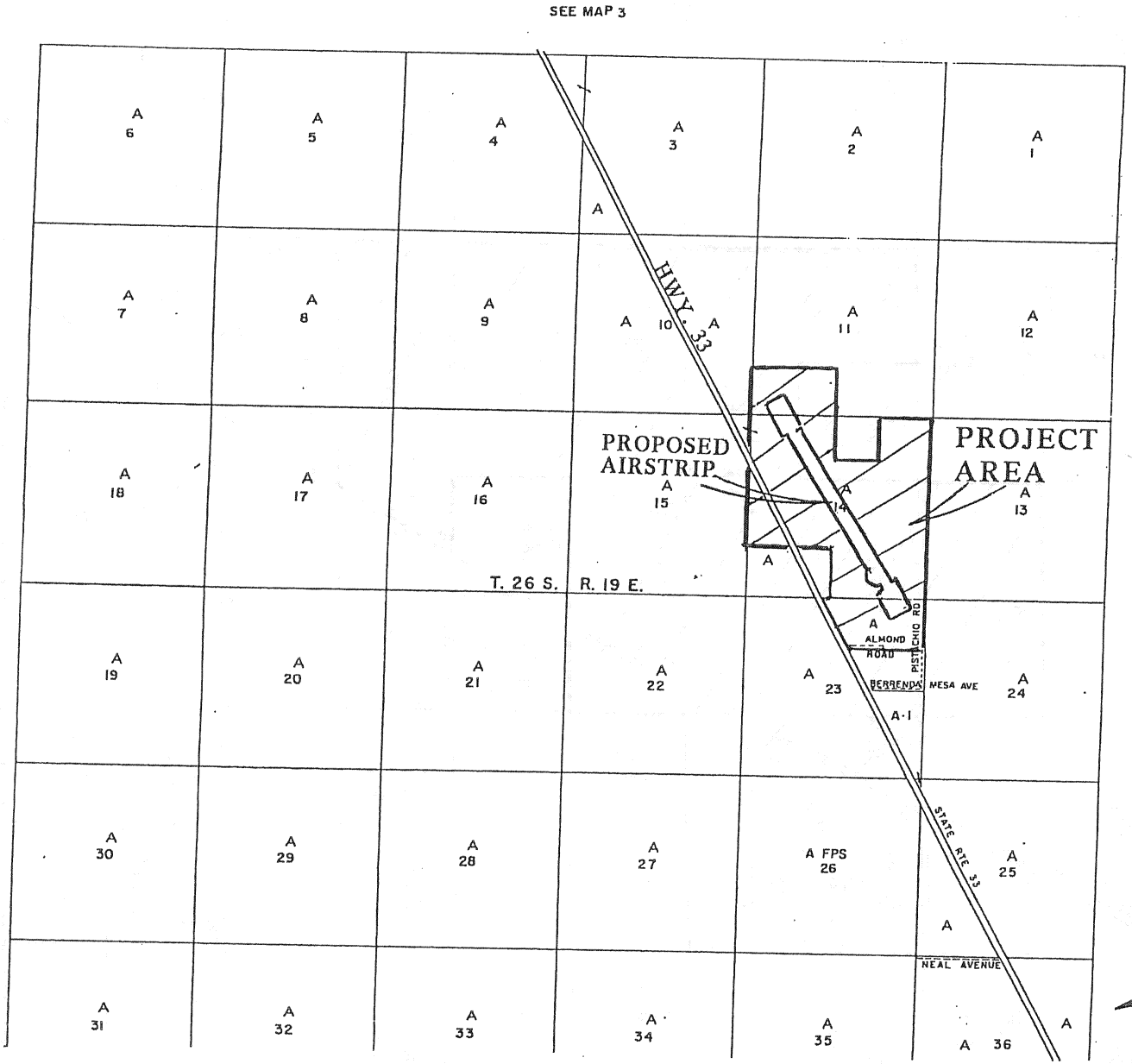
CUP #8, Map #27

SECs 11, 14 & 23, T. 26 N. R. 19 W. M.D.B. &M



CUP #8, Map #27

SECs 11, 14 & 23, T. 26 N. R. 19 W. M.D.B. &M



ZONING MAP 27

(SEC. 7297.283.2 OF THE ORDINANCE CODE OF KERN COUNTY)

T. 26 S., R. 19 E. M.D.B. & M.

KERN COUNTY CALIFORNIA

DEPARTMENT OF PLANNING AND DEVELOPMENT SERVICES

LEGEND

A	(EXCLUSIVE AGRICULTURE)
A-1	(LIMITED AGRICULTURE)
FPS	(FLOODPLAIN SECONDARY COMBINING)

SEE MAP 28

WE HEREBY CERTIFY THAT THIS PROPOSED ZONE MAP WAS ADOPTED IN THIS FORM BY RESOLUTION OF THE PLANNING COMMISSION OF THE COUNTY OF KERN, STATE OF CALIFORNIA, AT A REGULAR MEETING THEREOF HELD ON THE 3RD. DAY OF SEPTEMBER 1968.

CHAIRMAN SECRETARY

WE HEREBY CERTIFY THAT THIS OFFICIAL ZONE MAP, WAS ADOPTED AS AN AMENDMENT TO THE OFFICIAL "LAND USE ZONING ORDINANCE OF THE COUNTY OF KERN," BY THE BOARD OF SUPERVISORS OF THE COUNTY OF KERN, STATE OF CALIFORNIA, AT A REGULAR MEETING THEREOF, HELD ON THE 22ND DAY OF OCTOBER 1968, BY ORDINANCE NO. G-1106 PASSED BY SAID BOARD.

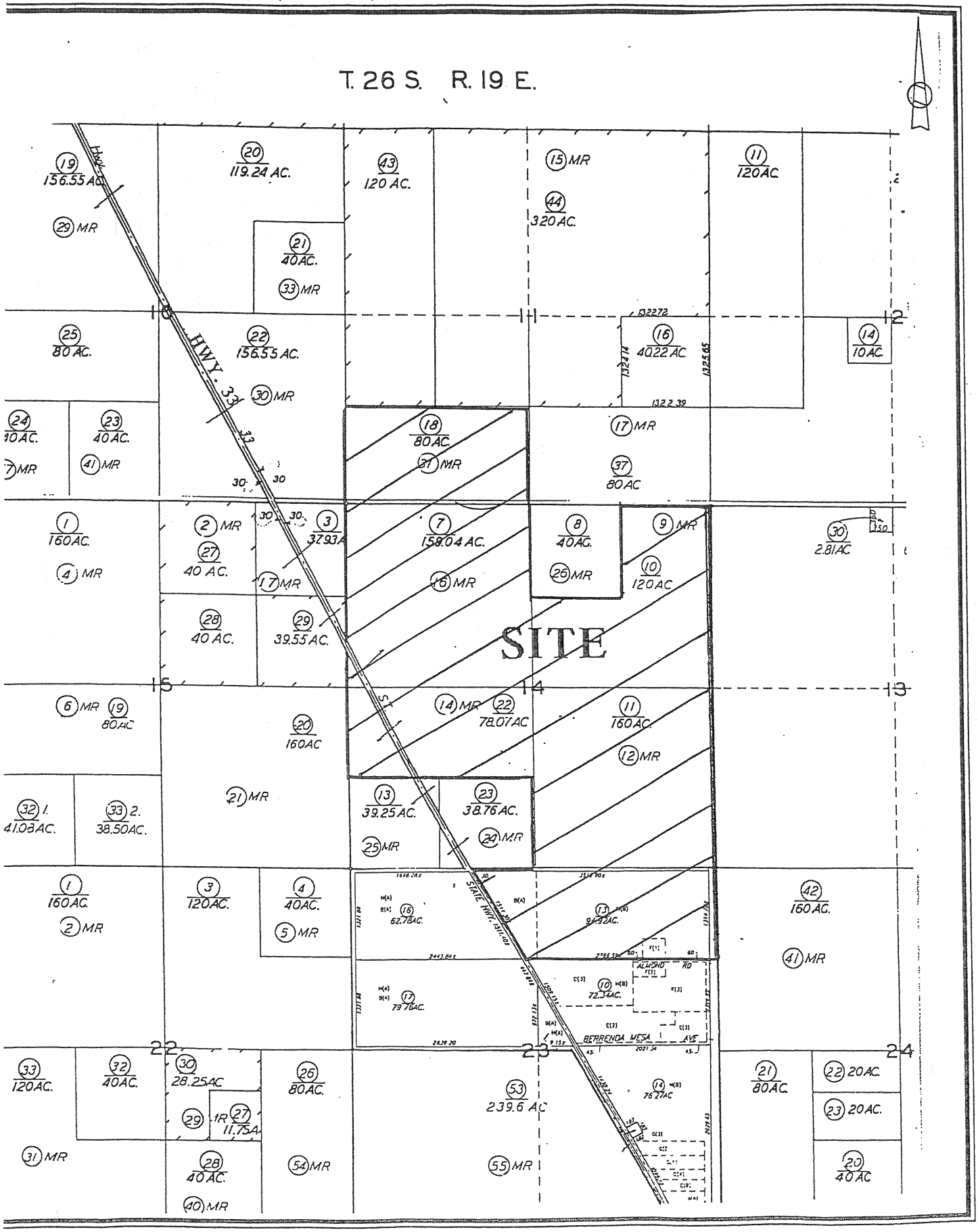
CHAIRMAN OF THE BOARD CLERK

2000 1000 0 2000 4000

SCALE IN FEET

CUP #8, Map #27

SECs 11, 14 & 23, T. 26 N. R. 19 W. M.D.B. &M



CUP #8, Map #27

SECs 11, 14 & 23, T. 26 N. R. 19 W. M.D.B. &M



FLOODPLAIN MAP 27

T. 26 S. R. 19 E. M.D.B. & M.
KERN COUNTY CALIFORNIA

LEGEND

ZONE A, AO, AH, A1-30: A FLOOD HAZARD EVALUATION IS REQUIRED.

ZONE B: A FLOOD HAZARD EVALUTION IS NOT REQUIRED.

ZONE C: A FLOOD HAZARD EVALUATION IS NOT REQUIRED.

NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP

KERN COUNTY, CALIFORNIA
(UNINCORPORATED AREAS)

PANEL OF 2075

COMMUNITY-PANEL NUMBER
060075 B

EFFECTIVE DATE:

Federal Emergency Management Agency

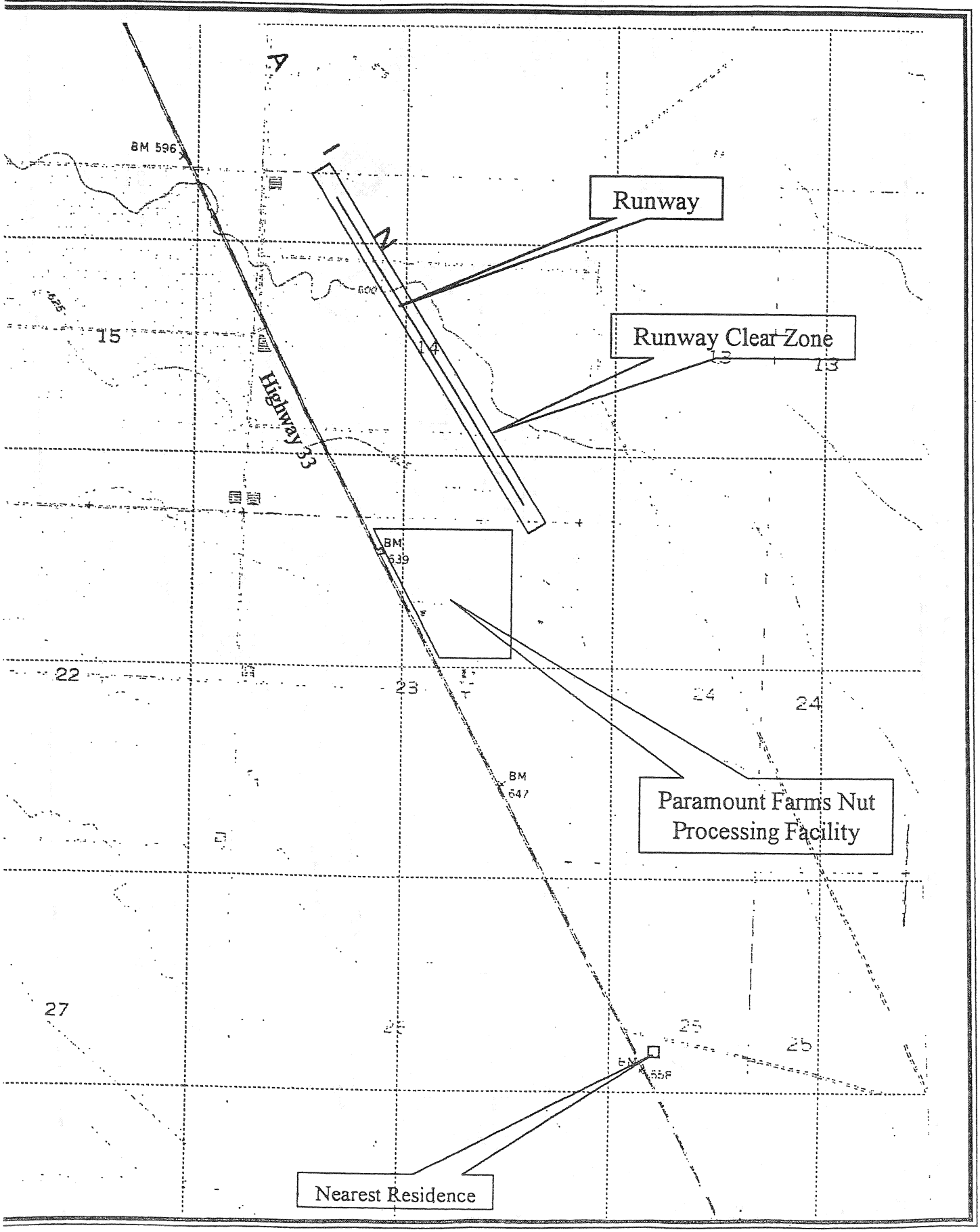
NORTH

BY: FLOODPLAIN MANAGEMENT DIVISION - DEPT. OF PLANNING AND DEVELOPMENT SERVICES.

DATE: JANUARY 1986

CUP #8, Map #27

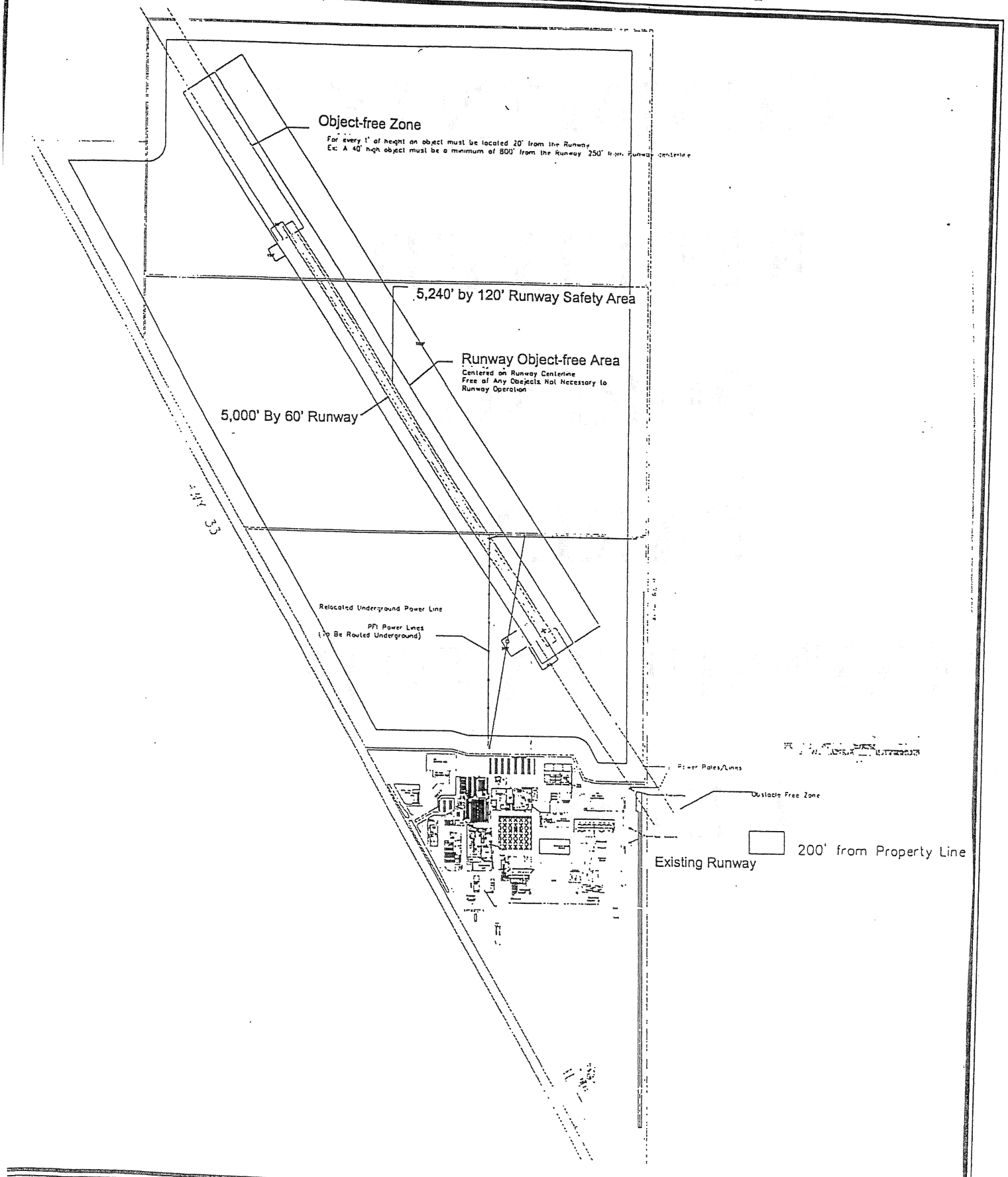
SECs 11, 14 & 23, T. 26 N. R. 19 W. M.D.B. &M



GPA #1, Map #27

CUP #8, Map #27

SECs 11, 14 & 23, T. 26 N. R. 19 W. M.D.B. &M



COMMENTS RECEIVED DURING EARLY CONSULTATION REVIEW

PROJECT # EA KM 3-05-0

CITIES
1____Arvin
2____Bakersfield
3____California City
4____Delano
5____Maricopa
6____McFarland
7____Ridgecrest
8____Shafter
9____Taft
10____Tehachapi
11____Wasco

COUNTIES
12____Inyo
13____Kings
14____Los Angeles
15____San Bernardino
16____San Luis Obispo
17____Santa Barbara
18____Tulare
19____Ventura

FEDERAL AGENCIES
20 ✓ BLM - Ridgecrest/(Bakersfield)
21____China Lake Naval Air Weapons Station
22____Edwards AFB
23____U.S. EPA
24 ✓ Fish & Wildlife - Ventura/(Sacramento)
25____Forest Service - Sequoia/Los Padres
26 ✓ Soil Conservation Service (Bak Office Only)
27____U.S. Army Corps of Engineers
28 ✓ RCD Western Kern
29____Other

COUNTY OF KERN
30 ✓ Agriculture
31 ✓ Airports
32____Air Pollution Control
33____Community Development
34____County Clerk
35____C.A.O.
36 ✓ Engineering Services - FloodPlain
37____Engineering Services - Survey
38 ✓ Environmental Health
39 ✓ Fire
40____Library -
41____Museum
42____Parks and Recreation
43____RMA-Special Projects/Fiscal Analysis
44____Sheriff
45 ✓ Roads (2 copies)
46 ✓ Waste Management
47____Other

LOCAL AGENCIES
48 ✓ School Lost Hills Union
49____Kern High School District
50 ✓ Superintendent of Schools
51____Kern COG
52____LAFCO
53____CSD
54 ✓ Water District Berrenda Mesa
55 ✓ Kern County Water Agency
56____Parks & Rec
57 ✓ San Joaquin APCD
58____Golden Empire Transit
59____Kern Mosquito Abatement
60 ✓ Other Wasco Union High School

OTHER
61____Audubon Society - Sacramento
62____Construction Material Assoc.of California
63____GTE (Contel) - Victorville (Bak)/Taft
64____Desert Tortoise Preserve Committee
65____Native Amer Heritage Council of KC
66____Pacific Bell (Fresno Office Only)
67 ✓ PG&E - Bakersfield
68____PG&E - Fresno
69____Sierra Club
70____So. Cal Edison - Bak/Ridg/A-V/Woff/SF
71____So. Cal Gas (**NOTE**: must have 2 copies)
72 ✓ Smart Growth Coalition
73____Mountain Communities Town Council
74____Farm Bureau Federation
75 ✓ Other Westside Mosquito Control

STATE AGENCIES
76____Air Resources Board
77 ✓ So. San Joaquin Arch Info. Center
78 ✓ CalTrans / Distr 9 -(Distr 6)
79____Clearinghouse (____ copies)*
80____Conservation - Office Mine & Rec*/Env/Mines & Geol
81____CSU Bakersfield - Library
82 ✓ Division of Oil & Gas -(Bak)/Sac
83____Energy Commission
84 ✓ Fish and Game -(Fresno)/Sac/Crew/As
85____Food and Agriculture - Sacramento
86____Health Services - Fresno/Sacramento
87____Highway Patrol
88____Historical Preservation
89____Integrated Waste Management
90____Parks and Recreation
91____Public Utilities Commission
92 ✓ Reg Water Quality -(Central)/Lahontan
93____States Lands Commission
94____Water Resources - Fresno (Don't send to Sacramento)
95 ✓ Other RAY CHOPRA

* = Certified Mail

FORM180.LST (10/23/00)

DEPARTMENT OF CONSERVATION

DIVISION OF OIL, GAS, AND GEOTHERMAL RESOURCES

4800 STOCKDALE HWY. • STE. 417 • BAKERSFIELD, CALIFORNIA 93309

PHONE 661 / 322-4031 • **FAX** 661 / 861-0279 • **WEB SITE** conservation.ca.gov

July 6, 2005

Ms. Kathe Malouf
Kern County Planning Department
2700 "M" Street, Suite 100
Bakersfield, CA 93301

Subject: EA KM 3-05; Conditional Use Permit No. 8, Map No. 27
(Paramount Farms [PPO 5311])
Portions of Sections 11, 14, & 23 T26S R19E MDB&M

Dear Ms. Malouf:

The Department of Conservation's Division of Oil, Gas, and Geothermal Resources (Division) has reviewed the above referenced project. The Division supervises the drilling, maintenance, and plugging and abandonment of oil, gas, and geothermal wells in California. The Division offers the following comments for your consideration.

The proposed project is located beyond the administrative boundaries of any oil or gas field. There are no oil, gas, or injection wells of record within the project boundaries. Regardless, if any abandoned or unrecorded wells are uncovered or damaged during excavation or grading, remedial plugging operations may be required. This office must be contacted to obtain information on the requirements for and approval to perform remedial operations.

Thank you for the opportunity to comment on this project. If you have any questions, please call Tom Giallonardo at the Bakersfield district office: 4800 Stockdale Highway, Suite 417, Bakersfield, CA 93309; phone (661) 334-3663.

Sincerely,

Daniel J. Tuttle

Daniel J. Tuttle
Senior Oil and Gas Engineer

Kern County Planning Department
Attn: Kathe Malouf
2700 M Street, Suite 100
Bakersfield, California 93301

Telephone: (661) 862-8948
FAX: (661) 862-8601

July 1, 2005

RESPONSIBLE AGENCY REVIEW

PURPOSE: The purpose of this form is to aid responsible agencies, trustee agencies, and agencies or individuals with a particular expertise in reviewing the described project. This preliminary analysis will aid us in determining whether the effects of the project will require preparation of an environmental impact report (EIR) or a Negative Declaration. If any of the effects of a project may have a substantial adverse effect on the environment, then an EIR must be prepared, unless mitigation measures to modify the project are proposed and agreed to by the applicant (Section 21080, Public Resources Code). **Pursuant to Section 21081.6, Public Resources Code, any mitigation measure shall be monitored by a program to ensure compliance. Should your agency recommend a mitigation measure, this Department requests you include a monitoring program to ensure implementation.**

INSTRUCTIONS: **Based upon your area of expertise and concern, please evaluate environmental impacts of the project.** Sections 21080(d) & (e), of the Public Resources Code, require that a request for an EIR contain substantial evidence in the record to show significant effect; therefore, the reasons for such a recommendation need to be justified by separate documentation. Please complete the following and return this page.

Check One

☐ **EIR**

☒ **Negative Declaration**

☐ **Mitigated Negative Declaration**

Date: 20 Aug 05

Reviewing Agency: Department of Airports

Contact: Jack Gatcher
Manager of Operations

TECHNICAL REPORTS WILL NOT BE REDISTRIBUTED

Please Reply by July 20, 2005

PROPOSED PROJECT: EA KM 3-05; Conditional Use Permit No. 8, Map No. 27; Paramount Farms, Inc. (PPO 5311)

LOCATION: Approximately 1/4 mile east of State Highway 33, approximately two miles north of Blackwells corner and approximately 12 miles northwest of Lost Hills; also being a portion of Sections 11, 14 and 23, T. 26 N., R. 19 W. M.D.B & M., County of Kern, State of California.

PROJECT DESCRIPTION: The project site consists of six parcels of record totaling approximately 692 acres, located along Highway 33, approximately 12 miles northwest of Lost Hills, in the northerly portion of Kern County. The property is zoned A (Exclusive Agriculture) as are surrounding properties. The site has been designated by the Kern County General Plan with map codes 8.1 (Intensive Agriculture - Min. 20 Acre Parcels) and 8.1/ 2.5 (Intensive Agriculture (Min. 20 Acre Parcels)/Flood Hazard Overlay). The project site is developed with agricultural crops, specifically, almonds, pistachios, and pomegranates. Surrounding properties are also developed in agricultural use. The project site is currently under a Farmland Security Zone Contract, which was approved by the Kern County Board of Supervisors in 1999. The site is within the administrative boundaries of Agricultural Preserve No. 1. Land use records indicate the property has historically been developed with agricultural use.

ıtn: Kathe Malouf
'00 M Street, Suite 100
ıkersfield, California 93301

Telephone: (661) 862-8948
FAX: (661) 862-8601

RESPONSIBLE AGENCY REVIEW

JRPOSE: The purpose of this form is to aid responsible agencies, trustee agencies, and agencies or individuals with a rticular expertise in reviewing the described project. This preliminary analysis will aid us in determining whether the ects of the project will require preparation of an environmental impact report (EIR) or a Negative Declaration. If any of e effects of a project may have a substantial adverse effect on the environment, then an EIR must be prepared, unless tigation measures to modify the project are proposed and agreed to by the applicant (Section 21080, Public Resources ıde). **Pursuant to Section 21081.6, Public Resources Code, any mitigation measure shall be monitored by a program ensure compliance. Should your agency recommend a mitigation measure, this Department requests you include nonitoring program to ensure implementation.**

STRUCTIONS: **Based upon your area of expertise and concern, please evaluate environmental impacts of the oject.** Sections 21080(d) & (e), of the Public Resources Code, require that a request for an EIR contain substantial idence in the record to show significant effect; therefore, the reasons for such a recommendation need to be justified by ɔarate documentation. Please complete the following and return this page.

ıeck One

] EIR

] Negative Declaration

] Mitigated Negative Declaration

Date: Aug 5 05

Reviewing Agency:

E. S. S.

Contact:

Aaron Leigh

:CHNICAL REPORTS WILL NOT BE REDISTRIBUTED

Please Reply by July 20, 2005

:OPOSED PROJECT: EA KM 3-05; Conditional Use Permit No. 8, Map No. 27; Paramount Farms, Inc. (PPO 5311)

)CATION: Approximately 1/4 mile east of State Highway 33, approximately two miles north of Blackwells corner and ɔroximately 12 miles northwest of Lost Hills; also being a portion of Sections 11, 14 and 23, T. 26 N., R. 19 W. M.D.B M., County of Kern, State of California.

:OJECT DESCRIPTION: The project site consists of six parcels of record totaling approximately 692 acres, :ated along Highway 33, approximately 12 miles northwest of Lost Hills, in the northerly portion of Kern County. e property is zoned A (Exclusive Agriculture) as are surrounding properties. The site has been designated by : Kern County General Plan with map codes 8.1 (Intensive Agriculture - Min. 20 Acre Parcels) and 8.1/ 2.5 tensive Agriculture (Min. 20 Acre Parcels)/Flood Hazard Overlay). The project site is developed with ricultural crops, specifically, almonds, pistachios, and pomegranates. Surrounding properties are also developed agricultural use. The project site is currently under a Farmland Security Zone Contract, which was approved by Kern County Board of Supervisors in 1999. The site is within the administrative boundaries of Agricultural :serve No. 1. Land use records indicate the property has historically been developed with agricultural use.

Office Memorandum KERN COUNTY

To: Planning Department
Cathy Malouf

Date: August 5, 2005

From: Engineering and Survey Services
Floodplain Management Section
Aaron Leicht AJL

Phone: 862-5094

Subject: EA KM 3-05: CUP 8 Map 27 , Paramount Farms

Our Section has reviewed the attached subject documents and has the following comments:

Associated flood hazard requirements will need to be incorporated into the design of this project per the Kern County Floodplain Management Ordinance.

Attn: Kathe Malout
1700 M Street, Suite 100
Bakersfield, California 93301

Telephone: (661) 862-8948
FAX: (661) 862-8601

RESPONSIBLE AGENCY REVIEW

PURPOSE: The purpose of this form is to aid responsible agencies, trustee agencies, and agencies or individuals with a particular expertise in reviewing the described project. This preliminary analysis will aid us in determining whether the effects of the project will require preparation of an environmental impact report (EIR) or a Negative Declaration. If any of the effects of a project may have a substantial adverse effect on the environment, then an EIR must be prepared, unless mitigation measures to modify the project are proposed and agreed to by the applicant (Section 21080, Public Resources Code). **Pursuant to Section 21081.6, Public Resources Code, any mitigation measure shall be monitored by a program to ensure compliance. Should your agency recommend a mitigation measure, this Department requests you include a monitoring program to ensure implementation.**

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Check One

☐ **EIR**

☒ **Negative Declaration**

☐ **Mitigated Negative Declaration**

Date: 7.19.05

Reviewing Agency:

ROADS DEPT.

Contact:

WARREN MAXWELL

TECHNICAL REPORTS WILL NOT BE REDISTRIBUTED

Please Reply by July 20, 2005

PROPOSED PROJECT: EA KM 3-05; Conditional Use Permit No. 8, Map No. 27; Paramount Farms, Inc. (PPO 5311)

LOCATION: Approximately 1/4 mile east of State Highway 33, approximately two miles north of Blackwells corner and approximately 12 miles northwest of Lost Hills; also being a portion of Sections 11, 14 and 23, T. 26 N., R. 19 W. M.D.B & M., County of Kern, State of California.

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DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS – M.S.#40
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-4959
FAX (916) 653-9531
TTY (916) 651-6827

Flex your power!
Be energy efficient!

January 20, 2006

Mr. Daniel Lee
Technical Services Manager
Paramount Farms
13646 Highway 33
Lost Hills, CA 93249-9719

Dear Mr. Lee:

The California Department of Transportation (Department), Division of Aeronautics, has inspected the Paramount Farms Lost Hills facility, and is in receipt of all permit application documents listed in the California Code of Regulations, Section 3534, except for documents relating to compliance with the California Environmental Quality Act (CEQA). The airport meets geometric safety standards required by the Department. The temporary authorization we issued on September 20, 2005, and extended on November 21, 2005, is further extended until April 30, 2006, to allow you to obtain required documents. This authorization is conditioned upon compliance with the following:

- The airport owner(s) must ensure that flight operations are conducted in accordance with current Federal Aviation Regulations (FAR's), State law, Department rules and regulations, and any other conditional requirements imposed by local jurisdictions.
- The runway is closed to the general public. It is useable to corporate aircraft and occasional invited guests only.
- Fixed-wing aircraft using the runway are restricted to the following: Aircraft Approach Category A (approach speed: less than 91 knots), Airplane Design Group I (wingspan: less than 49 feet wide), Takeoff Gross Weight: less than12,500 pounds.
- Day and night operations are approved for Visual Flight Rules (VFR) only.

A Special Use Permit will be issued by the Department when we are in receipt of the required CEQA documents.

Sincerely,

Patrick J. Miles

PATRICK J. MILES
Aviation Safety Officer

c: FAA, Los Angeles

COMMENTS RECEIVED REGARDING PROPOSED MITIGATED NEGATIVE DECLARATION

CITIES

1_____Arvin
2 ____ Bakersfield
3 ____ California City
4_____Delano
5_____Maricopa
6_____McFarland
7____ Ridgecrest
8_____Shafter
9____ Taft
10____Tehachapi
11____ Wasco

COUNTIES

12_____Inyo
13_____Kings
14_____Los Angeles
15_____San Bernardino
16_____San Luis Obispo
17_____Santa Barbara
18_____Tulare
19_____Ventura

FEDERAL AGENCIES

20_____BLM -Ridgecrest/Bakersfield **(Circle One)**
21_____China Lake Naval Air Weapons Station
22_____Edwards AFB
23_____ U.S. EPA
24 ✓ Fish & Wildlife - Ventura/Sacramento **(Circle One)**
25_____Forest Service - Sequoia/Los Padres **(Circle One)**
26 ✓ Soil Conservation Service (Bak Office Only)
27_____U.S. Army Corps of Engineers
28 ✓ RCD **Western Kern**
29 ✓ Other **FAA**

COUNTY OF KERN

30 ✓ Agriculture
31 ✓ Airports
32_____Air Pollution Control
33_____Community Development
34_____County Clerk
35_____C.A.O.
36 ✓ Engineering Services - FloodPlain
37_____Engineering Services - Survey
38 ✓ Environmental Health
39 ✓ Fire
40_____Library - _____
41_____Museum
42_____Parks and Recreation
43_____RMA-Special Projects/Fiscal Analysis **(Circle One)**
44_____Sheriff
45 ✓ Roads (__1___ copies)
46 ✓ Waste Management
47_____Other

LOCAL AGENCIES

48 ✓ School **Lost Hills Union School**
49_____Kern High School District
50 ✓ Superintendent of Schools
51_____Kern COG
52_____LAFCO
53_____CSD_____
54 ✓ Water District **Berrenda Mesa**
55 ✓ Kern County Water Agency
56_____Parks & Rec_____
57 ✓ San Joaquin APCD
58_____Golden Empire Transit
59_____Kern Mosquito Abatement
60_____Other_____

OTHER

61_____Audubon Society - Sacramento
62_____Construction Material Assoc.of California
63_____Verizon (GTE/Contel) - Victorville (Bak)/Taft **(Circle one)**
64_____Desert Tortoise Preserve Committee
65_____Native Amer Heritage Council of KC
66_____SBC Pacific Bell (Fresno Office Only)
67 ✓ PG&E - Bakersfield
68_____PG&E - Fresno
69_____Sierra Club
70 _____So. Cal Edison - Bak/Ridg/A-V/Woff/SF **(Circle One)**
71 _____So. Cal Gas (**NOTE**: must have 2 copies)
72_____Smart Growth Coalition
73_____Mountain Communities Town Council
74_____Farm Bureau Federation
75 ✓ Other West Side Mosquito Control District

STATE AGENCIES

76_____Air Resources Board
77 ✓ So. San Joaquin Arch Info. Center
78 ✓ CalTrans / Distr 9 (Distr 6) **(Circle One)**
79 ✓ Clearinghouse (15 copies)*
80_____Conservation - Office Mine & Rec*/Env/Mines & Geol
81_____CSUB Archaeological Inventory
82 ✓ Division of Oil & Gas (Bak)/Sac **(Circle One)**
83_____Energy Commission
84 ✓ Fish and Game (Fresno)/Sac **(Circle One)** "HCP Area"
85_____Food and Agriculture - Sacramento
86_____Health Services - Fresno/Sacramento **(Circle One)**
87_____Highway Patrol Bakersfield
88_____Historical Preservation
89_____Integrated Waste Management
90_____Parks and Recreation
91_____Public Utilities Commission
92 ✓ Reg Water Quality - (Central)/Lahontan **(Circle One)**
93_____States Lands Commission
94_____Water Resources - Fresno (Don't send to Sacramento)
95 ✓ Other **Ray Chopra**

* = **Certified Mail**

DEPARTMENT OF CONSERVATION

DIVISION OF LAND RESOURCE PROTECTION

801 K STREET • MS 18-01 • SACRAMENTO, CALIFORNIA 95814

PHONE 916 / 324-0850 • FAX 916 / 327-3430 • TDD 916 / 324-2555 • WEBSITE conservation.ca.gov

April 24, 2006

Ms. Kathe Malouf, Planner 3
Kern County Resource Management Agency
2700 "M" Street, Suite 100
Bakersfield, CA 93301-2323

Subject: General Plan Amendment No. 1, Conditional Use Permit No. 8, Map No. 27 – Paramount Farms, Inc. (PPO05311) Negative Declaration (ND) - SCH# 2006031100, Kern County

Dear Ms. Malouf:

The Department of Conservation's (Department) Division of Land Resource Protection (Division) has reviewed the ND for the referenced project. The Division monitors farmland conversion on a statewide basis and administers the California Land Conservation (Williamson) Act and other agricultural land conservation programs. We offer the following comments and recommendations with respect to the project's impacts on agricultural land and resources.

Project Description

The project is a proposed amendment to the General Plan and conditional use permit to allow construction of a private paved airstrip primarily for agricultural use aircraft – crop-dusting and occasional use by the applicant's private corporate jet. The airstrip has been nearly completed, but is not currently being used. The project site is Prime Farmland enforceably restricted by Farmland Security Zone (FSZ) contract. The site is located ¼ mile east of State Highway 33, two miles north of Blackwell's Corner and 12 miles northwest of Lost Hills in Kern County (County). It is surrounded by Prime Farmland under FSZ contract.

The airstrip, which impacts six parcels totaling 692 acres owned by Paramount Farms and is located adjacent to a nut processing facility, is 5000 feet by 60 feet, with a runway safety area that expands the area to 5240 feet by 120 feet. The crop-dusting aircraft will be used on 10,000 to 12,000 acres of production orchards owned by Paramount Farms. There will be no permanent fueling or chemical-loading facilities

located on or near the airstrip. The airstrip is located within an area of 20-year-old almond trees and converts approximately seven acres. A 20-foot wide access road will connect a parking area with the parking area for Paramount Farms facilities. No permanent structures associated with the airstrip will be built and aircraft use will be limited to daytime use.

In phone conversation, the Department learned that the FAA questioned the size of the airstrip for crop-dusting use but has given tentative approval conditioned on approval by the County.

Williamson Act Compatibility

Although airstrips may have been approved as compatible on contracted lands, in the Department's determination, such approval must be based on the direct and necessary relationship between the airstrip and the commercial agricultural use on the impacted parcel or parcels under the principles of compatibility in Government Code section 51238.1. The subject airstrip appears much larger than is necessary for agricultural use and will be used occasionally for Paramount Farms' corporate jet. It appears that the size of the airstrip is related to jet use rather than agricultural use. In addition, there is an existing smaller airstrip on the property that has apparently, according to the application, accommodated aircraft. There is no explanation as to why this airstrip must be replaced by the much larger airstrip. Therefore, the Department's conclusion is that the subject airstrip appears to be incompatible on contracted land.

Thank you for the opportunity to comment on this ND. If you have questions on our comments or require technical assistance or information on agricultural land conservation, please contact Bob Blanford at 801 K Street, MS 18-01, Sacramento, California 95814; or, phone (916) 327-2145.

Sincerely,

Dennis J. O'Bryant
Acting Assistant Director

cc: State Clearinghouse

Pond-Shafter-Wasco Resource Conservation District
5000 California Avenue, Ste. 100
Bakersfield, CA 93309

RECEIVED
2006 APR 28 AM 10:15
KERN COUNTY DEPT. OF
PLANNING AND DEV. SERV

San Joaquin Valley Air Pollution Control District

April 24, 2006

Reference No. C20060691

County of Kern
Planning Department
Attn: Kathe Malouf, Planner 3
2700 "M" Street, Suite 100
Bakersfield, CA 93301-2323

Subject: Proposed Negative Declaration for General Plan Amendment No. 1 – Map No. 27
Conditional Use Permit No. 8 – Paramount Farms, Inc. (PPO5311)

Dear Ms. Malouf:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the project referenced above and suggests that a Negative Declaration would be appropriate in addressing air quality related issues. This project would contribute to the overall decline in air quality due to increased traffic and ongoing operational emissions. Preliminary analysis indicates that this project alone would not generate significant air emissions. However, the increase in emissions from this project, and others like it, cumulatively reduce the air quality in the San Joaquin Valley. A concerted effort should be made to reduce project-related emissions as outlined below:

Based on the information provided, it appears that this project will have a less-than-significant impact on the ambient air quality. However, the proposed project will be subject to the following District rules. The following items are rules that have been adopted by the District to reduce emissions throughout the San Joaquin Valley, and are required. This project may be subject to additional District Rules not enumerated below. To identify additional rules or regulations that apply to this project, or for further information, the applicant is strongly encouraged to contact the District's Small Business Assistance Office at (661) 326-6969. Current District rules can be found at http://www.valleyair.org/rules/1ruleslist.htm.

Regulation VIII (Fugitive PM10 Prohibitions) Regulation VIII (Rules 8011-8081) is a series of rules designed to reduce PM10 emissions (predominantly dust/dirt) generated by human activity, including construction and demolition activities, road construction, bulk materials storage, paved and unpaved roads, carryout and track out, etc. The District's compliance assistance bulletin for construction sites can be found at: http://www.valleyair.org/busind/comply/PM10/Reg%20VIII%20CAB.pdf

If a non-residential project is 5.0 or more acres in area or will include moving, depositing, or relocating more than 2,500 cubic yards per day of bulk materials on at least three days, a Dust Control Plan must be submitted as specified in Section 6.3.1 of Rule 8021. Construction activities shall not commence until the District has approved the Dust Control Plan. A template of the District's Dust Control Plan is available at http://www.valleyair.org/busind/comply/PM10/forms/DCP-Form%20-%2012-01-2005.doc.

Rule 3135 (Dust Control Plan Fee) This rule requires the applicant to submit a fee in addition to a Dust Control Plan. The purpose of this fee is to recover the District's cost for reviewing these plans and conducting compliance inspections. More information on the fee is available at http://www.valleyair.org/rules/currntrules/Rule%203135%201005.pdf.

Rule 4102 (Nuisance) This rule applies to any source operation that emits or may emit air contaminants or other materials. In the event that the project or construction of the project creates a public nuisance, it could be in violation and be subject to District enforcement action.

Rule 4103 (Open Burning) This rule regulates the use of open burning and specifies the types of materials that may be open burned. Agricultural material shall not be burned when the land use is converting from agriculture to non-agricultural purposes (e.g., commercial, industrial, institutional, or residential uses). Section 5.1 of this rule prohibits the burning of trees and other vegetative (non-agricultural) material whenever the land is being developed for non-agricultural purposes. In the event that the project applicant burned or burns agricultural material, it would be in violation of Rule 4103 and be subject to District enforcement action.

The Initial Study indicates that an almond orchard will be removed. The following conditions apply to the orchard removal:

- Open burning is prohibited at this project site, per Rule 4103.
- If shredding or chipping equipment is to be used for processing the orchard waste, the equipment shall be permitted by the District, or registered by the California Air Resources Board or the District as Portable Equipment.
- Visible emissions created from the shredding or chipping equipment shall not exceed 20 percent opacity or Ringlemann 1 and any standard specified on a Permit to Operate or Portable Equipment Registration Certificate.

The District encourages innovation in measures to reduce air quality impacts. There are a number of features that could be incorporated into the design/operation of this project to provide additional reductions of the overall level of emissions. (Note: Some of the measures may already exist as County development standards. Any measure selected should be implemented to the fullest extent possible.) The suggestions listed below should not be considered all-inclusive and remain options that the agency with the land-use authority should consider for incorporation into the project.

- The District encourages the applicant and fleet operators using the facility to take advantage of the District's Heavy-Duty Engine program to reduce project emissions. The Heavy Duty program provides incentives for the replacement of older diesel engines with new, cleaner, fuel-efficient diesel engines. The program also provides incentives for the re-power of older, heavy-duty trucks with cleaner diesel engines or alternative fuel engines. New alternative fuel heavy-duty trucks also qualify. For more information regarding this program contact the District at (559) 230-5858 or visit our website at http://www.valleyair.org/transportation/heavydutyidx.htm.

- The applicant/tenant(s) should require that all diesel engines be shut off when not in use on the premises to reduce emissions from idling.

- Construction activity mitigation measures include:
  - Limit area subject to excavation, grading, and other construction activity at any one time
  - Limit the hours of operation of heavy-duty equipment and/or the amount of equipment in use
  - Replace fossil-fueled equipment with electrically driven equivalents (provided they are not run via a portable generator set)
  - Curtail construction during periods of high ambient pollutant concentrations; this may include ceasing of construction activity during the peak-hour of vehicular traffic on adjacent roadways, and "Spare the Air Days" declared by the District.
  - Implement activity management (e.g. rescheduling activities to reduce short-term impacts)
  - During the smog season (May through October), lengthen the construction period to minimize the number of vehicles and equipment operating at the same time.
  - Off road trucks should be equipped with on-road engines when possible.
  - Minimize obstruction of traffic on adjacent roadways.

- Construction equipment may be powered by diesel engines fueled by alternative diesel fuel blends or Ultra Low Sulfur Diesel (ULSD). The California Air Resources Board (CARB) has verified specific alternative diesel fuel blends for NOx and PM emission reduction. Only fuels that have been certified by CARB should be used. Information on biodiesel can be found on CARB's website at http://www.arb.ca.gov/fuels/diesel/altdiesel/altdiesel.htm and the EPA's website at http://www.epa.gov/oms/models/biodsl.htm. The applicant should also use CARB certified alternative fueled engines in construction equipment where practicable. Alternative fueled equipment may be powered by Compressed Natural Gas (CNG), Liquid Propane Gas (LPG), electric motors, or other CARB certified off-road technologies. To find engines certified by the CARB, see their certification website http://www.arb.ca.gov/msprog/offroad/cert/cert.php. For more information on any of the technologies listed above, please contact Mr. Chris Acree, Senior Air Quality Specialist, at (559) 230-5829.

- Construction equipment may be used that meets the current off-road engine emission standard (as certified by the CARB), or be re-powered with an engine that meets this standard. Tier I, Tier II and Tier III engines have significantly less NOx and PM emissions compared to uncontrolled engines. To find engines certified by the CARB, see http://www.arb.ca.gov/msprog/offroad/cert/cert.php. This site lists engines by type, then manufacturer. The "Executive Order" shows what Tier the engine is certified as. Rule 9510 requires construction exhaust emissions to be reduced by 20 percent for NOx and 45 percent for PM10 when compared to the statewide fleet average or to pay an in lieu mitigation fee. For more information on heavy-duty engines, please contact Mr. Thomas Astone, Air Quality Specialist, at (559) 230-5800.

District staff is available to meet with you to further discuss the regulatory requirements that are associated with this project. If you have any questions or require further information, please call me at (559) 230-5800 and provide the reference number at the top of this letter.

Sincerely,

Georgia A Stewart
Air Quality Specialist
Central Region

c: file

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

Arnold
Schwarzenegger
Governor

Sean Walsh
Director

April 26, 2006

Kathe Malouf
Kern County Planning Department
2700 M Street, Suite 100
Bakersfield, CA 93301

Subject: EA KM 3-05; GPA #1, Map 27; CUP #8, Map #27; (PPO5311)
SCH#: 2006031100

Dear Kathe Malouf:

The State Clearinghouse submitted the above named Negative Declaration to selected state agencies for review. The review period closed on April 24, 2006, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts

Terry Roberts
Director, State Clearinghouse

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

SCH# 2006031100
Project Title EA KM 3-05; GPA #1, Map 27; CUP #8, Map #27; (PPO5311)
Lead Agency Kern County Planning Department

Type Neg Negative Declaration

Description GPA #1, Map 27, CUP 8, Map 27 - An amendment to the circulation element of the Kern County General Plan and a Conditional Use Permit to authorize the construction of a private paved airstrip to provide landing, refueling, loading and take off primarily for agricultural use aircraft.

Lead Agency Contact

Name Kathe Malouf
Agency Kern County Planning Department
Phone (661) 862-8948 **Fax**
email
Address 2700 M Street, Suite 100
City Bakersfield **State** CA **Zip** 93301

Project Location

County Kern
City
Region
Cross Streets Hwy. 33
Parcel No. 057-161-07, 10, 11, 22
Township 26S **Range** 19E **Section** 11,14, **Base** MDBM

Proximity to:

Highways 33
Airports
Railways
Waterways
Schools
Land Use Agricultural crops
Z: A (Exclusive Agriculture)

Project Issues Aesthetic/Visual; Air Quality; Forest Land/Fire Hazard; Noise; Traffic/Circulation

Reviewing Agencies Resources Agency; Regional Water Quality Control Bd., Region 5 (Fresno); Department of Parks and Recreation; Native American Heritage Commission; Department of Fish and Game, Region 4; Department of Water Resources; California Highway Patrol; Caltrans, District 6; Caltrans, Division of Aeronautics; Air Resources Board, Airport Projects; Department of Toxic Substances Control; Department of Conservation

Date Received 03/24/2006 **Start of Review** 03/24/2006 **End of Review** 04/24/2006

Note: Blanks in data fields result from insufficient information provided by lead agency.

W/O# PPO5311 DISTRIBUTION LIST PROJECT # EA KM 3-05 -0

CITIES

1____Arvin
2____Bakersfield
3____California City
4____Delano
5____Maricopa
6____McFarland
7____Ridgecrest
8____Shafter
9____Taft
10____Tehachapi
11____Wasco

COUNTIES

12____Inyo
13____Kings
14____Los Angeles
15____San Bernardino
16____San Luis Obispo
17____Santa Barbara
18____Tulare
19____Ventura

FEDERAL AGENCIES

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21____China Lake Naval Air Weapons Station
22____Edwards AFB
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29 ✓ Other **FAA**

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46 ✓ Waste Management
47____Other

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53____CSD_____
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81____CSUB Archaeological Inventory
82 ✓ Division of Oil & Gas - Bak/Sac **(Circle One)**
83____Energy Commission
84 ✓ Fish and Game - Fresno/Sac **(Circle One)** "HCP Area"
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93____States Lands Commission
94____Water Resources - Fresno (Don't send to Sacramento)
95 ✓ Other **Ray Chopra**

* = **Certified Mail**

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

January 22, 2009

Kathe Malouf
Kern County
2700 M Street
Bakersfield, CA 93301

Subject: EA KM 3-05; CUP 8, MAP #27 (PPO 9220)
SCH#: 2008121059

Dear Kathe Malouf:

The enclosed comment (s) on your Negative Declaration was (were) received by the State Clearinghouse after the end of the state review period, which closed on January 13, 2009. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.

The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.

Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (2008121059) when contacting this office.

Sincerely,

Terry Roberts

Terry Roberts
Senior Planner, State Clearinghouse

Enclosures
cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

STATE OF CALIFORNIA — Arnold Schwarzenegger, Governor

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
e-mail: ds_nahc@pacbell.net



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STATE CLEARING HOUSE

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January 2, 2009

Ms. KATHE MALOUF, Supervising Planner
KERN COUNTY PLANNING DEPARTMENT
2700 "M" Street, Suite 100
Bakersfield, CA 93301

Re: SCH#2008121059; CEQA Notice of Completion; proposed Negative Declaration for the General Plan Amendment (GPA No. 1), Map No. 27, Conditional Use Permit (CUP No. 8), Map No. 27; Paaramount Farms Agricultural Aerial Crop Spraying (PP05311); located in the Lost Hills Area of western Kern County, California

Dear Ms. Malouf:

The Native American Heritage Commission (NAHC) is the state 'trustee agency' pursuant to Public Resources Code §21070 designated to protect California's Native American Cultural Resources. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the California Code of Regulations §15064.5(b)(c)(f) CEQA guidelines). Section 15382 of the 2007 CEQA Guidelines defines a significant impact on the environment as "a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance." In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE)', and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:

√ Contact the appropriate California Historic Resources Information Center (CHRIS) for possible 'recorded sites' in locations where the development will or might occur.. Contact information for the Information Center nearest you is available from the State Office of Historic Preservation (916/653-7278)/ http://www.ohp.parks.ca.gov. The record search will determine:

- If a part or the entire APE has been previously surveyed for cultural resources.
- If any known cultural resources have already been recorded in or adjacent to the APE.
- If the probability is low, moderate, or high that cultural resources are located in the APE.
- If a survey is required to determine whether previously unrecorded cultural resources are present.

√ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.

- The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure.
- The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.

√ The Native American Heritage Commission (NAHC) performed:

* A Sacred Lands File (SLF) search of the project 'area of potential effect (APE)': The results: No known Native American Cultural Resources were identified.; However the NAHC SLF is not exhaustive and local tribal contacts should be consulted from the attached list.

- The NAHC advises the use of Native American Monitors, also, when professionAL archaeologists or the equivalent are employed by project proponents, in order to ensure proper identification and care given cultural resources that may be discovered. The NAHC, FURTHER, recommends that contact be made with Native American Contacts on the attached list to get their input on potential IMPACT of the project (APE) on cultural resources.. In some cases, the existence of a Native American cultural resources may be known only to a local tribe(s) or Native American individuals or elders.

√ Lack of surface evidence of archeological resources does not preclude their subsurface existence.

- Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
- Again, a culturally-affiliated Native American tribe may be the only source of information about a Sacred Site/Native American cultural resource.

- Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.

√ Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigation plans.

- CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens.

√ Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the California Code of Regulations (CEQA Guidelines) mandate procedures to be followed, including that construction or excavation be stopped in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery until the county coroner or medical examiner can determine whether the remains are those of a Native American. . Note that §7052 of the Health & Safety Code states that disturbance of Native American cemeteries is a felony.

√ Lead agencies should consider avoidance, as defined in §15370 of the California Code of Regulations (CEQA Guidelines), when significant cultural resources are discovered during the course of project planning and implementation

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,

Dave Singleton
Program Analyst

Attachment: List of Native American Contacts

Cc: State Clearinghouse

Appendix 7
FAA Advisory Circular
No. AC 150/5300-13A, "Airport Design"
(2/26/2014)
Appendix 1 & 7

Appendix 1. Aircraft Characteristics

A1-1. Basic aircraft characteristics. This appendix provides the airfield designer with basic aircraft characteristics for common aircraft as needed to perform such design functions as taxiway fillet layout and taxiway to taxilane separation requirements. Table A1-1 has been developed from the best manufacturers' information available at the time of issuance of this AC.

Note: *These data do not include all aircraft or versions of aircraft the designer may encounter, nor have these data been fully verified. Please consult the manufacturer's technical specifications if there is a question on a specific aircraft. Eventually the Airport Geographic Information System (GIS) website will include a more comprehensive and up to date database. When using this database consider the following:*

- *In accordance with the cockpit over centerline design method, the Cockpit to Main Gear (CMG) dimension will be used in lieu of wheelbase for aircraft (typically larger) where the cockpit is located forward of the nose gear. For aircraft with the cockpit located aft of the nose gear, use the wheelbase in lieu of CMG to determine the Taxiway Design Group (TDG). Refer to Figure A1-1 and Figure A1-2.*

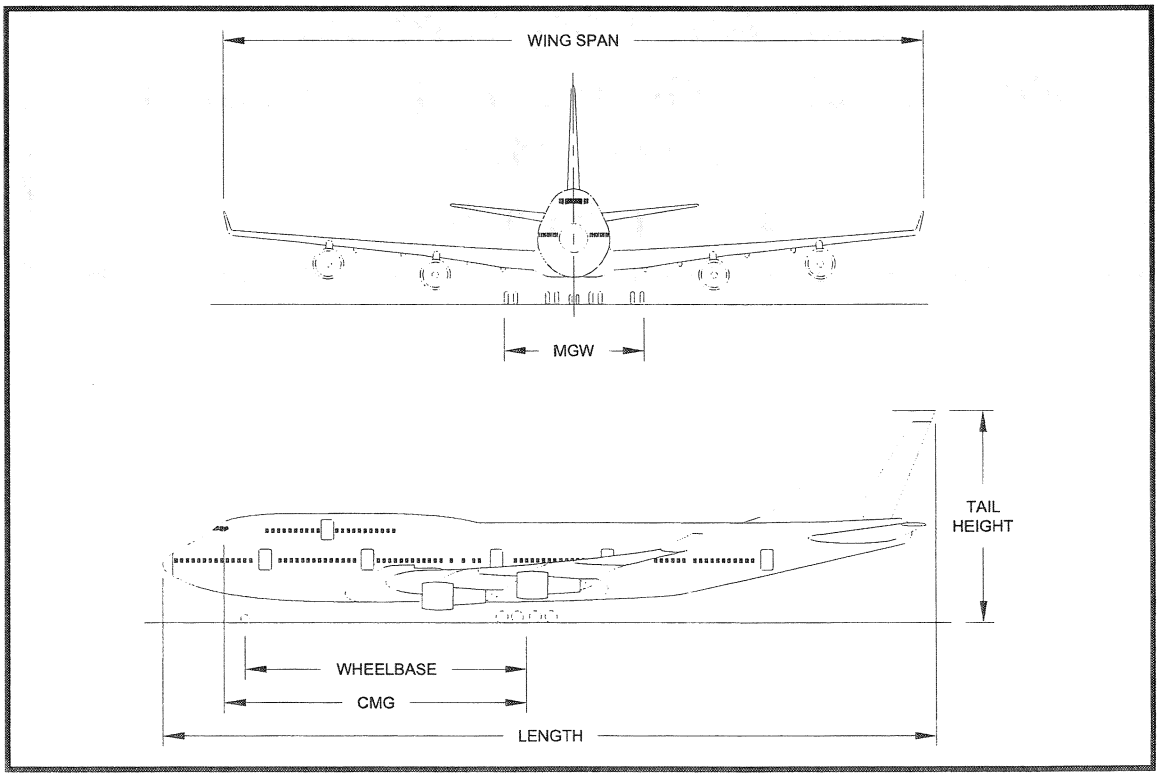


Figure A1-1. Typical dimensions of large aircraft

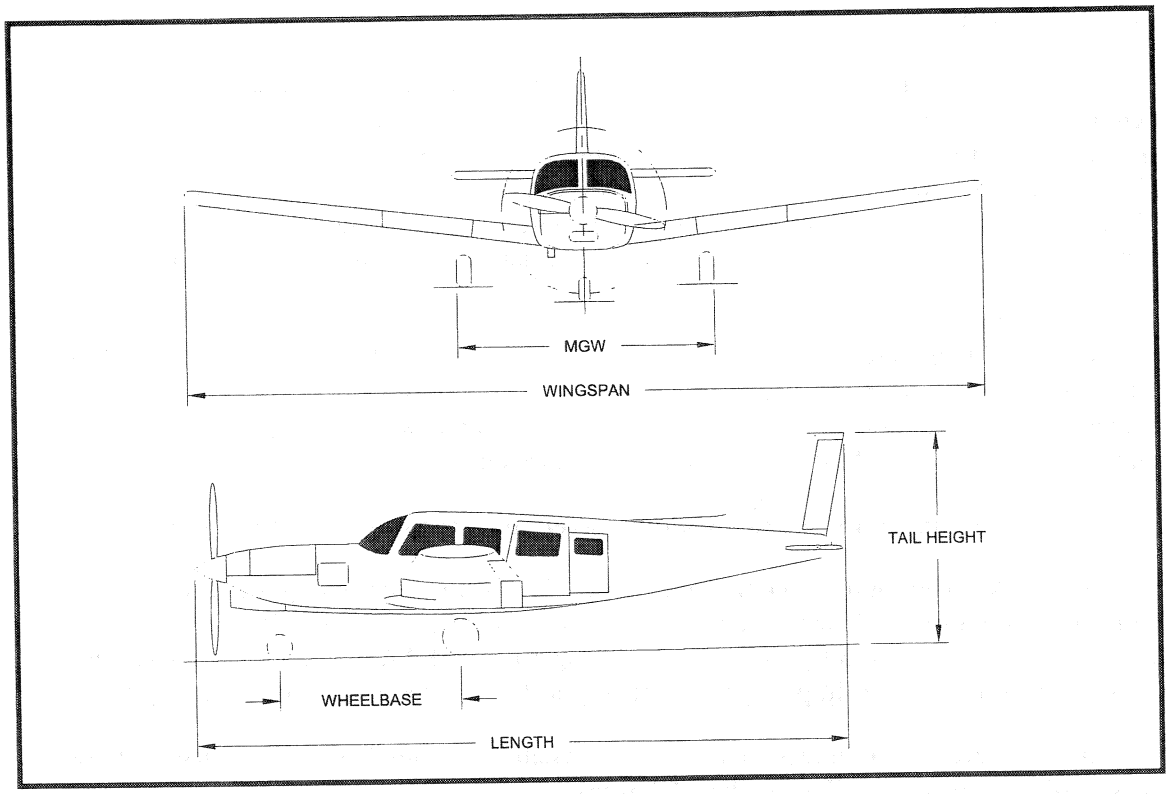


Figure A1-2. Typical dimensions of small aircraft

Sources of the information provide in this appendix include aircraft manufacturers' websites and various databases:

- FAA Aircraft Characteristics Database: http://www.faa.gov/airports/engineering/aircraft_char_database/
- Eurocontrol Aircraft Performance Database V2.0: http://elearning.ians.lu/aircraftperformance/
- Airbus Airplane Characteristics for Airport Planning: http://www.airbus.com/support/maintenance-engineering/technical-data/aircraft-characteristics/
- Boeing Airplane Characteristics for Airport Planning: http://www.boeing.com/commercial/airports/plan_manuals.html
- Embraer Aircraft Characteristics for Airport Planning: http://www.embraercommercialjets.com/#/en/downloads

A1-2. Background.

a. Aircraft physical characteristics have operational and economic significance which materially affect an airport's design, development, and operation. They influence the design aspects of runways, taxiways, ramps, aprons, servicing facilities, gates, and life safety facilities. Their consideration when planning a new airport or improving existing airport facilities maximizes their utilization and safety. Airport designers should consider anticipated growth in air traffic and the effects of near future model aircraft operating weights and physical dimensions.

b. Military aircraft frequently operate at civil airports. Joint-use airports should also meet the physical characteristics for military aircraft. Hence, during airport facility design, consider routine military operations such as medical evacuation, strategic deployment and dispersal, and Reserve and National Guard training missions.

A1-3. Aircraft arranged by aircraft manufacturer, and Runway Design Code (RDC).

a. Aircraft characteristics database. The FAA is redesigning the Aircraft Characteristic Database and incorporating it in the Airport Design section of the FAA Airport GIS System (see https://airports-gis.faa.gov/airportsgis/). The FAA expects to complete this work in the near future. See http://www.faa.gov/airports/engineering/aircraft_char_database/.

b. Access to database. Until the new database is complete, aircraft characteristics data is available below as well as on the FAA website at: http://www.faa.gov/airports/engineering/aircraft_char_database/). The database may include information on aircraft characteristics provided subsequent to the date of this AC.

Table A1-1. Aircraft characteristics database – sorted by aircraft manufacturer/model

Manufacturer	Aircraft	AAC	ADG	TDG	Wing-span	Tail Height	Length	CMG	Wheel-base	MGW Outer to Outer	MTOW	V_{REF}/ Approach Speed
					ft (m)	ft (m)	ft (m)	ft (m)	ft (m)	ft (m)	lbs (kg)	kts
Airbus	A-300	C	IV	5	147.1 (44.83)	55 (16.72)	175.9 (53.61)	75 (22.86)	61 (18.6)	36.1 (11)	363,763 (165000)	137
Airbus	A-300-600	C	IV	5	147.1 (44.84)	55 (16.7)	177 (54.1)	75 (22.87)	61 (18.6)	36 (10.96)	375,888 (170500)	137
Airbus	A-310	C	IV	5	144 (43.9)	52.1 (15.87)	153.1 (46.66)	63.9 (19.49)	49.9 (15.22)	36 (10.96)	361,558 (164000)	139
Airbus	A-318	C	III	3	111.9 (34.1)	42.3 (12.89)	103.2 (31.45)	42.4 (12.91)	33.6 (10.25)	29.4 (8.95)	149,914 (68000)	121
Airbus	A-318 Sharklet *	C	III	3	117.5 (35.8)	42.3 (12.89)	103.2 (31.45)	42.4 (12.91)	33.6 (10.25)	29.4 (8.95)	149,914 (68000)	121
Airbus	A-319	C	III	3	111.9 (34.1)	39.7 (12.11)	111 (33.84)	44.9 (13.7)	36.2 (11.04)	29.4 (8.95)	166,449 (75500)	138
Airbus	A-319 Sharklet	C	III	3	117.5 (35.8)	39.7 (12.11)	111 (33.84)	44.9 (13.7)	36.2 (11.04)	29.4 (8.95)	166,449 (75500)	126

* Preliminary

Manufacturer	Aircraft	AAC	ADG	TDG	Wing-span	Tail Height	Length	CMG	Wheel-base	MGW Outer to Outer	MTOW	V_{REF}/ Approach Speed
					ft (m)	ft (m)	ft (m)	ft (m)	ft (m)	ft (m)	lbs (kg)	kts
Airbus	A-320	C	III	3	111.9	39.6	123.3	50.2	41.5	29.4	171,961	136
					(34.1)	(12.08)	(37.57)	(15.3)	(12.64)	(8.95)	(78000)	
Airbus	A-320 Sharklet	C	III	3	117.5	39.6	123.3	50.2	41.5	29.4	171,961	136
					(35.8)	(12.08)	(37.57)	(15.3)	(12.64)	(8.95)	(78000)	
Airbus	A-321	C	III	3	111.9	39.7	146	64.2	55.4	29.4	206,132	142
					(34.1)	(12.1)	(44.5)	(19.56)	(16.9)	(8.97)	(93500)	
Airbus	A-321 Sharklet	C	III	3	117.5	39.7	146	64.2	55.4	29.4	206,132	142
					(35.8)	(12.1)	(44.5)	(19.56)	(16.9)	(8.97)	(93500)	
Airbus	A-330-200	C	V	5	197.8	58.2	191.5	86.8	72.8	41.4	524,700	136
					(60.3)	(17.73)	(58.36)	(26.45)	(22.18)	(12.61)	(238000)	
Airbus	A-330-200F	C	V	5	197.8	57.1	191.5	86.8	72.8	41.4	513,677	139
					(60.3)	(17.41)	(58.36)	(26.45)	(22.18)	(12.61)	(233000)	
Airbus	A-330-300	C	V	5	197.8	56.4	209	97.2	83.2	41.4	518,086	137
					(60.3)	(17.18)	(63.69)	(29.64)	(25.37)	(12.61)	(235000)	
Airbus	A-340-200	D	V	5	197.8	56	195	90.1	76.1	41.4	606,271	136
					(60.3)	(17.06)	(59.42)	(27.47)	(23.2)	(12.61)	(275000)	
Airbus	A-340-300	D	V	5	197.8	55.9	209	97.3	83.3	41.4	609,578	138
					(60.3)	(17.04)	(63.69)	(29.67)	(25.4)	(12.61)	(276500)	
Airbus	A-340-500	D	V	6	208.2	57.5	222.9	105.4	91.7	41.4	837,757	146
					(63.45)	(17.53)	(67.93)	(32.13)	(27.95)	(12.61)	(380000)	
Airbus	A-340-600	D	V	6	208.2	58.8	247.3	122.6	108.9	41.4	837,757	153
					(63.45)	(17.93)	(75.36)	(37.38)	(33.2)	(12.61)	(380000)	
Airbus	A-350-900	D	V	5	212.4	57.1	219.5	99.6	94	42.2	590,839	145
					(64.74)	(17.39)	(66.89)	(30.36)	(28.66)	(12.87)	(268000)	
Airbus	A-380-800	D	VI	7	261.6	79.6	238.6	104.6	97.9	47	1,254,430	138
					(79.75)	(24.3)	(72.73)	(31.88)	(29.83)	(14.34)	(569000)	
ATR	Alenia ATR-42-200/300	B	III	2	80.7	24.9	74.5	29	28.8	16	36,817	104
					(25)	(8)	(23)	(9)	(8. 8)	(5)	(16700)	
ATR	Alenia ATR-72-200/210	B	III	3	88.9	25.3	89.2	36	35.3	24	47,399	105
					(27)	(8)	(27)	(11)	(10.8)	(7)	(21500)	
Beech	Bonanza V35B	A	I	1B	33.4	7.6	26.3	21	25.1	12	3,400	70
					(10)	(2)	(8)	(6)	(7.7)	(3.5)	(1542)	
Beech	Beech 55 Baron	A	I	1A	37.7	9.5	27.9	7	7	8	5,071	90
					(11)	(3)	(9)	(2)	(2)	(2)	(2300)	
Beech	Beech 60 Duke	B	I	1A	39.4	12.5	33.8	7	7	8	6,768	98
					(12)	(4)	(10)	(2)	(2)	(2)	(3070)	
Beech	King Air F90	B	III	1A	45.9	34.1	39.8	13	13	13	10,950	108
					(14)	(10)	(12)	(4)	(4)	(4)	(4967)	
Beech	100 King Air	B	I	1A	45.9	15.4	40.0	15	15	14	11,795	111
					(14)	(5)	(12)	(5)	(5)	(4)	(5350)	
Boeing	707-320B	C	IV	4	145.8	42.1	152.9	68.4	59	26.3	333,600	128
					(44.4)	(12.8)	(46.6)	(20.85)	(17.9)	(8.02)	(151319)	
Boeing	717-200	C	III	2	93.2	29.8	124.0	55.8	57.8	19.4	121,000	139
					(28.40)	(9.08)	(37.80)	(17.00)	(17.62)	(5.90)	(54,885)	
Boeing	717-200HGW	C	III	3	108.0	34.3	133.2	55.90	57.8	22.9	121,000	139
					(32.9)	(10.4)	(40.6)	(17.04)	(17.6)	(6.98)	(54885)	

Manufacturer	Aircraft	AAC	ADG	TDG	Wing-span	Tail Height	Length	CMG	Wheel-base	MGW Outer to Outer	MTOW	V_{REF}/ Approach Speed
					ft (m)	ft (m)	ft (m)	ft (m)	ft (m)	ft (m)	lbs (kg)	kts
Boeing	727-100	C	III	3	108.0 (32.90)	34.3 (10.40)	133.2 (40.60)	60.20 (18.34)	53.3 (16.2)	23.0 (7.01)	160,000 (72575)	124
Boeing	727-200	C	III	4	107.9 (32.9)	34.9 (10.64)	153.2 (46.7)	70.2 (21.40)	63.3 (19.29)	23.3 (7.10)	210,000 (95254)	133
Boeing	727-200/W	C	III	4	109.3 (33.30)	34.9 (10.64)	153.2 (46.70)	70.2 (21.40)	63.3 (19.29)	23.3 (7.10)	210,000 (95,254)	136
Boeing	737-100	C	III	3	93.0 (28.3)	37.2 (11.3)	94.0 (28.7)	39.1 (11.93)	13 (4)	20.9 (6.36)	110,000 (49895)	136
Boeing	737-200	C	III	3	93.2 (28.40)	36.8 (11.22)	100.1 (30.50)	42.7 (13.00)	37.3 (11.37)	21.0 (6.40)	128,600 (58332)	133
Boeing	737-300	C	III	3	94.8 (28.9)	36.6 (11.16)	109.6 (33.4)	45.9 (14.00)	40.8 (12.44)	21.0 (6.40)	138,500 (62823)	133
Boeing	737-300/W	C	III	3	102.4 (31.20)	36.6 (11.16)	109.6 (33.40)	45.9 (14.00)	40.8 (12.44)	21.0 (6.40)	138,500 (62,823)	133
Boeing	737-400	C	III	3	94.8 (28.9)	36.6 (11.16)	119.4 (36.40)	52.2 (15.90)	40.8 (12.44)	21.0 (6.40)	150,000 (68039)	139
Boeing	737-500	C	III	3	94.8 (28.9)	36.6 (11.16)	101.7 (31.0)	41.7 (12.70)	36.3 11.6	21.0 (6.40)	133,500 (60555)	128
Boeing	737-500/W	C	III	3	102.0 (31.10)	36.6 (11.16)	101.7 (31.00)	41.7 (12.70)	36.3 (11.06)	21.0 (6.40)	133,500 (60555)	128
Boeing	737-600	C	III	3	112.5 (34.30)	41.7 (12.71)	102.4 (31.20)	42.0 (12.80)	36.8 (11.22)	23.0 (7.00)	143,500 (65091)	125
Boeing	737-700	C	III	3	112.5 (34.30)	41.7 (12.71)	110.2 (33.60)	46.6 (14.20)	41.3 (12.59)	23.0 (7.00)	154,500 (70080)	130
Boeing	737-700W	C	III	3	117.5 (35.80)	41.7 (12.71)	110.2 (33.60)	46.6 (14.20)	41.3 (12.59)	23.0 (7.00)	154,500 (70080)	130
Boeing	737-800	D	III	3	112.5 (34.30)	41.2 (12.56)	129.6 (39.50)	56.4 (17.20)	51.2 (15.61)	23.0 (7.00)	174,200 (79016)	142
Boeing	737-800W	D	III	3	117.5 (35.80)	41.2 (12.56)	129.6 (39.50)	56.4 (17.20)	51.2 (15.61)	23.0 (7.00)	174,200 (79016)	142
Boeing	737-900	D	III	3	112.5 (34.30)	41.2 (12.56)	138.1 (42.10)	61.7 (18.80)	56.3 (17.16)	23.0 (7.00)	174,200 (79016)	141
Boeing	737-900W	D	III	3	117.4 (35.8)	41.4 (12.6)	138.2 (42.1)	61.6 (18.78)		23 (7.00)	174,200	141
Boeing	737-900ER	D	III	3	112.6 (34.3)	41.4 (12.6)	138.2 (42.1)	61.6 (18.78)	56.3 (17.7)	23 (7.00)	187,700 (85139)	141
Boeing	737-900ERW	D	III	3	117.5 (35.80)	41.2 (12.56)	138.1 (42.10)	61.7 (18.80)	56.3 (17.16)	23.0 (7.00)	187,200 (84912)	141
Boeing	BBJ	C	III	3	117.4 (35.8)	41.6 (12.7)	110.3 (33.6)	46.6 (14.20)	41.3 (12.6)	23 (7.0)	171,000 (77564)	132
Boeing	BBJ2	D	III	3	117.4 (35.8)	41.4 (12.6)	129.5 (39.5)	56.4 (17.2)		23 (7.00)	174,200 (79016)	142
Boeing	747-SP	C	V	5	195.5 (59.60)	65.8 (20.06)	184.7 (56.30)	75.1 (22.90)	67.3 (20.51)	40.7 (12.40)	703,000 (318875)	140
Boeing	747-100	D	V	5	195.5 (59.60)	64.3 (19.60)	231.0 (70.40)	91.9 (28.00)	84.0 (25.60)	40.7 (12.40)	753,000 (341595)	144

Manufacturer	Aircraft	AAC	ADG	TDG	Wing-span	Tail Height	Length	CMG	Wheel-base	MGW Outer to Outer	MTOW	V_{REF}/ Approach Speed
					ft (m)	ft (m)	ft (m)	ft (m)	ft (m)	ft (m)	lbs (kg)	kts
Boeing	747-200	D	V	5	195.5 (59.60)	64.3 (19.60)	231.0 (70.40)	91.9 (28.00)	84.0 (25.60)	40.7 (12.40)	836,000 (379203)	150
Boeing	747-200F	D	V	5	195.8 (59.7)	64.3 (19.6)	229.2 (69.9)	91.7 (27.95)		41.2 (12.56)	833,000 (377843)	150
Boeing	747-300	D	V	5	195.5 (59.60)	64.3 (19.6)	231.0 (70.40)	91.9 (28.00)	84.0 (25.60)	40.7 (12.40)	836,000 (379203)	152
Boeing	747-400	D	V	5	213.0 (64.9)	64.0 (19.5)	231.9 (70.7)	86.7 (26.40)	84.0 (25.6)	41.3 (12.60)	875,000 (396894)	157
Boeing	747-400ER	D	V	5	212.9 (64.90)	64.3 (19.60)	232.0 (70.70)	86.7 (26.4)	84.0 (25.60)	41.3 (12.60)	913,000 (414130)	157
Boeing	747-400F	D	V	5	213 (64.9)	64.1 (19.5)	231.9 (70.7)	91.7 (27.95)	84.0 (25.6)	41.3 (12.60)	875,000 (396894)	158
Boeing	747-SP	C	V	5	195.7 (59.6)	65.8 (20.1)	184.8 (56.3)	75 (22.86)	67.4 (20.5)	41.1 (12.53)	696,000 (315701)	140
Boeing	747-8	D	VI	5	224.4 (68.40)	62.7 (19.10)	250.2 (76.25)	99.8 (30.40)	97.3 (29.66)	41.8 (12.73)	987,000 (447696)	152
Boeing	747-8F	D	VI	5	224.4 (68.40)	62.7 (19.10)	250.2 (76.25)	99.8 (30.40)	97.3 (29.66)	41.8 (12.73)	987,000 (447696)	159
Boeing	757-200	C	IV	4	125.0 (38.1)	45.1 (13.75)	155.2 (47.30)	72.2 (22.00)	60.0 (18.29)	28.2 (8.60)	255,000 (115666)	137
Boeing	757-200/W	C	IV	4	134.8 (41.10)	45.1 (13.70)	155.2 (47.30)	72.2 (22.00)	60.0 (18.29)	28.2 (8.60)	255,000 (115666)	137
Boeing	757-300	D	IV	4	125.0 (38.10)	44.9 (13.69)	178.5 (54.40)	85.3 (26.00)	73.3 (22.34)	28.2 (8.60)	270,000 (122470)	143
Boeing	757-300/W	D	IV	4	134.8 (41.10)	44.9 (13.69)	181.8 (55.40)	85.3 (26.00)	73.3 (22.34)	28.2 (8.60)	270,000 (122470)	143
Boeing	767-200	C	IV	5	156.2 (47.60)	52.9 (16.12)	159.1 (48.50)	79.7 (24.30)	64.6 (19.69)	35.4 (10.80)	361,000 (163747)	135
Boeing	767-200ER	D	IV	5	156.2 (47.60)	52.9 (16.12)	159.1 (48.50)	79.7 (24.30)	64.6 (19.69)	35.4 (10.80)	396,000 (179623)	142
Boeing	767-300	C	IV	5	156.2 (47.60)	52.6 (16.03)	180.1 (54.90)	82.2 (25.10)	74.8 (22.80)	35.8 (10.90)	361,000 (163747)	140
Boeing	767-300ER	D	IV	5	156.2 (47.60)	52.6 (16.3)	180.1 (54.90)	82.2 (25.10)	74.8 (22.80)	35.8 (10.90)	412,000 (186880)	145
Boeing	767-300ERW	D	IV	5	167.0 (50.90)	52.6 (16.03)	180.1 (54.90)	82.2 (25.10)	74.8 (22.80)	35.8 (10.90)	412,000 (186880)	145
Boeing	767-400	D	IV	5	170.3 (52)	55.8 (17)	201.3 (61)	92 (28)	-	36 (11)	450,000 (204117)	150
Boeing	767-400ER	D	IV	5	170.3 (51.90)	55.8 (17.01)	201.4 (61.40)	93.3 (28.4)	85.8 (26.15)	36.1 (11.00)	450,000 (204117)	150
Boeing	777-200	C	V	5	199.8 (60.90)	61.5 (18.75)	209.0 (63.70)	94.8 (28.90)	84.9 (25.88)	42.3 (12.90)	545,000 (247208)	136
Boeing	777-200ER	C	V	5	199.8 (60.90)	61.5 (18.75)	209.0 (63.70)	94.8 (28.90)	84.9 (25.88)	42.3 (12.90)	656,000 (297557)	139
Boeing	777-200LR	C	V	5	212.6 (64.80)	61.5 (18.75)	209.0 (63.70)	94.8 (28.90)	84.9 (25.88)	42.3 (12.90)	766,800 (347815)	140

Manufacturer	Aircraft	AAC	ADG	TDG	Wing-span	Tail Height	Length	CMG	Wheel-base	MGW Outer to Outer	MTOW	V_{REF}/ Approach Speed
					ft (m)	ft (m)	ft (m)	ft (m)	ft (m)	ft (m)	lbs (kg)	kts
Boeing	777-300	D	V	6	199.8 (60.90)	61.5 (18.75)	242.5 (73.90)	112.3 (34.20)	102.4 (31.21)	42.3 (12.90)	660,000 (299371)	149
Boeing	777-300ER	D	V	6	212.6 (64.80)	61.8 (18.84)	242.5 (73.90)	112.3 (34.20)	102.4 (31.21)	42.3 (12.90)	775,000 (351534)	149
Boeing	787-8	D	V	5	197.3 (60.12)	56.1 (17.10)	186.1 (56.70)	83.4 (25.40)	74.8 (22.80)	38.1 (11.60)	502,500 (227930)	143
Boeing	MD-81	C	III	4	107.9 (32.90)	30.2 (9.21)	147.6 (45.00)	70.5 (21.50)	72.4 (22.07)	20.3 (6.20)	142,000 (64410)	134
Boeing	MD-82	C	III	4	107.9 (32.90)	30.2 (9.21)	147.6 (45.00)	70.5 (21.50)	72.4 (22.07)	20.3 (6.20)	149,500 (67812)	134
Boeing	MD-83	D	III	4	107.9 (32.90)	30.2 (9.21)	147.6 (45.00)	70.5 (21.50)	72.4 (22.07)	20.3 (6.20)	160,000 (72575)	144
Boeing	MD-87	C	III	4	107.9 (32.90)	31.2 (9.51)	130.6 (39.80)	70.5 (21.50)	62.9 (19.17)	20.3 (6.20)	149,500 (67812)	134
Boeing	MD-88	D	III	4	107.9 (32.90)	30.2 (9.21)	147.6 (45.00)	70.5 (21.50)	72.4 (22.07)	20.3 (6.20)	160,000 (72575)	144
Boeing	MD-90	C	III	4	107.9 (32.90)	31.2 (9.51)	152.6 (46.50)	75.1 (22.90)	77.2 (23.53)	20.3 (6.20)	156,000 (70760)	138
Boeing	MD-11	D	IV	6	170.5 (51.97)	58.8 (17.92)	202.1 (61.60)	101.7 (31.00)	80.8 (24.63)	41.3 (12.60)	630,500 (285990)	153
Boeing	DC8-62	C	IV	4	148.3 (45.20)	43.3 (13.20)	157.5 (48.00)	67.3 (20.50)	60.8 (18.53)	24.9 (7.60)	350,000 (158757)	138
Boeing	DC9-15	C	III	2	89.6 (27.30)	27.6 (8.41)	104.3 (31.80)	41.7 (12.70)	43.7 (13.32)	19.7 (6.00)	91,500 (41504)	132
Boeing	DC9-20	C	III	2	93.2 (28.40)	27.6 (8.41)	104.3 (31.80)	41.7 (12.70)	43.7 (13.32)	19.7 (6.00)	101,000 (45813)	126
Boeing	DC9-50	C	III	2	93.5 (28.50)	28.8 (8.78)	133.5 (40.70)	59.1 (18.00)	60.9 (18.56)	19.4 (5.90)	122,000 (55338)	135
Bombardier	BD-100-1A10	C	II	2	63.8 (19.5)	20.0 (6.1)	68.8 (21.0)	26.3 (8.0)	27.8 (8.5)	12.8 (3.9)	38,850 (17,622)	124
Bombardier	CL-600-1A11 (600)	C	II	2	64.3 (19.6)	20.7 (6.3)	68.4 (20.9)	23.2 (7.1)	26.2 (8.1)	12.6 (3.8)	41,100 – 41,250◊ (18,648 – 18,711)◊	133.25
Bombardier	CL-600-2A12 (601 Variant)	C	II	2	64.3 (19.6)	20.7 (6.3)	68.4 (20.9)	23.2 (7.1)	26.2 (8.1)	12.6 (3.8)	43,100 – 45,100◊ (19,550 – 20,457)◊	135
Bombardier	CL-600-2B16 (601-3A Variant)	C	II	2	64.3 (19.6)	20.7 (6.3)	68.4 (20.9)	23.2 (7.1)	26.2 (8.1)	12.6 (3.8)	43,100 – 45,100◊ (19,550 – 20,457)◊	135

◊ Contact Bombardier for detailed information.

Manufacturer	Aircraft	AAC	ADG	TDG	Wing-span	Tail Height	Length	CMG	Wheel-base	MGW Outer to Outer	MTOW	V_{REF}/ Approach Speed
					ft (m)	ft (m)	ft (m)	ft (m)	ft (m)	ft (m)	lbs (kg)	kts
Bombardier	CL-600-2B16 (601-3R Variant)	C	II	2	64.3	20.7	68.4	23.2	26.2	12.6	45,100	135
					(19.6)	(6.3)	(20.9)	(7.1)	(8.1)	(3.8)	(20,457)	
Bombardier	CL-600-2B16 (604 Variant)	C	II	2	64.3	20.7	68.4	23.2	26.2	12.6	47,600 – 48,200◊	132
					(19.6)	(6.3)	(20.9)	(7.1)	(8.1)	(3.8)	(21,591 – 21,863)◊	
Bombardier	CL-600-2B19 (Regional Jet Series 100, 440)	C - D◊	II	3	69.5	20.7	87.8	24.5	36.3	12.0	53,000	140.8 - 142.5◊
					(21.2)	(6.3)	(26.8)	(7.5)	(11.1)	(3.6)	(24,041)	
Bombardier	CL-600-2C10 (Regional Jet Series 700, 701 and 702)	C	II	3	76.3	24.4	106.7	48.2	49.3	16.5	75,000	134.4
					(23.2)	(7.4)	(32.5)	(14.7)	(15.0)	(5.0)	(34,020)	
Bombardier	CL-600-2D15 (Regional Jet Series 705)	C	III	3	81.5	24.1	118.9	48.2	56.8	16.5	84,500	134.4
					(24.4)	(7.3)	(36.2)	(14.7)	(17.3)	(5.0)	(38,329)	
Bombardier	CL-600-2D24 (Regional Jet Series 900)	C	III	3	81.5	24.1	118.9	55.7	56.8	16.5	84,500	140.7
					(24.4)	(7.3)	(36.2)	(17.0)	(17.3)	(5.0)	(38,329)	
Bombardier	CL-600-2E25 (Regional Jet Series 1000)	C	III	3	85.8	24.4	128.6	60.7	61.8	16.5	91,800	139.9
					(26.2)	(7.4)	(39.2)	(18.5)	(18.8)	(5.0)	(41,640)	
Bombardier	CL-215-6B11 (CL-415 Variant) Restricted Category - Land Operation	A	III	3	93.8	29.8	65.0 – 66.58◊	12.0	23.7	18.6	43,850	87
					(28.6)	(9.1)	(19.8 – 20.28◊)	(3.7)	(7.2)	(5.7)	(19,890)	
Bombardier	CL-215-6B11 (CL-415 Variant) Utility Category - Land Operation	A	III	3	93.8	29.8	65.0 – 66.58◊	12.0	23.7	18.6	41,000	87
					(28.6)	(9.1)	(19.8 – 20.28◊)	(3.7)	(7.2)	(5.7)	(18,597)	
Bombardier	CL-215-6B11 (CL-215T Variant) Restricted Category - Land Operation	A	III	3	93.8	29.8	65.02 – 66.6◊	12.0	23.7	18.6	43,500	87
					(28.6)	(9.1)	(19.8-20.28◊)	(3.7)	(7.2)	(5.7)	(19,731)	

Manufacturer	Aircraft	AAC	ADG	TDG	Wing-span	Tail Height	Length	CMG	Wheel-base	MGW Outer to Outer	MTOW	V_{REF}/ Approach Speed
					ft (m)	ft (m)	ft (m)	ft (m)	ft (m)	ft (m)	lbs (kg)	kts
Bombardier	CL-215-6B11 (CL-215T Variant) Utility Category - Land Operation	A	III	3	93.8	29.8	65.0-66.58◊	12.0	23.7	18.6	37,850	87
					(28.6)	(9.1)	(19.8-20.28◊)	(3.7)	(7.2)	(5.7)	(17,168)	
Bombardier	CL-215-1A10 (CL-215) Restricted Category - Land Operation	A	III	3	93.8	29.5	65.0 – 66.43◊	12.0	23.7	18.6	43,500	87
					(28.6)	(9.0)	(19.8 – 20.24◊)	(3.7)	(7.2)	(5.7)	(19,731)	
Bombardier	CL-215-1A10 (CL-215) Utility Category - Land Operation	A	III	3	93.8	29.5	65.02– 66.45◊	12.0	23.7	18.6	36,000	87
					(28.6)	(9.0)	(19.8 – 20.24◊)	(3.7)	(7.2)	(5.7)	(16,329)	
Bombardier	CL-215-1A10 (CL-215) Modified with SB 215-124	A	III	3	93.8	29.5	65.0 – 66.43◊	12.0	23.7	18.6	37,700	87
					(28.6)	(9.0)	(19.8 – 20.24◊)	(3.7)	(7.2)	(5.7)	(17,100)	
Bombardier	BD-500-1A10 (CS100)	C	III	3	115.1	37.7	114.8	45.6	43.0	22.1	129,000	127
					(35.1)	(11.5)	(35.0)	(13.9)	(13.1)	(6.7)	(58,513)	
Bombardier	BD-500-1A11 (CS300)	C	III	3	115.1	37.6	127.0	52.6	50.0	22.1	144,000	133
					(35.1)	(11.5)	(38.7)	(16.0)	(15.2)	(6.7)	(65,317)	
Bombardier	DHC-8-101	B	III	4	85.0	24.5	73.0	22.6	26.1	28.0	33,000	92
					(25.9)	(7.5)	(22.3)	(6.9)	(8.0)	(8.5)	(14,970)	
Bombardier	DHC-8-102	B	III	4	85.0	24.5	73.0	22.6	26.1	28.0	34,500	92
					(25.9)	(7.5)	(22.3)	(6.9)	(8.0)	(8.5)	(15,649)	
Bombardier	DHC-8-103	B	III	4	85.0	24.5	73.0	22.6	26.1	28.0	34,500 – 35,200◊	92
					(25.9)	(7.5)	(22.3)	(6.9)	(8.0)	(8.5)	(15,649 – 15,966)◊	
Bombardier	DHC-8-106	B	III	4	85.0	24.5	73.0	22.6	26.1	28.0	36,300	92
					(25.9)	(7.5)	(22.3)	(6.9)	(8.0)	(8.5)	(16,466)	
Bombardier	DHC-8-201	B	III	4	85.0	24.5	73.0	22.6	26.1	28.1	36,300	92
					(25.9)	(7.5)	(22.3)	(6.9)	(8.0)	(8.6)	(16,466)	
Bombardier	DHC-8-202	B	III	4	85.0	24.5	73.0	22.6	26.1	28.1	36,300	92
					(25.9)	(7.5)	(22.3)	(6.9)	(8.0)	(8.6)	(16,466)	
Bombardier	DHC-8-301	B	III	4	90.0	24.6	84.3	28.7	32.8	28.5	41,100	99◊
					(27.4)	(7.5)	(25.7)	(8.7)	(10.0)	(8.7)	(18,648)	
Bombardier	DHC-8-311	B	III	4	90.0	24.6	84.3	28.7	32.8	28.5	41,100 – 43,000◊	99◊
					(27.4)	(7.5)	(25.7)	(8.7)	(10.0)	(8.7)	(18,648 – 19,505)◊	

Manufacturer	Aircraft	AAC	ADG	TDG	Wing-span	Tail Height	Length	CMG	Wheel-base	MGW Outer to Outer	MTOW	V_{REF}/ Approach Speed
					ft (m)	ft (m)	ft (m)	ft (m)	ft (m)	ft (m)	lbs (kg)	kts
Bombardier	DHC-8-314	B	III	4	90.0	24.6	84.3	28.7	32.8	28.5	41,100 – 43,000◊	99◊
					(27.4)	(7.5)	(25.7)	(8.7)	(10.0)	(8.7)	(18,648 – 19,505)◊	
Bombardier	DHC-8-315	B	III	4	90.0	24.6	84.3	28.7	32.8	28.5	41,100 – 43,000◊	99◊
					(27.4)	(7.5)	(25.7)	(8.7)	(10.0)	(8.7)	(18,648 – 19,505)◊	
Bombardier	DHC-8-400	B	III	--	93.3	27.5	107.8	32.0	45.8	31.2	61,700 – 65,200◊	118 – 120◊
					(28.4)	(8.4)	(32.8)	(9.8)	(14.0)	(9.5)	(27,987 – 29,574)◊	
Bombardier	DHC-8-401	B	III	--	93.3	27.5	107.8	32.0	45.8	31.2	61,700 – 65,200	118 – 120◊
					(28.4)	(8.4)	(32.8)	(9.8)	(14.0)	(9.5)	(27,987 – 29,574)◊	
Bombardier	DHC-8-402	B	III	--	93.3	27.5	107.8	32.0	45.8	31.2	61,700 – 65,200◊	118 – 120◊
					(28.4)	(8.4)	(32.8)	(9.8)	(14.0)	(9.5)	(27,987 – 29,574)◊	
Bombardier	BD-700-1A10 (Global 5000)	C	III	3	94.0	25.5	99.4	41.9	42.4	16.0	99,500	129
					(28.7)	(7.8)	(30.3)	(12.8)	(12.9)	(4.9)	(45,132)	
Bombardier	BD-700-1A11 (Global 6000)	C	III	3	94.0	25.5	96.8	39.2	39.8	16.0	92,500	129
					(28.7)	(7.8)	(29.5)	(11.9)	(12.1)	(4.9)	(41,957)	
British Aerospace	BAE-146-200	C	III	2	86.4	28.2	93.7	37	37	20	93,035	125
					(26)	(9)	(29)	(11.5)	(11.5)	(6)	(42201)	
Cessna	Citation Mustang		I	2	43.2	13.4	40.6	10ǂ	14.3	17ǂ	8,645	
					(13.2)	(4.1)	(12.4)	(3.0)ǂ	(4.4)		(3921.4)	
Cessna	Citation CJ2+	B	II	2	49.8	14	47.7	14ǂ	17.8	17ǂ	12,500	115
					(15.2)	(4.3)	(14.5)	(4.3)ǂ	(5.4)		(5670)	
Cessna	Citation CJ3	B	II	2	53.3	15.2	51.2	16ǂ	20	17ǂ	13,870	130
					(16.2)	(4.6)	(15.6)	(4.9)ǂ	(6.1)		(6291)	
Cessna	Citation CJ4		II	1B	50.8	15.3	53.3	17ǂ	21.2	13.5ǂ	16,950	
					(15.5)	(4.7)	(16.3)	(5.2)ǂ	(6.5)		(7689)	
Cessna	Citation XLS+		II	2	56.3	17.2	52.5	18ǂ	21.9	16ǂ	20,200	
					(17.2)	(5.24)	(16)	(5.5)ǂ	(6.7)		(9163)	
Cessna	Citation Sovereign	B	II	1B	63.3	20.3	63.5	25ǂ	27.8	12ǂ	30,300	
					(19.3)	(6.2)	(19.4)	(7.6)ǂ	(8.5)		(13744)	
Cessna	Citation X		II	1B	63.9	19.3	72.3	27ǂ	29.9	13ǂ	36,100	
					(19.5)	(5.9)	(22.0)	(8.2)ǂ	(9.1)		(16375)	
Cessna	Citation Ten	C	II	1B	69.2	19.3	73.6	28ǂ		13ǂ	36,600	130
					(21.1)	(5.9)	(22.4)	(8.6)ǂ			(16602)	

ǂ Estimated

Manufacturer	Aircraft	AAC	ADG	TDG	Wing-span	Tail Height	Length	CMG	Wheel-base	MGW Outer to Outer	MTOW	V_{REF}/ Approach Speed
					ft (m)	ft (m)	ft (m)	ft (m)	ft (m)	ft (m)	lbs (kg)	kts
Cessna	Centurion	A	I	1A	36.7 (11)	9.8 (3)	28.2 (9)	6 (2)	6 (2)	10 (3)	4,012 (1223)	75
Cessna	Cessna Stationair6	B	I	1A	35.8 (11)	9.8 (3)	28.2 (9)	7 (2)	7 (2)	9 (3)	3,638 (1650)	92
Cessna	Cessna 182 Skylane	B	I	1A	36.1 (11)	9.2 (3)	28.2 (9)	6 (2)	6 (2)	9 (3)	2,800 (1270)	92
DeHavilland Canada	DHC-8-300 Dash 8	A	III	3	89.9 (27)	24.6 (7)	84.3 (26)	33 (10)	33 (10)	27 (8)	41,099 (18642)	90
DeHavilland Canada	DHC-7 Dash 7	A	III	3	93.2 (28)	26.2 (8)	80.7 (25)	28 (8.5)	28 (8.5)	26 (8)	47,003 (21321)	83
DeHavilland Canada	DHC-8-100 Dash 8	B	III	3	85.0 (26)	24.6 (7)	73.2 (22)	33 (10)	33 (10)	27 (8)	34,502 (15650)	100
Douglas	DC-8-50	C	IV		142.4 (43.4)	43.6 (13.3)	150.7 (45.9)			24.7 (7.5)	325,000 (147418)	137
Douglas	DC-8-60	C	IV		142.4 (43)	42.3 (13)	187.3 (57)			24.7 (7.5)	349,874 (158703)	137
Embraer	EMB-110 Bandeirante	B	II	2	50.2 (15)	16.1 (5)	46.6 (14)	17 (5)	17 (5)	17 (5)	13,007 (5900)	92
Embraer	EMB-120 Brasilia	B	II	3	65.0 (20)	21.0 (6)	65.6 (20)	23 (7)	23 (7)	24 (7)	26,455 (12000)	120
Embraer	170	C	III		85.3 (26.0)	32.3 (10.0)	98.1 (29.90)		34.8 (10.6)		79,344 (35990)	124
Embraer	175		III		85.3 (26.0)	31.9 (9.73)	103.9 (31.68)				82,673 (37500)	
Embraer	190	C	III		94.3 (28.72)	34.7 (10.57)	118.9 (36.24)		45.3 (13.8)		105,359 (47790)	124
Embraer	195		III		94.3 (28.72)	34.6 (10.55)	126.8 (38.65)		48 (14.6)		107,564 (48790)	
Embraer	ERJ135	C	II		65.8 (20.04)	22.2 (6.76)	86.4 (26.33)	41.8 (12.7)	41.8 (12.7)		41,887 (19000)	130
Embraer	ERJ140		II		65.8 (20.04)	22.2 (6.76)	93.3 (28.45)	44.3 (13.5)	44.3 (13.5)		44,312 (20100)	
Embraer	ERJ145	C	II		65.8 (20.04)	22.2 (6.76)	98 (29.87)	47.4 (14.4)	47.4 (14.4)		48,501 (22000)	135
Embraer	ERJ145XR		II		65.8 (20.04)	22.2 (6.76)	98 (29.87)	47.4 (14.4)	47.4 (14.4)		53131 (24100)	
Fokker	F-27 Friendship	B	III	3	95.1 (29)	27.9 (9)	75.8 (23)	29 (9)	29 (9)	27 (8)	44,996 (20410)	120
Fokker	F-28 Fellowship	C	III	2	88.8 (27)	27.9 (9)	89.9 (27)	30 (9)	30 (9)	20 (6)	72,995 (33111)	125
Gulfstream	G150		II		55.6 (16.94)	19.1 (5.82)	56.8 (17.30)	21 (6.4)	21 (6.4)		26,100 (11839)	
Gulfstream	G280		II		63 (19.2)	21.3 (6.5)	66.8 (20.37)				39,600 (17962)	
Gulfstream	G350	C	II		77.8 (23.72)	25.2 (7.67)	89.3 (27.23)				70,900 (32160)	140
Gulfstream	G450		II		77.8	25.2	89.3				74,600	

Manufacturer	Aircraft	AAC	ADG	TDG	Wing-span	Tail Height	Length	CMG	Wheel-base	MGW Outer to Outer	MTOW	V_{REF}/ Approach Speed
					ft (m)	ft (m)	ft (m)	ft (m)	ft (m)	ft (m)	lbs (kg)	kts
					(23.72)	(7.67)	(27.23)				(33838)	
Gulfstream	G500	C	III		93.5	25.8	96.4	45	45		85,100	140
					(28.50)	(7.87)	(29.39)	(13.7)	(13.7)		(38601)	
Gulfstream	G550	C	III		93.5	25.8	96.4	45	45		91,000	140
					(28.50)	(7.87)	(29.39)	(13.7)	(13.7)		(41277)	
Gulfstream	G650		III		99.7	25.7	99.8				99,600	
					(30.36)	(7.82)	(30.41)				(45178)	
Learjet	Learjet 24	C	I	1A	35.1	12.3	43.0	17	17	10	13,001	128
					(11)	(4)	(13)	(5)	(5)	(3)	(5897)	
Learjet	Learjet 25	C	I	1A	35.4	12.1	47.6	17	17	10	14,991	137
					(11)	(4)	(15)	(5)	(5)	(3)	(6800)	
McDonnell Douglas	MD-11	D	IV	6	170.5	58.8	202.2	101.7	80.8	41.3	630,500	153
					(52.0)	(17.9)	(61.6)	(40.00)	(24.6)	(12.57)	(285995)	
Piper	PA-28R Cherokee Arrow	A	I	1A	29.9	7.9	24.3	8	8	12	2,491	70
					(9)	(2)	(7)	(2)	(2)	(3.5)	(1130)	
Piper	PA-28-140 Cherokee	A	I	1A	35.1	7.2	24.0	7	7	11	2,425	65
					(11)	(2)	(7)	(2)	(2)	(3)	(1100)	

Appendix 7. Runway Design Standards Matrix

Table A7-1. Runway design standards matrix, A/B-I Small Aircraft

Aircraft Approach Category (AAC) and Airplane Design Group (ADG):		A/B - I Small Aircraft			
ITEM	**DIM** [1]	VISIBILITY MINIMUMS			
		Visual	Not Lower than 1 mile	Not Lower than 3/4 mile	Lower than 3/4 mile
RUNWAY DESIGN					
Runway Length	A	*Refer to paragraphs 302 and 304*			
Runway Width	B	60 ft	60 ft	60 ft	75 ft
Shoulder Width		10 ft	10 ft	10 ft	10 ft
Blast Pad Width		80 ft	80 ft	80 ft	95 ft
Blast Pad Length		60 ft	60 ft	60 ft	60 ft
Crosswind Component		10.5 knots	10.5 knots	10.5 knots	10.5 knots
RUNWAY PROTECTION					
Runway Safety Area (RSA)					
Length beyond departure end [9, 10]	R	240 ft	240 ft	240 ft	600 ft
Length prior to threshold	P	240 ft	240 ft	240 ft	600 ft
Width	C	120 ft	120 ft	120 ft	300 ft
Runway Object Free Area (ROFA)					
Length beyond runway end	R	240 ft	240 ft	240 ft	600 ft
Length prior to threshold	P	240 ft	240 ft	240 ft	600 ft
Width	Q	250 ft	250 ft	250 ft	800 ft
Runway Obstacle Free Zone (ROFZ)					
Length		*Refer to paragraph 308*			
Width		*Refer to paragraph 308*			
Precision Obstacle Free Zone (POFZ)					
Length		N/A	N/A	N/A	N/A
Width		N/A	N/A	N/A	N/A
Approach Runway Protection Zone (RPZ)					
Length	L	1,000 ft	1,000 ft	1,700 ft	2,500 ft
Inner Width	U	250 ft	250 ft	1,000 ft	1,000 ft
Outer Width	V	450 ft	450 ft	1,510 ft	1,750 ft
Acres		8.035	8.035	48.978	79.000
Departure Runway Protection Zone (RPZ)					
Length	L	1,000 ft	1,000 ft	1,000 ft	1,000 ft
Inner Width	U	250 ft	250 ft	250 ft	250 ft
Outer Width	V	450 ft	450 ft	450 ft	450 ft
Acres		8.035	8.035	8.035	8.035
RUNWAY SEPARATION					
Runway centerline to:					
Parallel runway centerline	H	*Refer to paragraph 316*			
Holding Position		125 ft	125 ft	125 ft	175 ft
Parallel taxiway/taxilane centerline [2, 4]	D	150 ft	150 ft	150 ft	200 ft
Aircraft parking area	G	125 ft	125 ft	125 ft	400 ft

Note:

- Values in the table are rounded to the nearest foot. 1 foot = 0.305 meters.

Table A7-2. Runway design standards matrix, A/B - I

Aircraft Approach Category (AAC) and Airplane Design Group (ADG):		A/B - I			
ITEM	**DIM [1]**	VISIBILITY MINIMUMS			
		Visual	Not Lower than 1 mile	Not Lower than 3/4 mile	Lower than 3/4 mile
RUNWAY DESIGN					
Runway Length	A	*Refer to paragraphs 302 and 304*			
Runway Width	B	60 ft	60 ft	60 ft	100 ft
Shoulder Width		10 ft	10 ft	10 ft	10 ft
Blast Pad Width		80 ft	80 ft	80 ft	120 ft
Blast Pad Length		100 ft	100 ft	100 ft	100 ft
Crosswind Component		10.5 knots	10.5 knots	10.5 knots	10.5 knots
RUNWAY PROTECTION					
Runway Safety Area (RSA)					
Length beyond departure end [9, 10]	R	240 ft	240 ft	240 ft	600 ft
Length prior to threshold	P	240 ft	240 ft	240 ft	600 ft
Width	C	120 ft	120 ft	120 ft	300 ft
Runway Object Free Area (ROFA)					
Length beyond runway end	R	240 ft	240 ft	240 ft	600 ft
Length prior to threshold	P	240 ft	240 ft	240 ft	600 ft
Width	Q	400 ft	400 ft	400 ft	800 ft
Runway Obstacle Free Zone (ROFZ)					
Length		*Refer to paragraph 308*			
Width		*Refer to paragraph 308*			
Precision Obstacle Free Zone (POFZ)					
Length		N/A	N/A	N/A	200 ft
Width		N/A	N/A	N/A	800 ft
Approach Runway Protection Zone (RPZ)					
Length	L	1,000 ft	1,000 ft	1,700 ft	2,500 ft
Inner Width	U	500 ft	500 ft	1,000 ft	1,000 ft
Outer Width	V	700 ft	700 ft	1,510 ft	1,750 ft
Acres		13.770	13.770	48.978	78.914
Departure Runway Protection Zone (RPZ)					
Length	L	1,000 ft	1,000 ft	1,000 ft	1,000 ft
Inner Width	U	500 ft	500 ft	500 ft	500 ft
Outer Width	V	700 ft	700 ft	700 ft	700 ft
Acres		13.770	13.770	13.770	13.770
RUNWAY SEPARATION					
Runway centerline to:					
Parallel runway centerline	H	*Refer to paragraph 316*			
Holding Position		200 ft	200 ft	200 ft	250 ft
Parallel taxiway/taxilane centerline [2, 4]	D	225 ft	225 ft	225 ft	250 ft
Aircraft parking area	G	200 ft	200 ft	200 ft	400 ft
Helicopter touchdown pad		*Refer to AC 150/5390-2*			

Note:

- Values in the table are rounded to the nearest foot. 1 foot = 0.305 meters.

Table A7-3. Runway design standards matrix, A/B – II Small Aircraft

Aircraft Approach Category (AAC) and Airplane Design Group (ADG):		A/B - II Small Aircraft			
ITEM	**DIM [1]**	VISIBILITY MINIMUMS			
		Visual	Not Lower than 1 mile	Not Lower than 3/4 mile	Lower than 3/4 mile
RUNWAY DESIGN					
Runway Length	A	*Refer to paragraphs 302 and 304*			
Runway Width	B	75 ft	75 ft	75 ft	100 ft
Shoulder Width		10 ft	10 ft	10 ft	10 ft
Blast Pad Width		95 ft	95 ft	95 ft	120 ft
Blast Pad Length		150 ft	150 ft	150 ft	150 ft
Crosswind Component		13 knots	13 knots	13 knots	13 knots
RUNWAY PROTECTION					
Runway Safety Area (RSA)					
Length beyond departure end [9, 10]	R	300 ft	300 ft	300 ft	600 ft
Length prior to threshold	P	300 ft	300 ft	300 ft	600 ft
Width	C	150 ft	150 ft	150 ft	300 ft
Runway Object Free Area (ROFA)					
Length beyond runway end	R	300 ft	300 ft	300 ft	600 ft
Length prior to threshold	P	300 ft	300 ft	300 ft	600 ft
Width	Q	500 ft	500 ft	500 ft	800 ft
Runway Obstacle Free Zone (ROFZ)					
Length		*Refer to paragraph 308*			
Width		*Refer to paragraph 308*			
Precision Obstacle Free Zone (POFZ)					
Length		N/A	N/A	N/A	200 ft
Width		N/A	N/A	N/A	800 ft
Approach Runway Protection Zone (RPZ)					
Length	L	1,000 ft	1,000 ft	1,700 ft	2,500 ft
Inner Width	U	250 ft	250 ft	1,000 ft	1,000 ft
Outer Width	V	450 ft	450 ft	1,510 ft	1,750 ft
Acres		8.035	8.035	48.978	79.000
Departure Runway Protection Zone (RPZ)					
Length	L	1,000 ft	1,000 ft	1,000 ft	1,000 ft
Inner Width	U	250 ft	250 ft	500 ft	500 ft
Outer Width	V	450 ft	450 ft	700 ft	700 ft
Acres		8.035	8.035	13.770	13.770
RUNWAY SEPARATION					
Runway centerline to:					
Parallel runway centerline	H	*Refer to paragraph 316*			
Holding Position		125 ft	125 ft	125 ft	175 ft
Parallel taxiway/taxilane centerline [2, 4]	D	240 ft	240 ft	240 ft	300 ft
Aircraft parking area	G	250 ft	250 ft	250 ft	400 ft
Helicopter touchdown pad		*Refer to AC 150/5390-2*			

Note:

- Values in the table are rounded to the nearest foot. 1 foot = 0.305 meters.

Table A7-4. Runway design standards matrix, A/B – II

Aircraft Approach Category (AAC) and Airplane Design Group (ADG):		A/B - II			
ITEM	**DIM** [1]	VISIBILITY MINIMUMS			
		Visual	Not Lower than 1 mile	Not Lower than 3/4 mile	Lower than 3/4 mile
RUNWAY DESIGN					
Runway Length	A	*Refer to paragraphs 302 and 304*			
Runway Width	B	75 ft	75 ft	75 ft	100 ft
Shoulder Width		10 ft	10 ft	10 ft	10 ft
Blast Pad Width		95 ft	95 ft	95 ft	120 ft
Blast Pad Length		150 ft	150 ft	150 ft	150 ft
Crosswind Component		13 knots	13 knots	13 knots	13 knots
RUNWAY PROTECTION					
Runway Safety Area (RSA)					
Length beyond departure end [9, 10]	R	300 ft	300 ft	300 ft	600 ft
Length prior to threshold	P	300 ft	300 ft	300 ft	600 ft
Width	C	150 ft	150 ft	150 ft	300 ft
Runway Object Free Area (ROFA)					
Length beyond runway end	R	300 ft	300 ft	300 ft	600 ft
Length prior to threshold	P	300 ft	300 ft	300 ft	600 ft
Width	Q	500 ft	500 ft	500 ft	800 ft
Runway Obstacle Free Zone (ROFZ)					
Length		*Refer to paragraph 308*			
Width		*Refer to paragraph 308*			
Precision Obstacle Free Zone (POFZ)					
Length		N/A	N/A	N/A	200 ft
Width		N/A	N/A	N/A	800 ft
Approach Runway Protection Zone (RPZ)					
Length	L	1,000 ft	1,000 ft	1,700 ft	2,500 ft
Inner Width	U	500 ft	500 ft	1,000 ft	1,000 ft
Outer Width	V	700 ft	700 ft	1,510 ft	1,750 ft
Acres		13.770	13.770	48.978	78.914
Departure Runway Protection Zone (RPZ)					
Length	L	1,000 ft	1,000 ft	1,000 ft	1,000 ft
Inner Width	U	500 ft	500 ft	500 ft	500 ft
Outer Width	V	700 ft	700 ft	700 ft	700 ft
Acres		13.770	13.770	13.770	13.770
RUNWAY SEPARATION					
Runway centerline to:					
Parallel runway centerline	H	*Refer to paragraph 316*			
Holding Position		200 ft	200 ft	200 ft	250 ft
Parallel taxiway/taxilane centerline [2, 4]	D	240 ft	240 ft	240 ft	300 ft
Aircraft parking area	G	250 ft	250 ft	250 ft	400 ft
Helicopter touchdown pad		*Refer to AC 150/5390-2*			

Note:

- Values in the table are rounded to the nearest foot. 1 foot = 0.305 meters.

Table A7-5. Runway design standards matrix, A/B - III

Aircraft Approach Category (AAC) and Airplane Design Group (ADG):		A/B - III			
ITEM	**DIM** [1]	VISIBILITY MINIMUMS			
		Visual	Not Lower than 1 mile	Not Lower than 3/4 mile	Lower than 3/4 mile
RUNWAY DESIGN					
Runway Length	A	*Refer to paragraphs 302 and 304*			
Runway Width	B	100 ft	100 ft	100 ft	100 ft
Shoulder Width		20 ft	20 ft	20 ft	20 ft
Blast Pad Width		140 ft	140 ft	140 ft	140 ft
Blast Pad Length		200 ft	200 ft	200 ft	200 ft
Crosswind Component		16 knots	16 knots	16 knots	16 knots
RUNWAY PROTECTION					
Runway Safety Area (RSA)					
Length beyond departure end [9, 10]	R	600 ft	600 ft	600 ft	800 ft
Length prior to threshold [11]	P	600 ft	600 ft	600 ft	600 ft
Width	C	300 ft	300 ft	300 ft	400 ft
Runway Object Free Area (ROFA)					
Length beyond runway end	R	600 ft	600 ft	600 ft	800 ft
Length prior to threshold [11]	P	600 ft	600 ft	600 ft	600 ft
Width	Q	800 ft	800 ft	800 ft	800 ft
Runway Obstacle Free Zone (ROFZ)					
Length		*Refer to paragraph 308*			
Width		*Refer to paragraph 308*			
Precision Obstacle Free Zone (POFZ)					
Length		N/A	N/A	N/A	200 ft
Width		N/A	N/A	N/A	800 ft
Approach Runway Protection Zone (RPZ)					
Length	L	1,000 ft	1,000 ft	1,700 ft	2,500 ft
Inner Width	U	500 ft	500 ft	1,000 ft	1,000 ft
Outer Width	V	700 ft	700 ft	1,510 ft	1,750 ft
Acres		13.770	13.770	48.978	78.914
Departure Runway Protection Zone (RPZ)					
Length	L	1,000 ft	1,000 ft	1,000 ft	1,000 ft
Inner Width	U	500 ft	500 ft	500 ft	500 ft
Outer Width	V	700 ft	700 ft	700 ft	700 ft
Acres		13.770	13.770	13.770	13.770
RUNWAY SEPARATION					
Runway centerline to:					
Parallel runway centerline	H	*Refer to paragraph 316*			
Holding Position [7]		200 ft	200 ft	200 ft	250 ft
Parallel taxiway/taxilane centerline [2, 4]	D	300 ft	300 ft	300 ft	350 ft
Aircraft parking area	G	400 ft	400 ft	400 ft	400 ft
Helicopter touchdown pad		*Refer to AC 150/5390-2*			

Note:

- Values in the table are rounded to the nearest foot. 1 foot = 0.305 meters.

Table A7-6. Runway design standards matrix, A/B - IV

Aircraft Approach Category (AAC) and Airplane Design Group (ADG):		A/B - IV			
ITEM	**DIM** [1]	VISIBILITY MINIMUMS			
		Visual	Not Lower than 1 mile	Not Lower than 3/4 mile	Lower than 3/4 mile
RUNWAY DESIGN					
Runway Length	A	*Refer to paragraphs 302 and 304*			
Runway Width	B	150 ft	150 ft	150 ft	150 ft
Shoulder Width		25 ft	25 ft	25 ft	25 ft
Blast Pad Width		200 ft	200 ft	200 ft	200 ft
Blast Pad Length		200 ft	200 ft	200 ft	200 ft
Crosswind Component		20 knots	20 knots	20 knots	20 knots
RUNWAY PROTECTION					
Runway Safety Area (RSA)					
Length beyond departure end [9, 10]	R	1,000 ft	1,000 ft	1,000 ft	1,000 ft
Length prior to threshold [11]	P	600 ft	600 ft	600 ft	600 ft
Width	C	500 ft	500 ft	500 ft	500 ft
Runway Object Free Area (ROFA)					
Length beyond runway end	R	1,000 ft	1,000 ft	1,000 ft	1,000 ft
Length prior to threshold [11]	P	600 ft	600 ft	600 ft	600 ft
Width	Q	800 ft	800 ft	800 ft	800 ft
Runway Obstacle Free Zone (ROFZ)					
Length		*Refer to paragraph 308*			
Width		*Refer to paragraph 308*			
Precision Obstacle Free Zone (POFZ)					
Length		N/A	N/A	N/A	200 ft
Width		N/A	N/A	N/A	800 ft
Approach Runway Protection Zone (RPZ)					
Length	L	1,000 ft	1,000 ft	1,700 ft	2,500 ft
Inner Width	U	500 ft	500 ft	1,000 ft	1,000 ft
Outer Width	V	700 ft	700 ft	1,510 ft	1,750 ft
Acres		13.770	13.770	48.978	78.914
Departure Runway Protection Zone (RPZ)					
Length	L	1,000 ft	1,000 ft	1,000 ft	1,000 ft
Inner Width	U	500 ft	500 ft	500 ft	500 ft
Outer Width	V	700 ft	700 ft	700 ft	700 ft
Acres		13.770	13.770	13.770	13.770
RUNWAY SEPARATION					
Runway centerline to:					
Parallel runway centerline	H	*Refer to paragraph 316*			
Holding Position [8]		250 ft	250 ft	250 ft	250 ft
Parallel taxiway/taxilane centerline [2]	D	400 ft	400 ft	400 ft	400 ft
Aircraft parking area	G	500 ft	500 ft	500 ft	500 ft
Helicopter touchdown pad		*Refer to AC 150/5390-2*			

Note:

- Values in the table are rounded to the nearest foot. 1 foot = 0.305 meters.

Table A7-7. Runway design standards matrix, C/D/E - I

Aircraft Approach Category (AAC) and Airplane Design Group (ADG):		C/D/E - I			
ITEM	**DIM** [1]	VISIBILITY MINIMUMS			
		Visual	Not Lower than 1 mile	Not Lower than 3/4 mile	Lower than 3/4 mile
RUNWAY DESIGN					
Runway Length	A	*Refer to paragraphs 302 and 304*			
Runway Width	B	100 ft	100 ft	100 ft	100 ft
Shoulder Width		10 ft	10 ft	10 ft	10 ft
Blast Pad Width		120 ft	120 ft	120 ft	120 ft
Blast Pad Length		100 ft	100 ft	100 ft	100 ft
Crosswind Component		16 knots	16 knots	16 knots	16 knots
RUNWAY PROTECTION					
Runway Safety Area (RSA)					
Length beyond departure end [9, 10]	R	1,000 ft	1,000 ft	1,000 ft	1,000 ft
Length prior to threshold [11]	P	600 ft	600 ft	600 ft	600 ft
Width [13]	C	500 ft	500 ft	500 ft	500 ft
Runway Object Free Area (ROFA)					
Length beyond runway end	R	1,000 ft	1,000 ft	1,000 ft	1,000 ft
Length prior to threshold [11]	P	600 ft	600 ft	600 ft	600 ft
Width	Q	800 ft	800 ft	800 ft	800 ft
Runway Obstacle Free Zone (ROFZ)					
Length		*Refer to paragraph 308*			
Width		*Refer to paragraph 308*			
Precision Obstacle Free Zone (POFZ)					
Length		N/A	N/A	N/A	200 ft
Width		N/A	N/A	N/A	800 ft
Approach Runway Protection Zone (RPZ)					
Length	L	1,700 ft	1,700 ft	1,700 ft	2,500 ft
Inner Width	U	500 ft	500 ft	1,000 ft	1,000 ft
Outer Width	V	1,010 ft	1,010 ft	1,510 ft	1,750 ft
Acres		29.465	29.465	48.978	78.914
Departure Runway Protection Zone (RPZ)					
Length	L	1,700 ft	1,700 ft	1,700 ft	1,700 ft
Inner Width	U	500 ft	500 ft	500 ft	500 ft
Outer Width	V	1,010 ft	1,010 ft	1,010 ft	1,010 ft
Acres		29.465	29.465	29.465	29.465
RUNWAY SEPARATION					
Runway centerline to:					
Parallel runway centerline	H	*Refer to paragraph 316*			
Holding Position		250 ft	250 ft	250 ft	250 ft
Parallel taxiway/taxilane centerline [2]	D	300 ft	300 ft	300 ft	400 ft
Aircraft parking area	G	400 ft	400 ft	400 ft	500 ft
Helicopter touchdown pad		*Refer to AC 150/5390-2*			

Note:

- Values in the table are rounded to the nearest foot. 1 foot = 0.305 meters.

Table A7-8. Runway design standards matrix, C/D/E - II

Aircraft Approach Category (AAC) and Airplane Design Group (ADG):		C/D/E - II			
ITEM	**DIM** [1]	VISIBILITY MINIMUMS			
		Visual	Not Lower than 1 mile	Not Lower than 3/4 mile	Lower than 3/4 mile
RUNWAY DESIGN					
Runway Length	A	*Refer to paragraphs 302 and 304*			
Runway Width	B	100 ft	100 ft	100 ft	100 ft
Shoulder Width		10 ft	10 ft	10 ft	10 ft
Blast Pad Width		120 ft	120 ft	120 ft	120 ft
Blast Pad Length		150 ft	150 ft	150 ft	150 ft
Crosswind Component		16 knots	16 knots	16 knots	16 knots
RUNWAY PROTECTION					
Runway Safety Area (RSA)					
Length beyond departure end [9, 10]	R	1,000 ft	1,000 ft	1,000 ft	1,000 ft
Length prior to threshold [11]	P	600 ft	600 ft	600 ft	600 ft
Width [13]	C	500 ft	500 ft	500 ft	500 ft
Runway Object Free Area (ROFA)					
Length beyond runway end	R	1,000 ft	1,000 ft	1,000 ft	1,000 ft
Length prior to threshold [11]	P	600 ft	600 ft	600 ft	600 ft
Width	Q	800 ft	800 ft	800 ft	800 ft
Runway Obstacle Free Zone (ROFZ)					
Length		*Refer to paragraph 308*			
Width		*Refer to paragraph 308*			
Precision Obstacle Free Zone (POFZ)					
Length		N/A	N/A	N/A	200 ft
Width		N/A	N/A	N/A	800 ft
Approach Runway Protection Zone (RPZ)					
Length	L	1,700 ft	1,700 ft	1,700 ft	2,500 ft
Inner Width	U	500 ft	500 ft	1,000 ft	1,000 ft
Outer Width	V	1,010 ft	1,010 ft	1,510 ft	1,750 ft
Acres		29.465	29.465	48.978	78.914
Departure Runway Protection Zone (RPZ)					
Length	L	1,700 ft	1,700 ft	1,700 ft	1,700 ft
Inner Width	U	500 ft	500 ft	500 ft	500 ft
Outer Width	V	1,010 ft	1,010 ft	1,010 ft	1,010 ft
Acres		29.465	29.465	29.465	29.465
RUNWAY SEPARATION					
Runway centerline to:					
Parallel runway centerline	H	*Refer to paragraph 316*			
Holding Position		250 ft	250 ft	250 ft	250 ft
Parallel taxiway/taxilane centerline [2]	D	300 ft	300 ft	300 ft	400 ft
Aircraft parking area	G	400 ft	400 ft	400 ft	500 ft
Helicopter touchdown pad		*Refer to AC 150/5390-2*			

Note:

- Values in the table are rounded to the nearest foot. 1 foot = 0.305 meters.

Table A7-9. Runway design standards matrix, C/D/E - III

Aircraft Approach Category (AAC) and Airplane Design Group (ADG):		C/D/E - III			
ITEM	**DIM** [1]	VISIBILITY MINIMUMS			
		Visual	Not Lower than 1 mile	Not Lower than 3/4 mile	Lower than 3/4 mile
RUNWAY DESIGN					
Runway Length	A	*Refer to paragraphs 302 and 304*			
Runway Width [12]	B	150 ft	150 ft	150 ft	150 ft
Shoulder Width [12]		25 ft	25 ft	25 ft	25 ft
Blast Pad Width [12]		200 ft	200 ft	200 ft	200 ft
Blast Pad Length		200 ft	200 ft	200 ft	200 ft
Crosswind Component		16 knots	16 knots	16 knots	16 knots
RUNWAY PROTECTION					
Runway Safety Area (RSA)					
Length beyond departure end [9, 10]	R	1,000 ft	1,000 ft	1,000 ft	1,000 ft
Length prior to threshold [11]	P	600 ft	600 ft	600 ft	600 ft
Width	C	500 ft	500 ft	500 ft	500 ft
Runway Object Free Area (ROFA)					
Length beyond runway end	R	1,000 ft	1,000 ft	1,000 ft	1,000 ft
Length prior to threshold [11]	P	600 ft	600 ft	600 ft	600 ft
Width	Q	800 ft	800 ft	800 ft	800 ft
Runway Obstacle Free Zone (ROFZ)					
Length		*Refer to paragraph 308*			
Width		*Refer to paragraph 308*			
Precision Obstacle Free Zone (POFZ)					
Length		N/A	N/A	N/A	200 ft
Width		N/A	N/A	N/A	800 ft
Approach Runway Protection Zone (RPZ)					
Length	L	1,700 ft	1,700 ft	1,700 ft	2,500 ft
Inner Width	U	500 ft	500 ft	1,000 ft	1,000 ft
Outer Width	V	1,010 ft	1,010 ft	1,510 ft	1,750 ft
Acres		29.465	29.465	48.978	78.914
Departure Runway Protection Zone (RPZ)					
Length	L	1,700 ft	1,700 ft	1,700 ft	1,700 ft
Inner Width	U	500 ft	500 ft	500 ft	500 ft
Outer Width	V	1,010 ft	1,010 ft	1,010 ft	1,010 ft
Acres		29.465	29.465	29.465	29.465
RUNWAY SEPARATION					
Runway centerline to:					
Parallel runway centerline	H	*Refer to paragraph 316*			
Holding Position [8]		250 ft	250 ft	250 ft	250 ft
Parallel taxiway/taxilane centerline [2]	D	400 ft	400 ft	400 ft	400 ft
Aircraft parking area	G	500 ft	500 ft	500 ft	500 ft
Helicopter touchdown pad		*Refer to AC 150/5390-2*			

Note:

- Values in the table are rounded to the nearest foot. 1 foot = 0.305 meters.

Table A7-10. Runway design standards matrix, C/D/E - IV

Aircraft Approach Category (AAC) and Airplane Design Group (ADG):		C/D/E - IV			
ITEM	**DIM** [1]	VISIBILITY MINIMUMS			
		Visual	Not Lower than 1 mile	Not Lower than 3/4 mile	Lower than 3/4 mile
RUNWAY DESIGN					
Runway Length	A	*Refer to paragraphs 302 and 304*			
Runway Width	B	150 ft	150 ft	150 ft	150 ft
Shoulder Width		25 ft	25 ft	25 ft	25 ft
Blast Pad Width		200 ft	200 ft	200 ft	200 ft
Blast Pad Length		200 ft	200 ft	200 ft	200 ft
Crosswind Component		20 knots	20 knots	20 knots	20 knots
RUNWAY PROTECTION					
Runway Safety Area (RSA)					
Length beyond departure end [9, 10]	R	1,000 ft	1,000 ft	1,000 ft	1,000 ft
Length prior to threshold [11]	P	600 ft	600 ft	600 ft	600 ft
Width	C	500 ft	500 ft	500 ft	500 ft
Runway Object Free Area (ROFA)					
Length beyond runway end	R	1,000 ft	1,000 ft	1,000 ft	1,000 ft
Length prior to threshold [11]	P	600 ft	600 ft	600 ft	600 ft
Width	Q	800 ft	800 ft	800 ft	800 ft
Runway Obstacle Free Zone (ROFZ)					
Length		*Refer to paragraph 308*			
Width		*Refer to paragraph 308*			
Precision Obstacle Free Zone (POFZ)					
Length		N/A	N/A	N/A	200 ft
Width		N/A	N/A	N/A	800 ft
Approach Runway Protection Zone (RPZ)					
Length	L	1,700 ft	1,700 ft	1,700 ft	2,500 ft
Inner Width	U	500 ft	500 ft	1,000 ft	1,000 ft
Outer Width	V	1,010 ft	1,010 ft	1,510 ft	1,750 ft
Acres		29.465	29.465	48.978	78.914
Departure Runway Protection Zone (RPZ)					
Length	L	1,700 ft	1,700 ft	1,700 ft	1,700 ft
Inner Width	U	500 ft	500 ft	500 ft	500 ft
Outer Width	V	1,010 ft	1,010 ft	1,010 ft	1,010 ft
Acres		29.465	29.465	29.465	29.465
RUNWAY SEPARATION					
Runway centerline to:					
Parallel runway centerline	H	*Refer to paragraph 316*			
Holding Position [8]		250 ft	250 ft	250 ft	250 ft
Parallel taxiway/taxilane centerline [2]	D	400 ft	400 ft	400 ft	400 ft
Aircraft parking area	G	500 ft	500 ft	500 ft	500 ft
Helicopter touchdown pad		*Refer to AC 150/5390-2*			

Note:

- Values in the table are rounded to the nearest foot. 1 foot = 0.305 meters.

Table A7-11. Runway design standards matrix, C/D/E - V

Aircraft Approach Category (AAC) and Airplane Design Group (ADG):		C/D/E - V			
ITEM	**DIM** [1]	VISIBILITY MINIMUMS			
		Visual	Not Lower than 1 mile	Not Lower than 3/4 mile	Lower than 3/4 mile
RUNWAY DESIGN					
Runway Length	A	*Refer to paragraphs 302 and 304*			
Runway Width	B	150 ft	150 ft	150 ft	150 ft
Shoulder Width		35 ft	35 ft	35 ft	35 ft
Blast Pad Width		220 ft	220 ft	220 ft	220 ft
Blast Pad Length		400 ft	400 ft	400 ft	400 ft
Crosswind Component		20 knots	20 knots	20 knots	20 knots
RUNWAY PROTECTION					
Runway Safety Area (RSA)					
Length beyond departure end [9, 10]	R	1,000 ft	1,000 ft	1,000 ft	1,000 ft
Length prior to threshold [11]	P	600 ft	600 ft	600 ft	600 ft
Width	C	500 ft	500 ft	500 ft	500 ft
Runway Object Free Area (ROFA)					
Length beyond runway end	R	1,000 ft	1,000 ft	1,000 ft	1,000 ft
Length prior to threshold [11]	P	600 ft	600 ft	600 ft	600 ft
Width	Q	800 ft	800 ft	800 ft	800 ft
Runway Obstacle Free Zone (ROFZ)					
Length		*Refer to paragraph 308*			
Width		*Refer to paragraph 308*			
Precision Obstacle Free Zone (POFZ)					
Length		N/A	N/A	N/A	200 ft
Width		N/A	N/A	N/A	800 ft
Approach Runway Protection Zone (RPZ)					
Length	L	1,700 ft	1,700 ft	1,700 ft	2,500 ft
Inner Width	U	500 ft	500 ft	1,000 ft	1,000 ft
Outer Width	V	1,010 ft	1,010 ft	1,510 ft	1,750 ft
Acres		29.465	29.465	48.978	78.914
Departure Runway Protection Zone (RPZ)					
Length	L	1,700 ft	1,700 ft	1,700 ft	1,700 ft
Inner Width	U	500 ft	500 ft	500 ft	500 ft
Outer Width	V	1,010 ft	1,010 ft	1,010 ft	1,010 ft
Acres		29.465	29.465	29.465	29.465
RUNWAY SEPARATION					
Runway centerline to:					
Parallel runway centerline	H	*Refer to paragraph 316*			
Holding Position [8]		250 ft	250 ft	250 ft	280 ft
Parallel taxiway/taxilane centerline [3, 5]	D	*See footnote 3.*			
Aircraft parking area	G	500 ft	500 ft	500 ft	500 ft
Helicopter touchdown pad		*Refer to AC 150/5390-2*			

Note:

- Values in the table are rounded to the nearest foot. 1 foot = 0.305 meters.

Table A7-12. Runway design standards matrix, C/D/E - VI

Aircraft Approach Category (AAC) and Airplane Design Group (ADG):		C/D/E - VI			
ITEM	**DIM [1]**	VISIBILITY MINIMUMS			
		Visual	Not Lower than 1 mile	Not Lower than 3/4 mile	Lower than 3/4 mile
RUNWAY DESIGN					
Runway Length	A	*Refer to paragraphs 302 and 304*			
Runway Width	B	200 ft	200 ft	200 ft	200 ft
Shoulder Width		40 ft	40 ft	40 ft	40 ft
Blast Pad Width		280 ft	280 ft	280 ft	280 ft
Blast Pad Length		400 ft	400 ft	400 ft	400 ft
Crosswind Component		20 knots	20 knots	20 knots	20 knots
RUNWAY PROTECTION					
Runway Safety Area (RSA)					
Length beyond departure end [9, 10]	R	1,000 ft	1,000 ft	1,000 ft	1,000 ft
Length prior to threshold [11]	P	600 ft	600 ft	600 ft	600 ft
Width	C	500 ft	500 ft	500 ft	500 ft
Runway Object Free Area (ROFA)					
Length beyond runway end	R	1,000 ft	1,000 ft	1,000 ft	1,000 ft
Length prior to threshold [11]	P	600 ft	600 ft	600 ft	600 ft
Width	Q	800 ft	800 ft	800 ft	800 ft
Runway Obstacle Free Zone (ROFZ)					
Length		*Refer to paragraph 308*			
Width		*Refer to paragraph 308*			
Precision Obstacle Free Zone (POFZ)					
Length		N/A	N/A	N/A	200 ft
Width		N/A	N/A	N/A	800 ft
Approach Runway Protection Zone (RPZ)					
Length	L	1,700 ft	1,700 ft	1,700 ft	2,500 ft
Inner Width	U	500 ft	500 ft	1,000 ft	1,000 ft
Outer Width	V	1,010 ft	1,010 ft	1,510 ft	1,750 ft
Acres		29.465	29.465	48.978	78.914
Departure Runway Protection Zone (RPZ)					
Length	L	1,700 ft	1,700 ft	1,700 ft	1,700 ft
Inner Width	U	500 ft	500 ft	500 ft	500 ft
Outer Width	V	1,010 ft	1,010 ft	1,010 ft	1,010 ft
Acres		29.465	29.465	29.465	29.465
RUNWAY SEPARATION					
Runway centerline to:					
Parallel runway centerline	H	*Refer to paragraph 316*			
Holding Position [8]		280 ft	280 ft	280 ft	280 ft
Parallel taxiway/taxilane centerline [2, 6]	D	500 ft	500 ft	500 ft	500 ft
Aircraft parking area	G	500 ft	500 ft	500 ft	500 ft
Helicopter touchdown pad		*Refer to AC 150/5390-2*			

Note:

- Values in the table are rounded to the nearest foot. 1 foot = 0.305 meters.

Footnotes:

1. Letters correspond to the dimensions in Figure 3-26.
2. The runway to taxiway/taxilane centerline separation standards are for sea level. At higher elevations, an increase to these separation distances may be required to keep taxiing and holding aircraft clear of the inner-transitional OFZ (refer to paragraph 308.c). Using this standard to justify a decrease in runway to taxiway/taxilane separation is not permitted.
3. The standard runway centerline to parallel taxiway centerline separation distance is 400 feet for airports at or below an elevation of 1,345 feet; 450 feet for airports between elevations of 1,345 feet and 6,560 feet; and 500 feet for airports above an elevation of 6,560 feet.
4. For approaches with visibility less than ½-statute mile, runway centerline to taxiway/taxilane centerline separation increases to 400 feet.
5. For approaches with visibility less than ½-statute mile, the separation distance increases to 500 feet.
6. For approaches with visibility less than 3/4 statute mile, the separation distance may increase by an elevation adjustment. For approaches with visibility less than ½-statute mile, the separation distance increases to 550 feet.
7. This distance is increased 1 foot for each 100 feet above 5,100 feet above sea level.
8. This distance is increased 1 foot for each 100 feet above sea level.
9. The RSA length beyond the runway end begins at the runway end when a stopway is not provided. When a stopway is provided, the length begins at the stopway end.
10. The RSA length beyond the runway end may be reduced to that required to install an Engineered Materials Arresting System (EMAS) (the designed set-back of the EMAS included) designed to stop the design aircraft exiting the runway end at 70 knots.
11. This value only applies if that runway end is equipped with electronic or visual vertical guidance. If visual guidance is not provided, use the value for "length beyond departure end."
12. For airplanes with maximum certificated takeoff weight of 150,000 lbs or less, the standard runway width is 100 feet, the shoulder width is 20 feet, and the runway blast pad width is 140 feet.
13. An RSA width of 400 feet is permissible.

Appendix 8
Sacred Lands File
Native American Heritage Commission
(September 13, 2019)

STATE OF CALIFORNIA GAVIN NEWSOM, Governor

NATIVE AMERICAN HERITAGE COMMISSION
Cultural and Environmental Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691 Phone: (916) 373-3710
Email: nahc@nahc.ca.gov
Website: http://www.nahc.ca.gov

September 13, 2019

Jaymie Brauer
Quad Knopf, Inc.

VIA Email to: jaymie.brauer@qkinc.com

RE: Modification of CUP 8, Map 27 – Aircraft Runway Redesign Project, Kern County

Dear Ms. Brauer:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. However, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we can assure that our lists contain current information. If you have any questions or need additional information, please contact me at my email address: Andrew.Green@nahc.ca.gov.

Sincerely,

Andrew Green

Andrew Green
Staff Services Analyst

Attachment

Native American Heritage Commission
Native American Contacts List
9/13/2019

Santa Rosa Rancheria Tachi Yokut Tribe
Rueben Barrios Sr., Chairperson
P.O. Box 8
Lemoore ,CA 93245
(559) 924-1278
(559) 924-3583 Fax

Tache
Tachi
Yokut

Wuksache Indian Tribe/Eshom Valley Band
Kenneth Woodrow, Chairperson
1179 Rock Haven Ct.
Salinas ,CA 93906
kwood8934@aol.com
(831) 443-9702

Foothill Yokuts
Mono
Wuksache

Tejon Indian Tribe
Octavio Escobedo, Chairperson
1731 Hasti-acres Drive, Suite 108
Bakersfield ,CA 93309
oescobedo@tejonindiantribe-nsn.gov
(661) 834-8566
(661) 834-8564 Fax

Kitanemuk

Tejon Indian Tribe
Colin Rambo, Cultural Resources Management
1731 Hasti-Acres Drive, Suite 108
Bakersfield ,CA 93309
colin.rambo@tejonindiantribe-nsn.go
(661) 834-8566
(484) 515-4790 Cell

Kitanemuk

Tubatulabals of Kern Valley
Robert L. Gomez, Jr., Tribal Chairperson
P.O. Box 226
Lake Isabella ,CA 93240
(760) 379-4590
(760) 379-4592 Fax

Tubatulabal

Tule River Indian Tribe
Neil Peyron, Chairperson
P.O. Box 589
Porterville ,CA 93258
neil.peyron@tulerivertribe-nsn.gov
(559) 781-4271
(559) 781-4610 Fax

Yokuts

This list is current as of the date of this document and is based on the information available to the Commission on the date it was produced.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code,Section 5097.94 of the Public Resources Code, or Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans Tribes for the proposed:
Modification of CUP 8, Map 27 – Aircraft Runway Redesign Project, Kern County.

Native American Heritage Commission
Native American Contacts List
9/13/2019

Big Pine Paiute Tribe of the Owens Valley
James Rambeau, Sr., Chairperson
P.O. Box 700 — Paiute - Shoshone
Big Pine ,CA 93513
j.rambeau@bigpinepaiute.org
(760) 938-2003
(976) 938-2942 Fax

Big Pine Paiute Tribe of Owens Valley
Sally Manning, Environmental Director
P.O. Box 700 — Paiute
Big Pine ,CA 93513
s.manning@bigpinepaiute.org
(760) 938-2003
(760) 938-2942 Fax

Big Pine Paiute Tribe of the Owens Valley
Danelle Gutierrez THPO
P.O. Box 700 — Paiute
Big Pine ,CA 93513
d.gutierrez@bigpinepaiute.org
(760) 938-2003, ext. 228
(760) 938-2942 Fax

Chumash Council of Bakersfield
Julio Quair, Chairperson
729 Texas Street — Chumash
Bakersfield ,CA 93307
chumashtribe@sbcglobal.net
(661) 322-0121

Kern Valley Indian Community
Julie Turner, Secretary
P.O. Box 1010 — Kawaiisu
Lake Isabella ,CA 93240 — Tubatulabal
(661) 340-0032 Cell

Kern Valley Indian Community
Robert Robinson, Chairperson
P.O. Box 1010 — Tubatulabal
Lake Isabella ,CA 93240 — Kawaiisu
bbutterbredt@gmail.com
(760) 378-2915 Cell

Kern Valley Indian Community
Brandy Kendricks
30741 Foxridge Court — Kawaiisu
Tehachapi ,CA 93561 — Tubatulabal
krazykendricks@hotmail.com
(661) 821-1733
(661) 972-0445

Kitanemuk & Yowlumne Tejon Indians
Delia Dominguez, Chairperson
115 Radio Street — Yowlumne
Bakersfield ,CA 93305 — Kitanemuk
2deedominguez@gmail.com
(626) 339-6785

San Manuel Band of Mission Indians
Lee Clauss, Director-CRM Dept.
26569 Community Center Drive — Serrano
Highland ,CA 92346
lclauss@sanmanuel-nsn.gov
(909) 864-8933
(909) 864-3370 Fax

San Manuel Band of Mission Indians
Lynn Valbuena, Chairwoman
26569 Community Center Dr. — Serrano
Highland ,CA 92346
(909) 864-8933

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